



Monday
2nd March, 1953

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE
OFFICIAL REPORT

**PARLIAMENT SECRETARIAT
NEW DELHI**

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THE

PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT

579

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HOUSE OF THE PEOPLE

Monday, 2nd March, 1953

The House met at Two of the Clock

[MR. DEPUTY-SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Per Capita Income

*395 Pandit Munishwar Datt Upadhyay: Will the Minister of Finance be pleased to state what is the per capita income in India in the year 1951-52 State-wise?

The Parliamentary Secretary to the Minister of Finance (Shri B. R. Bhagat): Estimates of per capita income in India in the year 1951-52 are not yet available. State-wise estimates are not being attempted on account of technical difficulties.

Pandit Munishwar Datt Upadhyay: May I know how is this per capita income arrived at?

Shri B. R. Bhagat: It is a matter of detail, Sir, but I think generally it is arrived at by computing incomes from various sources and dividing it by the number of population.

Pandit Munishwar Datt Upadhyay: What is the latest figure of per capita income that you have got ready?

Shri B. R. Bhagat: In fact the per capita figure for 1948-49 is Rs. 255.

Shri V. P. Nayar: The hon. Minister said that there are some difficulties. May I know the precise nature of such difficulties which prevent the collection of these details.

Shri B. R. Bhagat: The difficulties are many but the most important of them is that when a 'national' furnishes factors for production abroad or when factors for production owned by foreigners are utilized in production within the country, the net inflow or 'outflow' of income resulting from this is taken in the account of

balance of payments statistics, but in case of different States this figure is not available and cannot be available.

Shri K. K. Basu: May I know whether any attempt is being made to arrive at the national income after 1948-49?

The Minister of Finance (Shri C. D. Deshmukh): An attempt is being made to finalize the figure for 1949-50.

बाबू रामनारायण सिंह : व्यक्तित्व औसत आमदनी निकालने के लिए गवर्नमेंट हर साल चेष्टा करती है या नहीं ?

श्री बी० आर० भगत : अभी जो चेष्टा हो रही है वह १९४९-५० की साल के लिए हो रही है ।

U. N. E. S. C. O. SEMINAR ON STATUS OF WOMEN

*396. Shrimati Renu Chakravarty: (a) Will the Minister of Education be pleased to state whether the Seminar on the status of women called by the U.N.E.S.C.O. was held?

(b) Who attended the Conference from other countries?

(c) Who constituted the Indian Delegation?

(d) What were the recommendations of the Seminar?

(e) What steps are being taken by Government to implement them?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Yes.

(b) The following delegates attended from other countries:—

Burma:

(1) Daw Pwa Hmee.

- (2) Daw Than Than Nwai.
- (3) Daw Kla Kyi.
- (4) Daw Than Than.
- (5) Daw Mya Mya Hmaw.

Indonesia:

- (1) Mrs. S. Kartowijono.
- (2) Mrs. E. Puradiredja.
- (3) Mrs. Memet Tanumidjaja.
- (4) Miss H. Tumbelaka Johanna Maria.
- (5) Miss Soeitinah.

Laos:

- (1) Mon. Tay Keoulouanghakhhot.
- (2) Mon. Quinim Pholsena.

Pakistan:

- (1) Begum Khudeja G. A. Khan.
- (2) Mrs. Akhtar Imam.

Thailand:

- (1) Miss Sermsri Kasemsri.
- (c) The following constituted the Indian Delegation:—

- (1) Mrs. Hannah Sen.
- (2) Begum Hamid Ali.
- (3) Mrs. Mona Hensman.
- (4) Mrs. Kamaladevi Chattopadhyaya.
- (5) Mrs. Leela Roy.

(d) The Seminar made no recommendations, it being purely an exploratory Conference.

(e) Does not arise.

Shrimati Renu Chakravartty: May I know on what basis were these delegates invited to the conference? Were they the delegates of Governments or were they representatives of certain organisations?

Shri K. D. Malaviya: Various women's and social science organisations were invited to send a panel of names to the Government and out of these panels a number of representatives were selected by the Minister for Education.

Shrimati Renu Chakravartty: May I know who were the organizations approached in India for sending delegates.

Shri K. D. Malaviya: There are several.

Shrimati Renu Chakravartty: Among them, were any representatives called for from working class women or from amongst the peasants' women's organisations?

Shri K. D. Malaviya: I am not aware of any such organisation.

Shrimati Renu Chakravartty: May I know what was the aim of this Seminar?

Shri K. D. Malaviya: The aim of this Seminar was to make a sociological study of the problems involved in the admission of women to the exercise of political rights.

Sardar Hukam Singh: May I know, since this conference was an exploratory one as has been said in the statement what were the factors that were explored which led to the conclusion that though women everywhere evinced considerable interest in political activities, the extent to which they actually participated varied?

Shri K. D. Malaviya: As the hon. Member has said, this conference was of an exploratory nature. Certain subjects were discussed in this conference, such as the social and cultural factors, religion, family, caste, etc., the position of women in different social stratifications and occupations, of the political rights of women, the legal position and political rights, women's movements, and a survey of the role of women in the elections in some countries of the region. All these subjects were discussed and no decisions were taken. Only a certain procedure and subject have been agreed upon, and based on these procedure and subjects further discussions will take place at a suitable time.

Several Hon. Members rose—

Mr. Deputy-Speaker: I am not going to spend a whole hour on this single question. Next question.

OFFICERS DEPUTED OVERSEAS

***397. Shrimati Renu Chakravartty:** (a) Will the Minister of Natural Resources and Scientific Research be pleased to state how many officers of his Ministry, other than the Secretary, were deputed overseas during the year 1952?

(b) What was the purpose of the visit of each of them and to which countries did each go?

(c) How far was their commission successful?

(d) What was the expenditure incurred on each?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Three.

(b) To attend the initial meeting of the Indus Basin Working Party in Washington. They visited the U.S.A. only.

(c) An outline of programme of studies was agreed upon which would culminate in the preparation of a comprehensive plan for the development of the waters of the Indus Basin, taken as a unit, for benefit of both India and Pakistan.

(d) Rs. 10,144/13/-, Rs. 10,219/3/- and Rs. 9,624/5/-.

Shrimati Renu Chakravarty: May I know whether there were also persons attending from Pakistan?

Shri K. D. Malaviya: Yes, Sir, in this working party an Engineer from Pakistan was also represented.

Sardar Hukam Singh: Has the Secretary been going each year since 1947?

Shri K. D. Malaviya: The Secretary is not mentioned in this delegation.

Sardar Hukam Singh: I agree the question is whether persons other than the Secretary were deputed overseas. But I want to know whether it is a fact that the Secretary has been going out every year since 1948?

Shri K. D. Malaviya: The Secretary may have been going out and is going out whenever Government consider that there is something urgent for him to do abroad.

Sardar Hukam Singh: May I know whether the Government considered it advisable to send him every year since 1948?

Mr. Deputy-Speaker: Order, order. The hon. Member is going away from the question. The question relates to officers other than the Secretary. He has no information on that. You cannot take him by surprise. Next question.

SCIENTIFIC LIAISON OFFICER IN U. K.

*398. **Shrimati Renu Chakravarty:** (a) Will the Minister of Natural Resources and Scientific Research be pleased to state what is the purpose of maintaining a Scientific Liaison Officer in U.K.?

(b) What are his salary and allowances?

(c) In which other countries do we maintain such Liaison Officers?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) and (b). A

statement giving the required information is placed on the Table of the House. [See Appendix III, annexure No. 35.]

(c) Scientific Liaison Offices are not maintained in any other country.

Shrimati Renu Chakravarty: After reading the statement I find that many of the jobs which ought to have been done by this Indian Scientific Liaison Officer are again being redone. What is the reason why the Secretary has been sent abroad. I would like to know why this was necessary. Is it because this Liaison Officer is unable to do his job or for any other reason?

Shri K. D. Malaviya: The I.S.L.O. as we call him has definitely assigned jobs and so the Secretary has not much to do with those specific jobs for which I.S.L.O. has been deputed there. The Secretary may have gone there for some other work and as such may have helped in giving advice on general matters including those that have to be undertaken by I.S.L.O.

Shrimati Renu Chakravarty: It says over here that he has visited laboratories, research institutes, research departments of universities in the U.K., Europe and U.S.A. May we know what are the countries in Europe which this officer has visited during the last two years?

Shri K. D. Malaviya: For a portion in the last two years the post was not filled. The new officer has taken up his duties only on the 19th February, last month. Previous to that, he had held the post in 1950 and 1951 and early 1952.

सेठ गोविन्द दास : क्या इस तरह के किसी अफसर को पृथक रूप से अमरीका में नियुक्त करने का विचार किया जा रहा है ?

श्री को० डी० मालवीय : जी हाँ, वह जरूरी है, क्योंकि वहाँ भी इस प्रकार के अफसर की नियुक्ति की आवश्यकता सरकार समझती है, लेकिन अधिक कारणों से गवर्नमेंट ने मुनासिब नहीं समझा कि उस की इसी समय नियुक्ति कर दी जाय, लेकिन जैसे ही सुविधा समझी जायगी, उसको नियुक्त करने का विचार है।

सेठ गोबिन्द दास : अ-रीका में ऐसे
अफसर की नियुक्ति करने में कितना प्रतिवर्ष
खर्च पड़ेगा ?

श्री के० डी० मालवीय : इस का
अन्मान तो मैं इस समय नहीं दे सकता ।

Shrimati Renu Chakravarty: In the Secretary's tours we find that he has gone to study the working of this Indian Scientific Liaison office in 1949. Again, he has gone in 1950. In 1950, he has made certain recommendations about this office. May we know exactly what the nature of these recommendations is?

Mr. Deputy-Speaker: That is not part of the this question.

Shrimati Renu Chakravarty: That is, because the question deals with Liaison officer and Liaison office.

Mr. Deputy-Speaker: The hon. Member is asking about the Secretary. Why should there be over-lapping?

Shrimati Renu Chakravarty: There is no overlapping. I asked, what are the recommendations of the Secretary on two successive visits to England regarding this particular office and officer.

Mr. Deputy-Speaker: That is not part of the question here. The question is, what is the purpose of maintaining a Scientific Liaison Officer in U.K.; what are his salary and allowances; in which other countries do we maintain such Liaison officers? If there is a report dealing with all these, not once but twice, and the contents of that report are required, another part dealing with the report might have been added or a separate question might have been put. How can the Ministers be expected to carry all this information in their head? Next question.

Shrimati Renu Chakravarty: If you say that this is widening the scope of the question, I shall ask another question. Sir. During the whole period that we have had this officer, may we know whether he has tried to obtain any information regarding new methods in plant genetics called the Lysenko method?

Mr. Deputy-Speaker: He has been absent except from February.

Shrimati Renu Chakravarty: During 1950 he has been there.

Shri K. D. Malaviya: This specific information I will not be able to give just now. If the hon. Member is interested, she may table another question.

AIR ARM WING OF INDIAN NAVY

***399. Dr. Ram Subhag Singh:** Will the Minister of Defence be pleased to state:

(a) whether the Air Arm Wing of the Indian Navy has come into existence;

(b) whether India is having enough naval officers and men to man the aircraft of the Indian Navy; and

(c) whether any naval air stations exist in the country for operating the naval aircrafts?

The Deputy Minister of Defence (Shri Satish Chandra): (a) to (c). Yes. In this connection I would invite the hon. Member's attention to the answer to Shri B. S. Murthy's Starred Question No. 1197 given in the House on the 16th December 1952.

Dr. Ram Subhag Singh: What is the present strength of aircraft in this aviation wing of the Indian Navy?

Shri Satish Chandra: We are initially getting 10 Sea-land amphibian aircraft out of which one has already been received. The rest will arrive at intervals of a fortnight and we hope that the delivery will be completed by mid July.

Shri Jaipal Singh: May we know why all the naval airmen were trained in India and U.K. also in numbers exceeding their present requirements in fighter aircraft and why *Sealands* have bought. *Sealands* being essentially a communication aircraft?

Shri Satish Chandra: *Sealand* apart from being a communication aircraft is also a training aircraft. No further training could be possible without obtaining *Sealands*. We are proposing to get fighter aircraft as and when finances permit and aircraft are available.

Shri N. Sreekantan Nair: May I know whether we intend to train naval officers for this piloting business or borrow them from the Air Force?

Shri Satish Chandra: They will all be naval personnel. Naval Air-crew is being trained for this purpose.

Shri Jaipal Singh: In a recent statement of the Minister and Special Adviser to our High Commissioner in

London. it was said that these *Sealands* would be used mainly for training Indian gunners and radar operators to strike down enemy aircraft. My hon. friend has just now admitted that it is essentially a communication aircraft. How do they propose to train these?

Shri Satish Chandra: The hon. Member is trying to put in my mouth what he has himself said. I said, in addition to being a communication aircraft, it is to be used as a training aircraft. Because Indian pilots have had no experience of amphibian planes so far, they will be able to handle these planes and get experience about landing on sea. They will also be used for air rescue operations at sea. This unit forms only the nucleus of further development. We are making a start. It will be our attempt to get fighter aircraft also at an early date.

Shri Jaipal Singh: In view of the fact that *Sealands* have been there from as far back as 1948 and they have not been accepted by any Navy in this world, and are not likely to be, may I know the reasons why the Indian Navy has thought it wiser to accept *Sealands*?

Shri Satish Chandra: I take that information from the hon. Member. He is actually giving out information. As far as I know, they were being used elsewhere.

SUPPLY OF FILMS TO TROOPS

***400. Dr. Ram Subhag Singh:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the usual supply of films to troops through Government was recently stopped by a decision of the Executive Committee of the Indian Motion Picture Producers' Association;

(b) if so, what was the reason therefor; and

(c) whether that decision is still in force?

The Deputy Minister of Defence (Sardar Majithia): (a) to (c). The supply of films was not actually stopped, but while negotiations for a fresh contract were in progress, the Indian Motion Picture Producers' Association intimated that, in view of certain observations made by General Cariappa in a speech at Madras, the Association had decided not to enter

into any fresh agreement. The Association later reconsidered the matter and agreed to renew the agreement.

Dr. Ram Subhag Singh: What is the nature of the arrangement for showing films to the Indian Army officers?

Sardar Majithia: There are two ways. One, films are obtained direct by persons who own theatres and the other is, Government also have obtained some films and shown in forward areas.

Shrimati Kamlendu Mati Shah: What are the films shown and who censors the English and Hindi films for the Defence forces?

Sardar Majithia: So far as Defence forces are concerned, censoring does not arise because we select the films that we find suitable.

Dr. Ram Subhag Singh: May I know whether any special arrangement is made for showing films to men in the operational areas?

Sardar Majithia: Yes, it is done.

FAMINE INVESTIGATION COMMITTEE

***401. Shri A. N. Vidyalkar:** Will the Minister of Finance be pleased to state:

(a) what were the terms of reference of the Central Famine Investigation Committee set up under the Chairmanship of Shri S. V. Ramamurthy that toured the famine-affected areas of Deccan;

(b) the total cost incurred on this Committee;

(c) the principal recommendations made by the Committee; and

(d) the recommendations that were accepted by Government and implemented?

The Minister of Finance (Shri C. D. Deshmukh): (a) No Central Famine Investigation Committee has been set up but teams of officers were sent to the famine affected areas of Mysore, Hyderabad, Bombay and Madras to study the situation on the spot. Shri S. V. Ramamurthy led the team of officers to the first three States. Their terms were to study in detail the nature and extent of the distress in the affected areas and recommend suitable measures of providing relief on a permanent and semi-permanent basis.

(b) The expenditure incurred on the visit of these official tour is met

by the individual Ministries from whom the officers have been drawn. The information is being collected and will be laid on the Table.

(c) and (d). The recommendations of the teams are under examination and a statement on the action taken will be laid on the Table of the House in due course.

Shri A. N. Vidyalkar: May I know the estimated loss suffered by the farmers in the Deccan during this period?

Shri C. D. Deshmukh: (a) I should require notice of the Question. (b) I doubt whether information would be available even in the report of these teams in the form in which the question is put. It is true that as an introduction to their recommendations they were expected to state the extent of the famine and form an appraisal of the situation.

Shri Bogawat: May I know the permanent or semi-permanent measures recommended by this Commission for areas which are very liable to famine in Maharashtra?

Shri C. D. Deshmukh: If he is asking for details of the Report, I think it would be better to lay it on the Table of the House together with the orders on the subject when the recommendations have been considered and accepted.

Shri Dabhi: May I know the names of the areas in Bombay State which these officers visited?

Shri C. D. Deshmukh: They went to most of the districts affected by the famine: Ahmednagar, Sholapur, Bijapur and, I think, the two Khandeshes—East Khandesh and West Khandesh—and part of Poona District. That is so far as Bombay is concerned; in Madras—the Rayalaseema Districts, Mysore (I can't quite name the area); in Hyderabad, the areas served by the Tungabhadra Project and so on.

Shri K. Subrahmanyam: May I know the person who headed the team of officers going to Rayalaseema and the other affected areas in Madras State?

Shri C. D. Deshmukh: Mr. Bhattacharya led the team that went to Madras. Mr. Ramamurthy led the team—as I said in my answer—that visited the other parts.

Shri B. S. Murthy: May I know whether the team that visited

Rayalaseema has proposed any immediate measures of relief, and whether the Government have taken any steps in this connection?

Shri C. D. Deshmukh: I haven't got the reports here. I can't say whether they have recommended any immediate action. As I have said, all the recommendations are under consideration.

Shri A. N. Vidyalkar: Were the Committees asked to study the causes and remedies of the famine or the extent of the famine?

Shri C. D. Deshmukh: Principally, Sir, how relief should be provided by means of projects, and actually, in advance of the acceptance of the recommendations, sanction has been given in regard to certain works. There are about four in Mysore, one in Bombay, and one in Hyderabad. For instance, for the Tungabhadra Project, we have increased the allocation by Rs. 1 crore in order to provide relief work. In Bombay, minor irrigation schemes to the extent of Rs. 11 lakhs have been sanctioned.

Dr. Suresh Chandra: The Finance Minister has stated that these teams visited the Tungabhadra area in Hyderabad, whereas the most severely affected area in Hyderabad State is Aurangabad District, and I think this team has not visited that at all....

Shri C. D. Deshmukh: The team visited the area to which attention was drawn by the State Government.

Shri Altekar: May I know whether they have studied the present situation only, or the long-range aspect of the matter, and the causes for the famine?

Shri C. D. Deshmukh: The principal purpose was to provide works for relieving distress caused by scarcity and famine. Incidentally, they might consider long-term measures, but obviously it would not be possible either for the Central Government or the State Government to start long-term development works for the purpose of providing relief, for the obvious reason that there might not be finance for continuing those works once they are started for the limited purpose of providing relief.

DAOCOITY IN DELHI

***402. Shri Lakshman Singh Charak:** Will the Minister of Home Affairs be pleased to state:

(a) what steps Government have taken so far in checking dacoity, kidnapping, murder etc. in Delhi;

(b) whether Government are aware of the case which occurred recently in Delhi near Y.M.C.A. where a man was caught by a person who took away all his money etc. in his possession; and

(c) the number of cases which have been recorded with the Police since 1951 up to January 1953 and how many arrests have been made?

The Deputy Minister of Home Affairs (Shri Datar): (a) The following measures have been adopted:—

- (i) Day and night patrolling by the unarmed police has been intensified and extended to cover all vital points on the outskirts of the city.
- (ii) Special patrolling by armed and unarmed police is carried on in the areas where crimes are particularly apprehended.
- (iii) Mounted Police patrols in the rural areas, unapproachable by motor vehicles, in addition to normal patrolling by unarmed and armed police.

(b) Yes. A Government peon reported that on 21st January 1953 he was way-laid by two persons and relieved of Rs. 70/-. The investigation revealed that the case was a fabricated one and lodged to avoid payment of debt to a money lender. Action is being taken to prosecute the complainant under section 182 of the I.P.C. for making a false report.

(c) I lay a statement on the Table of the House. [See Appendix III, annexure No. 36.]

Shri Chattopadhyaya: May we know the vital points in the City which we might avoid in order not to be way-laid? We know about the outskirts. What about the "in-skirts"?

Shri Vallatharas: How many cases of kidnapping of young children have come to light so far?

Mr. Deputy-Speaker: The question relates to dacoity.

Shri Vallatharas: Kidnapping is also included.

Shri Datar: I shall give the figures. Now, so far as the total number of persons reported to have been kidnapped is concerned, it is like this:

Below 10 years:	Males—11	Females—18
Between 10 & 16 :	.. —28	.. —58
Kidnapped	2:	

Shri Vallatharas: May I know how many have been recovered so far?

Shri Datar: So far as the number of restored persons is concerned, it is 108, out of the total number of kidnapped persons which is 132.

Shri Radha Raman: What punishment have the culprits been given by the Courts in these cases of kidnapping and murders?

Mr. Deputy-Speaker: There are a number of cases.

Shri Datar: In a very large number of cases, the accused have been convicted. If my hon. friend is interested, I might give him some figures so far as murder is concerned.

Mr. Deputy-Speaker: We need not go into all those details. Next question, Mr. Gidwani.

INSURANCE CERTIFICATES

***403. Shri Gidwani:** (a) Will the Minister of Finance be pleased to state whether Government have received any complaints that the Foreign Exchange banks particularly of British origin refuse to accept Insurance Certificates of companies working in East European countries?

(b) Do these banks delay transmission of letters of credit as much as possible?

The Deputy Minister of Finance (Shri M. C. Shah): (a) No such complaints have been received by Government.

(b) Government have no information.

DISPLACED PERSONS SHIFTED FROM WEST BENGAL TO CHARBATIA CAMP

***404. Shri Gidwani:** (a) Will the Minister of Rehabilitation be pleased to state what was the number of displaced persons shifted from West Bengal to Charbatia Camp in Orissa State?

(b) Is it a fact that one hundred displaced persons died in a period of two months in that Camp owing to disease and other reasons?

(c) If so, what steps have been taken to prevent such a high incidence of mortality among the displaced persons in the Camp?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) 3773.

(b) No.

(c) Does not arise.

Shri Gidwani: Is it a fact that the West Bengal Government themselves admitted that 36 persons died?

Shri J. K. Bhonsle: Actually, 55 persons have died, Sir, through normal causes.

EVASION OF INCOME-TAX

*405. **Shri Tushar Chatterjea:** Will the Minister of Finance be pleased to state whether it is a fact that reports have come to the Government of India about a particular practice indulged in by certain foreign firms to evade income-tax, in which emoluments to foreign employees are shown at a much higher figure than what is actually paid?

The Minister of Revenue and Expenditure (Shri Tyagi): No such reports have come to the Government of India in the Ministry of Finance. If, however, the hon. Member has any information on the subject, I shall feel obliged if he is pleased to pass it on to me. To be more accurate, I might add, that long ago income-tax officers had made enquiries and reported to the Central Board of Revenue to the effect that there were certain perquisites given by firms to their employees by way of tiffin allowances, boarding allowances, free servants, free medical aid, electric charges etc. It is clear that these perquisites should be taxed, but according to the Income-tax Act, they could not be taxed. With a view to cover these perquisites, last time a Bill was moved, but it has lapsed. If the hon. Member hints at these perquisites, surely there are certain cases where these extra perquisites are given by firms to their employees.

Shri Tushar Chatterjea: May I know whether the attention of the Government has been drawn to a news item which was published in the press on 28-12-52 and whether Government has contradicted it or not?

Shri Tyagi: I am afraid, there are news and news. My hon. friend should oblige me by pointing out when and where the news was published.

Mr. Deputy-Speaker: Not now.

Shri K. K. Basu: Have the Government any intention to revive the lapsed Bills in the future?

Shri Tyagi: It all depends upon the programme of the Parliament. As it has been very crowded, more urgent Bills have been taken up, and so the previous ones had lapsed. But surely the intention is to bring in such an amending Bill as to cover these perquisites so as to make them taxable.

Shri K. Subrahmanyam: Have the Government studied the 30-page memorandum submitted by the employees of the firms outlining the tactics adopted by the foreign firms for evading income-tax? If so, what action is proposed to be taken in the matter?

Shri Tyagi: I am afraid I have no impression of having received a memorandum my hon. friend refers to. But I shall be obliged if he will kindly give me a copy of the same.

Shri Tushar Chatterjea: May I know whether the following news item has been taken note of by the Government of India or not?

Mr. Deputy-Speaker: The same news?

Shri Tushar Chatterjea: The news item which appeared on 28-12-52 in the *Hindusthan Standard*.

Mr. Deputy-Speaker: The hon. Member will kindly pass it on to the hon. Minister. He has already stated that he has not heard of any such thing. So there is no good putting the same question again.

Shri Tyagi: May I clarify one point, Sir? It is generally difficult for any company to give higher pay and thereby avoid taxes, because the tax on a company is at a maximum of As. 8 a rupee, whereas on individuals, the maximum is As./13/3 per rupee. So, if some higher pay is granted by these foreign firms to their employees, then the pay in the hands of the employees is more heavily taxed.

LOAN TO TITANIUM FACTORY, TRAVANCORE-COCHIN

*406. **Kumari Annie Mascarene:** (a) Will the Minister of Finance be pleased to state whether a loan has been applied for by the Titanium Factory in Travancore-Cochin State to the Industrial Finance Corporation?

(b) When was the application sent?

(c) What are the conditions of eligibility for loans?

The Minister of Revenue and Expenditure (Shri Tyagi): (a) Yes, Sir.

(b) The application was received in the Head Office of the Corporation on the 25th March, 1952.

(c) Loans can be granted to Industrial concerns as defined in Section 2(c) of the Act. Applications have, however, to be judged for eligibility of loan in any particular case.

on their own merits. One of the criteria borne in mind is the feasibility and economics of the scheme.

Kumari Annie Mascarene: May I know whether the Government have audited the accounts of this company?

Shri Tyagi: It is not for the Government to do it. In fact it is the Industrial Finance Corporation that deals with these investigations. I have the information that they made investigations regarding this firm, but unfortunately their finding was that their cost of manufacturing the goods was not low enough to compete with that of foreign supplies. And so an advance of such a big amount was not thought feasible for this company, unless it was assured that their goods could compete with foreign supplies.

Now there comes the question of giving the industry some protection. I might also inform this House that my hon. colleague the Minister of Commerce and Industry has already made investigations in this matter and has referred the case to the Tariff Commission for their recommendations as to whether the industry does deserve any sort of protection.

Kumari Annie Mascarene: May I know whether the Government had enquired into the causes of the high cost of production?

Mr. Deputy-Speaker: That will be done by the Tariff Commission.

Shri N. Sreekantan Nair: May I know whether the Government are aware that it was the Commerce and Industries Minister himself who directed the Titanium Products Company not to resume production but immediately to set up a 'Routail' Plant so that they may be able to produce cheaper material and directed them to apply for a loan from the Industrial Finance Corporation?

Shri Tyagi: According to my information, the Ministry of Commerce and Industry recommended a certain method and a certain scheme to cheapen the cost of production, and that scheme is under the consideration of the firm. Negotiations are going on, probably, and they have not accepted that scheme yet.

Mr. Deputy-Speaker: Next question.

Kumari Annie Mascarene: May I put one more supplementary on this question? May I know why under

similar situations the Industrial Finance Corporation gave a loan of Rs. 50 lakhs to the Orissa Textiles, while we are not given any such payment?

Mr. Deputy-Speaker: It is a matter for argument.

Shri Tyagi: Each case stands on its own footing.

Mr. Deputy-Speaker: The hon. Minister is giving information, based on which further questions are asked. Next question.

ANTI-COMMUNIST LEAGUE

*407. **Kumari Annie Mascarene:** Will the Minister of Home Affairs be pleased to state:

(a) whether an anti-communist league functions in India;

(b) by whom the league is financed; and

(c) the number of such units functioning in Travancore-Cochin State?

The Deputy Minister of Home Affairs (Shri Datar): (a) Government are aware of only one Anti-Communist League, whose activities appear to be confined to Negercoil in Travancore-Cochin State. It does not seem to have branches anywhere else.

(b) The Government of India have no information.

(c) One.

Kumari Annie Mascarene: May I know whether the Government are aware that this League in Travancore-Cochin State is financed by foreigners?

Shri Datar: No. Our information is that it is not financed by any foreigners.

Kumari Annie Mascarene: May I know whether the Government are aware that I myself was invited to take up the leadership of this League, and offered many lakhs of rupees at my disposal, if I could carry it on?

Shri Datar: We shall take the information from the hon. Member.

Mr. Deputy-Speaker: The hon. Member is giving information and not seeking information.

Kumari Annie Mascarene: He has been already informed on the subject, by myself.

Shri N. Sreekantan Nair: Are the Government aware that the Chief Minister of Travancore-Cochin State is actively co-operating with and encouraging this organisation?

Shri Datar: We have no information to that effect.

Shri Punnoose: May I know whether the Government of India or the Prime Minister has received any communication from the hon. Member Kumari Annie Mascarene with regard to this subject, and that this anti-communist league has been financed by foreign interests in this country?

Shri Datar: The Home Ministry is not aware of any such thing.

Shrimati Renu Chakravartty: May we know whether the Government are aware that certain postal authorities are allowing stamps written to the order of 'Beware of the Communists', etc.? Is it the Government's policy also to allow such propaganda?

Shri Datar: It is not Government's policy to encourage any such thing.

Shri P. T. Chacko: Are the Government aware that this League is led by leftists who are now quarrelling with the Communist Party?

Mr. Deputy-Speaker: Order, order. Hon. Members are all giving information, and not seeking information.

FLOOD-STRICKEN PEOPLE OF MANIPUR

*408. **Shri L. J. Singh:** Will the Minister of States be pleased to refer to the reply to the first supplementary question raised on starred question No. 376 on the 17th November, 1952 and state what relief Government propose to give to the flood-stricken people of Manipur?

The Minister of Home Affairs and States (Dr. Katju): The following relief measures have been adopted:—

- (i) Foodstuffs worth Rs. 7,943/- were distributed free to the flood-stricken people, in the shape of maize, atta, salt, etc. Maize was distributed as rice was not available locally and import was not possible due to landslides blocking the Dimapur-Imphal Road. 5,976 maunds of rice imported from Assam were sold to the public at the subsidised rate of Rs. 15/- per maund before and after the floods.

- (ii) A sum of Rs. 10,000/- recently donated by the Indian Red Cross Society is proposed to be distributed in the form of cash doles.

- (iii) Repairs to the river bunds which are maintained by the villagers and which are damaged during the floods have been undertaken by Government involving an expenditure of Rs. 70,000/-.

The situation is now reported to be normal and no further relief measures are considered necessary. Remission of land revenue will be granted in deserving cases.

Shri L. J. Singh: May I know whether any repair works have been done in the flood-affected areas on the banks of the Manipur rivers?

Dr. Katju: I require notice.

Shrimati Kamlendu Mati Shah: Is it a fact that the district of Tehri-Garhwal suffers from periodic floods that wash away the agricultural land, and if so what measures are being taken in this line? If not, why not?

Dr. Katju: The hon. the lady Member is aware that Manipur and Tehri-Garhwal are far away from each other, and so I am unable to answer that question.

Shrimati Kamlendu Mati Shah: I thought I could get the answer to that also.

STANDARD OF EDUCATION

*409. **Shri Viswanatha Reddy:** (a) Will the Minister of Education be pleased to state whether the Inter-University Board has sent any recommendations with regard to increasing the standard of education in Indian Universities?

(b) If so, what are the main features of these recommendations?

(c) What action is proposed to be taken on these recommendations?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Yes, Sir.

(b) The Inter-University Board has expressed the opinion that unless the financial resources of the Universities are improved by increased Government grants for various purposes no improvement in standards can be expected. The Board has also emphasised the need for the establishment of a University Grants Commission for this purpose.

(c) Government are considering the matter and propose to call a conference of Vice-Chancellors and Education Ministers in this connection.

Shri Viswanatha Reddy: May I know, Sir, whether it is a fact that they have also recommended an increase in the standard of English in the Universities, and if so, what the repercussions of the implementation of this recommendation will be on the establishment of Hindi as the national language?

Shri K. D. Malaviya: Sir, the recommendations are under the consideration of Government and it is premature for us to say anything about it.

से० गोबिन्द दास : क्या यूनीवर्सिटी की सिद्धान्तों में भिन्न भिन्न प्रदेशों की भाषा, राज्य भाषा और संस्कृति का क्या स्टैंडर्ड रहेगा इस सम्बन्ध में भी कुछ कहा गया है।

Mr. Deputy-Speaker: The whole report is under consideration.

منسٹر آب ایجوکیشن اینڈ نیچرل
ریسورسز اینڈ سائنٹیفک ریسرچ (مولانا
آزاد): بات یہ ہے کہ یہ پورا اسی معاملہ
زیر غور ہے۔ گورنمنٹ کسی آخری نتیجے
پر نہیں پہنچی ہے۔ ایک کانفرنس
بلانی جائیگی۔

[The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): The fact is that the whole matter is still under consideration, Government have not arrived at any final decision. A conference will be called.]

Shri Veeraswamy: May I know, Sir the reasons for the deterioration in the standard of Education in Indian Universities?

Shri K. D. Malaviya: I cannot answer that question.

Shri T. N. Singh: Is it true that the Central Government make certain grants to certain Universities which are normally under provincial control for this or that educational work?

Shri K. D. Malaviya: Government do give grants to Universities as suggested by the hon. Member.

Shri Veeraswamy: The hon. Minis-

ter has not answered my question, Sir.

Shri K. K. Basu: He does not know.

Mr. Deputy-Speaker: Yes, he has answered. The hon. Member asked whether the standard of University education is not deteriorating?

Shri Veeraswamy: The reasons for the deterioration in the standard of education in Universities.

Mr. Deputy-Speaker: We have got the report of the University Commission. Hon. Members must read that. It is for that purpose that the report is placed here. I cannot allow questions and answers for which there is recorded evidence.

MINT AND CURRENCY PRINTING ESTABLISHMENT, HYDERABAD

*410. **Shri Madhao Reddi:** Will the Minister of Finance be pleased to state what steps are proposed to be taken to utilise the Mint and Currency Printing Establishment in the Hyderabad State after the demonetisation of the State currency?

The Deputy Minister of Finance (Shri M. C. Shah): The Hyderabad Mint which is in charge of the Central Government is proposed to be continued as a stand-by mint even after demonetisation of State Currency. A surplus staff of 82 men will however have to be discharged. These men are temporary. Efforts are being made to see if any of them could be employed in other Government undertakings.

Some sixty-five men from the Currency Section of the Hyderabad State Press where printing of the Hyderabad one rupee notes is carried out will also become surplus to the requirements. It is learnt that all these posts are temporary and that 17 of the men have liens elsewhere. It will be for the State Government to consider what provision is possible for the 48 men.

Shri Madhao Reddi: May I know, Sir, whether Government consider it desirable to open a regular branch of the Nasik Security Printing Press at Hyderabad?

Mr. Deputy-Speaker: It is a suggestion for action.

Shri M. C. Shah: No such branch is to be opened.

Shri B. S. Murthy: May I know, Sir, whether most of the people who are now to be discharged have been kept there for years under the plea of not being regular servants?

Shri M. C. Shah: No, Sir. As I have already stated, at the time of the federal financial integration, certain items,—Mint, buildings etc.—went to the Central Government and the printing section remained with the Hyderabad State Government, and with the demonetization of the one rupee currency, it will be for the State Government to look into the matter.

Shri Venkataraman: May I know, Sir, the length of service of these 82 men in the Mint department and 65 men in the Printing department who are now going to be retrenched?

Shri M. C. Shah: They are temporary. I have no information as to the length of service. I will get that information if the hon. Member wants to have it.

Shri B. S. Murthy: May I know, Sir, whether most of these people are not skilled labour and, therefore, whether they would be given alternative employment in other Government Presses?

Shri M. C. Shah: As I have stated, efforts are being made if possible to absorb these 82 men. With regard to the 48 men, we have already written to the State Government as far back as in 1952, and we are trying to see if there is any possibility of absorbing them.

STATE FORCES ACCOMMODATION (HYDERABAD)

*411. **Shri Madhao Reddi:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the Government of India had made available for the temporary use of the Hyderabad Government all State Forces accommodation falling surplus as a result of demobilisation; and

(b) if the answer to part (a) above be in the affirmative, whether these quarters have since been taken over from the control of the Hyderabad Government?

The Deputy Minister of Defence (Sardar Majithia): (a) Yes; on condition that accommodation would be vacated on one month's notice when required by the Army.

(b) A portion of the accommodation is now required for the Army and the Hyderabad Government have agreed to vacate the same in April 1953.

Shri Madhao Reddi: When did the Government take possession of these quarters?

Sardar Majithia: As I have already said Sir, the Hyderabad Government has agreed to vacate these in April. We will take them up as soon as they are vacated.

Shri Madhao Reddi: Is it a fact that the Hyderabad Government by the orders of the Government of India forcibly evicted certain old occupants to provide accommodation to the Congress delegates to the Hyderabad Congress Session?

Sardar Majithia: That is not a fact, Sir.

Dr. Jaisooraya: Is it not a fact that they were evicted?

Mr. Deputy-Speaker: How does that arise?

Sardar Majithia: Not to my knowledge.

OSMANIA UNIVERSITY COMMITTEE

*412. **Shri Madhao Reddi:** (a) Will the Minister of States be pleased to state whether the Osmania University Committee under the chairmanship of Shri Acharya Narendra Deva, has completed its work?

(b) What is the specific date fixed for the transfer of the University to the Central Government's control?

The Minister of Home Affairs and States (Dr. Katju): (a) No.

(b) No specific date has been fixed.

Shri Madhao Reddi: What is the nature of the work entrusted to this Committee?

Dr. Katju: To make recommendations about the nature of education and other allied matters.

Shri B. S. Murthy: May I know, Sir, whether retrenchment is also one of the terms of reference of this Committee?

Dr. Katju: I suppose it is always in the terms of reference of any Committee — whatever recommendations they would make.

Shri Velayudhan: May I know, Sir, whether there is any proposal to change the medium of instruction which the University is using today?

Dr. Katju: All allied questions will be considered, and it will be one of the questions, as to whether simplified Hindi should not be there. But I cannot make any statement at this stage. It is all for the two Committees to consider.

Dr. Suresh Chandra: May I know, Sir, the basis on which the Committee was set up and how many times did this Committee meet so far?

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

Dr. Katju: I have not got the terms of reference here.

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

Dr. Katju: Possibly not. This is a State matter.

Shri Raghuramaiah: May I know, Sir, whether any irrevocable decision has been taken by the Centre to take over the Osmania University?

Dr. Katju: A decision will be taken after the reports of the two Committees have been received.

CONCESSIONS FOR OIL PROSPECTING

***413. Shri A. N. Vidyalkar:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether it is a fact that the Standard Oil Company has been granted concession to prospect for oil in the West Bengal delta;

(b) whether recently the Company has asked for more concessions to be granted and also for certain assurances from Government;

(c) what are the conditions on which the company was allowed to undertake the job, what are the new concessions demanded, and whether Government have granted or intend to grant the request of the Company; and

(d) whether Government have made it obligatory for the company to train a certain number of Indians every year, and to keep a certain percentage of Indians in its employment?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) to (d). The Standard Vacuum Oil Company have submitted proposals for prospecting for oil in West Bengal. These are under consideration of Government.

Shri A. N. Vidyalkar: Has any Indian Company also approached Government for similar work?

Shri K. D. Malaviya: No, Sir.

Shrimati Renu Chakravartty: May I know, Sir, whether they have asked for any more concessions than what were originally granted?

Shri K. D. Malaviya: That stage has not yet come.

Shri K. K. Basu: May I know whether one of the conditions for prospecting oil is that they should have the monopoly if the results are favourable?

Shri K. D. Malaviya: The mining and prospecting licences are granted by the State Governments. So far as the Standard Oil Company of America was concerned, it was only after the approval of the Government of India that they were permitted to make an aeromagnetic survey of certain tract of West Bengal to find out whether there are any prospects of finding oil.

AMERICAN TECHNICIANS FOR DAMODAR VALLEY PROJECT

***414. Shri M. S. Gurupadaswamy:** Will the Minister of Finance be pleased to state:

(a) whether American Technicians to man the machinery bought in that country for the Damodar Valley Project are being recruited here at present;

(b) whether the recruitment is being done with the co-operation of U.S. Technical Assistance Administration; and

(c) what is the total number of technicians to be recruited?

The Minister of Finance (Shri C. D. Deshmukh): (a) and (b). Yes, Sir.

(c) Fifteen, out of which seven have been recruited and the remaining eight are yet to be recruited.

Shri M. S. Gurupadaswamy: Is it one of the conditions, Sir, that America would supply the machinery on condition that India would utilise the services of these technicians?

Shri C. D. Deshmukh: The International Bank from which the loan has been taken had attached considerable importance to the employment of adequate experts for the purpose which they are financing.

Shri M. S. Gurupadaswamy: May I know, Sir, whether there was any expert available in India to man this machinery?

Shri C. D. Deshmukh: No, Sir, not for the branches for which they were importing experts from abroad.

Shri K. K. Basu: May I know whether the selection of these experts is left entirely in Indian hands or is it made by the International Bank?

Shri C. D. Deshmukh: The indenting is the initiative of the Damodar Valley Corporation and the selection is made by the Technical Co-operation Organisation. The Bank is concerned only with the broad general result that an adequate number of experts, wherever they are needed, are employed.

Shri M. S. Gurupadaswamy: What are the conditions of employment of these technicians and how much money is spent on these technicians and for how long?

Shri C. D. Deshmukh: This is governed by the usual practice, Sir. We are meeting local costs, that is to say, the expenditure relating to the Secretarial assistance, accommodation and the transportation of the experts. All other expenditure is met by the U.S.A. Government.

POLITICAL CONVICTS IN MIDNAPUR CENTRAL JAIL

*415. **Shri Nambiar:** Will the Minister of States be pleased to state:

(a) whether representations have been received from the political prisoners in Midnapur Central Jail connected with the "Manipur conspiracy" case for transfer to any jail in Calcutta;

(b) if so, the action taken thereon;

(c) whether representations are received from prisoners for better living, condition of diet, clothing, accommodation, etc.;

(d) if so, what action has been taken thereon;

(e) whether there are university students among the prisoners who are willing to appear for examinations; and

(f) if so, what facilities are granted to them to study and appear for the examinations?

The Minister of Home Affairs and States (Dr. Katju): (a) No.

(b) Does not arise.

(c) Representations have been received from certain prisoners convicted in the Manipur Conspiracy Case, at present lodged in the Midnapur Central Jail, for higher classification in the jail.

(d) The Government of India have carefully considered the requests of the prisoners but do not see any justification for giving them any higher

classification than what has been awarded by the Court.

(e) Government are not aware of any prisoner wishing to appear for examination.

(f) Does not arise.

Shri K. K. Basu: Is it true that these prisoners were kept in stone cells which were condemned by the Jail Inquiry Committee?

Dr. Katju: I require notice.

Shri Nambiar: May I know, Sir, whether one of the prisoners kept in the Manipur case has died in jail recently?

Dr. Katju: This question was put in the House and I then informed that unfortunately he died of heart failure owing to fatigued degeneration of the heart.

Shri Nambiar: May I know, Sir, whether any compensation was paid to his family members?

Dr. Katju: I am not aware of any man dying in jail because of fatigued degeneration of the heart; and any compensation being given to anybody.

Shri Rishang Keishing: In view of the fact that there was accommodation in the Imphal Jail, may I know the reasons which led the Government to transfer these prisoners to Midnapur Jail from Imphal Jail?

Dr. Katju: According to my information, when the prisoners were transferred, there was shortage of accommodation and there was also an attempt on the part of these prisoners to get away from the Jail and therefore it was thought desirable that they should go to a better atmosphere in Calcutta.

Shri Nambiar: May I know, Sir, whether these students will be permitted at least on parole to go for examinations, because they want to attend examinations?

Dr. Katju: I am informed that one of the prisoners, Shri Ajit Singh, who sat for the Intermediate examination in 1950 was given all facilities to read inside the jail but very unfortunately he was unsuccessful. He appeared again in the next year with the same result.

Shri Rishang Keishing: In view of the fact that the Imphal Jail has been extended and now there is enough accommodation, do Government contemplate to send these prisoners back to Imphal?

Dr. Katju: I shall make enquiry in the matter.

Shri Rishang Keishing: May I know whether Government also inform the parents and relatives of these prisoners about their condition?

Dr. Katju: I am not aware of any rule by which there is any bounden duty of the Government to give such information. But if it is asked they will try to help.

Shri Jangde: How many persons were arrested in the Manipur Conspiracy case?

Dr. Katju: I am not quite certain about the details of the case. This much I know that 16 persons who were convicted were transferred from Imphal to Calcutta. But the number might have been larger. It was a case which attracted much notoriety at the time. It was a very serious matter.

EXPERT COMMITTEE ON EXCISE

*417. **Shri S. N. Das:** Will the Minister of Finance be pleased to state:

(a) whether the report of the Expert Committee on excise has been considered by Government and decision taken thereon; and

(b) which of the recommendations and suggestions made by the Committee have been accepted, rejected or given effect to?

The Minister of Revenue and Expenditure (Shri Tyagi): (a) and (b).

(1) The report of the Expert Committee (Excise) has been considered by Government, who are in general agreement with the recommendations made by the Committee. As, however, a number of recommendations of the Committee are constitutionally, for the State Governments to implement, the Government of India are not in a position to take a decision themselves on such recommendations. In regard to these the State Governments concerned have, therefore, been addressed. The chief recommendation in which the Central Government is directly concerned is about "Fixation of uniform rates of duty on medicinal and toilet preparations containing alcohol" regarding which the question of formulating legislation is already under Government's consideration. I might also mention that practically all the State Governments have already fixed, in pursuance of an interim recommendation of the Committee, uniform rates of duty for the "restricted" and "unrestricted" categories of medicinal and toilet preparations containing spirit, and no

changes can be made in the list of preparations falling under each of these categories without the approval of the Government of India.

OVERSEAS SCHOLARSHIPS

*418. **Shri T. S. A. Chettiar:** (a) Will the Minister of Education be pleased to state how many people were given Overseas Scholarships in the current year and for what courses?

(b) How many of the recipients of these Scholarships were Government servants and how many belonging to private institutions?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) and (b). A statement giving the information is laid on the Table of the House. [See Appendix III, annexure No. 37]

सेठ गोविन्द दास : क्या इस बात का ध्यान रखा जा रहा है कि विदेशों को केवल उन्हीं विषयों के लिये विद्यार्थी भेजे जाय कि जो विषय भारतवर्ष में नहीं पढ़ाए जा सकते ?

श्री के० डी० मालवीय : जी, हाँ ।

Shri T. S. A. Chettiar: In view of our past experience that many of the scholarships have been wasted, may I know whether these people who have been awarded scholarships been earmarked for posts so that they may be utilised when they return?

Shri K. D. Malaviya: In the new scheme, consideration has been given to this aspect also.

Shri Velayudhan: May I know whether these scholarships given by the Government will cover the total expenditure of the students there?

Shri K. D. Malaviya: No, Sir.

Shri K. Subrahmanyam: How many foreigners are given scholarships in India by the Indian Government?

Shri K. D. Malaviya: I have not got the figures.

Mr. Deputy-Speaker: This does not arise.

Shri Velayudhan: May I know, Sir, whether, when the students had some difficulty, the partial assistance scheme which was in vogue was abolished?

Shri K. D. Malaviya: According to the new schemes offering scholarships to students who are going abroad, generally 50 per cent. of the expenditure is met by the Government and 50 per cent. by the sponsors, whether individuals or associations.

Dr. Suresh Chandra: From the statement I find that one student has been sent abroad for studying Hindi. May I know whether there are no facilities for higher studies of Hindi in this country?

Shri K. D. Malaviya: Yes, Sir, it is very much possible.

WRITTEN ANSWERS TO QUESTIONS

ASSISTANCE TO NAGPUR UNIVERSITY

***416. Shri K. G. Deshmukh:** Will the Minister of Education be pleased to state:

(a) whether the Vice-Chancellor of the Nagpur University has made a representation to the Central Government for financial assistance to the "Five Year Plan" of the said university;

(b) if so, whether the Government of India have agreed to give this assistance and if so, to what limit; and

(c) what is the nature of the "Five Year Plan" of this University?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes, Sir.

(b) The matter is under consideration.

(c) The schemes can be classified in two categories—

(i) plans pertaining to scientific and technical subjects and

(ii) non-scientific and non-technical subjects. These plans are further of the nature of

(i) addition of some new departments;

(ii) expansion of some of the existing departments;

(iii) improvement of the medical facilities for the students;

(iv) replenishment of the libraries and laboratories of the University.

NATIONAL SAMPLE SURVEY

***419. Shri Gidwani:** (a) Will the Minister of Finance be pleased to state whether the attention of Government has been drawn to the first report of

the National Sample Survey, conducted under the guidance of Prof. P. C. Mahalanobis, regarding food production in India, stating that India produces 10 per cent. of surplus food?

(b) Have Government considered that report?

(c) If so, do they agree with the conclusions of the report and if not, why not?

The Minister of Finance (Shri C. D. Deshmukh): (a) Yes, Sir.

(b) The report is still under consideration.

(c) Does not arise.

OUTSTANDING FINANCIAL ISSUES BETWEEN INDIA AND PAKISTAN

***420. Shri L. N. Mishra:** (a) Will the Minister of Finance be pleased to state whether recently some decisions have been arrived at between the Governments of India and Pakistan on the outstanding financial issues that were under dispute?

(b) If so, what are the chief features of such decisions?

The Minister of Finance (Shri C. D. Deshmukh): (a) and (b). With your permission, Sir, I should like to make a short statement in reply to this question. The last conference between the Finance Ministers India and Pakistan was held in May 1951 and I made a statement on this conference on the floor of this House on the 30th May 1951. No overall agreement was reached at this conference and it was decided to adjourn the discussions and resume the conference at a later date. Owing to a variety of causes such as the general elections, the heavy programme of legislative work in recent months, it has not been possible to resume this conference. A number of outstanding matters was, however, informally discussed with the Pakistan Officers by two of our officers who went to Karachi last April. I hope to be in a position to resume these discussions as soon as the current Parliamentary session is over.

UNION OF EMPLOYEES OF SURVEY OF INDIA DEPARTMENT

***421. Shri Tushar Chatterjee:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether there is any recognised union of the employees of the Department of Survey of India;

(b) whether the Union named Survey of India Karmachari Class IV Union, Dehradun, has been accorded recognition;

(c) whether there was any official enquiry about the condition of the union; and

(d) if so, what is the result of the enquiry?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) The following four Associations of employees in the Survey of India have been accorded recognition:

- (1) Survey of India Class II Service Association,
- (2) Survey of India Class III Service Association,
- (3) Surveyors' Associations,
- (4) Southern Circle Class IV Service Association.

(b) There is no statutory provision making recognition of this Union compulsory. The Union was informed that the Government were prepared to consider the question of according voluntary recognition to it, provided outsiders were eliminated from it. As the union was unwilling to eliminate outsiders, the union has not been accorded recognition.

(c) and (d). No official enquiry has been ordered either by the Government of India or the Surveyor General.

FLYING OF REPUBLIC FLAG

***422. Shri H. N. Mukerjee:** Will the Minister of Home Affairs be pleased to state whether any instances of the breach of rules for the flying of the Flag of the Republic of India have been brought to the notice of Government and if so, what action has been taken in the matter?

The Deputy Minister of Home Affairs (Shri Datar): Such instances do occasionally occur. The correct position in regard to the flying of the National Flag has been brought to the notice of the general public by the issue of press notes and pamphlets from time to time. The public were specifically requested in these communications to uphold the dignity of the National Flag and extend full co-operation in adhering to the prescribed rules.

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AID TO RAMESH CHANDRA M. E. SCHOOL UDYMPUR, TRIPURA

***423. Shri Dasaratha Deb:** Will the Minister of Education be pleased to state:

(a) whether it is a fact that Ramesh Chandra M.E. School of Udympur, Tripura was at any time granted any aid by Government;

(b) whether the aid was stopped from April, 1952; and

(c) whether all the students are displaced persons?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes, in 1951-52.

(b) The grant-in-aid for 1952-53 has only been withheld pending a final decision in the matter.

(c) No.

STIPENDS TO SCHEDULED CASTES

***424. Shri N. Prabhakar:** (a) Will the Minister of Education be pleased to state whether Government are taking any step to provide full fee concession and stipends to Scheduled Castes students studying in Delhi University and in its colleges from the 5th class to M.A., M.Sc., Engineering, Medical and L.L.B. classes?

(b) If the reply to part (a) above be in the affirmative, what is that step and when it will come into force?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) and (b). All Scheduled Castes students in Delhi upto the Higher Secondary stage are exempted from payment of fees. A large number of them are also given scholarships in addition. In Delhi University and Delhi Colleges, all Scheduled Castes students, who applied, were given post-Matric Scholarships during 1952-53 under the Scheduled Castes and Scheduled Tribes and other Backward Classes Scholarships Scheme. These Scholarships include payment of fees. Government have also asked the Delhi University and Delhi Colleges to consider whether it is possible to exempt all Scheduled Castes and Scheduled Tribes students from payment of tuition fees.

PUNJAB UNIVERSITY CAMP COLLEGE

***425. Shri N. Prabhakar:** Will the Minister of Education be pleased to state whether the Central Government are taking any step to take

Punjab University Camp College, New Delhi under its jurisdiction and if so, what is that step?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): No, Sir.

Does not arise.

DEMobilISATION OF JAMMU AND KASHMIR STATE FORCES

***425. Giani G. S. Musafir:** (a) Will the Minister of Defence be pleased to state how many of the Jammu and Kashmir State Forces were demobilised after the integration of State forces with Indian Army?

(b) How many of them have been re-employed by the Indian Army or otherwise, and how many of them are still unemployed?

The Deputy Minister of Defence (Sardar Majithia): (a) and (b). Jammu and Kashmir State Forces have not yet been integrated with the Indian Army.

BURMA'S DEBT

***427. Shri Damodara Menon:** (a) Will the Minister of Finance be pleased to state whether it is a fact that the proposed visit of an Indian Financial Official to Rangoon to discuss the repayment of Burma's debt to India has been postponed indefinitely?

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

The Minister of Finance (Shri C. D. Deshmukh): (a) No, Sir; the Indian official is likely to visit Rangoon in the near future.

(b) Does not arise.

NATIONAL RESEARCH DEVELOPMENT CORPORATION

***428. Shri K. C. Sodhia:** Will the Minister of Natural Resources and Scientific Research be pleased to state the decision of Government regarding the proposal of the Planning Commission about the establishment of the National Research Development Corporation of India and how do they propose to implement it?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): The proposal for the establishment of the National Research Development Corporation is under the consideration of the Government of India.

REVIEWING COMMITTEE (CENTRAL UNIVERSITIES)

***429. Shri K. C. Sodhia:** (a) Will the Minister of Education be pleased to refer to the reply to starred question No. 4214 asked on the 16th May, 1951 and state whether Government have since examined the recommendations of the Reviewing Committee appointed by Government to go into the problems facing the Central Universities?

(b) If so, what are their decisions about these recommendations?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes.

(b) Government accepted the recommendations of the Committee, except the recommendation regarding the remission of loans given to the Universities. The question of remission of loans is now under consideration.

MISSION OF EXPERTS FROM THE INTERNATIONAL MONETARY FUND

***430. Shri Nanadas:** Will the Minister of Finance be pleased to state:

(a) whether any Mission of Experts from the International Monetary Fund has come or is likely to come to India to review our fiscal problems;

(b) whether Government have invited such a Mission; and

(c) what is the specific purpose of the Mission and whether any report, has been prepared by it or recommendations submitted to the Government or to the International Monetary Fund?

The Minister of Finance (Shri C. D. Deshmukh): (a) Yes, Sir. A Mission of technical experts from the International Monetary Fund has already arrived in India.

(b) Yes, Sir. Such visits are arranged by mutual consent.

(c) The purpose of the Mission is to collect and study statistical and other data pertaining to the fiscal, monetary and other economic policies of the Government of India, which may include a broad assessment of such policies in relation to the Five Year Plan.

The Mission will eventually submit its report to the Fund, and the Government of India will be apprised of the same through its Executive Director.

LOANS FOR THE DAMODAR VALLEY PROJECT

*431. **Shri K. K. Basu:** Will the Minister of Finance be pleased to state:

(a) the total loans granted so far by the International Bank for Reconstruction and Development for the Damodar Valley Project;

(b) whether a loan has been granted recently;

(c) if so, the amount and purpose of the loan;

(d) the terms of the loan; and

(e) whether the whole of the first loan has been spent and if so, in what manner?

The Minister of Finance (Shri C. D. Deshmukh): (a) \$ 38.00 million.

(b) Yes, Sir.

(c) The amount of the recent Damodar Valley Corporation loan is \$ 19.5 million and has been obtained for financing the foreign exchange costs of the remaining projects of the first phase of the Damodar Valley Corporation.

(d) The loan is for a period of 25 years and carries an interest rate of 4½ per cent. per annum.

(e) Out of the first D.V.C. loan of \$ 18.5 million, \$ 13.19 million have so far been drawn and the amount has been spent on the purchase of electrical equipment from the U.S.A. for the Bokaro-Konar Project.

REHABILITATION OF DISPLACED PERSONS

*432. **Shri Barman:** (a) Will the Minister of Rehabilitation be pleased to state what is the number of displaced persons who came over to the District of Cooch Behar in West Bengal just before the introduction of passport system?

(b) Has any money been allotted as yet for the rehabilitation of such displaced persons and if not, why?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) and (b). The information is being collected and will be laid on the Table of the House in due course.

DEVELOPMENT OF TRIBAL AREAS OF MANIPUR

*433. **Shri Rishang Keishing:** Will the Minister of Home Affairs be

pleased to state:

(a) what amount was granted by the Government of India to the Government of Manipur for the development of the tribal areas of Manipur during the financial year 1952-53;

(b) what the various schemes of development submitted by the Government of Manipur are and how far those schemes have been carried out; and

(c) whether the Government of Manipur ever invited public opinion at the time of making the schemes?

The Deputy Minister of Home Affairs (Shri Datar): (a) No areas have specifically been declared as Tribal areas in Part 'C' States. The Government of Manipur have, however, been authorised to incur expenditure not exceeding Rs. 6 lakhs during the financial year 1952-53 on the schemes for the promotion of the welfare of the tribal population in the State.

(b) A statement showing the various schemes approved by the Government of India is laid on the Table of the House. [See Appendix III, annexure No. 38]. Progress reports in respect of these schemes have not yet been received.

(c) The information has been called for and will be laid on the Table of the House.

GEOLOGICAL SURVEY OF KANGRA AND OTHER AREAS

*434. **Shri Hem Raj:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether the geological survey of the Kangra District, Kulu Valley and Himachal Pradesh has been completed; and

(b) if so, what minerals have been discovered so far in these areas?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) and (b) A statement giving the information required is laid on the Table of the House. [See Appendix III, annexure No. 39]

LOAN DUE TO PAKISTAN

*435. **Shri Krishna Chandra:** Will the Minister of Finance be pleased to state:

(a) the total amount of loan that India has to pay to Pakistan;

(b) whether the payment is to be made in instalments and if so, what are the details of these instalments and when they are due; and

(c) whether India has recently paid any instalment to Pakistan?

The Minister of Finance (Shri C. D. Deshmukh): (a) None, Sir.

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

MANUFACTURE OF CELLULOSE FROM BANANAS

*436. **Shri B. N. Roy:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether any research is going on for extracting Cellulose from the stalk banana plants;

(b) if the answer to part (a) above be in the negative, whether there is a proposal to start such research; and

(c) whether Government are aware of the increasing demand of Cellulose in some countries specially in Brazil?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) to (c). The Central Food Technological Research Institute, Mysore have developed a process to recover starch from banana stems. Further research to develop a method for extracting Cellulose from the stalk of banana plants by the Poplex process will be carried out. The economics of the process will have to be studied after the research has been completed.

SCHEDULED AREAS

324. **Shri Bheekha Bhai:** Will the Minister of Home Affairs be pleased to state the total area of Scheduled areas in different States of India?

The Deputy Minister of Home Affairs (Shri Datar):

Name of State	Scheduled area in Square Miles.
Bihar	15,802.00
Bombay	11,884.70
Madhya Pradesh	20,263.00
Madras	6,776.37
Orissa	21,825.80
Punjab	4,695.00
Madhya Bharat	10,011.22
Hyderabad	4,838.87
Rajasthan	7,601

DELHI POLYTECHNIC DELHI 110015

325. **Shri Bheekha Bhai:** Will the Minister of Education be pleased to state:

(a) whether any seats have been reserved in Delhi Polytechnic for Scheduled Tribes and Scheduled Castes; and

(b) if the answer to part (a) above be in the affirmative, how many of them have been filled and how many are still vacant?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes, 12½ per cent. seats are reserved for Scheduled Tribes and Scheduled Castes.

(b) Fifty-four seats were reserved in the new admissions for 1952-53, but for want of candidates possessing minimum admission qualifications only four of these seats were filled by Scheduled Tribes and Scheduled Castes and the rest were treated as open seats.

STUDENTS SENT ABROAD

326. **Shri Karni Singhji:** Will the Minister of Education be pleased to state:

(a) what proportion the number of students sent abroad on Government of India Scholarships from Part B States during the years 1949-50, 1950-51 and 1951-52 bears to the total number sent; and

(b) the amount of expenditure incurred in this behalf during the past five years for Part B States and in particular reference to Rajasthan?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Nil. In 1950-51 and 1951-52 there were no Government of India Scholarships except 3 (over 2 years) for Part C States. In 1949-50, one of the 25 candidates selected on merit belonged to a Part B State (Mysore) but he finally declined to go.

(b) Approximate expenditure on 'B' State Scholars Rs. 3,36,000

Approximate expenditure on Rajasthan Scholar Rs. 4,000.

BERYLIUM INDUSTRY

328. **Shri Meghnad Saha:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether any steps have been taken for the processing of Beryl to metallic Beryllium and its oxide; and

(b) if the reply to part (a) above be in the affirmative, what steps have been taken for developing the Beryllium industry in this country?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) and (b). Research work on the processing of metal Beryllium and its oxides from Beryl has been carried out under the auspices of the Council of Scientific and Industrial Research. The Atomic Energy Commission is exploring the possibilities of setting up a plant for processing Beryl in India.

BOOKS PRESENTED TO OTHER COUNTRIES

329. Shri S. C. Samanta: Will the Minister of Education be pleased to state:

(a) the number and the cost of books that were purchased and presented to other countries out of the Budget provision for 1952-53;

(b) the names of countries to which these books were presented;

(c) the names of countries that have presented books to India during the same period; and

(d) whether there is any Bilateral Exchange Agreement with any country?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) and (b). A statement is laid on the Table of the House. [See Appendix III, annexure No. 40]

(c) The United States of America (through Co-operative of American Remittances to Europe Inc.), Iran and Turkey. A set of books is also expected very shortly from Sweden.

(d) Yes. With the U.S.A.

CENTRAL FOOD TECHNOLOGICAL RESEARCH INSTITUTE, MYSORE

330. Sardar Hukam Singh: Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether wines and non-alcoholic ginger cocktail have been prepared from local varieties of fruits in the Central Food Technological Research Institute, Mysore; and

(b) if so, whether these preparations are still in the experimental stage or whether they are being produced on an industrial scale?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes, Sir.

Besides tonic wine the following non-alcoholic beverages have been standardised at the Institute:—

- (i) Ginger cocktail,
- (ii) Passion Fruit Squash,
- (iii) Cashew Apple Juice,
- (iv) Jack Nectar,
- (v) Pansupari Nectar.

(b) The processes for the preparation of several non-alcoholic beverages have been worked out and the question of releasing these for production on a manufacturing scale to the Industry is under examination of the Council of Scientific and Industrial Research.

REHABILITATION OF DISPLACED WOMEN

331. Shri B. K. Das: (a) Will the Minister of Rehabilitation be pleased to state whether a scheme of rehabilitating displaced women through horticulture and poultry has been undertaken in West Bengal?

(b) If so, what are the provisions of the scheme?

(c) How many persons have so far been given the benefit of the scheme?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes, through horticulture only.

(b) A statement giving the provisions of the scheme is laid on the Table of the House. [See Appendix III, annexure No. 41]

(c) 25 women (each representing a family).

LIMITED COMPANIES MANAGED BY MESSRS BIRLA BROTHERS LTD.

332. Shri V. P. Nayar: Will the Minister of Finance be pleased to lay on the Table of the House a list of limited Companies in India managed by Messrs. Birla Brothers Ltd.?

The Minister of Finance (Shri C. D. Deshmukh): A statement is laid on the Table of the House. [See Appendix III, annexure No. 42]

PENSION CONTRIBUTIONS

333. Shri S. C. Singhal: (a) Will the Minister of Finance be pleased to state whether Government contribute to a fund from their revenue money every year in fixed proportion to the salaries of Government servants to pay pensions when they retire?

(b) If so, what is the name of this fund, how much amount is contributed and what is the basis of the contribution?

(c) What happens to the money contributed for those who die before retirement and who die early after retirement?

The Minister of Finance (Shri C. D. Deshmukh): (a) No, Sir.

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

TRAINING COURSE FOR CENTRAL SECRETARIAT SERVICE

334. Shri Punnoose: (a) Will the Minister of Home Affairs be pleased to state whether there is a training course for five weeks for the officials of the Central Secretariat Service?

(b) What is the curriculum for the course?

(c) On what basis are the trainees selected for undergoing the course?

(d) How many officials have so far been trained in the above?

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

(b) A statement is placed on the Table. [See Appendix III, annexure No. 43]

(c) The intention is that all officers serving as Assistant Superintendents—Grade III of the Central Secretariat Service, should be deputed by Ministries to attend a Refresher Course in one or the other of the successive batches, for which a programme has been drawn up by the Secretariat Training School in consultation with the Ministries, as and when individual officials can be released from their duties with due regard to the exigencies of work in the Ministry concerned, to attend the Course.

In the case of officials who are Assistants in Grade IV of the Central Secretariat Service, it is in the discretion of Ministries to depute such of the Assistants to attend a Refresher Course for Assistants as in the opinion of the Ministry are in need of and are likely to benefit from training in a Refresher Course in the School.

(d) The School is at present conducting Refresher Courses for officials of Grade III. 49 such officials have so far attended these Courses which began on 5th January 1953.

1695 officials of Grade IV have attended Refresher Courses for Assistants which were conducted in preceding years.

CENTRAL SECRETARIAT STENOGRAPHERS SERVICE

335. Shri Punnoose: Will the Minister of Home Affairs be pleased to state what is the number of candidates in the Central Secretariat Stenographers service in (i) selection posts, (ii) special duty posts and (iii) general duty posts?

The Minister of Home Affairs and States (Dr. Katju): The implications of the Question are not clear. As explained in para. 9 of the Ministry of Home Affairs Report for 1951-52, the Central Secretariat Stenographers Service Scheme has been sanctioned and is being implemented. This involves the following processes—

(a) *Compilation of a Schedule of Duty Posts and the determination of the authorised strength of the various grades.* This has been done.

The number of duty posts of different categories is as follows:—

	Permanent	Semi-Permanent	Temporary	Total
Category A	35	23	15	73
Category B (Special Duty posts)	69	58	31	158
Category B (General Duty posts)	311	198	174	713
Total	447	279	220	946

The authorised permanent strength of the Service is as under—

GRADE I	... 47
GRADE II	... 95
GRADE III	... 509

(b) *Compilation of lists of eligible candidates and their assessment by the Union Public Service Commission for appointment to the different Grades.* Lists of eligible candidates are being drawn up. Appointments to Grades I and II can be made only after the Union Public Service Commission have assessed their suitability for appointment to those Grades. Appointments are, however, being made to Grade III from among qualified candidates in order of seniority as provided in the Scheme. This is expected to be completed shortly.

PAPER AND METALLIC CURRENCY IN CIRCULATION

336. Kumari Annie Mascarene: Will the Minister of Finance be please-

ed to state:

(a) the amount of paper currency with the King's head in circulation at present;

(b) the amount of paper currency stamped with the national design in circulation at present;

(c) the amount of paper and metallic currency in circulation at present; and

(d) the date of withdrawing the Travancore Metallic currency?

The Minister of Finance (Shri C. D. Deshmukh): (a) and (b). On the 31st December, 1952, the total circulation of King's Head notes excluding notes of the denominational value of rupees hundred was about Rs. 586 crores and the total circulation of Asoka Pillar design notes excluding notes of the denominational value of rupees hundred was Rs. 39 crores. The total circulation of notes of the denominational value of rupees hundred of both the designs was about Rs. 488 crores. Separate figures relating to notes of the denominational value of rupees hundred of King's Head design and of Asoka Pillar design are not readily available.

(c) On the above mentioned date, the total Paper currency in circulation was Rs. 1113 crores and one rupee notes and coins in circulation were Rs. 127 crores. The particulars regarding small coins in circulation are not readily available.

(d) The withdrawal of Travancore Metallic currency started on 1st October, 1950, and with effect from 1st April, 1953, that currency will cease to be legal tender in that State.

LIME HILLS IN MANIPUR

337. Shri I. J. Singh: Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) how many lime hills there are in Manipur;

(b) the extent of these lime hills;

(c) the quantity of production from these hills and whether they can produce exportable quantities; and

(d) what steps Government have taken to increase production from these lime hills?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) to (d). A statement giving the information required is laid on the Table of the House. [See Appendix III, annexure No. 44]

COMPULSORY ELEMENTARY EDUCATION

338. Shri T. S. A. Chettiar: Will the Minister of Education be pleased to state in which States there is the system of compulsory elementary education at present?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): The question concerns the State Governments.

ARCHAEOLOGICAL FINDS AT RUPAR

339. Dr. Ram Subhag Singh: Will the Minister of Education be pleased to state the nature of the finds unearthed by the Archaeological Department at Rupar in the Punjab?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): The finds unearthed to date include copper and lead coins, beads, clay sealings, bone and ivory objects and a large quantity of pottery, belonging to different periods. Among the structures revealed are buildings of mud, mud-brick, kiln burnt brick and stone.

FOREIGN NATIONALS IN GOVERNMENT SERVICE

340. Shri Heda: (a) Will the Minister of Home Affairs be pleased to state what is the total number of foreign Nationals in the Defence and Railway Ministries at the end of the year 1952?

(b) What is the highest salary paid to any of them?

The Minister of Home Affairs and Status (Dr. Katju): (a) The number of Non-Indians serving in the Secretariat posts in the two Ministries is as follows:—

Defence Ministry.	1
Railway Ministry.	13
Total	14

Information relating to the non-Secretariat posts in the field organisations under these Ministries is being collected and will be laid on the Table of the House.

(b) The highest salary is paid to an officer in the Railway Ministry who gets ₹ 3250 per annum.

ADVISERS IN PART 'B' STATES

341. Shri Heda: (a) Will the Minister of States be pleased to state what was the total number of advisers in part 'B' States as on the 26th January, 1953?

(b) What are the names of such States and the number of advisers in each of them?

The Minister of Home Affairs and States (Dr. Katju): (a) and (b). Advisers in Part B States are now designated as Counsellors. On the 26th January 1953, there were four Counsellors attached to Part B States, one each in Patiala and East Punjab States Union and Rajasthan and two in Hyderabad.

TOBACCO EXCISE

342. Shri Nanadas: Will the Minister of Finance be pleased to state the number of Inspectors, Deputy Superintendents and Superintendents who are engaged exclusively in Tobacco Excise of the Central Excise Department?

The Minister of Revenue and Expenditure (Shri Tyagi): The information asked for is being collected and will be placed on the Table of the House in due course.

GRANT TO PUBLIC EDUCATIONAL INSTITUTIONS

343. Shri Sivamurthi Swami: (a) Will the Minister of Education be pleased to state how much was paid as grants to public educational institutions in India by the Central Government last year?

(b) Has the Karnatak University asked any financial help for any schemes?

(c) If so, what action has been taken?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) A sum of Rs. 2,94,00,000 (two crores and ninety-four lakhs) was paid during last year.

(b) Yes, Sir.

(c) The matter is under consideration.

FINANCIAL ADJUSTMENTS BETWEEN RAJASTHAN AND THE CENTRE

344. Shri Bheekha Bhai: Will the Minister of States be pleased to state whether any financial adjustments have been arrived at between the State of Rajasthan and the Centre with regard to the expenditure incurred on border force by Rajasthan?

The Minister of Home Affairs and States (Dr. Katju): For the year 1950-51 the Government of India have agreed:

(i) to issue to the State Government arms and ammunition, clothing, wireless equipment, etc., available from Army stores or Disposals, on loan, and

(ii) to pay half the cost of equipment purchased by them from open market, and half of the recurring expenditure, subject to a maximum of Rs. 25 lakhs, provided budgetary deficit was due to the raising of the Rajasthan Armed Constabulary.

2. Pending receipt of final certified figures from the Accountant General, Rajasthan, it has been decided by the Government of India to make an 'on account' payment of Rs. 7.5 lakhs to the State Government.

CLAIMS FOR URBAN AND AGRICULTURAL PROPERTY

345. Shri Gidwan: (a) Will the Minister of Rehabilitation be pleased to state how many claims for urban immovable property have so far been rejected *ex-parte* by the Chief Claims Commissioner?

(b) How many claims for agricultural property have been rejected *ex-parte* by the Chief Claims Commissioner?

(c) Will any opportunity be given to such claimants to have their claims verified?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Separate figures for urban properties are not available. The total number of property sheets relating to urban and rural houses rejected *ex-parte* is about 29,000.

(b) The number is not expected to be large, but exact figures are not available. The hon. Member is referred to Rule 6 of the rules framed under the Act, a copy of which is laid on the Table of the House.

(c) A copy of the press note issued on the 12th November, 1952 giving additional facilities to those whose claims have been decided *ex-parte* is also laid on the Table of the House. [See Appendix III, annexure No. 45.]

STATEMENT

Rule 6. Where a claimant after a notice under rule 4 has been duly served upon him, fails to appear either in person or through a duly authorised agent on the date of hearing the Claims Officer shall determine the claim *ex-parte*.

Provided that the Claims Officer may on application made to

him within sixty days of the *ex-parte* order re-open the case if he is satisfied that there was sufficient cause for non-appearance of the claimant on the appointed date. In the said rules—

(a) to rule 6, the following further proviso shall be added, namely:—

Provided further that where the Claims Officer is satisfied that the notice was not duly served upon the claimant, he may entertain an application under the preceding proviso after the expiry of the period of sixty days prescribed therein.

APPLICATIONS UNDER THE INDIAN COMPANIES ACT

346. Shri Morarka: Will the Minister of Finance be pleased to state:

(a) the number of applications, received by Government under Section 86J, 87AA, 87B, 87BB, 87CC of the Indian Companies Act;

(b) whether all such applications were referred to the Advisory Commission;

(c) the companies whose applications were granted; and

(d) which are such applicant companies whose applications were refused and the reasons for such refusal?

The Minister of Finance (Shri C. D. Deshmukh): (a) A total number of 645 applications were received up to the 20th Feb. 1953 under these Sections of the Indian Companies Act.

(b) Yes, Sir.

(c) and (d). It will not be in the public interest to give names of companies whose applications were not granted on the reasons for such refusal. Besides it will entail a disproportionate amount of labour to compile this information in respect of 214 applications which were granted, 26 which were refused and 305 which have been referred back to the Companies or for furnishing additional particulars or for furnishing additional information. Attention is invited to the review of the working of the Indian Companies (Amendment) Act 1951 published on the 30th October, 1952 (of which copies are available in the Parliament's Library) in which the principles governing the disposal of these applications have been stated.

COMMISSION UNDER SECTION 289(B) OF THE INDIAN COMPANIES ACT

347. Shri Morarka: Will the Minister of Finance be pleased to state:

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(a) whether a Commission has been set up under Section 289(B) of the Indian Companies Act; and

(b) if the answer to part (a) above be in the affirmative,

(i) who are the Members of the Commission;

(ii) what remuneration is paid to the Members of the Commission; and

(iii) what is the official address of the Commission?

The Minister of Finance (Shri C. D. Deshmukh): (a) Yes, Sir.

(b) (i) The members of the Commission are—

(1) Shri C. H. Bhabha, Chairman.

(2) Shri N. Sundaresan, Member.

(3) Shri D. L. Mazumdar, Member.

(ii) Only travelling and daily expenses, on the approved rates, are paid to them when they meet at any place where they do not reside.

(iii) C/o The Ministry of Finance, (Department of Economic Affairs), New Delhi.

सोने का चोरी-छुपे लाया जाना

३४८. श्री रघुनाथ सिंह : (क) क्या वित्त मंत्री यह बतलाने की कृपा करेंगे कि सन् १९५२ तथा १९५३ में अब तक भारत में चोरी-छुपे सोना लाने के कितने मामले पकड़े गए और कितने व्यक्तियों पर मुकदमा चलाया गया ?

(ख) कितने मूल्य का सोना पकड़ा गया ?

(ग) यह सोना किन-किन देशों से भारत में चोरी-छुपे लाया गया था ?

The Minister of Revenue and Expenditure (Shri Tyagi): (a) to (c) The information is being collected and will be laid on the Table of the House as soon as possible.

सशस्त्र सेना के अर्पण सैनिक

३४९. श्री रघुनाथ सिंह : क्या रक्षा मंत्री यह बतलाने की कृपा करेंगे :

(क) गत महायुद्ध के अंत में कितने भारतीय सैनिक अपंग थे ;

(ख) उनमें से कितने बिलकुल काम लायक नहीं रहे तथा उनके जीवननिर्वाह के लिये सरकार ने क्या व्यवस्था की है ;

(ग) अपंग व्यक्तियों में से कितने व्यक्ति काम करने योग्य थे और कितनों को अब तक सरकार ने काम दिलाया है ; और

(घ) कितने अब भी शकार हैं ?

The Deputy Minister of Defence
(Sardar Majithia): (a)—

Army	...	1,06,800
Indian Navy	...	1,909
Air Force	...	762

(b) to (d). Information is not readily available.

महायुद्ध के अन्त में भारत की सैन्य संख्या ३५०. श्री रघुनाथ सिंह : क्या रक्षा मंत्री यह बतलाने की कृपा करेंगे ।

(क) गत महायुद्ध के अंतकाल में कितने लोग भारतीय फौज में रह गए थे :

(ख) तब से उनमें से कितने लोग फौजी सेवा से वंचित कर दिए गए हैं :

(ग) कितने व्यक्तियों को सरकारी अथवा अर्ध-सरकारी विभागों में नौकरी दिलाई जा सकी है ?

The Deputy Minister of Defence
(Sardar Majithia): (a) Roughly 18 lakhs.

(b) Roughly 14 lakhs.

(c) Roughly 3½ lakhs.

THE

Dated 25.11.2014.....

PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

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HOUSE OF THE PEOPLE

Monday, 2nd March, 1953.

The House met at Two of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

3 P.M.

RAILWAY BUDGET—DEMANDS FOR GRANTS

Mr. Deputy-Speaker: The House will now take up the Demands for Grants in respect of Railways for 1953-54.

I find that I have not received a list of the Demands on which hon. Members propose to move cut motions, as was done last time.

Shri Nambiar (Mayuram): Demands 9-A, 15 and 18 are to be discussed and all the cut motions on them will be taken to have been moved.

Mr. Deputy-Speaker: Only Demands in respect of hon. Members who are present in the House will be taken up for discussion. The rest will be guillotined.

Shri K. Subrahmanyam (Vizagaram): No 20.

Shri A. C. Guha (Santipur): No. 7, and also No. 3 and No. 10.

Sardar Hukam Singh (Kapurthala-Bhatinda): No. 9.

Shri U. M. Trivedi (Chittor): No. 3, No. 9 and No. 15.

Mr. Deputy-Speaker: The following Demands will be taken up for discussion: Nos. 3, 7, 9, 9-A, 10, 15, 18 and 20.

508 P.S.D.

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DEMAND No. 3—MISCELLANEOUS EXPENDITURE

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 1,26,95,000 be granted to the President out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 22,78,37,000 be granted to the President out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 40,60,65,000 be granted to the President out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND No. 9A—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 4,39,48,000 be granted to the President out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Labour Welfare'."

DEMAND NO. 10.—PAYMENTS TO INDIAN STATES AND COMPANIES

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 31,79,000 be granted to the President out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Payments to Indian States and Companies'."

DEMAND NO. 15.—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION FUND

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 1,68,23,000 be granted to the President out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Construction of New Lines—Capital and Depreciation Fund'."

DEMAND NO. 18.—OPEN LINE WORKS—DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 13,78,27,000 be granted to the President out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Open Line Works—Development Fund'."

DEMAND NO. 20.—DIVIDEND PAYABLE TO GENERAL REVENUE

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 34,76,94,000 be granted to the President out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Dividend payable to General Revenues'."

Hon. Members who wish to move cut motions on these Demands may do so.

Construction of Lines already surveyed

Shri B. C. Das (Ganjam South): I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Survey of new line to Arambagh

Shri K. K. Basu (Diamond Harbour): I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Ganga Barrage Scheme Survey

Shri K. K. Basu: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Survey of Dohad-Indore Line

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Badi Sadri and Neemuch

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

New Lines from Barabil to Sambalpur etc.

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

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Survey of Line between Karwar and Raichur

Shri Sivamurthi Swami (Kushtagi): I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

New Lines between Hospet to Harihar

Shri Sivamurthi Swami: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Auctioning of Land

Shri Nambiar: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Construction of Extension Works and Overbridges

Shri Raghavaiah (Ongole): I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

State Railway Collieries

Shri Tushar Chatterjea (Serampore): beg to move:

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

Low Wages of Shift Chargemen

Shri K. K. Basu: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

Reduction of Rice Ration

Shri Namblar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

Gratuities to Discharged Staff

Shri Namblar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

Restoration of Grainshop Facilities

Shri Namblar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

Increase in Railway Accidents

Shri K. K. Basu: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

Inadequacy of Passenger Amenities

Shri Boovaraghasamy (Perambalur): I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

Bad condition of Labour in the Railways

Shri Sivamurthi Swami: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

Medical Facilities for Railway Employees

Shri B. C. Das: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Curtailment of Medical Facilities

Shri Namblar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Medical Treatment of Family Members of Railway Servants

Shri Namblar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Declaring of Staff Medically Unfit

Shri Namblar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Schools for Employees' Children

Shri Namblar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Canteens in the Golden Rock Workshops

Shri Namblar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Inadequate Amenities

Shri K. K. Basu: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Railway School at Bittragunta

Shri Nanadas (Ongole—Reserved—Sch. Castes): I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Hostel at Bittragunta

Shri Nanadas: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Inadequacy of Health and Welfare Services Schemes

Dr. Natabar Pandey: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Policy of Subsidy etc.

Shri K. K. Basu: I beg to move:

"That the demand under the head Payments to Indian States and Companies be reduced by Rs. 100."

New Line from Cudivada

Shri Buchhikotalah (Masulipatnam): I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Restoration of Kakinada-Kotipalli Line

Dr. Rama Rao (Kakinada): I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

New Lines in South India

Shri N. Sreekantan Nair (Quilon cum Mavelikkara): I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Quilon-Ernakulam Railway

Shri N. Sreekantan Nair: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Line Linking Tellichery and Mysore

Shri Nambiar: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Line Linking Kumbakonam and Virdhachalam

Shri Boovaraghasamy: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Line Linking Ariyalur and Sankaridrug

Shri Boovaraghasamy: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Policy re. Construction of New Lines

Shri Boovaraghasamy: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Line between Renigunta and Secunderabad

Shri Nanadas: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Line between Kavali and Guntakal

Shri Nanadas: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Line between Nellore and Cuddapah

Shri Nanadas: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Line between Ongole and Cumbam

Shri Nanadas: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Line between Chittorgarh and Kotah

Shri Nanadas: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Lines from Talcher to Sambalpur etc.

Dr. Natabar Pandey: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

New Lines in Karwar etc.

Shri Sivamurthi Swami: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Fund be reduced by Rs. 100."

Bringing of Kakinada on Main Line

Dr. Rama Rao: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

Stations for Tambaram Sanatorium

Dr. Rama Rao: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

'Go-as-you-please' tickets

Shri Nambiar: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

Tanjore-Nagore Train Service

Shri Nambiar: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

Overbridge near Godhra Station

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

Refusal of Supplies

Shri K. Subrahmanyam: I beg to move:

"That the demand under the head Dividend Payable to General Revenues be reduced to Re. 1."

Mr. Deputy-Speaker: The above Demands and cut motions to them are before the House for discussion.

Shri Punnoose: (Allepe): I beg to speak on cut motions No. 387, 388 and 389 which have already been moved. It is for two reasons that I move these cuts. First, the hon. the Deputy Minister in his speech, replying to the criticisms and observations made in the course of the Railway Debate made one or two statements. He said that the criticism or the allegation or the complaint that South India has not been receiving a square deal from the Railway Administration and from the Government of India in respect to railways does not hold good at present, since the Ernakulam-Quilon rail link is going to be a reality. Well this statement he made in reply to Comrade Sreekantan Nair's criticism. I want to quote what one of his own followers said on the floor of the House. He gave facts and figures to show where we stand in respect of railways. In South India on an average for every 27 square miles there is one mile of railway line; while in Travancore-Cochin for every 90 square miles we have one mile of railway line only. Even after the Ernakulam-Quilon line has been completed—the latest mercy from the gods in power has become a reality—even then we will have only one mile for every 50 square miles. Therefore it is quite clear that in the case of the railways,—as it is so in many other Departments of life—we are neglected to a position which is neither desirable from the point of view of that part of India nor in the interest of India as a whole.

It is not a matter of arithmetical calculations or of geographical claims. We have to see this in the perspective of a policy, a consistent policy, that has been followed by the Government of India even before this Government was taken charge of by the Congress. This is the part of a policy of overlooking the claims of Kerala and its people, the old policy of the bureaucratic Government of which the Congress is now in power. This is the part of a policy by which one of the most fertile and resourceful areas of this country has been neglected to a state of industrial backwardness. This is the part of a criminal policy that has been followed by the Government of India by which our people, one of the most resourceful, vigorous and I claim one of the most useful and energetic people in the whole of India have been neglected into backwardness. Even today, I, with a full sense of responsibility, lay that charge before this Government and against this Government that that policy has been continued, not only with regard to railways, but in other respects as well.

[Shri Punnoose]

The claim or the argument of equal treatment advanced by the hon. the Deputy Minister will not hold water, or carry conviction to our people, and the sooner this lapse is made up and South India and Travancore-Cochin particularly, is brought on a par with the other advanced parts of the country the better it is for the development of India and for the betterment of our people.

Then another observation was made by the Deputy Minister. He said that the decision that the Ernakulam-Quilon rail link should be metre gauge was taken after due consultation with the Members coming from Kerala—I mean in both Houses. I was rather surprised to hear that observation. It is a fact that sometime towards the close of the last session, a few of us were invited by the Deputy Minister into his room and we went there. There were some other gentlemen also there, and I was told that they were high ranking specialists in our railway hierarchy. Then this question was taken up. It was told that we were there to discuss metre gauge or broad gauge. I felt it then, and I feel it now, that we were invited there not to discuss what should be done, but that they came with a decision to have a metre gauge there.

May I ask the Deputy Railway Minister and also the Railway Minister how it was that this change has been made? I say it is a change, because I know from very reliable sources that the late Shri Gopalaswami Ayyangar had clearly decided at one time that it should be a broad gauge line. Why was it that this change was made?

And I say it was not a "discussion", and I expressed that view there also, because the top men of the Railways placed before us a number of arguments for the line being a metre gauge. There is a big file on the subject; several communications have been made in the past, and several high ranking authorities had recommended broad gauge. But no portion of that file was shown at that meeting. We were only told the reasons for having metre gauge, and nothing against it.

Then, being a layman, I said, and said loudly "Why is it then that people go in for broad gauge if the case is so entirely for metre gauge?" The Deputy Minister said that it was not the Congress Members but an hon. Member of the Opposition from the Council of States who was very strong in his arguments for metre gauge. That is

true. But the hon. the Deputy Minister did not tell the whole truth. As a matter of fact, every Member of the House of the People, and invariably all the Members of the Congress Party, his own party, were for broad gauge at that time, and some of them very vociferously demanded it. He did not deem it proper to tell that part of the story.

Leaving aside the question whether we were consulted or not, the question is what is best for us. They advanced a number of arguments for the metre gauge. One is that the line now connecting Madras and Trivandrum is metre gauge; so if the new line connecting the Trivandrum line to Ernakulam is to be broad gauge, that will create certain transport difficulties, that is, cargo that is being taken from Cochin, especially oil etc., will have to be transferred from one line to another, from the broad gauge to the metre gauge; and that will be very disadvantageous. That was the argument. At that time I had nothing to say against it. But may I ask why the Bombay-Poona line is broad gauge which is feeding a vaster area than Travancore-Cochin or even Tamil Nad taken together, and to which is attached a long-line of metre gauge? Why is it that these railway experts find no difficulty there, but when they come to Travancore-Cochin and when the question of the new railway is discussed here—just because, for the matter of that, some 45 miles of metre gauge is there at the other end—how is it that that becomes a very strong argument with them?

Secondly, we were told about the future of the Cochin harbour. May I ask this question to the hon. Ministers? There are five major ports in India. Are not all the major ports with the exception of Madras—and I am told that Madras is suffering on that account—fed by broad gauge? I am also told that high ranking railway experts who visited the area—I forget the name—gave a report and said that it will be more efficient to have the same type of gauge in a port. One of the strongest arguments advanced was that Caltex was going to open an oil refinery in Cochin and oil will begin to flow from Cochin to Tamil Nad area. I do not know whether honey also is going to flow. But the latest information I get is that Caltex is not going to open it there. Cochin port is largely an export port. We get most of our requirement through rail from the rest of India. Even if our Five Year Plan does not

become a mere moonshine but becomes a reality, even then Travancore-Cochin is doomed to be a deficit area in the matter of food for long years to come. If we are to believe the words of this Government—it is very dangerous—they are not going to import food either from America or China, much less from the Soviet Union I hope. And then we have to be fed from U.P., C.P. etc. I ask the question: which is better and more efficient? Is it not easier that we have a broad gauge line connecting the rest of India with our main towns and villages?

The question has been badly handled. I think prejudices have stood in the way. This bureaucratic machinery, which makes decisions without enquiring into the needs of the people, without looking into the historical background of a question, and which has been behind the time, has put this proposal. The saving is a paltry sum of Rs. 1½ crores. Your Government planning for the future is denying this right to us, and your Prime Minister coming to Travancore-Cochin with all the fanfare of press publicity has announced a great boon to us, while in fact we have been denied what is our due. Therefore, if it is not too late, please revise your views. Let the proper thing be done. Because when once this mistake is done it is very difficult to rectify it later on. We Malayalees coming from that part of India will be very proud to have a broad gauge line connecting one end of our homeland with the other.

Also, we want the line connecting Ernakulam to Mavelikkara. That will bring our coir-producing area Alleppey into the open market. And then, the other line connecting Trivandrum to Cape Comorin. That will have the effect not only of encouraging trade but also attracting a large number of visitors and tourists from all parts of the world to Cape Comorin. This new line will be very useful and will be attractively profitable to the Railway Administration.

صوفی محمد اکبر (جنوں و

کشمیر): جذاب دہتی اسپیکر صاحب -

یہ واضح بات ہے کہ ملک کی تقسیم

کی وجہ سے اس ملک کا جو ریلوے

کا نظام تھا وہ بھی تقسیم ہوا -

جہاں زمین کے ٹکڑوں کی تقسیم

صل میں لائی گئی وہاں ریلوے نظام
کے بھی بانٹ دیا گیا تھا - اس کے
علاوہ فسادات نے اور بھی اس سسٹم
کو تسلوکیت اور تہ بالا کر دیا تھا -
چنانچہ ان اثرات سے ریاست جموں
اور کشمیر بھی خالی نہیں رہی -
اس ریاست میں ایک ریلوے لائن
جاری تھی جو جموں اور سہالکوٹ کے
درمیان جاتی تھی - یہ ریلوے لائن
ریاست کو ہندوستان کے مختلف
صوبوں سے ملاتی تھی - فسادات
اور تقسیم کے بعد یہ ریلوے لائن
ختم ہو کر رہ گئی ہے اور اب یہ
سلسلہ وہاں پر بالکل موجود
نہیں ہے - نتیجہ یہ ہے کہ ریاست
کی اقتصادی و تجارتی اور دیگر قسم
کی ترقی کو ایک زبردست دھکا
لگا ہے -

تقسیم سے پیشتر دو بڑے راستے

تھے جو ریاست کو ہندوستان اور

دوسرے ملکوں سے ملا دیتے تھے -

ایک راستہ جہلم ویلی روڈ تھا جو

کوہاٹ سے ہوتے ہوئے راولپنڈی

سے اس ریاست کو ملا دیتا تھا -

دوسرا راستہ جموں کا راستہ تھا جو

سہالکوٹ کے ساتھ ملا دیتا تھا - اس

طرح سے دو جانب سے ریاست کا تعلق

ہندوستان اور دنیا کے دوسرے ممالک

کے ساتھ تھا - ریاست کا کاروبار اور

آمد و رفت انہیں دو راستوں کے ذریعے

سے ہوتا تھا - لیکن جہاں تک اب

جہلم ویلی روڈ کا تعلق ہے یہ راستہ

(صوفی محمد اکبر)

پاکستانی حملہ نے اور فسادات نے
بلند کر دیا ہے اور تب سے یہ راستہ
بالکل بند پڑا ہوا ہے اور اس پر
ایک زبردست ناکہ بندی ہے - اسلئے
جہاں تک اس راستہ سے ریاست کے کاروبار
اور آمدورفت کا تعلق ہے وہ بالکل بند
پڑا ہوا ہے - اب صرف ایک واحد راستہ
رہ گیا ہے اور وہ جھوں اور پٹانکوٹ کا
راستہ ہے - اسی راستہ سے تمام کاروبار -
آمدورفت کا سلسلہ ہو رہا ہے - اس سب
کے لئے صرف ایک ہی راستہ ہے جو کھلا
پڑا ہوا ہے - اسی راستہ کے ذریعہ سے
ریاست کا تعلق ہندوستان اور دوسرے
ملکوں کے ساتھ ہو رہا ہے - لیکن ریاست
کی اقتصادی اور معاشی ترقی تب تک
ناممکن ہے جب تک کہ اس راستہ
پر ریلوے لائن قائم نہ کی جائے -
آج کل کے زمانہ میں کسی ملک
کی اقتصادی اور معاشی ترقی تب
تک ناممکن ہے جب تک کہ ملک
کے اندر ریلوے کا سسٹم اور سلسلہ موجود
نہ ہو - اس کے بغیر کوئی ترقی
نہیں ہو سکتی ہے - اس ریاست
میں جیسا میں نے عرض کیا صرف
ایک ہی راستہ اس وقت ہے جو
تمام دنیا کے ساتھ اور ہندوستان کے
ساتھ اس ریاست کو ملاتا ہے -
لہذا اس راستہ پر ایک ریلوے لائن
تعمیر کرنے کی بہت بڑی ضرورت ہے
ناکہ ریاست کی اقتصادی - معاشی
اور مالی ترقی ہو سکے -

جہاں تک صوبہ جموں کا تعلق
ہے صوبہ جموں میں کوئلہ - لوہا اور
دیگر قسم کی کانیں ہیں - ریلوے
لائن کو جاری کرنے سے ان صنعتوں
کو ترقی دیا جا سکتا ہے اور اس
طرح سے ریاست کے لوگوں کا جہاں
تک تعلق ہے ان کی اقتصادی - مالی
اور معاشی ترقی میں بہت بڑا
افادہ کیا جا سکتا ہے اور ان کی
خوشحالی کو بھی بڑھایا جا سکتا ہے -
اس ریلوے لائن کی تعمیر کا تعلق صرف
اقتصادی اور تجارتی اور معاشی
حالت کی بہتری سے ہی نہیں
ہے بلکہ جہاں تک قہنہس کا تعلق ہے
قہنہس کے نقطہ نگاہ سے بھی اس کی اشد
ضرورت ہے - اس ریاست کی موجودہ
پوزیشن کو دیکھا جائے تو اس کی
اقتصادی - معاشی اور دیگر ڈیولپمنٹ
کے لحاظ سے ہی نہیں بلکہ اس کے
قہنہس کے بڑے اغراض کے لحاظ سے
بھی اس ریلوے لائن کی بہت
بھاری ضرورت ہے -

میں اس ریلوے لائن کو جموں
سے آگے کشمیر تک لے جانے کا
سوال کرتا - لیکن بیشتر جو ریلوے
لائن جموں اور سہالکوٹ کے درمیان
موجود تھی وہ بھی اب نہیں ہے
اور جہاں تک جموں اور پٹانکوٹ
کے راستہ کا تعلق ہے اس پر بھی
ابھی تک کوئی ریلوے لائن تعمیر
نہیں ہوئی ہے اور نہ اس چھڑ کو

ہاتھ میں لیا گیا ہے لہذا اس کو کشمیر تک پھیلانے کی باتیں کرنا کوئی معنی نہیں رکھتا ہے۔ گذشتہ ریلوے بجٹ میں بھی اور اس سے پہلے بھی بار بار اس چیز کو حکومت کے نوٹس میں لایا گیا تھا اور اس ریلوے لائن کی تعمیر کی ضرورت اور اہمیت کو حکومت پر واضح کر دیا گیا تھا۔ لیکن نہ معلوم اب تک اس چیز کو کیوں ہاتھ میں نہیں لیا گیا ہے اور اس طرف کوئی توجہ نہیں دی گئی ہے۔ میں ایک بار پھر حکومت کی توجہ اس لائن کی اہمیت اور ضرورت کی طرف دلاتا ہوں اور واضح کرنا چاہتا ہوں کہ ریاست کے مختلف حالات نے لحاظ سے اس لائن کو جلدی تعمیر کرنے اور جاری کرنے کی زیادہ سے زیادہ ضرورت ہے۔ افسوس کے ساتھ ظاہر کرنا پڑتا ہے کہ باوجود بار بار توجہ دلانے کے بھی موجودہ بجٹ کا جہاں تک تعلق ہے اس میں بھی اس کے متعلق کوئی پراویزن نہیں کیا گیا ہے۔ اس کی اہمیت کی طرف توجہ دلاتے ہوئے میں ایک بار پھر حکومت سے درخواست کرتا ہوں کہ سال ۱۹۵۳ کی بجٹ میں اس کے متعلق پراویزن مہیا کیا جائے اور اس ریلوے لائن کی تعمیر کو جلد از جلد ہاتھ میں لے کر ریاست کی معاشی اور اقتصادی ترقی کی طرف

ایک قدم بڑھایا جائے۔ ریلوے لائن صرف جموں کے لئے ہی مفید نہیں ہوگی بلکہ صوبہ کشمیر کو بھی فائدہ ہوگا۔ اگرچہ جہاں تک کشمیر کا تعلق ہے سردیوں کے موسم میں بانہال پاس کے چند مہینے بند رہنے سے وہ راستہ بالکل رک جاتا ہے۔ اور صوبہ کشمیر کا جہاں تک تعلق ہے وہ چند مہینے ہندوستان اور دنیا کے دوسرے ممالک سے کٹ آف ہو جاتا ہے۔ لیکن جہاں تک گرمی کے موسم کا تعلق ہے سال کے اکثر حصہ اور بہت بڑے حصے میں اس صوبہ کی تجارت اور آمدورفت اسی راستے سے ہوتی ہے۔ لہذا یہ ریلوے لائن تعمیر ہونے سے جہاں تک اس کے فائدہ کا تعلق ہے اور اس ریلوے کی لائن کے ذریعہ سے ترقی کا تعلق ہے صوبہ کشمیر کے لئے بھی یہ ریلوے لائن بہت بڑی حد تک مفید ہو گی اور وہاں کی ترقی میں بھی اس سے امداد ملے گی۔ اقتصادی - معاشی اور دیگر قسم کی سہولتیں اس صوبہ کے لئے بھی پھدا ہوں گی۔ لہذا میں پھر آئیں گے منسٹر سے درخواست کروں گا اور حکومت سے بھی درخواست کروں گا کہ بار بار توجہ دلانے کے بعد اب تو اس طرف توجہ کی جائے اور اس ریلوے لائن کو موجودہ بجٹ میں رکھتے ہوئے اس کی تعمیر کو ہاتھ میں لیا جائے۔

(English translation of the above speech)

Sofi Mohd. Akbar (Jammu and Kashmir): Mr. Deputy Speaker, the partition of the country also resulted in the partition of the railway system. The riots dislocated and disrupted this system all the more. Jammu and Kashmir did not escape its repercussions. The only railway line in the State, the Jammu-Sialkot line, which linked the State with the other States in India is now no more after the riots and the partition, and the result is that the economic and commercial well-being of the State has suffered a serious set-back. Before partition there were two major routes linking the State with India and other countries. The first was the Jhelum Valley Road which linked the State to Rawalpindi via Kohala. The second was the Jammu route linking the State with Sialkot. The trade and commerce and traffic flowed along these two routes. But so far as the Jhelum Valley Road is concerned, this has been closed on account of the Pakistani invasion and the riots, and there is a heavy blockade on it. All trade and traffic on this route at a standstill. There is only one route open now and that is the Jammu-Pathankot route. All trade and traffic is flowing along this route and this constitutes the link between the State and India and other countries. But until a railway line is constructed on this route, the State cannot progress economically. In the present age no country can progress without a railway system. Therefore, the construction of a railway line on it is extremely essential for the economic and financial progress of the State.

So far as Jammu province is concerned, it contains coal, iron and other mines. With the introduction of a railway line these industries can be developed and a great fillip can be given to the economic and financial well-being of the people of this State. It is also extremely essential from the point of view of defence of the State.

I would have suggested the extension of the line from Jammu to Kashmir, but the railway line existing previously between Jammu and Sialkot is also no more. No line between Jammu and Pathankot has been constructed and neither this work has been taken in hand. Therefore it is no use suggesting its extension to Kashmir. This thing was repeatedly brought to the notice of the Government and the necessity of

constructing this railway line was impressed upon the Government during the last debate on the Railway Budget and on previous occasions also, but we wonder why no attention has been paid to it so far and why this work has not been taken in hand. I would once again urge the Government and impress upon it the necessity of constructing this line as early as possible in view of the changed conditions in this State. I regret to note that there is no provision for this in the present Budget. I would request the Government to make provision for it in the Budget for 1953-54, and to start its construction as early as possible.

This line would benefit not only Jammu, but Kashmir province also. Although, so far as Kashmir is concerned, this route is blocked in winter on account of the blocking of the Banihal Pass for a few months and Kashmir is cut off from India and the rest of the world for a few months, in summer, in the greater part of the year, the trade and traffic of this province flow along this route. Therefore the construction of this line will prove very useful to the province of Kashmir also and it would greatly accelerate the economic progress of this province. I would submit to the hon. Minister to heed the oft-repeated request now and to take the construction of this line in hand after making provision for it in the present Budget.

Shri Kakkan (Madurai—Reserved—Sch. Castes): I oppose all the cut motions moved by the hon. Members of the Opposition. The railway workers especially the scavengers and the gangmen are doing great and essential services for the Railway Department. The facilities given to these workers are not enough. So, I first request the hon. the Railway Minister to give instructions to the Railway Authorities to give all sorts of facilities to these poor Harijans, especially the scavengers who are working in the Railway Department:

I thank the hon. Minister for Railways who said the other day that he would give more appointments and facilities for the Harijans also. The Government has done its best to give appointments and promotions for the Harijans but the actions which are taken hitherto are not enough. I therefore, request the hon. Minister to take necessary action to see that appointments and promotions are given to the Harijans who are working in the Railway Department.

As you know, Government are taking necessary steps to improve the conditions of the backward communities and the Harijans but I regret to say that Government have failed to open an important railway line from Madurai to Karaikudi via Tirupattur and Melur. After considering the importance of this new line, the South Indian Railway surveyed the line and spent a lot. Even the marking stones have been laid; but hitherto that line has not been taken up. Therefore, I would request the hon. Minister and the Deputy Minister to go through the survey records and take the necessary action to open this new line. In this area, the majority of the people belong to the backward communities, especially Kallars and Harijans. By the opening of this new line, the students of these backward communities will be benefited. As you know our President has laid the foundation stone of the Alagappa Engineering College in Karaikkudi and the Government of Madras are going to open a Medical College in Madura. The opening of this new line would benefit the backward communities in this area, and enable them to get their college education. Since these people are poor, they are not able to pay the hostel fees and stay in the hostels. By this new line, the students would be able to go and get their education in these colleges. As the hon. Deputy Minister knows, there are three important temples in that area: the great Meenakshi temple in Madura, the Kallalgarkoil in Alagarkoil and Subramaniaswami temple at Kunnakkudi. From Adi to Chitrai pilgrims are going to these places from the whole of Tamil Nad. This line will certainly bring a profit and will not end in a loss; I can give a guarantee for that. Three or four companies are running buses in this area. Even then, passengers have to wait for hours to go to Madura, Alagarkoil and Kunnakkudi. I would request the hon. Minister, especially the Railway Board to go through the survey papers and take up this important new line.

I would request the workers who are working in the Railway department to co-operate with the Government and get their facilities in the coming years. At the same time, I appeal to my friends Harijans and scavengers and other workers working in the Railway department to co-operate with the Railway department and the Government and not fall into the trap of the communists and other anti-social elements who are misleading them. I hope and trust that

the workers will co-operate with the Government. With these words, I conclude.

Shri Velayudhan (Quilon cum Mavelikkara—Reserved—Sch. Castes): I have only to say a few words, and that too regarding the new line that was opened by the hon. Prime Minister a couple of weeks ago in my State, Travancore-Cochin. About this particular line, my friend Mr. Punnoose has said something and I was surprised to see that he was not giving facts to the Members of this House. We had discussed this problem of metre gauge or broad gauge in a meeting presided over by the Railway Minister and the Deputy Minister. This controversy has been carried on also in our State by parties who want to exploit the people there, who do not know what is metre gauge and what is broad gauge. (An Hon. Member: Such an illiterate State!) Regarding the construction of the metre gauge line, I had given my full approval in the same meeting. There are reasons for this. We had some technicians also in our midst. It is after getting their advice that myself and my colleagues agreed that we should have the metre gauge for the line that is being constructed and not the broad gauge. It is a fact and even a child knows that most of the railways in South India are metre gauge lines. Therefore, in order to advance our trade and industry in Travancore-Cochin, in order to develop the Cochin harbour, we accepted this metre gauge system. That was our primary objective. Some one said here that it would bring the millennium if the broad gauge system is introduced in the 91 mile railway. I am more concerned with my industry; I am more concerned with the development of the Cochin harbour and the convenience of the people there. Travancore-Cochin is a thickly populated State. We have a large number of buses. This Railway will add to the convenience of the people. Whether it is metre gauge or broad gauge, as far as the travelling people are concerned, it does not make any difference at all.

I have got another suggestion to make to the hon. Railway Minister. We have got only about 33,000 miles of Railway in this vast sub-continent of India. When I read the speech of the hon. Railway Minister, I found that there is going to be only 270 or 280 miles of new lines this year. This, I think, is very insufficient. If we go at this rate, I do not know how many years it will take for India to be self-sufficient in the matter of rail-

[Shri Velayudhan]

way transport. There are great difficulties for the Government. Even in the Five Year Plan, they have allotted 400 crores. Out of this I do not know how much will be allotted to South India, and especially to my State Travancore-Cochin. New inventions have come in; new mechanisms have been devised. In order to reduce expenditure, it is my humble opinion, about which I spoke also on the last year's budget, and on the previous year's budget, that we must change the Railway system as a whole and we must introduce electric trains as far as possible in the country. Within the next five years, we will be most probably finalising almost all the hydro-electric schemes. In my State also, there is one of the best hydro-electric systems, the Pallivasal scheme, which we had introduced a decade ago. If that Pallivasal scheme is developed, I think we will be able to run all the railways in Travancore-Cochin with electricity and electricity alone. We are developing new engines in the factories at Chittaranjan and in the Bangalore Hindustan Aircraft factory also. I do not know whether the locomotives produced in these factories would be able to utilise electricity. We can see in the world as a whole, especially in the western world that they are changing from coal to electricity. When we have got the natural facilities and the resources in India, we must plan on the basis that within 10 years we will run all our trains on electricity, and electricity alone.

In Travancore-Cochin, people welcome this new railway line and they are happy over this. For how many years have we been clamouring for this? I remember when I was a student in the Fourth class, a survey was conducted by the Travancore Government. At that time, there was a European Dewan and he conducted the survey. Then, another survey was made after 2 or 3 years. And the third survey has been conducted now, and it is only after 20 years time that this new Railway has come into operation in our State. I agree with Mr. Punnoose in saying that there must be an extension of the Railway from Trivandrum to Cape Comorin. That is a very strategic point. And the hon. Railway Minister himself knows that. More than that, Kerala has become one of the best industrially developed areas in that part of India, and therefore there must be another Railway line between Alwaye, passing through Kottayam, which will reach

Kottarakara. When we discussed this question of metre gauge and broad gauge with the Railway Minister, he himself said that meter gauge will cost 50 per cent. And therefore I suggested to the Minister to make use of the other 50 per cent. to construct a line from Alwaye to Kottarakara. That will be welcomed because that goes through Central Travancore, which is now mostly an industrial area, and it will also pass through my humble dwelling.

Sardar Hukam Singh: Your palace!

Shri Velayudhan: Of course, it is not a palace. Why should I have a palace like you. I am satisfied with a hut.

There was demand for this particular Railway line from almost all Chambers of Commerce. Almost all the leading personalities of Travancore-Cochin also demanded this Railway line. It will not cost more than Rs. 5 crores. After all, the present 92 mile line will also cost only Rs. 5 crores. Therefore, my humble request to the Minister is that he must take up this line as soon as possible.

पंडित ठाकुर दास भागंब (गुडगांव) :

जनाब डिप्टी स्पीकर साहब, उस मीके पर जब कि रेलवे बजट पेश था मैं अपने विचार उपस्थित न कर सका। लेकिन इस कट मोशन पर आप की इजाजत से थोड़ा सा बक्त लेना चाहता हूँ।

जब कभी रेलवे का जिक्र इस हाउस में आता है तो हर एक को खुशी होती है कि अगर हिन्दुस्तान में कोई पूरा नेशनलाइज्ड कन्सर्न (Nationalised concern) है तो रेलवे है और उसका काम जब मैं देखता हूँ तो मुझे इस बात का कांफिडेंस (Confidence) होता है कि हिन्दुस्तान में जो भी तरक्की का काम होगा वह रेलवे के जरिये से ही हो सकेगा और हिन्दुस्तान में सभी कामों में उतनी ही कामयाबी होगी जितनी कि रेलवे में हुई है। जब से रेलवे का बजट मेरे सामने आया है मैं अपने दिमाग से उन एहसानात को नहीं भुला सका जो सारे हिन्दुस्तान पर श्री गोपाल स्वामी

आयंगर जी ने किये हैं और इस मौके पर मैं अपना दिली ट्रिब्यूट (Tribute) उन के लिये पेश करता हूँ। साथ ही मैं इस मौके का फायदा उठा कर अपनी मुबारकबाद रेलवे मिनिस्टर साहब को और रेलवे बोर्ड के लिये भी पेश करना चाहता हूँ क्योंकि उन्होंने इतना काम कर डाला है जिस का इतनी जल्दी हमें स्वाद भी नहीं था।

सन् १९२७-२८ में जब मैं इस हाउस में आया तो मैंने एक मूवमेन्ट (Movement) शुरू किया। हमारे रोहतक और हिसार जिले के जितने मवेशी बम्बई और कलकत्ता जाते हैं जब वह दूध देना बन्द कर देते हैं तो उन को रोहतक और हिसार के जिलों को लाया जात था तो उन के मालिकों को बहुत काफी किराया अदा करना पड़ता था जो कि लोगों के लिये नामुमकिन होता था। नतीजा यह होता था कि इधर के सारे जानवरों का सलोटर (slaughter) कर दिया जाता था और हिन्दुस्तान की बड़ी भारी दौलत का इस तरह से नुकसान हो जाता था। उस वक्त कामयाबी न हुई—अब फिर यह सिलसिला जारी हुआ।

चुनांचे मैंने रेलवे के अफसरों से इस सिलसिले में अर्ज किया और मैं अपना ऐप्रिसिएशन (appreciation) इस सिलसिले में रेकार्ड करना चाहता हूँ कि रेलवे मिनिस्टर साहब ने और खास कर रेलवे बोर्ड के मेम्बर मि० वशिष्ठ जी ने बहुत जल्द हुक्म जारी कर दिया कि उन मवेशियों को कलकत्ता और बम्बई से वापसी का किराया पहले के मुकाबले में काफी कम कर दिया जाय। इस से अब यह मुमकिन हो सकेगा कि हरियाणा की जो इतनी अच्छी नस्ल है उसे हम कायम रख सकें। और वहाँ अब इतने जानवरों का सलोटर न किया जायेगा।

इसी तरह से मैं अर्ज करना चाहता हूँ कि जब से हमारे रेलवे के मिनिस्टर साहब ने

रेलवे का काम अपने हाथ में लिया है, मैं जानता हूँ कि कितना काम उन्होंने किया है और शास्त्रीजी में कितनी सिसिएरिटी (sincerity) और देश के हित केलिये काम करने का माहा है। और हमें इस की उन से उम्मीद भी थी क्योंकि हम देखते हैं कि अपने थोड़े से अर्से में उन्होंने कितना काम कर डाला है और खास तौर पर थर्ड क्लास के ट्रैवेलर्स (travellers) के लिये कितनी सहूलियतें दी हैं। हमें उम्मीद है कि आइन्दा भी जितनी सहूलियतें वह उन को दे सकेंगे जरूर देंगे। इसी सिलसिले में मैं हिसार रेलवे स्टेशन के बारे में भी आप का ध्यान आकर्षित करना चाहता हूँ, जहाँ इसी साल में एक प्लेटफार्म शेड (platform shed) बना दिया गया है। अब उस की तो पाकल ही बदल गयी है। और मालूम होता है कि हिसार भी सिविलाइज्ड रेलवे एडमिनिस्ट्रेशन के दायरे में आ गया है। मुझे उम्मीद है कि जिस तरह पर हिसार में प्लेटफार्म शेड बन गया उसी तरह से और भी जगहों पर बनेंगे। हमारे चाँदरी रणवीर सिंह साहब का कहना है कि रोहतक में भी बना है। इस जमाने में आ कर यह महसूस हुआ कि रोहतक और हिसार जैसी गई गुजरी जगहों की तरफ भी तबज्जह होने लगी है। और इसीलिये शायद आखीरी डिसमॉन्टल्ड लाईन (dismantled line) जो रोहतक और पानीपत भी जाती है उस के भी बनने का समय आ गया है।

सरदार हुक्म सिंह : सब बदल रहा है लेकिन इन्सान नहीं बदले।

पंडित ठाकुर दास भार्गव : अगर सरदार साहब ने मेहरबानी की तो आदमी भी बदल जायेगा।

मैं इस बारे में इतना अर्ज करना चाहता हूँ कि पहले जैसे यह रास्ता जाता था मुझे मालूम हुआ है कि उस के रास्ते में बड़े बड़े गांव नहीं पड़ते थे। अब चूँकि इसका नया सर्वे (survey

[शंभू ठाकुर दास भागवत]

हो कर पूरा हो गया है, उस के अन्दर इतनी लब्धीली और कर दी जाय कि जो बड़े बड़े गांव पड़ें वह उन के रास्ते से गुजरे जिस में कि उन गांवों को भी फायदा पहुंचे और मेरा ख्याल है कि अगर ऐसा कर दिया गया तो यह बहुत मुफीद साबित होगा।

लेकिन जहां में यह अर्ज करता हूं वहां एक ऐसे नये इलाके का जिक्र करना चाहता हूं जहां का रिप्रेजेंटेटिव (Representative) मैं इस हाउस में हूं। मेरा मतलब गुड़गावा से है जिस पसमान्दा इलाके को कोई कुछ देना ही पसन्द नहीं करता। आज तक उस जिले के अन्दर हाइड्रोलिकल सर्वे (Hydrological survey) भी नहीं हुआ। किसी को नहीं मालूम कि वहां कितना पानी किस जगह है। गुड़गावा से ले कर अलवर तक कोई रेलवे लाईन नहीं है। इस इलाके में पक्की सड़कें भी बहुत कम हैं। वह इलाका इसी तरह से हर चीज का मोहताज है जैसे कि किसी भाई ने राजस्थान का जिक्र किया। मैं सरदार साहब का मश्कूर हूं कि उन्होंने पिछले साल मेरे कहने पर गुड़गावा की रेलवे के बारे में तवज्जह दिलाई थी। मैं निहायत अदब के साथ अर्ज करना चाहता हूं कि जो कान्स्ट्रक्शन् को दत्ता १४ है वह आदमियों के वास्ते है लेकिन इस का प्रिंसिपल (principle) इलाकों के लिये भी होना चाहिये। किसी लोकल गवर्नमेंट की रिकमेन्डेशन या सर्टिफिकेट पर अमल नहीं होना चाहिये। हमारे मंत्री जो की इस बारे में अपनी जिम्मेदारी है। सारे हिन्दुस्तान में जितने अनफोर्च्युनेट (unfortunate) इलाके हैं उन को आप को ओपन अप (open up) करना चाहिये। अगर आप चाहते हैं कि गुड़गावा भी एक स्टैंडर्ड पर आवे तो मैं अज कलंगा कि फौरन इस पर ख्याल कीजिये और यह उम्मीद न रखनी चाहिये कि हमारी

पंजाब गवर्नमेंट इस बारे में कोई सिफारिश करेगी। पंजाब गवर्नमेंट इस इलाके की पूरी परवाह नहीं करती है और न ही उस की रिकमेन्डेशन आवेगी। इसलिये मैं चाहता हूं कि आप इस के मेरिट्स (merits) को देखिये और गौर कीजिये कि आखिर इस इलाके को भी कभी रेलवे के ज़र्ये ओपन होना चाहिये।

मैं इस सिलसिले में यह भी अर्ज करना चाहता हूं कि हमारे रेलवे मंत्री ने अभी किराया कम कर के गोसंवर्द्धन के लिये बहुत काम किया है। इसलिये जो कैटल शो (cattle shows) हुआ करते हैं, प्राविशल या आल इंडिया बेसिस पर, उन में जानवरों के आने जाने की सहूलियत दी जाय और रेलवे में उन के लिये कंसेशन (concession) जरूर दिया जाय। कुछ अर्सा हुआ मैं एक किताब पढ़ रहा था कि रशिया (Russia) में कितनी सहूलियतें अपने मुल्क को देखने जांचने के लिये वहां के रहने वालों को दी जाती हैं। मैं आप से अर्ज करना चाहता हूं कि वहां बहुत ज्यादा कंसेशन इस के लिये दिये जाते हैं। अगर आप रेलवे ट्रेवल (travel) को इंडिया में पापुलराइज (popularise) करना चाहते हैं तो आप को भी इस के लिये आसानी देनी चाहिये। हम पंजाब के लोग नहीं जानते कि मद्रास के अन्दर क्या क्या चीजें हैं। वहां ऐसी ऐसी चीजें हैं जिन को देखने की काबिल चीजों में शुमार किया जा सकता है, हर तरह से वह काबिले तारीफ हैं। हमारे मुल्क में कई ऐसी चीजें हैं जो कि दुनिया के सेवेन वण्डर्स में भी शामिल हैं। आगरे के ताजमहल को देखिये। आबू के दिलवाड़ा मंदिर को देखिये। मदुरा (मद्रास) के मन्दिरों को जा कर देखिये। नया नजारा हीदेल ने में आता है। जिन्होंने कमीर नहीं देखा है द्रावनकोर नहीं देखा, घादस नहीं देखे

उन्हें क्या मालूम कि देश कितना खूबसूरत है, उन को स्विटजरलैंड या दूसरी जगहों पर जाने की क्या जरूरत है ? हमारे यहां कुल्लू और चम्बा ऐसी खूबसूरत जगहें भी मौजूद हैं। लेकिन मैं आप से निहायत अदब से अर्ज करना चाहता हूं कि आप ऐसे तरीके के कंसेशन्स निकालिये कि जिस में यहां के रहने वाले लोग खूब अपने मुल्क का टूर (tour) करें और उस के बारे में जानें, इस से लोगों में संगठन व यगानगत पैदा होगी। लेकिन ऐसा इन्तिजाम होना चाहिये कि वह थोड़े किराये में ही अपना सब इन्तिजाम कर सकें। मुल्क के हर एक आदमी को मौका होना चाहिये कि वह एक इलाके से दूसरे इलाके तक जा कर देख सके कि उस के हिन्दुस्तान में क्या क्या है। मैं देखता हूं कि यहां पर बहुत सी ऐसी चीजें व इन्डस्ट्रीज (industries) हैं जो कि हमारे पार्लियामेंट के मेम्बरों को भी नहीं मालूम हैं। आप का चित्तरंजन है, उस को देख कर आंखें खुल जाती हैं। हमारे मुकर्जी साहब ने उसे महज असेम्बली प्लान्ट (assembly plant) बतलाया है और मैं उसे सुन कर हैरान होता हूं कि हमारे भाइयों को व लीडरों को भी यह नहीं मालूम कि वह क्या है। चित्तरंजन सचमुच चित्तरंजन ही है।

4 P.M.

मैं ने जा कर चित्तरंजन देखा और उसे देख कर बड़ी खुशी हासिल हुई। इस में कोई शक नहीं कि मुझे ख्याल था कि इंडिपेंडेंस (Independence) के मिलने के थोड़े ही दिन के बाद अब तक हम सैल्फ सफीशंट (self-sufficient) हो जावेंगे। लेकिन ऐसा सोचना हमारी गलती थी। जब मैं वहां जा कर पहुंचा तो अफसरों ने हम को बतलाया कि जो द्यूबस हैं वह दुनिया में हर जगह

नहीं बनते हैं, वह सिर्फ दो ही मुल्कों में बनते हैं और हम को हमेशा अपने इन्जिन्स के लिए बाहर से द्यूबस मंगाने पड़ेंगे। इस के अलावा और भी बहुत सी ऐसी चीजें हैं जो कि हिन्दुस्तान में नहीं बन सकती हैं। मेरा ख्याल है कि हमने यह सोचने में गलती की थी कि स्वराज्य मिलते ही सब चीज ठीक हो जायगी। मैं चाहता हूं कि हिन्दुस्तान फौरन वैगन्स (wagons) और कोचेज (coaches) वगैरह के मामले में सैल्फ सफीशंट हो जाय। इतने बड़े मुल्क में जहां इतनी ज्यादा डिमांड है वहां परसोनेल (personnel) की कमी हो यह हमारे आरगनाइजेशन (organisation) की कमी है। हम को जहां तक हो सके जल्द से जल्द सब चीजों के बारे में आत्म-निर्भर हो जाना चाहिये। मैं इस चीज से मुतमैन नहीं हूं कि हम अभी तक सिर्फ ७० पर सेंट चीज ही चित्तरंजन में बना सके हैं। मैं अर्ज करूंगा कि हम को इन चीजों पर बहुत ज्यादा तवज्जह देनी चाहिये। मैंने आपको इज्राजत से ७, ८ मिनट ले लिए। मैं और ज्यादा वक्त नहीं लेना चाहता क्योंकि बहुत लोग अभी बोलने वाले हैं।

Shri Tek Chand (Ambala-Simla):
I wish to invite the pointed attention of the hon. Railway Minister to one or two matters which I want him to examine closely. In paragraph 56 of the report by the Railway Board, (in the First volume), there is one staggering figure, and that figure is that the railway had to pay on account of goods lost or damaged, a sum of Rs. 2,91,80,867. This figure is rather an alarming one. Almost a river of nearly Rs. 3 crores of India's wealth is flowing into the ocean of waste, without being checked. Rs. 3 crores to be paid for wastage and damage is a colossal amount. This could have been easily saved through the exercise of vigilance on the part of the Railway Department. That such a sum should be permitted to go waste naturally calls for a very sifting inquiry as to why and how this amount is permitted to be paid in the form of damages.

[Shri Tek Chand]

The other matter to which I wish to invite the attention of the Railway Board through the Railway Minister is that according to this report, 27,952 suits of various claimants were instituted. The number of claims received for compensation amounted to 3,89,428. Ignoring for the time being the figure of 13,142 relating to the suits that were pending, there were suits to the tune of 14,810 disposed of. Out of this figure, no less than 12,099 relate to suits either decreed or settled. Why I lump the two of them together is that in both cases, the amount of the claim was admitted either wholly or partially, either through the agency of the court or as a result of settlement. That 12,099 suits should be deemed to be worthy of acceptance either wholly or partially, out of 14,810 is something important, and its importance lies in the fact that so many citizens were compelled to go to courts of law, and incur heavy expenses, and correspondingly the Railway Board, as a defendant, also had to incur heavy expenses. The cases were fought out till it was decided either by the railway that there was force in the claims and the claims were therefore settled, or by the courts which decided that the claims ought to be decreed. This figure relating to cases where thousands of people were compelled to have resort to law courts could have been reduced, if the Legal Department of the Railway examines the claims, scrutinises them and then decides that those that are worth acceptance are accepted, that in cases worth settling, compromises may be entered, and that those cases only should be contested, where according to the legal advisers of the Railway Department, the claims of the respective plaintiffs are unsound.

Regarding new lines, I have no doubt that fresh lines have been opened. Some progress has been made, but I fear that the rate of progress could well be increased. The new lines in the year covered 34.29 miles, which is rather poor, having regard to the length and breadth of this country. To the share of Punjab has fallen 26.87 miles on the Mukerian-Pathankot line. No doubt, possibly, it may be said that a certain part of the lines which had been removed has been re-installed. But so far as the actual opening of the new lines is concerned, Punjab's share is very poor.

Regarding accidents, I wish to say a word. According to the report, at

page 59, we find a colossal figure of 4,214 persons killed, as a result of railway accidents. This includes passengers, the personnel of the railway, and possibly trespassers too. 29,643 persons were injured. No doubt, some of these fatal injuries as well as the other injuries might have been contributed by the negligence of the people themselves, but a close vigil deserves to be had, so far as railway accidents are concerned.

The present site of the capital of the Punjab happens to be in an area which is part of my constituency. It is not that I am out to do advocacy for my constituency, but the fact is that when a capital is being built, a lot of material and other things have to be taken to the site. It is a painful fact that up till today, there is no railway track, and the Government—whether it is the Government of Punjab or the Central Government—the taxpayer, or any other public agency, is made to cart these goods and materials to the site at quite a considerable cost, which might have been saved, if we had a railway link between the capital site and the nearest railway line, which I know, hardly covers a distance of a couple of miles,—maybe four or five miles.

Regarding new coaches, there is a good bit that has been said of rather an unpalatable character, in the Public Accounts Committee's report, regarding the Swiss concern 'Schlieren'. All that I wish to say about that matter is that a very short time ago, I had an occasion to travel in one of those coaches said to be manufactured by the Swiss concern. I will not be accused of being guilty of exaggeration if I were to say that that coach, the latest, seems to be the last word in discomfort. If you kindly compare the width of the berths, the leg-room in the compartment, the room for the baggage. I would much rather have the commodious compartments manufactured in my country to which we are used, where having regard to the travelling conditions in my country, we have to carry lots of luggage, where baggage can be put underneath the berths and where there are as many toilet rooms as there are compartments. Therefore this new experiment—by all means have the coaches manufactured by anybody you like—must be to see that the next step that we have taken is a step towards greater convenience and comfort.

Then there were certain things said about the tourist traffic. I regret to say that so far as the tourist problem is concerned, not only it is not encouraged, it is not even studied. A responsible officer has to be sent abroad to a country where they cater to tourist traffic, conditions have to be studied and then they will be in a position by comparison to say what tourist traffic ought to be and to what extent our railways can contribute towards encouragement of tourist traffic whereby men of our country as much as men from abroad can come and see our country. It is for the Railways, and Railways are the principal agents who can add to the tourist traffic tremendously.

One side of the railways which does not appear to have received any notice from any part of this House I may with your kind permission allude to. So far as our mountain railways are concerned, they are known in the rest of the world; they are absolutely unknown to our country. A small country like Chile, a small country like Bolivia can take its railway track to a height of 15,834 ft. A small country like Peru can take its 4' 8½" gauge track to a height of 15,694 ft. Then comes the Pice's Peak Railway of the United States of America, same width of track gauge, and taking passengers to a height of 14,147 ft. Switzerland comes next—Gornergrat Railway takes the lines to a height of 10,236 ft. whereas Jungfrau Railway goes up to a height of 11,340 ft.

Here are numerous ranges of the Himalayas. Beauties are there, but so far as those beautiful places in this country are concerned, they are absolutely inaccessible. So far as mountain railways are concerned, I am not considering the small railway going up to Darjeeling or going up from Kalka to Simla as mountain railways in the generally accepted sense of the word. By 'mountain railway' I mean rack and pinion railways, sesselbahn and funiculaire which go along the slope of the mountains and make the most inaccessible of places within very comfortable and easy reach.

Then again, so far as cable railways are concerned,—it is hardly proper to style them as railways, but that is how they are styled—they would save a tremendous lot of expense. By cables and pulleys, the mineral wealth of the Himalayas and the timber wealth of the Himalayas could easily be transported without incurring heavy expense in cutting the rocks, in

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tunnelling and having a regular railway track. In other parts of the world, timber and other things are carried that way for hundreds of miles whereas the Himalayan wealth remains absolutely unexplored because we have not yet thought of it. That happens to be a long chain of mountains from Kashmir right up to the end of Assam. That is a great part of the country but today inaccessible for want of proper transport. This is a matter to which attention ought to be given and the earlier the better.

Shri Raghaviah: In the course of the speech delivered by the hon. Minister for Railways, he has stated that in the near future there is not likely to be any retrenchment of workers at any rate, but to my surprise I have received a letter from the workers of the collieries—it has also come in the newspapers—that as many as 5,000 workers in the Railway collieries are likely to be retrenched or it has been proposed that as many as 5,000 workers in the Railway collieries are going to be retrenched. This is really a surprising news for me, having gone through the speech of the Railway Minister in which it has been clearly stated that there is not likely to be any retrenchment of the workers.

Having promised an increase in the number of passenger coaches and an increase in the amenities that the Railway Ministry is going to provide for the travelling public—in spite of all these alluring promises made to the passengers travelling in the railways,—it is really a surprising feature that on the one hand while promises go high, while promises look sweet, while schemes after schemes are prepared for betterment of travel facilities, on the other hand we find a number of workers retrenched, the process of the thousands of workers who have been discharged not being reinstated and taken fast to provide many number of railway workers with cheap grain shops. I received news from Poona the other day that there was a token fast undertaken by as many as 20,000 workers for cheap grain shops. It is really a surprising feature to see that while promises are being made like this, the inconveniences or rather the grievances of the railway workers are mounting up day by day to greater and greater numbers.

It has been represented to the Railway Minister by many Members of the Opposition—representatives of all the parties in the Opposition—that the railway workers in the Bezvada district

[Shri Raghavala]

are discharged not for violating the rules of national security, but on cases relating to other sections—cases that have been foisted on them by the police for no fault of theirs. They committed no violation of the rules. Even such cases have been acquitted by courts of law and justice. There are also cases where even after the acquittal of these persons, the Provincial Government has recommended for the consideration of the Railway Ministry for immediate reinstatement. It is really deplorable that even in such cases recommended by the Provincial Government the Ministry should delay indefinitely the reinstatement of these railway employees.

I must also bring to the notice of the Railway Minister the question of the stoppage of the Grand Trunk Express at Singarayakonda between Nellore and Ongole. Several of the people of the 4 talukas of Kandukur, Kanigiri and Tanguturu which are backward talukas, and the travelling public of all these talukas—and there is also a R.D.O.'s office—the officials and others have all even personally asked me to just try and see that the express and mail trains stop at Singarayakonda. The non-stoppage of the express and mail trains at this station is causing the officials and the travelling public a lot of inconvenience. I hope the Railway Minister will certainly look into all this and see that the express and mail trains are stopped there.

I may bring another point to the notice of the Railway Ministry. In one of the books supplied to us, it is stated that there are several works in progress and the names of Nellore and Ongole are there in connection with the works in progress, wherein construction of over-bridges, repairing of platforms or raising the level of platforms etc. are mentioned. I have toured the whole of my constituency and also other constituencies in the Bezawada district of the railway region. I have not seen in all these stations, wherein it is mentioned that works are in progress, just as Nellore and Ongole, any work being undertaken at all. There is not even any instrument used for repairing or doing the work. People are constantly asking me, 'How is it that in spite of the promises made last year in the Budget speech of the Railway Minister, we find even today, after the lapse of one year, nothing has been done?' In fact, at stations like Ongole and many other places an overbridge is badly needed. In this booklet it is stated

that works are in progress but we do not find the beginnings of any work, not to say of progress. That is how facts are misrepresented to us. If we are to follow these books and represent to people then it will be a very sad plight. From the practical experience of what we have seen at these stations, these facts are utterly false and incorrect. I hope we will not be provided with such wrong information and the Railway Minister will see to it that we are not provided with such books.

I will also bring to the notice of the Railway Minister the question of the stoppage of the Grand Trunk Express at Ongole for five minutes more. The necessity for increasing the stoppage is this. Hundreds of packages of betel leaves which are needed for the north, like Itarsi, Nagpur and Bina and other places are exported from this place, and from Bitragunta between Nellore and Ongole. In all these places the betel leaves are exported. The betel leaf merchants demand that unless the train stops for at least a few minutes more it will not be possible for them to continue this trade.

There is a proposal and the hon. Minister already said that it will be given immediate effect to, namely the question of the abolition of the first class in these trains. While every one of us welcomes this proposal of the liquidation of the first class and the artificial classes in the travelling public, we certainly wish to bring to the attention of the hon. Minister that immediate effect should be given to the increase in the number of third class coaches before the question of the liquidation of the first class is taken up. Otherwise it will be causing a good deal of inconvenience to the travelling public. We have already seen to our utter dismay what happened a few years back when the inter class was removed and again restored. For that small thing something like 2 crores were spent from the exchequer of the railways. I hope that such schemes which are really sources of expenditure on the revenues of the railway will not be repeated. In this case also, before liquidating this first class, the number of third class coaches should be increased and then only this question of liquidation of first class should be given effect to. Otherwise, if you remove the first class carriages and do not increase the third class coaches it will cause the greatest inconvenience to the travelling public. I hope such things will not be embarked upon with audacity which the Railway Minister is always possessing in plenty.

श्री गणपति राम (जिला जौनपुर—पूर्व—रक्षित—अनुसूचित जातियाँ): माननीय उपाध्यक्ष महोदय, मुझे बड़ी प्रसन्नता है कि भगीरथ प्रयत्न करने के बाद मुझे भी रेलवे मिनिस्टर तथा रेलवे डिपार्टमेंट को धन्यवाद देने का मौका मिला।

श्री के० के० बसु : फ्री ट्रेवलिंग हो जायेगा।

चौधरी रणबीर सिंह : पास मिल जायगा।

श्री गणपति राम : आगे कुछ कहने के पहले मैं अपने सर्किल (circle) के विषय में कुछ कह देना चाहता हूँ। माननीय रेलवे मंत्री महोदय ने जो सुलतानपुर जफराबाद रेलवे लाइन के लिये, जो कि लड़ाई से पहले बन्द हो चुकी थी, अगले साल के बजट में ८५ लाख रुपये रखे हैं, उस के लिये मैं हार्दिक धन्यवाद देता हूँ। इस सम्बन्ध में मुझे एक बात अर्ज करनी है और वह यह है कि जो जफराबाद स्टेशन है वह सुलतानपुर जफराबाद लाइन बनने से जंक्शन (junction) होने जा रहा है। वहाँ पर जंघई से जफराबाद को जो रेलवे लाइन आती है वह भी मिलती है और जौनपुर से बनारस जाने वाली लाइन भी वहीं पर कास करती है। इतने चारों तरफ़ के रास्तों पर होते हुए भी जफराबाद में अभी तक कोई मुसाफिरखाना नहीं हो सका है जिस से वहाँ पर सैकड़ों यात्रियों को कष्ट होता है। वहाँ पर रोज़ाना सैकड़ों पैसंजर चढ़ते और उतरते हैं। इतना ही नहीं, जंघई से जौनपुर जाने वाले पैसंजरो को या बनारस जाने वाले पैसंजरो को दो दो चार चार घंटे वहाँ रुकना पड़ता है और अब जो सुलतानपुर और जफराबाद वाली रेलवे लाइन बन जायगी तो वहाँ के यात्रियों को वहाँ पर रुकना पड़ेगा। लेकिन जब

तक उन के लिये वहाँ मुसाफिरखाने की कोई व्यवस्था नहीं की जाती तब तक उन को बहुत काफी कठिनाई होगी। मैं आप से अर्ज करना चाहता हूँ कि ऐसे बीच के स्थान होने पर वहाँ एक मुसाफिरखाना बहुत शीघ्र बन जाय तो वहाँ की जनता की तरफ़ से आप को कोटिशः धन्यवाद होगा।

दूसरी चीज़ यह है कि कुछ दिन पहले पेपरों में खबर आयी थी कि गोपीगंज से भदोई होते हुए रेलवे लाइन जौनपुर को मिलावेगी उस से मिरजापुर और बनारस की आमद रफ़्त में सुविधा होगी। लेकिन उस के लिये अभी तक इस बजट में कोई प्रावोजन (provision) नहीं किया गया है। मैं फिर भी माननीय मंत्री महोदय को याद दिलाना चाहता हूँ कि वह इस लाइन की व्यवस्था को भी अपने दिमाग में रखें और मौका आने पर उस को भी कार्यान्वित करें।

तीसरी चीज़ बनारस से इलाहाबाद वाली लाइन पर भदोई स्टेशन के बारे में है। भदोई अब एक म्यूनीसिपैलिटी भी करार दे दिया गया है और वहाँ पर कई सौ पैसंजर रोज़ाना चढ़ते और उतरते हैं, शायद वहाँ पर कोई ३०० से ऊपर ही रोज़ाना टिकट बिकते हैं। लेकिन वहाँ पर अब तक भी कोई मुसाफिरखाना नहीं बन सका है। वहाँ की जनता की बहुत दिनों से यह पुकार है कि वहाँ पर मुसाफिरखाना बन जाना चाहिये।

इस के अलावा भदोई स्टेशन में मैंने स्वयं देखा है कि वहाँ पर पानी पिलाने वालों की व्यवस्था बहुत कम है जहाँ पर कि इतने आदमी रोज़ाना चढ़ते और उतरते हैं। मैं आशा करता हूँ कि माननीय मंत्री उस स्थान पर पानी की समुचित व्यवस्था करने की ओर ध्यान देंगे।

दूसरी चीज़ मैं आप के सामने यह कहना चाहता हूँ कि रेलवे विभाग ने इस पांच वर्ष

[श्री गणपति राम]

के अन्दर जितना सुधार किया है उससे कोई इन्कार नहीं कर सकता और अगर उस को कोई इन्कार करता है तो यही कहा जा सकता है कि यह सत्य पर पर्दा डाला जा रहा है, लेकिन यह बात जरूर है कि सभी दिक्कतें और शिकायतें दूर नहीं हो सकी हैं, अभी बहुत कुछ होना बाकी है और उस दिशा में अगर माननीय मंत्री जी का प्रयत्न बना रहा, तो बहुत जल्द दूर हो सकने की संभावना है । जैसा कि माननीय मंत्री जी ने पिछले दिन कहा था कि हमारे आफिशियल्स (officials) के सामने यदि यह कहा जाता है कि उन में कुछ खराबी है तो उन को बहुत काफी अफसोस होता है, मैं धन्यवाद देता हूँ कि उन आफिशियल्स में इस तरह की भावना पैदा होती है, उन को भी महसूस होता है कि रेलवे डिपार्टमेंट के कर्प्शन (corruption) के प्रति उन को भी दुख होता है, तो इस से जागृति की भावना ही जाहिर होती है कि रेलवे का कर्प्शन जिस के विषय में जनता की तरफ से बहुत सी आवाज उठती है, अगर इस किस्म का दुख उन को महसूस होता है तो वह अपने कर्प्शन को जल्द से जल्द दूर कर के जनता का विश्वास प्राप्त करें और जनता को अब कभी कहने का अवसर न दें, इस में मुझे प्रसन्नता ही है ।

[PANDIT THAKUR DAS BHARGAVA in the Chair]

मैं लखनऊ और बनारस रेलवे लाइन पर उधर की जनता की तरफ से होने वाली शिकायतों की तरफ आप का ध्यान आकर्षित करना चाहता हूँ । उधर के रेलवे स्टेशनों पर जो आप के बुकिंग क्लर्क्स हैं उनके विषय में जनता से बहुत सी शिकायतें मिली हैं और शायद आपके यहां भी आई होंगी, मेरे कान में भी इस तरह की बहुत सी शिकायतें आई हैं व्यापारी लोग जब अपना माल बुक

कराने के लिये उन बुकिंग क्लर्क्स के पास जाते हैं तो वहां पर यह रिवाज प्रचलित है की फी मन एक रुपया लिखाई ली जाती है, मैं तो नहीं समझता कि रेलवे फ्रेट के अलावा यह या और कोई नया चार्ज उन पर बंधा हुआ है, आखिर यह क्या है ? शायद रेलवे विभाग की निगाह में यह चीज नहीं आई होगी, लेकिन उधर की जनता ने मुझे बतलाया कि इस तरह का रिवाज उन के यहां प्रचलित है । मैं आप की निगाह में इस को डाल देना चाहता हूँ कि इस का पता लगा कर के इस को दूर करने की व्यवस्था करें ।

तीसरे मिर्जापुर में जहां पर कि पत्थर की कार्रें हैं, मिर्जापुर स्टेशन पर जहां २-४ बैगन्स रोजाना लादे जाते हैं, वहां की बुकिंग की व्यवस्था ऐसी गंदी है कि मुझे यह सुनने में आया कि उस स्टेशन पर से जितनी बुकिंग होती है, उस पर फ्री बैगन कुछ न कुछ रुपया हर एक आदमी से लिया जाता है । मैं समझता हूँ कि माननीय मंत्री महोदय इस को दूर करने की कोशिश करेंगे । जितने भी टी. टी. ईज (T. T. Es.) हैं, मैं सब को तो नहीं कह सकता, लेकिन कुछ को तो मैं ने स्वयं अपनी आंखों से देखा है, ई० आई० आर० (E. I. R.) पर जिस को आजकल नार्दन रेलवे (Northern Railway) कहते हैं उस पर कुछ टी० टी० ईज ऐसे मुसाफिरों से जो टिकट नहीं ले पाते, उन से रास्ते में जा कर पैसे तो वसूल कर लेते हैं लेकिन टिकट उन को नहीं देते और स्टेशनों पर पहुंच कर स्टेशन मास्टर या टी० सी० (Ticket Collector) से इशारा कर के उन की निकाल देते हैं, ऐसे कुछ उदाहरण मुझे स्वयं भी देखने में आये हैं और मैं ने अपनी तरफ से भी उन टी० टी० ईज को हिदायत दी कि ऐसी बात नहीं होनी चाहिए । मैं आप की निगाह में इस को डाल देना चाहता

हूँ कि इस किस्म की हरकत को रोक कर जनता का विश्वास प्राप्त करें तो बहुत ज्यादा अच्छा होगा। इस के अलावा मेरे बनारस और जौनपुर इलाके के ज्यादातर ग्रामीण लोग बम्बई और कलकत्ता जैसे शहरों में रहते हैं और उन को आने जाने के लिए टिकट खरीदना पड़ता है, तो उधर के स्टेशनों पर एक खास रिवाज सा चल पड़ा है कि उन को टिकट खरीदते समय चार आने पैसे और ज्यादा देने पड़ते हैं, इस किस्म की धांधली अगर शीघ्र न रुकी तो जनता का यह विश्वास कि करप्शन शायद दूर न हो सकेगा, जोर पकड़ता जायगा।

आज रेलवे में कहा जाता है कि अस्पृश्यता नहीं है अन्टचैबिलिटी (Untouchability) नहीं है, मैं उस पर ज्यादा नहीं कहना चाहता, मैं इतना ही कहना चाहता हूँ कि अगर रेलवे से अस्पृश्यता को दूर करना चाहते हैं तो मंत्री महोदय उस दिशा की ओर अपना कदम उठावें। मैं इस सम्बन्ध में इतना ही कह सकता हूँ कि पानी पिलाने के लिए जितने भी आदमी इस विभाग में नौकर रखे जाते हैं, अगर वे सब के सब हरिजन रखे जायें तो शायद यह इस ओर कोई नया कदम होगा और अस्पृश्यता की यह भावना जो कि जनता में अभी तक भरी हुई है बहुत कुछ दूर हो सकती है और जैसा कि मेरे बहुत से भाइयों ने आगे भी कहा है कि शेड्यूलड कास्ट (Scheduled Caste) वालों का रिप्रेजेंटेशन (representation) नौकरियों में अभी तक नहीं हो सका है और इस को शायद माननीय रेलवे मंत्री महोदय इंकार नहीं कर सकेंगे। मुझे प्रसन्नता है कि उन्होंने अपनी स्पीच में उस दिन विश्वास दिलाया था कि उन का एक प्रतिनिधि रेलवे बोर्ड में भी रखा जायगा, मैं अभी इतना अपील करना चाहता हूँ कि अभी आप की रेलवे की तरफ से दो कमीशन बनने जा रहे हैं, जहाँ तक मुझे पता लगा है, मैं आप को आप के बायबे की

याद दिलाना चाहता हूँ और पूछना चाहूँगा कि क्या उन दोनों कमीशनों में हरिजनों के प्रतिनिधि रखे जा सकते हैं और रखे जायेंगे, या जितनी पोस्ट्स हैं जैसे सेक्रेटरी, अंडर सेक्रेटरी और सुपरिन्टेंडेंट्स आफ़िसेज में रहेंगे, उन पर हरिजन रखे जायेंगे या नहीं।

मैं एक मिनट और लेता चाहता हूँ। सहारनपुर तथा आसनसोल पैसंजर जो पिछली अक्टूबर में खुली है, और जो पैसंजर करीब पांच, सवा पांच बजे के करीब बाबतपुर स्टेशन पर पहुंचती है, उस के सम्बन्ध में बहुत दिनों से पुकार चल रही है कि वह बनारस में जो ऐरोड्रोम (Aerodrome) है और जिस को बाबतपुर स्टेशन कहते हैं, वहाँ पर यह गाड़ी रुके। मैं मंत्री महोदय से इस के लिए अनुरोध करता हूँ और अगर वह पैसंजर बाबतपुर स्टेशन पर रुक जाती है तो इस से वहाँ की जनता को बहुत सहूलियत होगी।

इस के अलावा मैं यह कहना चाहता हूँ कि मंत्री महोदय ने शेड्यूलड कास्ट वालों को जो आश्वासन उस समय दिया था जब कि हम लोगों ने एक मेमोरेंडम (Memorandum) पेश करते हुए उन से प्रमोशन का जिक्र किया था, आज भी हरिजन आफिशयल्स और हरिजन जनता में इस किस्म की बातें होती हैं कि हमारे आदमियों को नौकरियों में प्रमोट (Promote) नहीं किया जाता। माननीय मंत्री महोदय तथा उन के सेक्रेटरी महोदय ने उस समय हम लोगों को आश्वासन दिया था कि प्रमोशन के समय उन का ध्यान रखा जायगा।

अपने मेमोरेंडम में हम हरिजन सदस्यों ने मंत्री महोदय का ध्यान कई विषयों पर दिलाया था और मुझे पूरी आशा है कि उस की जितनी भी धारायें हैं, उन पर ध्यान देते हुए अगर आप उन शिकायतों को दूर कर देंगे

[श्री गणपति राम]

तो बहुत कुछ हरिजनो की वह शिकायतें दूर हो सकती हैं। हमारे खिलाफ यह भी शिकायत की जाती है कि हरिजनों में क्राबिल गे नहीं मिलते लेकिन मैं आप को विश्वास दिला कर कहना चाहता हूँ कि हरिजनों में योग्यता की कमी नहीं है और अगर उन को मौका दिया जाय तो मैं कह सकता हूँ कि जितने भी आफिशियल्स (officials) आज थर्ड क्लास या फ़ोर्थ क्लास में हैं, अगर उन के इक्सपीरियंस (experience) पर आप उन को फ़र्स्ट क्लास और सेकेंड क्लास में प्रमोट करते हैं तो यह साबित हो सकता है कि उन की योग्यता कम है या ज्यादा है। मैं आशा करता हूँ कि इस किस्म की बहुत सी बात आप के विभाग में की भी जा चुकी है और हरिजन उत्थान को ध्यान में रखते हुए अगर आप के विभाग ने उन को प्रमोशन दिया, तो इस से उन की एफिशियेंसी में कोई फ़र्क नहीं आयेगा और आप का आफिशियल वर्क किसी तरह सफ़र (suffer) नहीं करेगा।

आज यह कहा जाता है कि की (key) पोस्ट्स के लिये हरिजनों में एफिशियेंसी कम है। मैं यह कहना चाहता हूँ कि इतनी संख्या में पढ़े लिखे हरिजन मौजूद हैं कि अगर उन में ढूँढा जाय तो ऐसे लोगों की कमी नहीं पड़ेगी। मैं कभी कभी देखता हूँ कि जब कभी हरिजनों का प्रश्न हम छेड़ते हैं तो हमारे बहुत से भाई, विरोधी भी और ट्रेजरी बेंचेज (treasury benches) के भी, हमारा मजाक उड़ाते हैं कि हर चीज में हम हरिजनों का प्रश्न ले आते हैं। मैं आप से और हाउस से अर्ज करना चाहता हूँ कि हरिजनों का प्रश्न केवल हरिजनों का ही प्रश्न नहीं है, यह देश का प्रश्न है, राष्ट्र का प्रश्न है। मैं यह कहना चाहता हूँ कि अगर आप और हम सभी मिल कर इस कलंक को दूर करने सभी उन लोगों का सुधार हो सकता

है। और पूज्य बापू जी ने जिस पथ का प्रदर्शन किया है उस में हम और आप सफल हो सकते हैं;

मैं फिर भी एक बार माननीय रेलवे मंत्री महोदय को धन्यवाद देता हूँ।

श्री नवल प्रभाकर (बाह्य दिल्ली—रक्षित अनुसूचित जातियाँ): सभापति महोदय, श्रीमान्, मैं बाह्य दिल्ली के रक्षित क्षेत्र से आया हूँ और यह पहला अवसर है कि मैं इस सदन में बोल रहा हूँ। मेरी कान्स्टिटुएन्सी (constituency) जो कि दिल्ली का ग्रामीण क्षेत्र है, दिल्ली का वह भाग है जिस में कि अभी नई बस्तियाँ बसाई गई हैं और जिस में कि मध्यम वर्ग तथा निम्न वर्ग के लोग रहते हैं।

दिल्ली आज से पंद्रह, बीस वर्ष पहले से बहुत बढ़ गई है। एक जमाना था कि दिल्ली की आबादी ढाई लाख थी और आबादी के अनुसार ही इस की सब प्रकार की उन्नति का और स्टेशनों का इन्तजाम किया गया था। जिस तरह से यातायात और सड़कों का प्रबन्ध था उसी प्रकार से रेलवे विभाग का भी इन्तजाम किया गया था। किन्तु अब दिल्ली बहुत बड़ी हो गई है और वह इतनी फैल गई है कि उस की आबादी साढ़े सत्तरह लाख हो गई है और जो स्टेशन पहले शहर के बाहर पड़ते थे वह अब शहर के अन्दर आ गये हैं और शहर के अन्दर आ जाते के कारण रात दिन रेलवे एंजिनों का धुआँ शहर में उड़ा करता है। उसी से लोगों को बड़ी परेशानी होती है। बम्बई और कलकत्ता के अन्दर खास कर बम्बई में मैं ने देखा कि बिजली की रेलें चलती हैं और लगभग १००, १०० मील के फासले तक चलती है। यदि इसी प्रकार से यहाँ भी प्रबन्ध कर दिया जाय

तो बड़ा अच्छा हो। अब चूंकि भाखरा नंगल योजनायें लगभग पूरी हो चुकी हैं और उन की बिजली दिल्ली के अन्दर आने वाली है और शहूर बस्ती के पास उस का स्टेशन बनने वाला है इसलिए यहां बड़ी आसानी से यह काम किया जा सकता है और दिल्ली वालों के लिये और दिल्ली की आस पास की जनता के लिये भी जितने आस पास के जंक्शन हैं वहां से बड़े स्टेशन तक दिल्ली में बिजली की लाइन लाई जा सकती है। इस से सब से बड़ा फायदा तो यह होगा कि यहां के लोगों को जो धुएँ की दिक्कत है उस से वह राहत पा जायेंगे और उन को भी सन्तोष प्राप्त हो जायगा। दूसरी बात यह है कि दिल्ली भारत भर की राजधानी है जो कि एशिया के अन्दर एक विशेष महत्व रखती है। इस दृष्टि से भी दिल्ली के स्टेशन की उन्नति होनी चाहिये। दिल्ली के आस पास के स्टेशनों का जो वातावरण है वह भी आदर्श वातावरण होना चाहिये। किन्तु मैं देखता हूँ कि दिल्ली के आस पास के जो स्टेशन हैं, केवल जंक्शन और नई दिल्ली को छोड़ दीजिये क्योंकि हम उस पर थोड़ा सन्तोष प्रकट कर सकते हैं, किन्तु उन के अलावा जितने भी स्टेशन हैं उनके ऊपर कोई सन्तोष नहीं प्रकट कर सकता। बहुत से स्टेशन तो ऐसे हैं कि जिनके प्लेटफार्म इतने नीचे हैं कि वहां से गाड़ी पर चढ़ने में पैसंजरी की बड़ी दिक्कत होती है।

म ने आप से कहा कि यहां पर बहुत सी बस्तियां नई बन गई हैं और जब यातायात की बसेज (buses) शहर में चलती हैं तो मैं ने देखा है कि रेल के फाटको पर दस दस, पंद्रह पंद्रह मिनट तक बसेज को खड़ा रहना पड़ता है और यातायात बिल्कुल रुक जाता है। बड़ी परेशानी होती है। मैं रेलवे मंत्री महोदय से प्रार्थना करूंगा कि वह फाटक ऐसे हैं जो कि बिल्कुल शहर के बीच में आ गये

हैं नई बस्तियों के बन जाने के कारण। अच्छा होगा कि उन के ऊपर से गुजरने वाले पुल बनवा दिये जायें। पिछली बार भी जब बजट सामने आया तो हमारे यहां के शहरी क्षेत्र के श्री राधा रमण जी ने मंत्री महोदय से अपील की थी और मंत्री जी ने आश्वासन भी दिया था कि वह उस पर ध्यान देंगे, किन्तु इस एक वर्ष के बीच में मैं समझता हूँ कि शायद एक स्टेशन का भी सर्वे (survey) नहीं हुआ है।

इस के साथ ही मैं अपनी कान्स्टिटुएन्सी के बारे में एक चीज और कहना चाहता हूँ और वह यह है कि दिल्ली के आस पास जो शरणार्थियों की बस्तियां हैं और जो कस्बे हैं उन की आबादी बहुत बढ़ गई है। उन में से कई में तो म्युनिसिपैलिटी तक कायम हैं, लेकिन उन के अन्दर भी स्टेशन नहीं हैं। वहां पर इन यातायात की बसेज का भी प्रबन्ध इतना अधिक नहीं है। इसलिये मैं मंत्री महोदय से प्रार्थना करूंगा कि वह एक रेलवे लाइन ऐसी चलावें जो कि भवाना नजफगढ़ और महरौली को मिलाती हो। महरौली भारत में एक विशेष स्थान रखता है। वहां ऐतिहासिक इमारतें हैं और दूर देश से और विदेशी लोग बहुत से उन को देखने आते हैं। किन्तु यातायात की दृष्टि से महरौली तक पहुंचने के लिये बहुत दिक्कतों का सामना करना पड़ता है। एक बस का रूट है जो कि स्टेशन से चलती है और वह भी ऐसा रूट है कि कभी कभी तो घंटों इन्तजार करना पड़ता है और घंटों इन्तजार करने के उपरान्त किसी को महरौली को बस मिल जाय यह एक सौभाग्य की ही बात है। तो मैं माननीय मंत्री जी से प्रार्थना करूंगा कि एक लाइन दिल्ली के चारों तरफ चलाई जाय जो कि शरणार्थी बस्तियों में से होनी हुई गुजरे ता कि वहां के जो शरणार्थी

[श्री नवल प्रभाकर]

आई हैं वह शहर में काम काज करने के लिये आ जा सकें।

इस के अलावा मैं एक सुझाव और रखना चाहता हूँ और वह यह है कि जो छोटे छोटे स्टेशन्स हैं उन पर मैं ने स्वयं देखा है कि जो बासी पूरियां होती हैं उन्हीं को दूसरे दिन भी इस्तेमाल किया जाता है और लोगों को बेचा जाता है। होता यह है कि कुछ गरम पूरियां बहिष्णी हैं और कुछ बासी होती हैं। उन को तमिलनाडु ऊपर नीचे गरम लगा कर इस तरह से बेचा जाता है जो स्वास्थ्य के लिये हानिकारक सिद्ध होता है। तो मैं माननीय मंत्री जी से प्रार्थना करूंगा कि रेलवे के साथ कोई डाक्टर ऐसा चलना चाहिये जो कि उन स्टेशनों पर जो खाने पीने की चीजें बिकती हैं उन की जांच करे और जो भोजन जांच करने के बाद बासी मिले उसको या तो फिक्का दे या फिर उन के बेचने वाले पर जुर्माना आदि करे।

एक बात में थर्ड क्लास के बारे में कहना चाहता हूँ। थर्ड क्लास की टट्टियों में जो मलके लगे हुए हैं वह बहुत ऊंचे पर हैं, शायद डेढ़ फुट ऊंचे होंगे। जब उन को खोला जाता है तो पानी इस कदर धिखरने लगता है कि कपड़ों पर छींटे पड़ने लगते हैं। मैं मंत्री महोदय को सुझाव देना चाहता हूँ कि उन नलकों के साथ एक एक डब्बा रखा जाय और डब्बे को जंजीर से उस नलके के साथ बांध दिया जाय ताकि जो भी पानी गिरे वह उस डब्बे में गिरे और बाहर न गिरे और कपड़ों की हिराजत हो सके।

इस के अतिरिक्त मैं मंत्री महोदय से यह निवेदन करना चाहता हूँ कि प्रथम श्रेणी के, द्वितीय श्रेणी के और तृतीय श्रेणी के जो कर्मचारी बगैर हैं उन में हरिजनों का अनुपात

बहुत कम है। अभी अभी जो रिपोर्ट हमें मिली है उस में दिया हुआ है कि १,४२८ कर्मचारी रखे गये जिन में से चार हरिजन थे। यह फर्स्ट क्लास और सैकिड क्लास के कर्मचारी हैं। इसी तरह से जो तृतीय श्रेणी के कर्मचारी हैं उन के अन्दर भी १,४७,५६३ में से ३.७ प्रतिशत हरिजन रखे गये हैं। तो मैं माननीय मंत्री जी से यह प्रार्थना करूंगा कि वह इस दिशा में हरिजनों का ख्याल रखें और हरिजनों को उन के अनुपात के अनुसार ऊंची पोस्टों पर लेने की भी कृपा करें।

श्रीमान, मैं मंत्री महोदय को धन्यवाद देता हूँ कि जब से उन्होंने काम संभाला है तब से रेलवे में बहुत उन्नति हुई है। यह तो बिल्कुल स्पष्ट है कि रेल गाड़ियां समय से आने लगी है जो कि किसी समय घंटे घंटे, दो दो घंटे और कभी कभी तो २४, २४ घंटे देर आया करती थीं।

इस के अतिरिक्त मंत्री जी ने मेरी दृष्टि में जो सब से बड़ी बात की है वह यह है कि उन्होंने हिन्दी को उन्नति की लिए काफी जोर दिया है; उन्होंने अपने अभिभाषण की प्रति हम लोगों को हिन्दी में दी थी। वह हिन्दी के बड़े प्रेमी हैं और आशा है कि जैसा कि टंडन जी ने उन से अपील की थी वह हिन्दी की ओर और भी ध्यान देंगे और जो टाइम टेबिल है उन के अंक हिन्दी में छपावेंगे। मुझे मंत्री जी से पूरी आशा है कि वह अपने विभाग में हिन्दी को पूरे तौर से स्थान देंगे।

Sardar Hukam Singh: I wish to divert the attention of the hon. Minister towards a subject which I feel has not been dealt with as it ought to have been done. I refer to the goods freight on our railways. I realise that the fall in revenue on the transport of goods is not so significant, but I feel that that is a place where we can find out avenues of increasing the railway earnings.

Figures speak for themselves. Out of a total revenue of Rs. 272.52 crores for 1953-54 a sum of Rs. 147.60 crores has been put as the estimated income from goods. While we have admitted that the decrease in passenger traffic is significant, and it is also said that in 1950 and 1951 a saturation point was reached—and even now there is no prospect of leaving any big surplus in that respect—there is scope where we can find avenues and devise methods by which our revenues can be increased in this respect. It is pitiable that no mention has been made in the Budget speech of the hon. Minister as to what improvement he proposes to effect so far as trade and industry are concerned, so that the income from this source, might increase. I appreciate the suggestions that have been made that there will be greater amenities to passengers, that certain concession tickets are being restored, and so on. I welcome that. And that shall have to be done. But I feel that these concessions will be availed of only to a limited extent, unless the standard of living is raised.

So far as this side of the matter is concerned, namely goods freight, for the last, I should say, ten years the traders have been feeling that no attention has been paid to this side, and they have been suffering under certain handicaps which have not been remedied in spite of their complaints. It is in this section that bribery and corruption are rampant from top to bottom. I can say without any fear of contradiction that no parcel is accepted without the gratification, and no wagon is allotted unless an additional premium is paid. Sometimes the blackmail is out of all proportion to the services that are rendered to the trade.

The reason for this is that there are certain restrictions on the movement of goods, on the availability of wagons and the way they are handled. Those restrictions are so silly that it can be so manoeuvred that the clerk or the officer can use his discretion to refuse the wagons to the public demanding them unless he gets something. If we can make the clerk obliging, then we can have our work done. But if that is not assured, there will be difficulties created. The practice is so patent and it is practised so unashamedly that it does not require any officer or any Enquiry Committee of the Parliament to go into it. Because, everybody knows that it is done, at every station, at every place.

In so far as those restrictions that I mentioned are concerned, I shall just give one recent instance. In respect of railway booking on the Northern Railway, the wagon loading was closed for a period, from 3rd November 1952 to 17th February 1953. Of course so far as exports were concerned, there were many applications. But the traffic was closed. The ways that were adopted to circumvent those restrictions this stoppage of loading, were very queer. The Northern Railway has got a handicap which is peculiar to itself. It has no sea port or outlet for its exports. It has therefore to depend upon the other Railways for the despatch of its goods to the ports that can send the goods outside. There are certain products in North India that earn a large amount of exchange. But that is not coming to our country on account of these restrictions and on account of there being no free movement of the goods.

5 P.M.

So far as my information goes, a restriction has been placed that the Central Railway would accept only sixty wagons a day from the Northern Railway, though the Northern Railway has got many more times demand than this sixty wagons a day. The further information that I have is—I believe it is credible, and I will be glad to be corrected if it is wrong—that this is on account of a bottleneck that is created at Muttra where wagons are assorted to be pushed on to the Central Railway and there it is believed that there are difficulties so far as space, shunting engines and the staff are concerned. Because of such difficulties, very valuable products like wool, cotton, hides and skins, all the Kashmir products such as carpets—all these exchange earners cannot find export and the traders are suffering in one respect while the Railway is losing in the other. These difficulties of space in the railway yards, lack of adequate supply of shunting engines or any other handicap would have been removed, I should say, if a little attention had been paid in that respect. This can be verified by the hon. Minister—Mr. Anthony also referred to this—if he pays a visit to Delhi station where he will find wagons in units of 60 standing in queues awaiting acceptance by Muttra where they can be pushed on to other railways. These difficulties create many complications because the traders would have commitments made with the shipping companies and when these wagons are unduly delayed here, they are deprived of those chances and the goods are left out. The result is that the trade

[Sardar Hukam Singh]

is forced many a time to bring their goods from Amritsar and Kashmir by road transport and they get them booked at Faridabad which is a Central Railway station which is not bound by the restrictions that are imposed on this Northern Railway. Then the wagons are booked to Okhla first and from there, they are rebooked to Bombay. That could only be done if the persons in charge—these railway officers and baboos—are obliged and paid that gratification which they want. The traders do get their way but they have to pay these additional amounts that are not brought to the coffers of the Railways. The Northern Railway is thus losing considerable revenue on considerable tonnage which are being carried by road transport on areas which are served by it. I submit that any concern that cannot offer service for the customers for which it is meant is bound to go out of business sooner or later. The carrier companies, including railways and steamships are meant to offer freight when tonnages are offered to them. If they cannot carry the freight when it is required, certainly, they are not performing the task that is entrusted to them. There are today lots of wallnuts at Pathankot, dry fruits at Amritsar, wool at Panipat, cotton at Bnatinda, and hides and skins at Delhi, Amritsar and even at Lucknow without provision to move them. The Transport Minister assured here that there would be no operational difficulties and brighter prospects in the co-ordination of railways had been brought about. I make bold to say that the railways, so far as carriage of freight is concerned, are existing only on monopoly rights. The competition with the road transport was killed in the early thirties by means of legislation and other provisions like trucks to be registered in particular Provinces and areas. They have been thrown out and now it is the monopoly and they enjoy it. If it were thrown open certainly we would not be able to take any pride in the services that we have rendered and in the income that we have got because I am sure if that competition were there, the railways would not be able to exist so far as this goods traffic is concerned.

Then a new rule has been brought about that the traders shall have to register themselves by paying a fee of Rs. 35 to show their earnestness. They have paid it but they cannot wait for a very long time. I now learn that another new rule is being

brought about that the actual goods should be brought up and put at the railway station so that there might be evidence that the traders are earnest and sincere in the booking of their freight. I am afraid this would not do. This had startled the traders because this shows that practical experience is wanting in officers who are handling this business. Goods which are not perishable can be stacked but who would think of stacking perishable goods such as wallnuts, etc., in the railway yards? Who would expose these perishable goods to the mercy of the weather, risk of infestation and depredation by rats besides the greedy eyes of the travellers including the railway staff. This is impossible. This rather shows that persons who are in charge of these things have not thought over the practical aspect whether it is possible at all to bring these goods and put them there and wait for days together to get wagons. It might have been done with very noble motives that it would improve perhaps the honesty of those officers but what I have to say is that even honesty in public services has little value if it is ignorant, vindictive and devoid of commonsense. But God help the customers if all three are combined in the public servants on our Railways.

Shri A. C. Guha: First of all, I should like to refer to the working of the Railway collieries. In the budget for the next year also, we find a loss in the working of State Railways' collieries—Rs. 7,20,000. You may remember that in this House, a supplementary demand for railway collieries was withheld for some days and the whole matter was referred to the Estimates Committee. The Estimates Committee submitted report to this House on 24th March, 1951 and the then Minister for Production, Mr. Gadgil gave this assurance on behalf of Government:

"I promise that what we propose to do will be duly placed before the Estimates Committee and such recommendations as the Estimates Committee may be pleased to make with respect to our scheme will be duly considered."

I have no knowledge whether the Government have placed anything before the Estimates Committee after our recommendations were made. This House is familiar with the workings of the railway collieries. The main causes of the loss were enumerated by

the Chairman of the Estimates Committee, the Deputy-Speaker himself. One of the causes was the cost of removal of overburden by IMCC. I would like to know how the contract with the IMCC is still working or whether it has been terminated. Then the cost of production of coal in Government Railway collieries was about 100 per cent. higher than the cost of production in private collieries. The average raising cost is Rs. 13 to 14 in a private colliery. In the case of Kargali—it is Rs. 25-3-2 and in the case of Sawang etc., it is Rs. 28-4-9 and so on. That was the state of affairs two years ago. I would like to know what the state of affairs is now. I do not know whether the loss shown here is only a way of accounting or whether there is a real loss still now.

On page 35, we find it said:

"The credits exhibited above relate to gain in the working of railway collieries and other credits in respect of coal issued to outside bodies, etc."

I do not know how much of these credits is from gain in the working of the Railway collieries. The hon. Minister for Railways has practically made no mention of the working of Railway collieries. He has simply informed the House that these will be transferred to the Production Ministry. That was also one of the recommendations made by the Estimates Committee that these Railway collieries should be placed under one Ministry. From the point of view of budgeting, even for the coming year, it is shown under the Railway Ministry. Its management and working are under another Ministry. Why should that state of affairs continue after the recommendation of the Estimates Committee and the acceptance of this recommendation by the Government over two years ago? When is that recommendation going to be implemented? This House should be informed about that. In the coming year also, loss in working of State collieries is shown. We would like to know whether the hon. Minister has the idea that this will continue to be under dual control even for the coming year or whether he will change the position before the end of the coming year or in the near future.

As regards use and consumption of coal, we have been receiving some reports that the new locomotives are not suitable for the use of low grade coal. So, it is said, that the Government or the Railway Board have decided that only high grade coal will be consumed in the new locomotives.

Apart from the point of view of the preservation of our high grade coal which is of the utmost national importance, we should also consider the position of the collieries producing low grade coal. If the Government insist on using only high grade coal for the new locomotives, I think most of these small collieries or collieries producing low grade coal will have to be closed resulting in the unemployment of so many workers and complete dislocation in the entire mechanism of the industry. It would be something similar to the position created in the tea industry, and to a certain extent also in the jute industry.

We have also received certain reports that the Government has made or that the Railway Board have made some changes in the procedure of purchasing coal. It is said that they will now purchase coal only through some group leaders and not colliery-wise, and that these group leaders only will be entitled to submit bills for the coal supplied to the Railway Board. The effect of this will be that the colliery industry will pass into the hands of some big magnates, and something like a 'cartel' will be formed. Apart from the position of these smaller collieries, why should banking facilities and facilities of presenting bills be restricted only to a few big coal mine owners and not as at present be open to all coal mine owners, who would be supplying coal to the Railway Board?

Then I would like to refer to another point in connection with Demand No. 10. There I find subsidy paid to the different railways. These would refer to the private-owned railways. Repeatedly in this House, I have tried to draw the attention of the Government to the working conditions of these Railways, i.e., conditions of workers and passengers and everybody concerned with these private-owned railways. These are relics of mediaevalism. By these subsidies, Government is putting a premium on preserving mediaevalism. These can hardly be called Railways. These are something worse than Delhi Trams,—not the trams of Calcutta, but worse than Delhi trams. Why should these subsidies be given to these Railways instead of their being taken over by the Government and run in an up-to-date manner, so that the passengers can get the amenities which a Railway is expected to give.

The other day, it was stated in the House that about 800 miles are covered

[Shri A. C. Guha]

by these private railways—narrow gauge—and that out of that, nearly 200 miles are being taken over by the Government. It is therefore a question of the remaining 600 miles. I think it will not be very difficult for the Government to take over that also. There are in all about 18 or 19 private owned railways and my part of the country has the misfortune of having about half the number of these private-owned Railways: I mean Bengal-Bihar side. It is a question mostly concerning Bengal and Bihar. Repeatedly, I have raised this point. After some investigation, bargaining and haggling, they decided to pass an Act year before last and the Barasat-Basirhat Light Railway has been transferred to the management of a company about whose efficiency in running the railway I am not so much enthused.

Again in Demand No. 3, there is a reference to some payment being made to another Light Railway for free supply of land or something like that. Of course, it is a very small amount. But, on principle I think this Railway should be taken over by the Government and they should not be subsidised as relics of an anachronism and mediaevalism.

Before I conclude, I would like to refer to another matter. Particularly in Bengal, we have so many rehabilitation centres, urban colonies and rural colonies. In some of these colonies, 20,000 or 30,000 people have been accommodated. Naturally there should be a railway station nearby, if any such colony can be economically self-supporting. The Railways should work in consultation with the Rehabilitation department or the Rehabilitation department should work in consultation with the Railways. I would like to cite one instance only: the Tahirpur colony. It is supposed to be an urban colony. Four thousand families, that is, about 20,000 people are accommodated there. There is no railway nearby. How can you build up an urban colony without a railway? I have referred the hon. Minister to several cases of new Railway stations to be opened so that these refugee colonies may have at least some means of economic livelihood.

There is another feature in my part of the country, called the 'halts'. They are not stations. I think in Hooghly district, which is a part of my constituency, there are about eight or nine such halts. I do not know how I am to

explain these things to the Members who are not conversant with that thing. There is no office, and practically no officer is there in these halts. The train simply stops there for a minute, some passengers get down, and some get in also; but they do not purchase or surrender any tickets. But it is supposed that some checking officer or some travelling checker would give them tickets or check their tickets. But that is not generally done. So, those halts should be immediately converted into stations, or the system of stopping these trains in these halts should be done away with altogether.

Before I conclude, I must put on record my unstinted appreciation of the progress that has been made by the Indian Railways during the last four or five years. We practically started from scrap, and in spite of handicaps and great difficulties, the railways have made spectacular progress. I should also place on record my appreciation of the work done at the Chittaranjan factory and the way it has been set up. I would like in this connection to refer to the practice in the other countries, particularly in the U.S.S.R. When Dnieprostroy, Stalingrad, Gorky, or Magnitogorsk was being constructed, each one of these was hailed as the glory and great achievement of the State, and I think we should also hail the Chittaranjan Factory or other similar factories as our achievement. I do not claim that there have not been any mistakes. Man has been defined as the only animal, which has the privilege of committing mistakes. That is one of the definitions that man has got. So mistakes there have been and mistakes there must be. But the question is that the factory has started working, and I hope the Perambur Coach Factory also will be set up in time, and will be able to produce coaches in our own country. I would like to join my hon. friend Mr. Tek Chand and say that the coaches should be prepared according to the customs and habits of Indian travellers, and not on the basis of the customs and habits of European travellers.

With these few words, I conclude.

Shri V. B. Gandhi (Bombay City—North): While opposing the cut motions, I do not think we are called upon to make any serious answer to the speeches and criticisms which we have heard in this House in the past few days. The speeches have been mostly partisan and criticisms pointless. I shall only content myself by

saying that our railways are one of the few services of which we in this country can be justly proud.

Now I shall turn to a point which I have uppermost in my mind today, and it is about the proposed formation of Railway Users' Consultative Committees. The way these committees are proposed to be constituted has caused already some dissatisfaction and even some indignation, in some quarters. I shall try to illustrate what I mean, by my experience in the city of Bombay. In Bombay, some responsible associations like the Passengers and Traffic Relief Association, and the Indian Merchants Chamber have protested, and in fact, have shown unwillingness to co-operate fully with the scheme of representation as devised in these committees.

Now let us examine what are the facts. It is proposed that in place of the old Advisory Committees, there shall be constituted new Railway Users' Consultative Committees, and that these committees will be formed at three levels, at the regional or divisional level, then at the zonal level, and also at the top, there is to be a Railway Users' National Council. There is one particularly commendable step that is being proposed in the constitution of these Committees, and it is that for the first time representation is being given to agricultural interests. Of course, that is a very welcome step. With the regrouping of the railways into various zones, some kind of a re-constitution of the old Advisory Committees was inevitable, and so far as that is concerned, I am quite sure that we all support this measure or this action on the part of the Railway administration. But the rub comes where a new way of representation is proposed to be inaugurated. In the old days, institutions like the two I have just mentioned, the Passengers and Traffic Relief Association or the Indian Merchants Chamber in Bombay, used to have the right to choose their representatives, on these advisory boards. Now under the new scheme, I understand these institutions are asked not to choose their representatives, directly, but to submit a panel of names to the Railway administration, who, I understand, is going to select the man who should represent these institutions. I really cannot understand why this kind of an unheard-of way of representation is being newly introduced. If we really want the co-operation of these associations, if we are really serious about consultations with these institutions, then

this certainly is not a very helpful approach. This approach means almost as much as to say that 'We do not think much of your ability to choose your own representative', and it means also as much as to say 'We do not trust you very much either'.

Now it is not necessary for me to say that this kind of an approach is psychologically of doubtful value, and democratically certainly it is half-hearted. This House, in particular, with its democratic instinct will certainly support the old method of direct representation. And what are these institutions, Sir? I can tell you that this Association, which goes by the name of the Passengers and Traffic Relief Association, is an Association that has been in existence for the last 38 years, conducted by responsible people, public-spirited citizens at their own cost. And here they are going to be invited to give consultation to these Railway Users' Consultative Committees in an honorary capacity and at the same time, they are going to be told that they shall not choose who shall represent them! Therefore I think, this is a matter which should be seriously looked into. Just one minute, Sir. There is not much harm done yet and we can reconsider this scheme. And I have no doubt that the Railway Minister with his usual tact will certainly be able to find some way out which would be satisfactory to this House as well as to the Associations whose representation we desire.

The Minister of Production (Shri K. C. Reddy): I intervene in this debate with a view to reply to certain points made by my hon. friend, Mr. Guha, in respect of the working of the railway collieries. The railway collieries, about 11 in number are owned by the railways, but they are under the management of the Production Ministry. For a long time it is being urged that there should be unification of control so far as these railway collieries are concerned; in other words, that the ownership and the management should both vest in the same Ministry. I know that this aspect of the question was emphasised in the course of the debate on the working of the Railway collieries in March 1951, to which a reference has been made by Mr. Guha. Various Committees also beginning from the Railway Coalfields Committee of 1946, presided over by Mr. Mahindra, the Railway Collieries Inquiry Committee of 1949 and the latest, the Coal Working Party presided over by Mr. B. Das, have all recommended that these

[Shri K. C. Reddy]

collieries should be owned and managed by the same Ministry. I am referring to this in the course of this debate because Mr. Guha made a pointed mention of that aspect of the question again. I will content myself by saying that this question is engaging the very active consideration of the Government at the present moment and it may not be long before a decision is taken vesting both the ownership and the management with the same Ministry. I share the hope that many others entertain that after the change-over perhaps there might be better scope for the working of the railway collieries.

Several points have been made by Mr. Guha. I would like—briefly to refer to them. In the first place, he referred to the Estimates Committee's recommendations and asked what action had been taken in respect of the same. He referred to the IMCC and the contract that the Government of India had with them. I am glad to convey the information to him that the contract has since been cancelled and that company is no longer in the field. He also mentioned that the railway collieries are still working at a loss. I am afraid the hon. Member is not quite accurate. That is possibly because of the way the accounts are presented in our Explanatory Memorandum.

Shri A. C. Guha: I also pointed out that the accounts have not been.....

Shri K. C. Reddy: I am coming to that. It is because of a change in the accounting procedure that we had to present the Memorandum in the particular way in which we have done. The working of the railway collieries is reflected in two items in the Explanatory Memorandum. As he himself pointed out, there is one item which relates to losses in the working of the railway collieries, i.e. for the next year, they are about Rs. 57,20,000. He also referred to the credits or recoveries shown on the same page, No. 40. With regard to that figure, given lower down, Rs. 1,20,78,000; I might say that almost the whole of the amount is due to gains in the working of the railway collieries. Except for Rs. 58,000 the whole amount is covered by gains in the working of the railway collieries. So the real position is that both for the current year and for the next year, if we set off the losses against the gains that we are going to realise in the working of these railway collieries taken as a whole, we will have a profit

of Rs. 63 lakhs in the working of the railway collieries during 1953-54 and during the current year the net result will be a profit of about Rs. 34 lakhs. So the real position is that we are now working these railway collieries at a profit. So on that point the hon. Member need not have any apprehension or anxiety that the railway collieries are still working at a loss.

The next point that he made was about the cost of production. He said that the cost of production in the railway collieries was very high and he quoted certain figures. He said that the cost of production was about Rs. 14 or so in the private collieries, the cost of production in Kargali was about Rs. 25, in Sawang Rs. 28 and in Kurkurbaree Rs. 27 and odd. May I quote from the speech of the same hon. Member made in the year 1951 when a debate took place on the Railway collieries. He said:—

"In the other collieries of Bokaro, it is Rs. 11....."

Shri A. C. Guha: I know that.

Shri K. C. Reddy: "....Rs. 13 in the case of Argada and Rs. 11 in the case of Kurasia".

Shri A. C. Guha: I know that three collieries were running at a profit and the others at a loss.

Shri K. C. Reddy: The real position is this. The cost of production of coal varies from mine to mine, depending on the nature of the seams, the nature of the particular colliery etc. There are several factors that go into the cost of production. It may be that in certain collieries the cost of production is higher; in other collieries it may be lower. So comparison is not on all fours and is not desirable. But I do submit that there were some factors which contributed to the increased cost of production in the railway collieries. We are taking steps to remedy the situation in so far as the problem for example, of surplus labour is concerned and some others.

I do not want to take up the time of the House by detailing at length the causes that have led to the higher cost of production in the railway collieries—lower output in the case of certain collieries like, Giridih, Serampur etc.—I do not remember the names quite all right—surplus labour in these collieries and several other reasons.

But the Government are taking steps to reduce the cost of production. I may mention three or four of them, Sir. Recruitment of staff has been practically stopped for the last three or four years. It is proposed to reduce surplus labour and staff which cost at present more than 26 lakhs annually in the case of one colliery alone i.e. Giridih Group. Consumption of colliery stores is being highly controlled and is restricted and the working expenses are highly controlled.

These are some of the steps Government have taken in order to reduce the cost of production of coal. I may also add that in the First Five Year Plan a sum of Rs. 1.75 crores has been provided for a more efficient working of the railway collieries. During this period Government proposes to work out planned items which will result definitely in reducing the cost of production of coal in the railway collieries.

The other point that was made by the hon. Member is with regard to the use of metallurgical coal or low grade coal for locomotive purposes. At the very outset, I may say for the hon. Member's information that the view that the new locomotives will consume only high grade coal or metallurgical coal is perhaps not quite correct. I am given to understand that these new engines are capable of taking lower grade coal A and B. With regard to the use of coal by the railways, I only want to state this. It is the declared policy of Government that to the extent possible railways should use lower grade coal and that they should not use metallurgical coal if they can possibly avoid the use of that coal. This question is linked up, however, with the major question of the conservation of metallurgical coal. I do not want to go into details of such a large question as that on the present occasion. But there are certain difficulties. While the railways are not averse to the use of lower grade coal in preference to metallurgical coal, it is because of the dynamics of working of the policy of the conservation of metallurgical coal that we have to proceed rather warily in this matter. Supposing we take a decision and want to implement it straightaway, to limit the production of metallurgical coal, say to reduce it from about 10 million tons to about 4 million tons,—about the quantity that is required for metallurgical purposes, supposing we decide to do it. What happens? Many of the mines should have to close down. A lot of labour will be thrown out. The whole of the coal industry will be dislocated and you will be creating more problems than you can solve.

When I referred to dynamics of working, I meant you have to go slowly and cautiously, not very slowly or very cautiously either, but you have to go looking to the pros and cons of the steps that you are taking and in that process it may be possible that you are consuming otherwise some metallurgical coal which should ordinarily be reserved for metallurgical purposes. I have already indicated that the Railway Ministry is agreeable to work out the policy to the extent possible. There is no difference of opinion so far as this is concerned between the Railway Ministry and the Production Ministry and we will do everything possible, take every step that may be feasible, keeping in view all the surrounding circumstances, to implement this policy. I can also assure the hon. Member that there is no discrimination between the railway collieries and private collieries and as between those who produce high grade coal and those who produce low grade coal. Every effort will be made to help those who produce high grade coal and those who produce low grade coal.

I think I have covered most of the points raised by my hon. friend. Finally, I would like to say that every possible endeavour is being made and will be made in future also to make the working of the collieries a satisfactory show not only to those concerned but also to the public at large.

श्री राम जी वर्मा (जिला देवरिया—पूर्व) : मैं कटौती के प्रस्तावों द्वारा अपने माननीय मंत्रीजी का ध्यान आकर्षित करना चाहता हूँ। यद्यपि यू. पी. के अन्दर उन्होंने नई रेलवे लाइनों बनाने का कोई आश्वासन नहीं दिया है, फिर भी मैं उनका ध्यान कसिया की तरफ खास तौर से दिलाना चाहता हूँ। गत वर्ष भी मैंने उन से निवेदन किया था और कहा था कि कसिया का महत्व ऐसा है कि वहाँ बुद्धजी की निर्वाण भूमि होने के कारण चीन ने, तिब्बत से, जापान से, बर्मा से, और यूरोप तथा बुनिया के भिन्न भिन्न हिस्सों से यात्री हर साल आते हैं। किन्तु वह स्थान ऐसा है कि जहाँ कोई रेलवे लाइन नहीं है। उन को वहाँ जाने में बड़ी कठिनाई होती है। अंग्रेजों का राज्य था तब भले ही उधर ध्यान न दिया गया हो, लेकिन स्वतंत्र भारत में अपने अतिथियों

[श्री रामजी बर्मा]

को हम सुविधा न पहुंचायें, मैं समझता हूं कि इस हाउस का कोई भी सदस्य इसे स्वीकार नहीं करेगा और उस भूमि पर अगर रेलवे लाइन बनादी जाय तो कोई भी विरोध नहीं करेगा। मैं माननीय मंत्री जी से फिर एक बार अनुरोध करना चाहता हूं कि उस लाइन को तो वह जरूर बनवा दें और अपने इस बजट में उस की गुंजायश कर लें। यह केवल यात्रियों के ख्याल से ही महत्वपूर्ण नहीं है बल्कि कसिया एक ऐसे स्थान पर है कि जो गन्ना पैदा करने वाला क्षेत्र है। कामर्शियल प्वाइंट आफ व्यू (commercial point of view) से व्यापारिक दृष्टि से भी, उस का बहुत महत्व है और वहां लाइन बनाने में घाटा नहीं रहेगा, मैं इसका माननीय मंत्री जी को विश्वास दिलाता हूं।

दूसरी बात मैं उन के ध्यान में यह लाना चाहता हूं कि नार्थ ईस्टर्न रेलवे (North Eastern Railway) पर बड़ी गंडक का एक पुल है वह आज तीस वर्षों से टूटा हुआ है। वह बिहार को यू० पी० को और नेपाल को व्यापारिक दृष्टि से जोड़ता है। उस पुल को टूटे हुए आज तीस वर्ष हो गये और अब तक उधर ध्यान नहीं दिया गया है। मैं माननीय मंत्री जी का ध्यान उधर आकर्षित करना चाहता हूं और निवेदन करना चाहता हूं कि उसका सर्वे (Survey) कराया जाय और उस की जांच कराई जाय वह क्यों अब तक उपेक्षा की दृष्टि से देखा जा रहा है, उस पर वह अवश्य ध्यान दें। मैं यह बतलाना चाहता हूं कि उस पुल के टूट जाने से बिहार का, यू० पी० का और नेपाल का जो पुराना सम्बन्ध है वह भी व्यापारिक दृष्टि से और हर तरह की दृष्टि से टूटा हुआ है। यह पुल बन जायगा तो इस के बाद हमारा वह पुराना सम्बन्ध

फिर जुड़ जायगा और मुल्क को व्यापारिक दृष्टि से भी फायदा होगा।

तीसरी बात मैं एटा की लाइन के सम्बन्ध में भी दो शब्द कह देना चाहता हूं। एटा की लाइन के बनाने के सम्बन्ध में माननीय मंत्रीजी ने अपने वक्तव्य में आश्वासन दिया है, किन्तु मैं इतना और कहना चाहता हूं कि यह काम इस वर्ष में ही प्रारम्भ हो जाना चाहिये।

कुछ स्टेशनों की तरफ भी मैं उनका ध्यान आकर्षित करना चाहता हूं। नार्थ ईस्टर्न रेलवे पर रामकोला और पड़रौना के बीच में बड़हरा स्टेशन बनना चाहिये। उस सम्बन्ध में पहले भी मैं ने गत वर्ष एक कटौती के प्रस्ताव द्वारा उनका ध्यान इधर दिलाया था। वह एक व्यापारिक जगह है। दो तीन सौ से ऊपर वहां घरेलू उद्योग धंधों के करघे चलते हैं, वह गन्ना पैदा करने वाला एरिया (Area) है और वहां पर बहुत दूर तक कोई स्टेशन नहीं है। इसी तरह से दुधई और तमकोही के बीच में भी एक स्टेशन की आवश्यकता है। यह तो कुछ नई लाईनों और स्टेशनों के बारे में मुझे निवेदन करना था।

अब मैं उनसे कुछ और भी कहना चाहता हूं। हमारे सदन के माननीय सदस्यों ने ध्यान दिलाया है कि जनता ट्रेन बढ़ानी चाहियें, जनता गाड़ियां बढ़ानी चाहियें और उन के डिब्बे भी बढ़ाने चाहियें। मैं ने यहां यह समझा कि रेलवे का क्लासलेस (Classless) करने की आपकी इच्छा है। सभी क्लासों को आप नहीं चला सकते यानी तीन चार तरह के जो आज रेलवे में क्लासें हैं, रेलवे में यह जो विषमता है वह क्यों नहीं हटाई जा सकती।

में चाहता हूँ कि रेलवे में कोई क्लास न रहे, वाकई एक ही क्लास हो, लेकिन तत्काल यदि कोई कठिनाई है, तो मैं माननीय मंत्री जी का ध्यान दिलाना चाहता हूँ कि वह जनता ट्रेन्स को अधिक से अधिक बढ़ावें और तीसरे दर्जे के डिब्बों को अधिक से अधिक बढ़ावें, इससे जनता का ज्यादा कल्याण होगा। मैंने कलकत्ते और बम्बई में देखा है कि जहां से बड़ी २ मैन रेलवे लाइनें चलती हैं और उत्तर भारत की तरफ आती हैं, उत्तर के बहुत कुली लोग बम्बई और कलकत्ते में काम करते हैं, उनका तमाशा मैं अपनी आंखों के सामने देखा है, वहां मेल गाड़ी में जिसमें केवल दो एक थर्ड क्लास के डिब्बे रहते हैं उनमें प्रवेश पाने के लिए मुसाफिर कुलियों को नाजायज लालच देते हैं और कुली लोग औरतों, बच्चों को सामान की तरह से खिड़कियों के रास्ते डिब्बे में फेंक देते हैं, देख कर हैरत होती है कि यह लोग स्वतंत्र भारत के नागरिक हैं या सामान के बंडल हैं जो डिब्बे के अन्दर इस तरह से ढंकेल दिये जाते हैं। मैं आप से निवेदन करना चाहता हूँ कि आप खास कर बम्बई और कलकत्ते से आने वाली मेल ट्रेनों के अन्दर थर्ड क्लास के डिब्बे बढ़ाइये, और जनता ट्रेनों का और विस्तार कीजिये, उन की तादाद बढ़ाइये। आपकी बजट स्पीच की बड़ी सराहना हुई है और कुछ दृष्टि से की भी जा सकती है लेकिन साधारण जनता की थर्ड क्लास में सफर करने वाले मुसाफिरों की जब तक हालत दुस्त न होगी, तब तक भारत की जनता आपको बधाई नहीं दे सकती, आपको वास्तविक बधाई उन्हीं से मिल सकती है और यह उचित है कि आप महिले उनका कल्याण हेतु सोचिए।

एक बात की तरफ मैं और आपका ध्यान आकर्षित करना चाहता हूँ, गतवर्ष की हम
508 P.S.D.

लोगों ने उसकी और आपका ध्यान दिलाया था और वह था गोरखपुर फाईरिंग के सम्बन्ध में। गोरखपुर में नार्थ ईस्टर्न रेलवे का आपने हेड क्वार्टर मुकर्रर किया, उसकी बातों को लेकर वहां जो फाईरिंग होगयी, वहां के कार्य-कर्त्ताओं और कुलियों को जो हड़ताल के समय का अपने वेतन नहीं दिया, मैं आपसे निवेदन करूँ कि जब आपने पोस्टल डिपार्टमेंट (postal department) में कर्मचारियों को पुरानी हड़ताल के समय का वेतन दिया है यह भी पुरानी बात होगयी और अब आपको उसको विशाल हृदय से देखना चाहिए और उनको उस अवधि की तनखा दे देनी चाहिए।

दूसरी बात क्लेम्स सेक्शन (claims section) की है, उसको आपने कलकत्ते भेज दिया है, मैं फिर आपसे निवेदन करना चाहता हूँ कि क्लेम्स सेक्शन को आप गोरखपुर ला दीजिये, मुझे समय नहीं है, नहीं तो मैं विस्तार से बतलाता कि गोरखपुर तथा इधर के लोगों की क्या २ और कौन २ असु-विधाएं हैं क्लेम्स सेक्शन के कलकत्ते चले जाने से। कलकत्ते में नार्थ ईस्टर्न रेलवे की कोई शाखा भी नहीं जाती है और उचित यही होगा कि क्लेम्स सेक्शन को फिर गोरखपुर वापिस ला दीजिए।

तीसरी बात हावड़ा में जो कैरेज फोरमैन (Carriage foreman) है, उसके सम्बन्ध में वहां के कार्यकर्त्ताओं, मजदूरों और कुलियों ने आवाज उठाई थी और सरकार तक पहुंचायी थी कि कैरेज फोरमैन नाजायज तरह से लोगों से घूस लेता है, उसपर आपकी तरफ से कोई सुनवाई नहीं हुई, उन लोगों ने इस पर प्रदर्शन किया जिसका परिणाम यह हुआ कि जिन लोगों ने नाजायज घूस और नाजायज व्यवहार की शिकायत की थी, वह लोग आज बंद पारहे हैं, उन लोगों की सुविधाएं छिन गयी हैं और कैरिज फोरमैन उसी तरह अपनी जगह पर बबस्तुर

[श्री रामजी वर्मा]

है और मनमानी कर रहा है। मैं चाहता हूँ कि आप उस सम्बन्ध में इनकवायरी करें और उचित कार्रवाई करें, बस मुझे इस समय इतना ही कहना है। जय हिन्द।

सेठ अबल सिंह (जिला आगरा—पश्चिम): माननीय अध्यक्ष महोदय, हमारे मिनिस्टर साहब ने रेलवे के सम्बन्ध में जो अपनी मांगें पेश की हैं, उस सिलसिले में मैं निवेदन करना चाहूंगा कि रेलवे का विषय भारत जैसे कृषि प्रधान देश के वास्ते बहुत महत्व का है। हमारा देश, भारतवर्ष, लम्बाई चौड़ाई में बहुत बड़ा और विशाल है और उसकी लम्बाई चौड़ाई को देखते हुए जो रेलों की व्यवस्था है, वह पर्याप्त नहीं है और इस बात की बड़ी आवश्यकता है कि रेलों का विस्तार अपने देश में किया जाय। यह भी ठीक है कि पिछली लड़ाई के जमाने में हमारी रेलों पर बहुत कुठाराघात हुआ, उसमें बहुत कमी की गयी और रेलों की आय भी बहुत कम होगयी। रेलों का विषय हमारे लिये और हमारे देश के लिए अति महत्वपूर्ण है और उसकी आमदनी का बढ़ाना हमारे लिए बहुत आवश्यक है। मुझे पूरी आशा है कि अगर रेलवे में सुधार के प्रयत्न जारी रहे और जिनकी ओर हमारे रेलवे मंत्री ने संकेत किया है तो हमारे देश का भविष्य अति उज्ज्वल है और इससे काफी सुभीता मिलेगा।

मैं इस सिलसिले में आगरे के विषय में माननीय मंत्री जी का ध्यान दिलाऊंगा। आगरा एक बहुत बड़ा और सुन्दर शहर है और उसका अपना एक विशेष और महत्वपूर्ण ऐतिहासिक महत्व है और आगरा में देश विदेश के यात्री लोग वहां की ऐतिहासिक बिल्डिंगों और स्थानों को देखने आते हैं, लेकिन यह खेद की बात है कि आगरा शहर का कोई स्टेशन अच्छा नहीं

है, आगरा में एक सेन्ट्रल स्टेशन बनाने की भी तजवीज थी, लेकिन अफसोस के साथ कहना पड़ता है कि वह योजना अभी तक कार्य रूप में परिणत नहीं हो पायी है। आगरे में सात स्टेशन हैं और सब को स्वच्छ और अच्छी दशा में रखने के लिए काफी खर्च होता है, इसलिए अगर एक सेन्ट्रल स्टेशन वहां पर बना दिया जाय तो खर्च भी कम हो जायगा और सहूलियत भी हो जायगी, साथ ही आगरे में जो जी० आई० पी० का मेन स्टेशन आगरा केन्ट है वह खुला हुआ है कोई शेड न होने के कारण यात्रियों को गर्मी व बरसात में बहुत तकलीफ का सामना करना होता है। आगरे में हजारों यात्री और टूरिस्ट्स (tourists) आते हैं और जब वह यह देखते हैं कि स्टेशन की ऐसी हालत है तो उन पर बहुत बुरा असर पड़ता है। इस सम्बन्ध में मेरा नम्र निवेदन है कि या तो वहां पर सेन्ट्रल स्टेशन बना दें, और अगर यह संभव न हो सके तो वहां के बहुत से स्टेशन्स जिनके प्लेटफार्म खुले हुए हैं और कोई शेडस नहीं हैं और जितनी स्वच्छता होनी चाहिए नहीं है, उनकी दशा सुधारने की ओर ध्यान देना चाहिए और उसके लिए सक्रिय कदम उठाने चाहिए।

मैं मंत्री महोदय को धन्यवाद दूंगा कि आगरा चूंकि एक केन्द्र स्थान है और इसको ध्यान में रख कर तूफान गेल को उन्होंने अब बाया आगरा कर दिया है, उसी तरह मैं उनकी सेवा में निवेदन करना चाहूंगा कि यहां बी० बी० एण्ड सी० आई० ब्राड गेज (Broad gauge) है, वह देहली से बाया मथुरा होकर चली जाती है, आगरे के लोगों को इससे बहुत ज्यादा असुविधा होती है, इसलिए हमारा निवेदन है कि उस लाइन को एक मेल को या एक्सप्रेस को मथुरा के बजाय बाया आगरा कर दें तो इससे आगरे के यात्रियों को बहुत

लाभ पहुंचेगा। जैसा मैंने पहले भी निवेदन किया रेलवे का विषय अत्यन्त महत्वपूर्ण है और उसमें काफी तरक्की की गुंजायश है और वह होनी चाहिए।

दूसरी बात मैं वैगन्स (wagons) की कमी के बारे में कहना चाहूंगा, वैगन्स की हमारे यहां विशेष कमी है, हमारे आगरे में अनेक दाल, तेल, आटा व सूत की मिलें हैं। बहुत सी जूते की फैक्ट्रीज हैं और फ्लोर मिल्स हैं जहां से पचासो वैगन्स का माल रोज जाता है, लेकिन वैगन्स न मिलने के कारण कभी २ पन्द्रह और बीस २ दिन तक लाइन बन्द हो जाती है जिससे बहुत दिक्कत होती है, कोल के वैगन्स नहीं मिलते हैं और मैं आपको बतलाऊं कि कोल के वैगन्स न मिलने के कारण पिछले साल २२ रुपये के बजाय तीस रुपये की हजार गुम्मा ईंटों का भाव हो गया और लोगों को बहुत दिक्कत और असुविधा का सामना करना पड़ता है। भारतवर्ष में कोल तो बहुत काफी पैदा होता है, लेकिन वैगन्स न मिलने के कारण और उनकी कमी होने के कारण जनता को बड़ी परेशानी उठानी पड़ती है। यह ठीक है कि वैगन्स की कमी है, लेकिन इतनी कमी भी नहीं होनी चाहिए कि जिससे आगरे में और खासकर यू० पी० के अन्य जिलों में एक मुसीबत पैदा हो जाय। बहरहाल मैं निवेदन करना चाहूंगा कि इस सम्बन्ध में काफी वैगन्स मिलने चाहिए ताकि व्यापार भी ठीक से चले, जनता को सट्टलियत मिले और रेल को भी फायदा होवे।

6 -PM.

इस के अलावा आगरे में जमुना नदी पर केवल एक पुल है जिस से ट्रैफिक (traffic) निकलता है और उसके वन वे ट्रैफिक (one way traffic) होने की वजह से बड़ी दिक्कत होती है। बहुत लोग मोटर व बसों से आगरे से जाते हैं

और बहुत से लोग जमुना पार सबारियों से आते हैं। फल यह होता है कि उन को १५, १५ मिनट आधे, आधे घंटा रुकना पड़ता है। इस लिये मैं चाहूंगा कि जमुना पर एक दूसरा पुल बन जाय जो हाइवे ट्रैफिक (highway traffic) की पूर्ति करे जिस से लोग वहां से आसानी से गुजर सकें और उन को सुविधा मिल सकें।

पिछले सालों में आगरे में वैगन्स मिलने में बहुत ज्यादा दिक्कत होती थी उस समय माननीय सन्धानम् साहब आगरे गये थे तो उन्होंने तमाम व्यापारियों से वहां बात की और एक कमेटी स्थापित करदी थी। उस कमेटी के जरिये से वैगन्स का मिलना तय हुआ था। इस से काफी सुधार हुआ था, लेकिन कुछ महीनों बाद वह कमेटी काम नहीं कर रही है। लेकिन माननीय मंत्री महोदय ने वजट में उस कमेटी का जिक्र किया है। और अगर वह बन जायेगी तो मैं आशा करता हूं कि बहुत सी स्थानीय दिक्कतें खत्म हो जायेंगी। और साथ ही साथ जो रेलवे में करप्शन है वह भी दूर हो जायेगा। इसलिए मैं इस कमेटी का स्वागत करता हूं।

रेलवे ऐमेनिटीज (Railway amenities) के बारे में मैं निवेदन करूंगा कि आगरे में स्टेशनों पर बहुत सी दिक्कतें हैं। वहां पर सात स्टेशन हैं और बहुत सी बातें हैं जो बहुत जरूरी हैं और पूरी की जानी चाहिये।

साथ ही साथ मैं एक खास बात मंत्री महोदय के ध्यान में लाना चाहता हूं और वह यह है कि माल के वैगन्स से लाखों करोड़ों रुपया का माल चोरी जाता है और क्लेमस होते हैं जिस के कारण रेलवे का बहुत नुकसान होता है। जहां तक मेरी इत्तला है इन चोरियों में हमारे बाच एंड वार्ड (watch & ward)

[सेठ अचल सिंह]

और पुलिस का हाथ रहता है। गैंग्स आर्बनाइज होते हैं और वह गाड़ियों की सील तोड़ कर ट्रक्स ला कर माल भर ले जाते हैं। इस प्रकार लाखों रुपयों का माल चोरी चला जाता है। मुझे बताया गया कि गैंग्स के लोग सिगनल्स का तार काट देते हैं और जब गाड़ी खड़ी हो जाती है तो सील तोड़ कर माल ट्रकों में भर कर ले जाते हैं। मैं चाहूंगा कि इस विषय में काफी सख्ती की जाय क्योंकि करोड़ों रुपये का नुकसान होता है और जनता में रेलवे विभाग की बदनामी होती है जब लोग सुनते हैं कि इस तरह से गाड़ियों में से माल निकल जाता है। इस सम्बन्ध में मैंने पिछले वर्ष भी निवेदन किया था। रेलवे विभाग ने बहुत सी पुलिस उस के लिये तैनात की है लेकिन दुःख के साथ कहना पड़ता है कि अभी खास अन्तर नहीं पड़ा है। बहर हाल में मिनिस्टर साहब से निवेदन करूंगा कि इस ओर ध्यान दें और अपने वाच एंड वार्ड और रेलवे पुलिस को ठीक करें जिस से चोरियों का नम्बर कम हो। साथ साथ मैं निवेदन करूंगा कि आगरे के सम्बन्ध में जो सुझाव दिये हैं उन्हें पूरा करने की कृपा करेंगे।

श्री सिंहासम सिंह (जिला गोरखपुर—दक्षिण): माननीय सभापति जी, आप के जरिये मैं माननीय मंत्री जी को, जो उन्होंने बजट पेश किया और जिसके लिये धन्यवाद का एक कोरस हुआ, उस के लिये बधाई देता हूँ।

बजट जो कुछ है सही है और ठीक है लेकिन इस विषय में चंद बातों की तरफ मैं आप का ध्यान आकर्षित करना चाहता हूँ।

डिमान्ड नं ९९ जो कि लेबर वेलफेयर (Labour welfare) के लिये है उस के लिये चार करोड़ से ऊपर का धन भवन से स्वीकार करने के लिए मांग की गयी

है। लेकिन यह चार करोड़ का धन स्टाफ के फायदे के लिये कैसे रक्खा गया है जिसका वर्णन माननीय मंत्री जी ने अपने वक्तव्य में स्वयं किया है। आज जो लेबरर्स के रहने के स्थान हैं अगर उन को सुअर के रहने की जगह कहा जाय तो बुरा न होगा। आप स्वयं उन को देख आये हैं। इतने गन्दे और हवा से हीन वे स्थान हैं कि वहां जाने से ही नाक फटने लगती है। ब्रिटिश काल में तो यह समझ में आ सकता था कि अफसरों और मजदूरों में इतना भेद भाव हो क्योंकि वह लोग तो हमें इन्सान की दृष्टि से न देख कर बिल्कुल दूसरी ही दृष्टि से देखा करते थे। लेकिन स्वतंत्र भारत में एक मजदूर जो वाकई हिन्दुस्थान का पाया है, उस के बाजू पर हमारी रेलवे चल रही है, उस की कोई पूंजी नहीं है किन्तु वह सभी कुछ है। बहुत से मजदूर हैं जैसा आप ने कहा किसी खास एक या दो जगह नहीं, बहुत सी जगहों में यह लोग हैं, लेकिन जहां मजदूरों को रहने के लिये कोठरियां मिली हुई हैं अगर उन को आप देखें तो शायद आप बिना आंसू बहाये नहीं रह सकेंगे। हम हिन्दुस्थान के रहने वाले हैं हमारा रहन सहन एक विशेष तरीके का है। आप को सुन कर ताज्जुब होगा कि उन मजदूरों का जाने का रास्ता उनके पाखाने के मार्ग से है। जहां उन का पाखाना बना हुआ है वहीं से उन के आने जाने का मार्ग है अगर थोड़ा सा खर्च कर के उन की कोठरियों के साथ बरान्डा बना दिया जाय तो काम चल सकता है। अगर उनके यहां कोई मेहमान आ जाय तो आप अन्दाजा लगा सकते हैं कि उन को कितनी दिक्कत होती होगी। माननीय मंत्री जी को तो शायद यह न मालूम हो लेकिन हम लोग तो मजदूरों के बीच में रहते हैं, मुझ को तो मजदूरों के यहां ठहरने का भी मौका मिला है, उस

मजदूर की स्त्री भी उसी में रहती है, और उस के बच्चे भी रहते हैं, कोई मेहमान आ जाय तो वह भी उसी में रहे। कोई बरान्डा नहीं है। कहा जा सकता है कि इस में बहुत खर्च पड़ेगा, लेकिन किसी अफसर के बंगले में दस कमरे होते हैं किसी के बंगले में आठ होते हैं, तो एक या दो कमरे उस के कम कर के और उस का रुपया बचा कर आप मजदूरों के कार्यों में लगा सकते हैं। रेलवे कालोनी गोरखपुर दिनों दिन बढ़ती जा रही है, वहां से आये दिन शिकायतें आती रहती हैं कि मजदूरों के रहने का कोई इन्तजाम नहीं है। रेलवे कालोनी मजदूरों के लिये बनाई गई है। वहां दूर दूर तक बिजली के खम्भे बने हैं। लेकिन उन के घरों में कहीं बिजली नहीं। पानी का इन्तजाम बहुत खराब है। दस-दस पंद्रह-पंद्रह क्वार्टरों पर एक टैप (tap) लगा हुआ है। पानी के लिये जाओ तो भीड़ की भीड़ दिखाई देती है। वहां का वाटर वर्क्स ऐसा है कि वहां पानी का इन्तजाम किया जा सकता है। मैंने वहां के अफसरों से कहा, लेकिन आज तक उन को पानी की दिक्कतें बनी हुई हैं। पानी का कोई इन्तजाम नहीं हुआ है। इस लिये जो ऐमेनिटीज (amenities) आप ने पहुंचाई हैं उन के लिये तो मैं आप को धन्यवाद देता हूं लेकिन साथ ही मैं कहना चाहता हूं कि वह समुचित रूप से नहीं है। अब जो क्वार्टर्स बने हुए हैं उनकी आप हालत देखिये। जो क्वार्टर स्वतंत्र भारत के पहले के बने हुए हैं उन के अन्दर मजबूती है, भले ही हवादार हों या न हों। लेकिन भारत स्वतंत्र होने के बाद जो क्वार्टर्स बने हुए हैं उन की हालत यह है कि अगर एक लात मारें तो सारी की सारी दीवाल गिर जाय।

मैं समसतीपुर गया और उन के क्वार्टर देखे। पानी के लिये वहां कोई सुविधा नहीं—लेकिन मजदूरों का कहना यह

है कि बरसात में उन को छतों के टुकने के कारण बैठने की जगह भी नहीं रहती। छतें सीमेंट की बनी हुई हैं लेकिन सीमेंट के नाम पर उन में बालू लगाई गई है। इस तरह से जहां तक सरकार का ताल्लुक है सरकार बड़ी बड़ी मात्रा में रुपया व्यय कर रही है मजदूरों की सुविधा के लिये। लेकिन वहां जो लोग हैं उन को बड़ा कष्ट है। आप खुद देखिये जो बिल्डिंग आपने बनवाई है उनकी क्या दशा है। एक क्वार्टर बनाये के लिये ३,७०० रुपये तो केवल मजदूरी का चार्ज रखा गया है। ३७०० रुपये में शायद वैसा क्वार्टर हम बना लें। इंटें और माल मुफ्त, जमीन मुफ्त, लेकिन मजदूरी ३,७०० रुपये वहां सीमेंट का नाम नहीं है, गारे का काम है। एक बार मैं ने बनारस की एक सड़क के बारे में इस भवन में लिखा था उसका मेरे पास जवाब आया। बनारस में एक सीमेंट की सड़क बनी थी। सीमेंट की सड़क की लाइफ सामान्यतः बीस साल होती है लेकिन वह सड़क साल भर में ही खत्म हो गयी। इस तरह से रुपया व्यय होता है। निगरानी तो बहुत होती है। उसकी कोई कमी नहीं है। लेकिन बावजूद इस निगरानी के यह दिक्कतें हो रही हैं।

अभी भाई टेकचन्द जी ने क्लेम्स की तरफ ध्यान दिलाया है कि दो करोड़ से ऊपर हर साल गवर्नमेंट को क्लेम्स देना पड़ता है। अगर आप ब्रिटिश के जमाने के और आजकल के आंकड़े देखें तो आप हैरत में आ जायेंगे यह देखकर कि अब कई गुना क्लेम्स बढ़ गये हैं। तो यह चीज या तो हम लोगों की लापरवाही से होती है या चोरी अधिक होने लगी है। जहां तक प्रोटेक्शन (protection) का सवाल है उसका हमने चोरी बन्द करने के लिये बहुत इन्तजाम किया है। पहले सिर्फ एक रेलवे पुलिस हुआ करती थी लेकिन अब प्रोटेक्शन के

[श्री सिंहासन सिंह]

लिये तीन किस्म की पुलिस बनी हैं। एक तो रेलवे पुलिस है, एक आर० पी० पी० (R. P.P.) है और तीसरी वाच एंड वार्ड (Watch and Ward) है। यह [तीन तरह की पुलिस रक्षा करने के लिये है कि चोरी न हो लेकिन क्लेमस् तीन चार गुने बढ़ गये हैं। अगर हम अब भी कहें कि प्रोटक्शन और बढ़ाया जाय तो चोरी और भी बढ़ जायेगी। आप ध्यान दें कि चोरी क्यों बढ़ रही है। आपने देखा होगा कि आजकल रेलवे स्टेशनों पर माल पड़ा रहता है और कोई उसको पूछने वाला ही नहीं है। मैं ने गोरखपुर में एक भूत-पूर्व मंनेजर से पूछा कि क्या इसका कोई इंडेक्स (Index) बनाया जाता है कि कौन माल कब आया और कब से पड़ा हुआ है। उन्होंने कहा कि कुछ नहीं। नतीजा यह होता है कि जब हम मालबाबू के पास रेलवे रिसीट ले जाते हैं तो वह यह कह देते हैं कि अपना माल ढूँढ़ लीजिये। माल कहीं पड़ा होता है। हम ढूँढ़ते हैं। अगर नहीं मिलता तो लोग मालबाबू से बात कर लेते हैं और क्लेम का मुकदमा चला देते हैं। और बाद में जब वह माल मिलता है तो पांच रुपये में नीलाम हो जाता है। इस सिलसिले में मैं आपको एक घटना बताऊँ। हमारे यहां गिरधर दास एक रईस हैं। उनके चपरासियों के लिये बिल्ले आये थे पीतल के, जिन पर लिखा हुआ था गिरधर दास रईस गोरखपुर वह बिल्ले अनक्लेम्ड (Unclaimed) करके नीलाम कर दिये गये और उन को मुआवजा मिला होगा। माल का कोई इंडेक्सिंग (indexing) नहीं है। अब कहीं कहीं मालगोदाम बन रहे हैं। लेकिन उन गोदामों में भी मालबाबू माल की कोई चिन्ता नहीं करते। उनको पता नहीं कि माल कहां पड़ा है। अगर किसी का माल नहीं मिलता है तो वह माल-

बाबू से बातचीत कर लेता है और उसको क्लेम मिल जाता है। इसलिए क्लेम बढ़ा हुआ है। अगर आप आंकड़े देखें तो आपको मालूम होगा कि पहले से रेलवे में अनक्लेम्ड प्रापर्टी अब बहुत ज्यादा नीलाम होती है। इसीलिये क्लेम बढ़ा हुआ है। इन बातों पर आपको ध्यान देना चाहिए।

दूसरी बात जो मेरे भाई रामजी वर्मा ने कही उसकी ओर मैं आपका ध्यान दिलाना चाहता हूँ। हमारे माननीय मंत्री जी ने संकोच के साथ कहा है कि यू० पी० में कोई नई रेल नहीं बनायी है। मैं भी देख रहा हूँ कि कोई नयी लाइन नहीं बनायी जा रही है। आज यह भी ठीक ठीक पता नहीं लग सकता कि किस रेलवे की क्या आमदनी है। उसका अलग अलग पता नहीं लग सकता। यह जो एम० ई० रेलवे तीन प्रान्तों यू० पी०, बिहार और आसाम में फैली हुई है इसमें आज कोई नई लाइन नहीं बन रही है। अगर कोई नई लाइन बनती तो लोगों का कल्याण होता। एक पुल है गंडक पर बिहार और यू० पी० के बीच वह लड़ाई के जमाने में बनने वाला था लेकिन नहीं बना। वह अब तक नहीं बना है। अगर वह पुल बन जाय तो देश का बहुत कल्याण हो जाय।

दूसरे एक बात मैं वेलफेयर के सिलसिले में जो आप ऐमेनिटीज देते हैं उनके बारे में कहना चाहता हूँ। वह ऐमेनिटीज फैक्टरी ऐक्ट के मुताबिक होनी चाहिए। फैक्टरी ऐक्ट में यह लिखा हुआ है कि जो फैक्टरी ऐक्ट फैक्टरियों में लागू होता है वह रेलवे में भी लागू होना चाहिए। लेकिन मैं ने देखा है कि रेलवे अधिकारी अपने यहां फैक्टरी ऐक्ट के मुताबिक काम नहीं करते हैं। फैक्टरी ऐक्ट में लिखा है कि जहां तक तादाद से ज्यादा मजदूर हों वहां उनके लिए कांटीन

(canteen) होना चाहिए। लेकिन मैंने एन० ई० रेलवे (N.E. Railway) के हैडक्वार्टर तक में देखा है कि कोई कांटीन का इन्तजाम नहीं है और जगह की तो बात ही क्या है। मैंने एक सवाल किया था कि एन० ई० रेलवे में कितने वेलफेयर ऑफिसर हैं उस पर माननीय उपमंत्री जी ने जवाब दिया था कि एन० ई० रेलवे में दो वेलफेयर ऑफिसर हैं। लेकिन मैं कहता हूँ कि वहाँ एक भी वेलफेयर ऑफिसर नहीं है। पता लगाने पर मालूम हुआ कि कोई ए० पी० ओ० पी० वेलफेयर का काम देखते हैं। वेलफेयर, इन्स्पेक्टर हैं। लेकिन अगर फैक्टरी ऐक्ट के मुताबिक देखा जाय तो वेलफेयर ऑफिसर और वेलफेयर इन्स्पेक्टर दोनों होने चाहियें। अगर ऐसा हो तब तो उनकी भलाई हो सकती है। जहाँ कांटीनों की जरूरत है वहाँ कांटीन बनाने चाहिए और दूसरी सुविधाएँ दानी चाहिए। मैं एक दिन गोरखपुर बर्क-शाप देखने गया था। वहाँ मैंने देखा कि मजदूर अपना अपना खाना बना रहे हैं अगर वहाँ कांटीन होती तो उनको सस्ता खाना भी मिलता और उनका वक्त का भी हर्ज नहीं होता। फैक्टरी ऐक्ट के मुताबिक नियमतः आपको कांटीन कायम करने चाहिए, वेलफेयर ऑफिसर और वेलफेयर इन्स्पेक्टर रखने चाहिए।

इसलिए मैं एक बार फिर मंत्री जी से यह अनुरोध करना चाहता हूँ कि यह जो रुपया ऐमेनिटीज के लिए व्यय किया जाता है उसको सही तरीके से व्यय करना चाहिए। जब बजट पास हो जाता है और उसके विरुद्ध जगह जगह खराबियाँ दिखाई देती हैं तो दुःख होता है।

श्री बाघमारे (परभनी) : माननीय सभापति जी। मैं आपको धन्यवाद देता

हूँ कि आपने मुझे बोलने का मौका दिया। मैं इस संसद में अपनी पहली तकरीर कर रहा हूँ।

मैं माननीय मंत्री जी का खयाल हैदराबाद की तरफ मबजूल कराना चाहता हूँ। अभी तक जितनी तकरीरें इस संसद में हुई हैं उनमें किसी ने हैदराबाद की मुश्किलों का जिक्र नहीं किया है जो कि बाकी हिन्दुस्तान से २५,३० साल पीछे है। आप तालीम में देखिये और दीगर चीजों में देखिये हैदराबाद बहुत पिछड़ा हुआ है। हमारी रेलवे में अभी तक कोई खास तबदीली नहीं हुई है, सिर्फ उसका नाम एन० एस० रेलवे से बदल कर सेंट्रल रेलवे कर दिया गया। इसलिये मैं मिनिस्टर साहब से अर्ज करूंगा कि वहाँ पर जो करप्शन है, वहाँ पर जो बदइन्तजामी है और वहाँ पर जो थर्ड क्लास के मुसाफिरों को असुविधायें हैं उनको जल्द से जल्द दूर करना चाहिये। अभी उस रेलवे में पुराने टिकटों पर नयी कीमतें तबदील नहीं की गयी हैं। इसलिये बुकिंग क्लर्क का यह हक्क सा हो गया है कि वह हर टिकट के पीछे आना दो आना जरूर ले लेता है। कभी कभी उसको रुपया दो रुपया भी मिल जाता है। उन पर कीमत लिखी न होने की वजह से हम पड़े लिखे लोग तक ऐन वक्त पर न तो कीमत दरियाफ्त कर सकते हैं और न वह ब्रतला ही सकते हैं। पहली कीमतें मिटा कर उनकी जगह पेंसिल से नयी कीमत लिखने में उनको तकलीफ होती है। मुझे एक दफा जब मैं इधर आ रहा था तो ऐसा मौका हुआ था। उसके मुतालिक मैंने मिनिस्टर साहब की खिदमत में दरखास्त गुजारी लेकिन अभी तक उसके मुतालिक कोई स्टेप (step) नहीं लिया गया। पहले तो हम सिकंदराबाद तक अपनी आवाज पहुंचा देते थे लेकिन अब यह मुश्किलत है कि हमारी आवाज यहां तक नहीं पहुंचनी। रियासत हैदराबाद के

[श्री बाघमारे]

वह हिस्से जो कि तालीम में बहुत पीछे हैं वह तो अपनी आवाज उठा ही नहीं सकते। मैं कई दफा बुकिंग क्लर्क्स की शिकायतें कर चुका हूं। हैदराबाद रियासत में मनमांड से लेकर सिकन्दराबाद के बीच में यह हालत है गो कायदा यह है कि बड़े बड़े स्टेशनों पर गाड़ी आने के दो घन्टे पहले बुकिंग आफिस खुल जाना चाहिए, मगर अजला के मुकामों तक के वह आध घंटे से पहले नहीं खोलते। मनमांड में तो दूसरा तरीका है वहां तो बड़ी जगह होने की वजह से सेंटर का सा तरीका है, मगर दूसरे स्टेशनों पर यही हाल है। आपको मालूम है कि अब रेलवे में ज्यादा मुसाफिर चलने लगे हैं। वह अपना टिकट इतने कम वक्त में नहीं खरीद सकते। और उनको हर टिकट पीछे दो आना चार आना देना पड़ता है।

दूसरी बात यह है कि बड़े दरजों का तो टिकट मिल जाता है लेकिन थर्ड क्लास के लिये बाहर जो वाच एंड वार्ड के आदमी खड़े रहते हैं उनको एक दो आना देने से टिकट मिल पाता है। कभी कभी अन्दर से लोगों को टिकट मिलने लगता है। अन्दर से जो टिकट मिलता है उसमें हर टिकट पर दो ढाई आने देना पड़ता है और कभी कभी चार आना भी देना पड़ता है। जब अन्दर टिकट मिलने लगता है तो जो बाहर लाइन में खड़े हैं उनको टिकट नहीं मिल पाता और गाड़ी आ जाती है तो लोग बिना टिकट लिये ही बैठ जाते हैं। उस वक्त गाड़ को और टिकट क्लर्क को और ज्यादा पेंसा लेने का मौका हो जाता है। कहा जाता है कि उस लाइन पर मुनाफा नहीं है इसलिए वहां ऐक्स्ट्रा (extra) गाड़ियां क्यों दीवाई जायं।

परभनी के करीब एक घोंडी स्टेशन है वहां रात को मुसाफिरों को टिकट नहीं मिलता है। चूंकि स्टेशन मास्टर सोते रहते हैं और बोलते हैं कि टिकट नहीं है। वह गरीब मुसाफिर जरूरी काम की वजह से फिर वैसे ही डिब्बे में बैठ जाते हैं। गाड़ को या टिकट इंस्पेक्टर को कह कर और ज्यादा दाम उनको देने पड़ें तो उन गरीबों को देने पड़ते हैं। अगर टिकट नहीं लेते हैं तो इस तरह से सरकार को नुकसान भी होता है। यह सरकार की गफलत है इस तरह से गफलत न होनी चाहिए।

इसी तरह से हैदराबाद के बांडर के बाहर जो पानी का इन्तजाम है वह वहां पर नहीं है। यह सेंटर हर बात में हैदराबाद को इस तरह से क्यों देखता है वह समझ में नहीं आता। वह कश्मीर को किस तरह से देखता है, कश्मीर के मुकाबले में जो सुविधाएं उनके साथ में नहीं हैं, वह क्यों नहीं हैदराबाद को दी जातीं। रेलवे में भी उसी तरह से जो सेंटर में ले ली गयी है तो हैदराबाद रेलवे की हालत बाहर के मुकाबिले में बिगड़ गई है। बांडर के बाहर जो स्टेशनों पर ठंडे पानी का इन्तजाम है, जो बाहर कूलर बने हैं, वह हैदराबाद में नहीं हैं। बड़े बड़े स्टेशन, मनमान्ड से ले कर सिकन्दराबाद तक हैं, कई स्टेशन हैं, लेकिन कहीं ठंडे पानी का इन्तजाम नहीं है। वहां प्लेटफार्म भी ऐसे खुले और नगे हैं कि बाहर मुसाफिर खड़े नहीं रह सकते, आराम नहीं कर सकते, ठंड वहां पड़ती है उस से सिक्कुड़ते हैं, बरसात से भीगते हैं। नांदेड स्टेशन पर तीसरे दरजे का जो वेटिंग रूम है उस में पानी के दो पाइप बनाये गये हैं, वहां के वेटिंग रूम में मश्किल से ५० आदमी की जगह है। मेरा यह अंदाजा है कि नांदेड स्टेशन पर ५०० मुसाफिर हर वक्त चढ़ते और उतरते हैं। उन मुसाफिरों के ठहरने

के लिये कोई इन्तजाम नहीं है। पानी का खास तौर पर किसी स्टेशन पर कोई इन्तजाम नहीं है। इस तरफ में मिनिस्टर साहब का ख्याल मजबूत कराते हुए कहूंगा कि आप फौरन यह इन्तजाम करें। आप हैदराबाद की तरफ देखेंगे तो आप को मालूम हो जायगा कि वहां रेलवे के स्टेशनों पर कोई जगह नहीं है, कोई इमारतें नहीं हैं और प्लेटफार्म तक भी नहीं हैं।

इसी तरह एक लाइन मुदखेड़ से आदीलाबाद जो जाती है। वहां पर से एक दो जिले में जंगलात से लकड़ी मुहय्या हो सकती है। लेकिन वहां पर बैगन्स माल के लाने ले जाने के लिये नहीं मिलते। इसी तरह से मुझे यह ख्याल में नहीं आता कि परली तक तो एक बड़ी लाइन है और फिर परली से परभणी तक छोटी लाइन है मैं मिनिस्टर साहब का ध्यान इस तरफ दिलाना चाहता हूं कि वह हिस्सा अगर बड़ी लाइन में बदल दिया जाय और परभणी को मिला दिया जाय तो बड़ी सुविधा हो जायगी वहां हजारों यात्री जाते हैं और हिन्दुस्तान से कई यात्री वहां आते हैं। मजहबी ख्याल के साथ हर साल हजारों आदमी उधर जाते हैं। परली स्टेशन पर एक बड़ा प्लेटफार्म तो बनाया हुआ है, मगर उस में कोई शेड नहीं है, कोई छत नहीं है। इस वजह से ठंड में वहां यात्री सिकुड़ते हैं बारिश में भीगते हैं और गरमी में तपते हैं। रेलवे बोर्ड की कोई कार्यवाही उधर हैदराबाद की तरफ तो हुई ही नहीं। फिर बोर्ड को और क्या कहें, प्लेटफार्म भी बड़े बड़े स्टेशनों पर नहीं है। सिर्फ औरंगाबाद पर एक प्लेटफार्म है, बैसे परभणी, पूर्णा, नांदेड पर होना जरूरी है। स्टेशनों पर ठंडे पानी का कोई इन्तजाम नहीं है। कहीं कहीं पानी के जो नल ये जो हमेशा चलते थे, वह भी बन्द हो रहे हैं।

इस तरह से जो संसद् के मैं ने ५ मिनट लिये हैं उसमें मैं माननीय मंत्री साहब का ध्यान खास तौर पर हैदराबाद की भराणवाडा विभाग की तरफ दिलाना चाहता हूं। मैं ने जो कुछ कहा है, मुझे पूरा विश्वास है कि उस पर मंत्री साहब हैदराबाद के इस इलाके को न भूलते हुए वहां जो भी सुविधाएं इस बजट में वह पहुंचा सकते हैं पहुंचावेंगे।

श्री राम दास (होशियारपुर—रक्षित-अनुसूचित जातियां): सभापति जी, आप ने जो मुझे यह अवसर दिया है उस के लिये मैं बहुत मशकूर हूं और रेलवे मंत्री जी को मैं इस बजट के लिये बधाई देता हूं। हम उन सहूलियतों के लिये बहुत मशकूर हैं जो कि उन्होंने रेलवे के अन्दर पैदा की हैं। लेकिन अपनी थोड़ी दिक्कतें भी बयान कर देता हूं जिनका बयान करना बहुत जरूरी है। मेरा जिस कांस्टीट्यूएन्सी (constituency) से ताल्लुक है वह बहुत पिछड़ी हुई कांस्टीट्यूएन्सी है और वह सारा का सारा जो इलाका है वह पहाड़ी इलाका है और कम अज कम रेलवे का जहां तक ताल्लुक है, उस इलाके के साथ रेलवे ने पूरा इन्साफ नहीं किया है। होशियारपुर का ताल्लुक अपनी किसी तहसील के साथ रेलवे से नहीं है। होशियारपुर एक हैडक्वार्टर है, लेकिन किसी भी तहसील के साथ उसका रेलवे से ताल्लुक नहीं है। यह रेलवे का ताल्लुक न होने से कोई जालन्धर के लिये जाता है तो उस में कितनी दिक्कत होती है। मैं आप को सिर्फ एक मिसाल दे कर बताना चाहता हूं कि पिछले अगस्त के महीने मैं एक अफसर का तबादला होशियारपुर से उन्ना के लिये हो गया। लेकिन वहां जाने में इतनी दिक्कत थी कि उन्होंने अपना तबादला तीन महीने के लिये खास दरख्वास्त दे कर मुत्तबी कराया कि मैं होशियारपुर से उन्ना तीन महीने स पहले पहुंच नहीं सकता। अब आप अन्दाज

[श्री राम दास]

लगा सकते हैं कि एक स्टेट आफिसर जिसके वास्ते सरकार के सारे जरिए मौजूद हैं, जो अपना खुद बहुत कुछ अच्छा बन्दोबस्त कर सकता है, अगर वह होशियारपुर से उन्ना के अन्दर तीन महीने में नहीं जा सकता तो वह गरीब लोग जिनके होशियारपुर के अन्दर मुकद्दमे हैं, जिनको व्यापार और कारोबार के लिये आना पड़ता है, जिनको और सरह के काम होशियारपुर में रहते हैं वे किस तरह से अपने आने जाने का बन्दोबस्त कर सकते हैं।

फिर एक बात यह है कि पंजाब का सदर मुकाम चंडीगढ़ में हो गया है। लेकिन अगर होशियारपुर से सदर मुकाम पर किसी को जाना है तो ख्याल कीजिये कि वह किस तरह से जा सकता है। पहले वह जालन्धर जायगा, फिर या तो वह अम्बाला जायगा और वहां से फिर चंडीगढ़ या फिर सरहन्द रोपड़ से गाड़ी ले कर वह चंडीगढ़ पहुंच सकता है। इस तरह जाने के अन्दर उस को कम से कम सुबह से शाम तक का वक्त सर्फ हो जायगा। मैं इसलिये आपसे यह दरखास्त करूंगा इस थोड़े से समय में, कि चंडीगढ़ के साथ होशियारपुर का ताल्लुक पैदा कर दें। चंडीगढ़ से आपने रेलवे लाइन नंगल-भाखड़ा तक बनाई है। मगर आप वहां से होशियारपुर तक और टुकड़ा बना दें तो होशियारपुर का ताल्लुक अपनी तहसील के साथ भी हो जायगा और वहां से अपना जो उस का दारुल मुकाम, सदर मुकाम, है उस से भी उसका ताल्लुक हो जायगा। अगर आप ऐसा नहीं करगे तो होशियारपुर के लोगों को कम से कम रेलवे से कोई सहूलियत नहीं होगी।

इसी तरह से जो लाइन आपने बना कर जालन्धर को पठानकोट से कनेक्ट (connect) किया है वह एक ऐसी स्ट्रैटेजिक

(strategic) लाइन नहीं है जैसी कि वह लाइन हो सकती है जो कि चंडीगढ़ से पठानकोट को कनेक्ट करे। चंडीगढ़ से आप उस को आसानी से बना सकते हैं। चंडीगढ़ से आप उन्ना तक उस को बना कर फिर पठानकोट को भी आप मिला दें तो आपकी रेलवे लाइन डिफेंस (defence) के लिहाज से ज्यादा महफूज हो सकती है, जितनी कि वह लाइन महफूज नहीं हो सकती जो कि जालन्धर को पठानकोट से मिलाती है। इस तरह मिलिटरी प्वाइंट आफ व्यू (Military point of view) से भी और स्ट्रैटेजिक प्वाइंट अफ व्यू से भी यह लाइन ज्यादा बेहतर और महफूज होगी। मैं समझता हूं कि बेहतर होगा कि आप चंडीगढ़ को उन्ना के साथ और उन्ना को फिर पठानकोट से मिला दें। इस से लोगों को बहुत सहूलियत हो जायगी और आपके रेलवे के प्वाइंट आफ व्यू से भी यह एक मुफीद लाइन हो जायगी।

आपने यह एक बड़ा प्रशंसनीय कार्य किया है कि फ्रस्ट क्लास के डिब्बे उड़ा दिये हैं और आप यह भी सोच रहे हैं कि सैकिड क्लास भी उड़ा दें। लेकिन इन डिब्बों के अबालिश (abolish) करने से इंटर क्लास के ऊपर और थर्ड क्लास के ऊपर प्रेशर (pressure) बहुत हो गया है। अगर आप थर्ड क्लास के डिब्बे ज्यादा नहीं करेंगे तो जो सहूलियतें आप थर्ड क्लास के पैसेंजर्स को देना चाहते हैं वे उन को नहीं मिल सकेंगी।

इस के साथ ही एक और शिकायत है जिसकी तरफ मैं आपका खास तौर पर ध्यान दिलाना चाहता हूं। वह यह है कि आप की तरफ से कोई अफसर इस किस्म का नहीं है जो यह देखभाल कर सके कि कई लोग सीट की जगह लम्बा बिस्तरा लगा कर बैठ

जाते हैं और बजाय एक के चार सीटें अपने कब्जे में कर लेते हैं। इस की वजह से दूसरों के लिये वह कितनी ओवरक्राउडिंग (overcrowding) और दिक्कत पैदा करते हैं और लोगों को यह नहीं कि इस की वजह से सीट नहीं मिलती, बल्कि उन को खड़ा होना भी मुश्किल हो जाता है, इसकी देखभाल कोई नहीं करता। फिर यही नहीं कि इससे लोगों को दिक्कत होती है, बल्कि आपस के अन्दर इस की वजह से हाथापाई की नौबत आ जाती है और गाली गलौज होती है। एक कहता है कि उठो और दूसरा कहता है कि नहीं उठते। लेकिन आपकी तरफ से कोई ऐसा अफसर नहीं है जो यह देखभाल कर सके या जिस के पास कोई मुसाफिर जा कर रिपोर्ट कर सके कि यह आदमी लेटा हुआ है, इस ने बिस्तर फैला रखा है और हमारे लिये खड़े होने की भी जगह नहीं है। अगर आपके जो टिकट कलेक्टर या चैकर हैं, उनके जिम्मे यह भी कर दें कि मुसाफिर लोग उनके पास पहुंच सकें और अगर वह खुद भी यह देखें कि कितने आदमी कम्पार्टमेंट के अन्दर ऐसे हैं जो कि बिस्तर बिछाए हुए बैठे हैं और किस कदर वह ओवरक्राउडिंग होती है तो उस से बहुत दिक्कत दूर हो सकती है। इस तरह से आप के जो टिकटलेस (ticketless) सफर करने वाले लोग हैं उन पर भी एक तरह से चैक हो सकता है। बहुत सारे लोग इस प्रकार के हैं जो कि इंटर क्लास के अन्दर बगैर टिकट के सफर करते हैं और उन को चैक करने वाला कोई आदमी नहीं होता। अगर आप देखेंगे तो आप को मालूम होगा कि आपकी तीन गाड़ियां आज गाजियाबाद से दिल्ली आई, उनका चैक हुआ है और उनके अन्दर १०० आदमी ऐसे पकड़े गये हैं जो कि बगैर टिकट के थे। यह तो तादाद उन की है जो कि पकड़े गये हैं,

जो कि चैक हुए। पता नहीं कितने ऐसे हैं जो कि निकल गये हैं और जो कि चैक करने वालों के हाथ में नहीं आये जिनको वह चैक नहीं कर सके। तो आप इस तरह अफसर मुकर्रर करिये कि वह टिकट चैक करे और साथ ही साथ यह भी देखे कि लोगों को तकलीफ देने के लिये कोई अपना बिस्तर तो नहीं जमाए हुए है। हां, जब पैसेजर्स की स्केयरसिटी (scarcity) हो, आदमी पूरे न हों और तब कोई बिस्तर जमाए तो कोई नुक्सान नहीं होगा, लेकिन जहां पर ओवरक्राउडिंग हो वहां पर लोग ऐसा करें तो उस से दंगा फिसाद हो जाता है और गाली गलौज हो जाती है और लोगों को बैठने के लिये सही जगह नहीं मिलने पाती।

मंत्री जी ने रेलवे विभाग में करप्शन के होने से इंकार नहीं किया रही यह बात कि उसका दूर होना बहुत कठिन है, वह उतना आसान नहीं है, खैर यह तो मंत्री जी ने इक्क़रार कर ही लिया कि रेलवे के अन्दर करप्शन है, मात्रा के बारे में भेद हो सकता है, यह संभव है कि हम जितनी मात्रा में रेलवे में करप्शन समझते हों, मंत्री जी उससे सहमत न हों, यह दूसरी बात है। लेकिन मैं आपको यक़ीन दिलाना चाहता हूं कि रेलवे के बराबर दूसरा और कोई डिपार्टमेंट नहीं है जिसमें इस कदर करप्शन मौजूद हो जितना कि इस विभाग में वर्तमान है। उस करप्शन को दूर करना आप बहुत मुश्किल काम समझते हैं यह ठीक है और यह भी ठीक है कि आपको उसमें सुधार करने के लिये काफ़ी परिश्रम करना होगा, आम तौर से लोग नीचे से ऊपर को जाते हैं लेकिन इसको दूर करने के लिये आपको नीचे से ऊपर की तरफ़ जाना चाहिए। आपके जो रेलवे के बड़े २ अफसरान हैं

[श्री राम दास]

अगर वह करप्शन के सिलसिले में पकड़े जायं तो उनको आपको सख्त से सख्त सजा देनी चाहिए, लेकिन अगर आप उन्हीं कानूनी झमेलों के अन्दर पड़े रहेंगे, लीगल इंट्रीकेसीज (legal intricacies) में रहेंगे और यह देखने की कोशिश करेंगे कि यह साबित होता है या नहीं, तब आप इस बीमारी को दूर नहीं कर सकेंगे । अगर ऊपर के अफसरों के अन्दर करप्शन न हो, तो यकीनी तौर पर मैं आपको यकीन दिलाना चाहता हूँ कि विभाग में नीचे के जो आपके कर्मचारी हैं उनमें से करप्शन दूर हो जायगा और वह करप्शन अपने आप से नीचे वाले लोगों में से निकल जायगा । इसलिये मैं आपको यह सुझाव देना चाहता हूँ कि आप इसके लिए ऊपर से नीचे की ओर जाने की कोशिश करें तब आप बहुत जल्द करप्शन को दूर कर सकेंगे ।

एक और बात कह कर मैं बैठ जाऊंगा और वह यह है कि आपके फर्स्ट और सैकेन्ड क्लास में शेड्यूल्ड कास्ट (scheduled caste) का रिप्रेजेंटेशन (representation) कुछ नहीं है, और कम से कम इन एक दो सालों के भीतर जितना पहिले था, उससे भी अब प्रतिनिधित्व कम हो गया है, यह स्वयं आपकी फ़ीगर्स, (figures) जाहिर करती हैं और मैं सबूत में फ़ीगर्स कोट कर सकता हूँ । मेरे कुछ भाइयों ने वह फ़ीगर्स यहां दिये भी हैं और इसलिये समय की कमी के कारण मैं उन को फिर यहां पर दुहराना आवश्यक नहीं समझता, लेकिन यह वाक्या है कि आपकी जो फर्स्ट और सैकेन्ड क्लास की सर्विसेज हैं उनके अन्दर शेड्यूल्ड कास्ट को कोई रिप्रेजेंटेशन है ही नहीं । यह इकोनामिकल सवाल है, अगर लोगों की माली हालत

अच्छी नहीं होगी तो वह किसी तरीके से ऊपर नहीं उठ सकते, अगर आपको वाकई माली हालत ऊपर उठाना है तो पचास आदमी शेड्यूल्ड कास्ट के भरती कर लें, लेकिन अगर आप उनको सर्विसेज में उचित प्रतिनिधित्व नहीं देते हैं तो मैं समझता हूँ कि आपका इकोनामिकल सवाल हल नहीं हो सकता है । अगर आप ए० और बी० क्लास के अन्दर उनमें से दस, बीस आदमी ले लें तो आप उनके स्टेड्स के अन्दर ऐसी खूबी लायेंगे जिससे उनको जो आज पोजीशन है वह बढ़ जायगी और उन भाइयों को समाज व सोसाइटी के भीतर वह मान और इज्जत हासिल हो सकेगी जो कि वाकई तौर पर हम चाहते हैं कि वह हासिल करें और जिसको दिलाने के लिए फादर आफ दी नेशन (Father of the Nation) ने काफ़ी काम किया है और एक तरह से कहना चाहिए कि उन्होंने इसको अपने जीवन का एक ध्येय ही बना लिया था । मैं जानता हूँ कि आपके अन्दर उन हरिजन भाइयों के लिये बड़ा साफ्ट कारनर (soft corner) है, लेकिन वह कारनर के अन्दर है सेंटर में नहीं आता, साफ्ट कारनर रहने से ही काम पूरा नहीं होता, उसको अमली रूप में व्यवहार में लाना चाहिए, मुझे इस बात का भी बड़ा डर और आशंका है कि आपके कुछ साथियों के दिलों में उन भाइयों के लिए बजाय साफ्ट कारनर होने के हार्ड कारनर हैं और इसी कारण हम देखते हैं कि आज फर्स्ट और सैकेन्ड क्लास में उनका कोई प्रतिनिधित्व नहीं है । मैं चाहता हूँ कि आप अपना ध्यान इन बातों की ओर केन्द्रित करें और उनकी दशा सुधारने का प्रयत्न करें ।

मैं आप से अपील करना चाहता हूँ कि आप होशियारपुर को रेलवे द्वारा चंडीगढ़ से मिलायें, इस साल तो आपने इसका प्राविजन

करने के लिये रुपया नहीं रक्खा है, लेकिन मैं इस बात का लकाजा करूंगा कि अगले साल तो अवश्य ही इसका प्राविजन रक्खा जाय और बजट में इसको करने के लिए रुपया रखें और सन् ५४,५५ में तो होशियारपुर को चंडीगढ़ के साथ रेल द्वारा अवश्य मिला दें। बस मैं इस समय इतना ही कहना चाहूंगा।

Dr. Natabar Pandey: I thank you, Sir, very much for the opportunity you have given me, after my having waited for a period of ten months with anxiety. I regret to bring to the notice of the hon. Railway Minister, the grievances of Orissa. You know that Orissa is full of minerals, forests and forest produce, and it is the long-cherished desire of Orissa that a new line from Sambalpur to Titilagarh and Sambalpur to Talcher should be constructed as soon as possible. With the increased demand in traffic both passenger and goods, due to the Hirakud Dam Project, the people of Orissa have represented to the hon. Minister of Railways, to do it as quickly as possible. But I regret to say that at a time when the people of Orissa have sent representations to the hon. Minister to have a divisional headquarters at Tharsuguda, the district headquarters at Cuttack and Titilagarh and Khurda Road are being shifted to some other place, and the shifting is now in operation.

[MR. DEPUTY-SPEAKER in the Chair]

I would request the hon. Minister not to take away whatever we have got, and in addition, we request the hon. Minister that at least one divisional headquarters should be there in the whole State of Orissa. If his anxiety is about the construction of new bungalows or buildings where the new offices could be housed, I may suggest to him that a good many houses are available at Kolanga because the sub-divisional headquarters from there has been shifted to some other place, and the buildings where the offices were housed are now vacant. So they could easily run a good office at Kolanga. Then a representation was sent to the hon. Minister to open booking offices in two of the railway stations Kandel Road and Naria in the line from Raipur to Vizagapatam, and the Minister gave an assurance that it would be done within a month or so. But I am sorry to say that more than ten months

have passed and no action has yet been taken.

As regards the medical facilities to the employees of the railway department, and also the status of the medical officer, I beg to submit to the House that within a distance of some 40 to 50 miles, there is a small dispensary, covering an area of about 15 to 20 small stations. There is only one assistant surgeon, with one compounder. After attending to patients for about four to five hours, the assistant surgeon goes away, on lines. The employees get no chance to go to the Railway Doctor and take medicines. So I think the medical facilities which are given to the employees of the Railways are not at all satisfactory.

Then as regards the grievances of the Medical officers, I may bring to your notice, Sir, that the scale of pay fixed for Assistant Surgeon Grade II is Rs. 100—170 with efficiency bar and yearly increment of Rs. 10 up to a maximum of Rs. 300. This takes 22 years to reach the maximum grade, provided he passes the efficiency test in a single chance. Secondly, I beg to say that this scale of pay that had been given to this class is not at all satisfactory and the Medical Officer has got no chance for private practice, because he has got no time and no scope. This scale of pay is quite inconsistent with those in other departments. You will note, Sir, that the maximum requisite qualification for the post is Matriculation Standard with four years hard, expensive, protracted study and one year hospital experience and to pass and undergo several recognised test examinations under any Government Educational Board during all this period. If you compare this with other posts in the Railways, you will find that people with far less educational qualification and recognised technical training are given higher scales than that for the post of Medical Officer. You know, Sir, that the A.S.P.W.I. gets a scale of Rs. 150—500 with chance of promotion to the cadre of P.W.I. Staff promoted from P.W.I. get a maximum of Rs. 500. A shed cooly or Khalasi passing departmental test starting from Rs. 65 reaches a maximum of Rs. 400. A Section Controller with six months' railway training gets a maximum of Rs. 300. A Guard with minimum qualification of Matriculation also reaches the maximum of Rs. 250 with extra allowance. Ultimately a Sanitary Inspector having educational standard upto Matriculation and technical training of 6 months starts from Rs. 80 and reaches Rs. 300.

[Dr. Natabar Pandey]

This matter, if once enquired into, cannot be revealed in detail within a short period of time.

Then again the Assistant Surgeon Grade II is not only a 24 hours servant on paper, but he is actually a 24 hours servant, because he has to attend dispensary from 8 to 12 and from 4 to 8. Besides, every day he goes on tour covering a distance of some 100 miles and after 10 to 12 hours returns to headquarters. After that if there is any serious case, then he has to attend. If he attends to any of the railway employees, those within Rs. 100 cannot pay anything as visiting fee, and those who get more than Rs. 100 pay only 8 annas per visit. Just consider the case of these poor medical officers.

So, in conclusion I would suggest to the hon. the Railway Minister that an Assistant Surgeon, Grade II, has practically no chance of promotion. He joins and retires in the same post and some scale, barely hoping in his lifetime to reach the maximum. He has no scope and no time for private practice, as all staff are to be treated free. So I request that proper consideration should be given by our Railway Minister and the scale of pay should at least be fixed from Rs. 200 to Rs. 450.

The Deputy Minister of Railways and Transport (Shri Alagesan): I am grateful to all the hon. Members who made very useful suggestions during the course of the discussion today. I can assure all hon. Members who took part in the debate that the suggestions they made will be looked into very carefully and we shall try to take action on them. They have also brought to our notice and ventilated various grievances. I can assure them that we shall try to look into every one of them and try to remove them.

I shall now, Sir, with your permission be very brief and answer some of the points that have been raised in the course of today's discussion. My friend, Mr. Punnoose again raised the question of broad-gauge *versus* metre-gauge with reference to the new line that is being constructed in the State of Travancore-Cochin. There is no charm in the mere name. When you call it a B.G. it does not become by mere gauge a more welcome thing than the metre gauge. Because it is metre-gauge it is not to be despised also. The other day, I had occasion to refer to this question and told the House why we took the decision to construct it to metre-gauge. I feel my hon. friend was not satisfied and Shri Velayudhan, who comes from the same State and who also spoke

today answered some of the points raised by Mr. Punnoose. (*Interruption*). I do not know why it should cause laughter among the opposition benches. He was after all their ex-colleague and he was sitting with them.

An Hon. Member: With you also.

Shri Alagesan: It was prior to that. In the most recent past he was with you. Talk of the immediate past.

Mr. Deputy-Speaker: With them and not with me.

Shri Alagesan: I stand corrected.

This question of metre-gauge *versus* broad-gauge was thoroughly gone into and I told the House that there were various considerations why the decision was taken to construct it metre-gauge. Initially the cost is much less when you construct it to metre-gauge. It is less approximately by two crores of rupees. Again the working expenses are bound to be considerably less. The point of transshipment difficulty was already referred to and it is good to avoid such a difficulty apart from the fact that it connects the entire metre-gauge system of the South. Also, a careful traffic survey was made, and it was thought that a metre gauge would be able to cope with all the traffic that will be offering in that region. When a metre gauge is sufficient to do the job, it is not necessary to incur more expenditure and construct a broad gauge. My hon. friend referred to various ports. Of course, the example of the Madras port is there. You have both metre gauge and broad gauge there, but that is the only such port. There is no other port where you have two lines. The Cochin port authorities themselves told us that from the point of view of the development of the port itself, a metre gauge would be preferable to broad gauge. It was because of all these advantages that it was decided to construct a metre gauge. My hon. friend almost seemed to be sorry why this line was constructed there. (*Shri Punnoose: No, no.*) I should like to tell my hon. friends on the other side that it is good that they concede when a thing is done, so that they may not weaken or lessen the effect of their opposition when they criticise us on other matters. I hope they will take this lesson to heart.

Shri Punnoose: What a teacher!

Shri Alagesan: Many hon. Members spoke about various new lines that should be constructed. My hon. friend Mr. Kakkan spoke of a line and said

that I knew the place well. Other hon. friends also spoke of various new lines. Mr. Punnoose referred to one or two new lines, and Mr. Velayudhan also referred to one or two. It is good that hon. Members should want a very quick development of the railway system and want new lines, but the hon. Minister in his speeches has made it clear several times that the utmost is being done in this direction consistent with the requirements of the Five Year Plan, and also of course the availability of finance. These new lines have been referred to in the Budget itself and what action is proposed to be taken thereon has also been indicated. With the question of new lines the question of restoring dismantled lines is very closely connected. When hon. Members want new lines to be opened, they speak with hope, but when hon. Members voice their views about the restoration of dismantled lines, they actually speak with a broken heart. The lines were there once and they have been dismantled; naturally, they should be restored. We propose to go into that question also and try to do our best.

Shri Tek Chand made several useful suggestions in the course of his speech. He referred to the claims, and the huge amounts involved in their payment. I may tell the House that we ourselves are very sore about it. To lose crores and crores of rupees cannot be a welcome thing to anybody. This matter is under constant examination. We have brought the various State Governments also into the picture, because they are primarily concerned. The Home Ministry here is also having various proposals and they are under examination. We propose to take this question up in right earnest with a view to minimising the claims thefts and pilferages. I can cite some figures which will show that there is a steady improvement in this direction, though I would like to have them minimised still further. The figures that are with me go to show that there has been considerable improvement. For instance the outstanding compensation claims on hand at the end of 1948-49 were 1,55,338. In the year 1952-53, that is current year, up to 31st December 1952 the number of outstanding claims is 72,307. This is not for full year and so may not give a correct indication of the position. The number of claims outstanding at the end of the previous year was 82,558.

Again my hon. friend referred to the litigation aspect of it, and said that we go to courts and incur unnecessary

expenditure. Here also the figures show that these cases have been diminishing in number over a period of years. In the year 1948-49, the number of cases filed was 62,258. In the year 1951-52 which is a full year the number of cases filed was only 27,952. It happens that parties want to inflate their claims and they do not agree to any reasonable compromise. They go to court themselves and then try to settle cases out of court. In this way also the number of cases is going up. But here also I can tell the House that there has been steady improvement.

My hon. friend from Hyderabad was speaking about the works programme, the works in progress, etc. He said it is misleading; things are entered in the books but no work is visible at the various stations. Here I may tell the House that when a work is included in a particular year, irrespective of the quantum of work done it is taken over to the next year and shown as work in progress. After the work is included, then the work of preparing plans and estimates, collection of materials, etc. begin. All these take time. This is the reason why my friend is not able to see any visible work in the stations which he mentioned. I made enquiries and found that in some of the stations there has been progress in work. I think my hon. friend read from this book which gives the Works, Machinery and Rollingstock programme of the Railways during 1953-54. In Bezvada, to which he referred, I understand work is proceeding; materials have been collected. Again at Anakapalle station, improvements to station building, etc. are going on, work is in progress and it is making satisfactory progress. It may be that in some of the stations the progress may be a little slow, but that does not mean that no work is done and the information given in the book is misleading.

Mr. Deputy-Speaker: I am afraid I have to apply the guillotine.

Shri Alagesan: I will take only a minute.

Mr. Hukam Singh also made various suggestions—he referred to bottlenecks at Muttra Station.

7 P.M.

Shri A. C. Guha: The procedure followed in the last two years was that the Members used to get replies from the Ministry on the remaining points.

Shri Alagesan: The hon. Minister has already given an assurance on the floor of the House and said that it will be done. Sir, I shall finish if it is time.

Mr. Deputy-Speaker: It is finished. If the hon. Minister had expressed that he wanted more time I would have called him earlier. I thought that fifteen minutes would be enough.

I will now put all the cut motions to the vote of the House.

Shri Vittal Rao (Khammam): Sir, one suggestion regarding accounts.

Mr. Deputy-Speaker: I am sorry, I must apply guillotine now.

The cut motions were negatived.

Mr. Deputy-Speaker: All the cut motions are lost. I will now put all the demands, except Demands 1, 4 and 6 which have already been passed by the House. The question is:

That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of the corresponding heads of demands entered in the second column thereof, against Demands Nos. 3, 7, 9, 9A, 10, 13, 18, 20, 5, 8, 11, 12A, 12B, 13, 16, 17 and 19.

The motion was adopted.

[As directed by the Deputy-Speaker the motions for demands for grants which were adopted by the House are reproduced below.—Ed. of P.P.]

DEMAND No. 3—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 1,26,95,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 66,13,74,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND No. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)

"That a sum not exceeding Rs. 22,78,37,000 be granted to the President, out of the Consolidated Fund of India to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

DEMAND No. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

"That a sum not exceeding Rs. 14,35,13,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a sum not exceeding Rs. 40,60,65,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND No. 9A—ORDINARY WORKING EXPENSES—LABOUR WELFARE

"That a sum not exceeding Rs. 4,39,48,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Labour Welfare'."

DEMAND No. 10—PAYMENTS TO INDIAN STATES AND COMPANIES

"That a sum not exceeding Rs. 31,79,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Payments to Indian States and Companies'."

DEMAND No. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND

"That a sum not exceeding Rs. 30,00,00,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Appropriation to Depreciation Reserve Fund'."

**DEMAND NO. 12A—OPEN LINE WORKS—
(REVENUE)—LABOUR WELFARE**

"That a sum not exceeding Rs. 1,23,68,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Open Line Works—(Revenue)—Labour Welfare'."

**DEMAND NO. 12B—OPEN LINE WORKS—
(REVENUE)—OTHER THAN LABOUR
WELFARE**

"That a sum not exceeding Rs. 4,45,03,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Open Line Works—(Revenue)—Other than Labour Welfare'."

**DEMAND NO. 13—APPROPRIATION TO
DEVELOPMENT FUND**

"That a sum not exceeding Rs. 9,31,00,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Appropriation to Development Fund'."

**DEMAND NO. 15—CONSTRUCTION OF NEW
LINES—CAPITAL AND DEPRECIATION FUND**

"That a sum not exceeding Rs. 1,88,23,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Construction of New Lines—Capital and Depreciation Fund'."

**DEMAND NO. 16—OPEN LINE WORKS—
ADDITIONS**

"That a sum not exceeding Rs. 1,88,54,44,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Open Line Works—Additions'."

**DEMAND NO. 17—OPEN LINE WORKS—
REPLACEMENTS**

"That a sum not exceeding Rs. 43,45,36,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of pay-

ment during the year ending the 31st day of March, 1954, in respect of 'Open Line Works—Replacements'."

**DEMAND NO. 18—OPEN LINE WORKS—
DEVELOPMENT FUND**

"That a sum not exceeding Rs. 13,78,27,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Open Line Works—Development Fund'."

**DEMAND NO. 19—CAPITAL OUTLAY ON
VIZAGAPATAM PORT**

"That a sum not exceeding Rs. 43,82,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Capital Outlay on Vizagapatam Port'."

**DEMAND NO. 20—DIVIDEND PAYABLE TO
GENERAL REVENUES**

"That a sum not exceeding Rs. 34,76,94,000 be granted to the President, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Dividend payable to General Revenues'."

APPROPRIATION (RAILWAYS) BILL

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to move for leave to introduce a Bill* to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1953-54 for the purposes of Railways.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1953-54 for the purposes of Railways."

The motion was adopted.

Shri L. B. Shastri: I introduce the Bill.

The House then adjourned till Two of the Clock on Tuesday, the 3rd March, 1953.

*Introduced with the previous sanction of the President.