



Monday
8th March, 1954

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

(Part I- Questions and Answers)

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PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

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HOUSE OF THE PEOPLE

Monday, 8th March, 1954.

The House met at Two of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

SMUGGLING AND CATTLE LIFTING

*745. **Sardar Hukam Singh:** Will the Prime Minister be pleased to state:

(a) whether there is any co-ordination and co-operation in checking smuggling and cattle lifting at the border check posts of the two Punjabs; and

(b) the number of cattle heads lifted from Indian territory by Pakistanis during 1953-54 and the number returned?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) There is a procedure in existence for co-ordination and co-operation between the police authorities of Punjab (I) and Punjab (P) for the prevention of border incidents and raids including cattle lifting by the nationals of one country in the territory of the other. Periodical meetings are held from time to time between the two police authorities to discuss and review the situation on the border. There is no special procedure for co-operation in checking smuggling at the border checkposts though I may add that, from time to time, the police officials on either side do discuss also problems connected with smuggling.

(b) According to information available, 79 cattle were lifted during the period 1-1-1953 to 31-1-1954. out of which 30 were returned.

Sardar Hukam Singh: What are the reasons given so far as the non-return of others is concerned?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) There lot of correspondence is going on with regard to the identification of cattle etc.

Sardar Hukam Singh: What is the number that we have returned out of the number that we got?

Shri Anil K. Chanda: I would like to have notice.

Sardar Hukam Singh: Is it a fact that recently one Indian was kidnapped and killed and his dead body was given to our side; and if so, was there any other case before that also?

Shri Anil K. Chanda: This question refers to cattle. If the hon Member would table a separate question, I would enquire and let him know.

Shri Muniswamy: May I know whether there was any case wherein the raiders committed the offence with the help of the Pakistan police?

Shri Anil K. Chanda: With regard to a question that I answered the other day, there was some allegation that the dacoits from the other side of the border had some sort of connection with the police people on the other side.

U. S.-PAKISTAN MILITARY ALLIANCE

*746. **Th. Lakshman Singh Charak:** Will the Prime Minister be pleased to state whether there has been any difference in the normal movement of people from Pakistan to India and vice versa since reports of the talks on U.S.-Pakistan Military alliance appeared in Press?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): No.

From East Bengal into :	Aug. 1953
West Bengal	4,740
Assam	640
Tripura	543

CYCLE INDUSTRY

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

- the annual production of cycles by the Punjab Cycle Manufacturers;
- whether the Tariff Commission has received representations from these manufacturers asking for protection to this industry;
- whether the Tariff Commission has considered those representations; and
- if so, what is the decision?

The Minister of Commerce (Shri Karmarkar): (a) According to production report received by Government, the number has increased from approximately 12,500 in 1952 to nearly 45,000 in 1953

(b) Yes, Sir.

(c) and (d). The report of the Commission is awaited.

Shri Bahadur Singh: May I know the number of firms manufacturing cycle parts and the amount of total capital invested?

Shri Karmarkar: I cannot give the amount of capital invested, but the number of firms in the Punjab in 1953 was 241.

Th. Lakshman Singh Charak: May I know the number of people who have come into India and the number who have gone out of India during this period?

Shri Anil K. Chanda: I have got the figures with regard to the migration from East Bengal into West Bengal, Assam and Tripura. They are as follows:

Sept. 1953	Oct. 1953	Nov. 1953	First fortnight Dec. 1953
3,223	4,379	3,212	2,303
428	576	287	...
123	381	227	184

Shri Bahadur Singh: May I know, Sir, the value of imports of cycle parts during 1953?

Shri Karmarkar: I could give him the figures of import of bicycles, entire, and in sections. In 1952-53, the number was 1,97,565. In 1953-45 (for six months ended September) it was 47,683. I have no specific figures for parts.

Shri Bahadur Singh: Are there any standards prescribed for indigenous manufacture, and if so, how do they compare with those of the imported parts?

Shri Karmarkar: Recently there was a meeting of the concerned interests. They are thinking about the standardisation of parts. Regarding the quality, I may inform the House, for instance, that small units in the Punjab are reported to be producing chain wheels and cranks of a superior quality at a much lower cost. That is my information at the moment.

सेठ पोदिन्द दास : क्या ग्रमी बाइसिकिल बनाने के ओर भी नये कारखाने खोलने की तज्वीज है ? और कब तक यह आशा की जाती है कि हम को बाहर से बाइसिकिल न मंगाना पड़ेगा ?

श्री कर्मरकर: जी हां, जो साइकिलें हम बाहर से मंगाते रहे हैं उन की संख्या घटती जाती है। माननीय सदस्य यह जानने में इंटरेस्टेड होंगे कि हम ने जो साइकिलें मंगाई हैं उन की संख्या इस प्रकार है :

1951-52	2,83,127	(whole or in parts)
1952-53	1,97,565	Do.
1953-54 (April to September).	47,683	Do.

सेठ गोविन्द शास: मैं जानना चाहता था कि कब तक आशा की जाती है कि हम की न मंगाना पड़ेगा ।

Shri Karmarkar: During the course of two or three years. That is a surmise.

CHANDERNAGORE

*748. **Sardar A. S. Saigal:** Will the Prime Minister be pleased to state:

(a) whether the Jha Commission has submitted its report on the future Administration of Chandernagore;

(b) what are the recommendations in the report; and

(c) when these recommendations are likely to be implemented?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) Yes.

(b) and (c). The recommendations are receiving urgent consideration. Government hope to be able to publish the report along with their decisions, shortly.

Sardar A. S. Saigal: May I know, Sir, whether any joint memorandum signed by all parties was submitted to the Jha Commission?

Shri Anil K. Chanda: I believe 70 different organisations and individuals had placed their memoranda before the Jha Commission.

Sardar A. S. Saigal: May I know whether that memorandum was considered by the Jha Commission or not?

Shri Anil K. Chanda: Sir, as I said in my answer, the recommendations of the Jha Commission are yet a confidential document which is now before the Government at the highest level for their consideration, and I suggest Sir, that no supplementaries may be asked with regard to the Jha Commission.....

Mr. Speaker: Not about the contents. His question is whether the representation was considered.

Shri Anil K. Chanda: I think there were 70 different representations and they were all considered by them.

Mr. Speaker: Obviously they must have been considered.

Shri P. C. Bose: May I know the answer to (b) regarding publishing the report?

Shri Anil K. Chanda: I said the recommendations are receiving the urgent consideration of Government.

Mr. Speaker: Something was said about publishing the report.

Shri Anil K. Chanda: I said Government hope to be able to publish the report.

Shri Tushar Chatterjea: Apart from wanting to know the details of the recommendations to the Government I want to know how many parties submitted their memorandum, and in what form. Was there any joint memorandum submitted by all the parties?

Mr. Speaker: I think the question has been sufficiently answered. There were 70 representations; that is what he said.

Next question.

Sardar A. S. Saigal: We want to know the names of those parties.

Mr. Speaker: Order, order. I have called the next question.

MANAGER, TECHNICAL INSTITUTE, FARIDABAD

*749. **Shri V. P. Nayar:** (a) Will the Minister of Rehabilitation be pleased to state whether it is a fact that the Manager, Technical Institute, Faridabad, has applied for a monthly remuneration, over and above the contract terms?

(b) What has been decided regarding the salary to be paid to the Manager?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) and (b). Yes, but his request was turned down and his services terminated with effect from 4th January, 1954.

PALM Gur

*750. **Shri Jhulan Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total annual expenditure over the monthly publication *Tad Gur Khabar*;

(b) the areas where it is distributed; and

(c) the expansion of the Palm *gur* Industry as a result of the superintendence of and direction given by the Palm *Gur* section of the Ministry?

The Minister of Commerce (Shri Karmarkar): (a) to (c). A statement is laid on the Table of the House. [See Appendix III, annexure No. 45.]

Shri Jhulan Sinha: May I know whether the total expenditure, or any portion, incurred on this publication is replenished by the sale or exchange thereof?

Shri Karmarkar: So far as I know, these are grants for the propagation of *Tad gur*.

Shri Jhulan Sinha: May I know if the Government has taken into consideration the possibility of replacing the entire production of sugar in this country from sugarcane by developing this *Tad gur* industry, in view of the large number of *Tads* available in this country?

Shri Karmarkar: Our attention is at the moment devoted to the development of the *Tad gur* industry and not to the question of replacement of sugar by *Tad Gur*.

Shri Nanadas: In view of the fact that this palm *gur* industry is widely prevalent in Andhra, may I know whether this magazine is published in Telugu?

Shri Karmarkar: No; it is being published in English and Hindi.

Shri Jhulan Sinha: What has been the extent of increase in the manufacture of palm *gur* manufactured in this country as a result of the action taken by the Government?

Shri Karmarkar: The actual increase in production is reflected in the figures for 1948-49 which was 17,845 lbs. and the estimated figure for 1952-53, which is 59,104 lbs.

U. N. COMMISSION ON RACIAL DISCRIMINATION

*751. **Shri S. N. Das:** Will the Prime Minister be pleased to state:

(a) whether there has been any widening of the terms and scope of the U.N. Commission of Inquiry on the racial discrimination in South Africa; and

(b) the nature of work that the Commission has decided to do since the U.N. General Assembly passed the resolution to continue the Commission?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) Yes. The U. N. Commission was originally required to study the racial situation in the Union of South Africa in the light of the purposes and Principles of the Charter with due regard to certain articles thereof. In the last Resolution passed by the U. N. General Assembly on the 8th December 1953, the Commission has been asked not only to study the development of the racial situation in the Union with

reference to the various implications of the situation for the populations affected and in relation to the provisions of the Chapter but also to suggest measures which would help to alleviate the situation and promote a peaceful settlement.

(b) The Commission held its first meeting in New York on the 17th February 1954, and is reported to have begun a study of its plan of work.

Shri S. N. Das: May I know whether the Government is aware of any change having been made by the Government of South Africa with regard to their attitude towards this Commission and whether they have offered any terms on which they will allow the Commission to go and enquire into the territory?

Shri Anil K. Chanda: If there is any change, I am afraid, it is a worsening of the attitude towards the Commission.

Shri S. N. Das: May I know whether any copy of the first report which the Commission submitted to the U. N. General Assembly has been received by the Government of India and, if so, whether it is available?

Shri Anil K. Chanda: I certainly remember, when we were in New York in connection with the last General Assembly meeting, the reports were made available to us. But, if the hon. Member wants to know if we can make copies available to the Members of the House, I am afraid, we will have to approach the United Nations Organisation here to supply copies at the published price.

Shri B. S. Murthy: May I know whether the Commission had made any complaint that the South African Government has not co-operated in this enquiry?

Shri Anil K. Chanda: Well, it is very well-known that this Commission has received up till now no co-operation whatsoever from the Government of the Union of South Africa.

MAHATMA GANDHI SAMADHI

*752. **Shri Krishnacharya Joshi:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether a new model of the Samadhi of Mahatma Gandhi at Rajghat has been prepared and completed by the C.P.W.D.; and

(b) if so, when the work of reconstruction of the Samadhi at Rajghat will begin?

The Minister of Works, Housing and Supply (Sardar Swaran Singh):

(a) and (b). As I stated on the 15th December 1953 in answer to Shri S. N. Das's question, the advice of some experts has been sought on the lines on which modifications, if any, will be desirable in the model prepared by the Central Public Works Department. The suggestions received in response to this request are now under consideration. It will therefore take a few months for any other model to be prepared and for the work at Rajghat being taken in hand.

Shri Krishnacharya Joshi: What will be the estimated cost of construction?

Mr. Speaker: It will be difficult to give the estimate unless the design is finally settled.

Sardar Swaran Singh: Obviously not, Sir, because that will depend upon the final form of the model.

सेठ गोविन्द रास : इस माडल के सम्बन्ध में जो रायें मांगी गयी हैं विशेषज्ञों से, उन विशेषज्ञों में क्या ऐसे विशेषज्ञ भी हैं कि जिन को प्राचीन भारत की स्थापत्य कला का अनुभव है ?

सरदार स्वर्ण सिंह : जी हां, ऐसे भी हैं।

Shri T. N. Singh: May I know whether the views received by the Government on their proposed memorial scheme have suggested any drastic change requiring complete modification of their proposed two or three models and, if so, what is the direction in which the Government is considering the modification of their plan?

Sardar Swaran Singh: It is a rather complicated question that has been put, because to attempt any correct answer, I will have to sum up in brief the various advices that have been received. Some of the opinions that have been received do suggest some modifications of the existing models; there are others that simply reject the models but do not offer any alternative. There is yet another set which suggests something which is entirely different from others. That is the reply that I can give.

DEVELOPMENT SCHEMES IN DELHI

*753. **Shri Radha Raman:** Will the Minister of Planning be pleased to state:

- (a) the aggregate amount sanctioned by Government to the Delhi State for various development schemes;
- (b) the amount already drawn;
- (c) the number of development schemes submitted against the sanctioned amount;
- (d) the number of schemes so far accepted; and
- (e) how long it will take to accept the other schemes?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (e). A statement is laid on the Table of the House. [See Appendix III, annexure No. 46.]

Shri Radha Raman: May I know the number of schemes sanctioned for removal of unemployment, both rural and urban?

Shri Hathi: Several schemes, which have been included, may, to some extent or other, achieve that object, but specifically for that particular purpose no scheme has been included.

Shri Radha Raman: May I know the number of schemes submitted by the State Government and the number that was not accepted by Government out of those schemes and the reasons therefor?

Shri Hathi: Does the hon. Member refer to the schemes submitted by the

State Government at the time of the First Five Year Plan or at the time of the adjustment?

Shri Radha Raman: At the time of the adjustment.

Shri Hathi: About four schemes are still under consideration and eighteen have been accepted.

Shri Radha Raman: May I know if some amount, which was sanctioned for expenditure, was not spent by the State Government and had to be left over in the year 1952-53?

Shri Hathi: If it relates to a particular scheme, I could not reply.

HANDOOM WEEK

*754. **Dr. Ram Subhag Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a Handloom Week was recently observed throughout the country under the auspices of the All India Handloom Board;

(b) whether it is also a fact that some grants were made to all the States for observing this week; and

(c) whether some grants were also made to those co-operatives which participated in observance of that week?

The Minister of Commerce (Shri Karmarkar): (a) The Handloom Week is being observed from the 7th March, 1954.

(b) and (c). Government have agreed to make some grants for the purpose to the States and the Cooperative Societies.

Dr. Ram Subhag Singh: What is the amount of the grant that the Government has agreed to give?

Shri Karmarkar: The total amount is Rs. 1,35,000 to all the States.

Dr. Ram Subhag Singh: Is it for all the States?

Mr. Speaker: Is it for all the States collectively?

Shri Karmarkar: For all the States that made the request.

ARID ZONE RESEARCH

*756. **Shri S. C. Samanta:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the Jaswant College at Jodhpur has been associated with the arid zone programme of the UNESCO;

(b) if so, when; and

(c) what are the advantages derived by this college by such association?

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

(b) April, 1952.

(c) The advantages are:—

(i) The institution will be included in the mailing list of the UNESCO and will be able to obtain various publications of U. N. O. on the subject of arid zone.

(ii) It will get preferential treatment for financial assistance for work under arid Zone programme of UNESCO.

(iii) Research done at the institution will be co-ordinated with that done at other institutions in India and abroad.

Shri S. C. Samanta: In the fourth session of the Arid Zone Advisory Committee, it was discussed that a training centre will be established in Delhi. May I know whether this has been established?

Shri Hathi: No, Sir.

Shri S. C. Samanta: May I know whether the arid zone research station, that was decided to be established in Rajasthan, will be established near about this college?

Shri Hathi: That is going to be discussed in the next session to be held in Paris in May 1954.

Shri S. C. Samanta: May I know whether any periodical conference of

the heads of such institutions are held for co-ordinating the research done in the Jodhpur college?

Shri Hathi: No, Sir. The work has not actually started yet.

MANUFACTURE OF FOUNTAIN PENS AND INK

*757. **Shri K. P. Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a new plant for the manufacture of fountain pens and ink is to be set up at Bangalore;

(b) what would be the total expenditure involved in setting up this plant; and

(c) when it is expected to go into production?

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

(b) The capital of the company is Rs. 5 lakhs.

(c) The ink is expected to be put on the market shortly. The production of fountain pens will start in about a year.

Shri K. P. Sinha: May I know when the new plant comes under production, how its capacity would compare with foreign production that has been operating in India?

Shri Karmarkar: The production capacity immediately would be about 800 gross per annum, which could be stepped up by 50 per cent. in the second year, and it could be raised further thereafter to 3,000 gross per annum.

Shri K. P. Sinha: May I know if it is a fact that the indigenous industry is facing difficulties in competing with the foreign production and if it has requested Government to supply it with cheaper raw materials?

Shri Karmarkar: Care has been taken in this matter. The indigenous industry is concerned with the production of fountain pens of Rs. 10 and below, but this particular concern

manufactures three qualities of fountain pens—Rs. 12, Rs. 18 and Rs. 25 each—and so, this will not overlap on the indigenous production that is already in action.

Shri Sidananjappa: What is the estimated cost of this factory?

Mr. Speaker: He said the capital of the company was five lakhs or so.

Shri Karmarkar: Perhaps, the hon. Member wants to know the value of the machinery but I am afraid I have not got the information at the moment.

Shri N. Somana: Who is the owner of this plant?

Shri Karmarkar: This has been floated under the name of Rightaids (Orient) Ltd.

NEIVELI LIGNITE MINES

*758. **Shri Muniswamy:** Will the Minister of Production be pleased to state:

(a) whether the Government have been receiving any periodical reports regarding the progress of Neiveli Lignite Investigation Project in the Madras State;

(b) if so, how far it has progressed;

(c) whether the Madras Government have made experiments on the efficacy of the coal obtained from Neiveli;

(d) whether this coal has been found cheaper and more effective for use in buses; and

(e) if so, whether there is any proposal to use this coal for industrial purposes all over India?

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): (a) Yes.

(b) The excavation of a quarry over an area of 600' × 600' is in progress. Over 1/3rd of the total quantity of excavation has been completed.

(c) Yes.

(d) The Madras Government have reported that experiments carried out so far seem to be promising.

(e) No. The matter is still in the experimental stage.

Shri Muniswamy: May I know, Sir, whether it is a fact that for want of machinery and proper equipment the progress of excavation has been very slow?

Shri R. G. Dubey: The progress as such is not slow; but I might say that we are waiting to receive two shovels from T. C. M. After we receive them within about six months' time the whole work will be completed.

Shri Muniswamy: May I know, Sir, who is the officer or technician in charge of the administrative control of this lignite mine?

Shri R. G. Dubey: I am sorry I could not say that.

Mr. Speaker: I do not think I can allow names being mentioned here. If the hon. Member has any other question, he may put it.

Shri Muniswamy: Are Government aware that there are a lot of complaints made in the South Arcot district and the surrounding areas of this lignite mine about the improper administration and the partiality shown by this officer?

The Minister of Production (Shri K. C. Reddy): It is a question that mainly pertains to the Madras Government. The Madras Government is in sole charge of the working of this project and questions of the kind that are being put regarding its administration are out of place here.

Shri P. C. Bose: Has this coal been analysed, and if what is the ash percentage and fixed carbon percentage?

Shri R. G. Dubey: The coal was tested in India as well as abroad and it was found suitable for industrial as well as domestic purposes.

SUPPLY OF BHAKRA NANGAL ELECTRICITY

*760. **Shri D. C. Sharma:** Will the Minister of Irrigation and Power be pleased to refer to the reply given to starred question No. 805 asked on the 10th December, 1953 and state:

(a) whether the recommendations of the Advisory Committee appointed by the Government of Punjab on the tariff for the supply of power to Punjab and PEPSU from the Bhakra Nangal Project have been examined; and

(b) if so, what are the conclusions?

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

(b) The recommendations have been generally accepted with the proviso that the Rajasthan Govt. may vary the rates laid down in order to cover the line losses and expenditure on transmission lines, if supply of power to Rajasthan is eventually decided, and that the Govts. of Punjab and PEPSU may make minor adjustments under special circumstances. Any substantial modifications in the rates considered necessary by these Govts. will however have to be referred to the Control Board for approval.

Shri D. C. Sharma: May I know if there is going to be different tariffs for agricultural and industrial consumption?

Shri Hathi: Yes, Sir. Different tariffs are provided for large industrial power, for medium industrial power, for small industrial power, for agriculture and cottage industries.

Shri D. C. Sharma: May I know the approximate difference that will be between electricity that will be used for agricultural purposes and electricity used for industrial purposes?

Shri Hathi: It will depend upon the nature of industries, whether it is a large industry, medium or small. For large industries it is 0.05 of an anna per KWH for the first 100,000 per month it again varies according to the load, e.g. 0.60 anna for the next 200,000 per month etc. There are different schedules for different loads. I have got

with me the full schedule but it is rather long.

Shri D. C. Sharma: May I know if some amount of this electricity will be released for civilian consumption; I mean for civilian consumption other than agriculture or industry?

Shri Hathi: If by civilian consumption, the hon. Member means consumption for domestic purposes, it will be released.

Shri L. N. Mishra: May I know whether the Committee of engineers which was appointed to advise on the suitability of having a second power plant in Bhakra-Nangal has submitted its report and if so, what are its recommendations?

Shri Hathi: They have not yet submitted their report.

INDIAN MERCHANTS ASSOCIATION IN GIBRALTAR

*761. **Shri Gidwani:** Will the Prime Minister be pleased to state:

(a) whether Government are aware that the Indian Merchants Association in Gibraltar has complained that undue restrictions on Indian trade and the employment of personnel in Indian Firms are being placed by the authorities in Gibraltar and bona fide Indian visitors are being ejected from there by the Commissioner of Police;

(b) whether Government have received any representation from the All-India Sind-work Merchants' Association, Bombay in that connection; and

(c) the action Government have taken in the matter?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). The Government of India have received representations from these organisations.

(c) The Indian High Commissioner in London has made appropriate representations to the United Kingdom Government from time to time. In April last year, the Government of India deputed a senior officer to Gibraltar to inquire into the complaints. He had discussions with representatives of the Indian community and

with the local authorities, and was assured by the latter that there would be no discrimination against Indians, but they could not be exempted from some local laws of general application, about which they had complained.

Shri Gidwani: In view of the reply, may I enquire whether the British Government has been impressed upon to see that no such restrictions are placed on Indians which are not placed on the British merchants in India? There should be no discrimination; what I mean to say is that certain restrictions on Indian trade and in other matters are being put in Gibraltar and the British merchants in India are not suffering from such disabilities will the Government see that these are removed?

Shri Anil K. Chanda: So far as Gibraltar is concerned, these disabilities apply with equal force to British nationals as well as to Indian nationals. These are the general laws. If there is any discrimination, it applies with equal emphasis to all concerned, excepting the Gibraltarians.

Shri B. S. Murthy: May I know, after the assurance given by the authorities at Gibraltar, whether the conditions of Indian merchants there have been improved?

Shri Anil K. Chanda: The chief difficulty is this: no Indian trader there is allowed to keep more than two Indian clerks with him and there has been general demand that this restriction should not be there. But the Gibraltar Government informed us that this is a general rule but specific cases of any special hardship would be sympathetically considered by the Government.

Dr. Ram Subhag Singh: May I know whether any Indians were ejected from Gibraltar because of local restrictions as the Minister says, after the representation was made to the Government of India?

Shri Anil K. Chanda: I would not be surprised if there had been some cases of ejection of Indians from Gibraltar

but up till now, we have not been informed of any specific cases. We have written to associations concerned to let us know of any specific cases of illegal ejection and we will take up the matter with the Colonial Office.

NATIONAL EXTENSION SCHEME

*762. **Shri B. K. Das:** Will the Minister of Planning be pleased to state:

(a) what amounts have so far been given to the different State Governments for the National Extension Service Blocks; and

(b) what portions of the amounts given will be treated as loans to the State Governments and what portions as the contribution of the Central Government?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). A statement giving the required information is laid on the Table of the House. [See Appendix III, annexure No. 47.]

Shri B. K. Das: It appears that the amounts given to the States have been made on an *ad hoc* basis. May I know what would be the share of the State Government and the share of the Central Government on the total expenditure of Rs. 7½ lakhs for each block that is being made?

Shri Hathi: The present amount that is given is an advance loan; ultimately the share of the Central Government will be 50 per cent. recurring and 75 per cent. non-recurring expenditure. The total amount amounts to Rs. 7.5 lakhs.

Shri B. K. Das: May I know whether the total share that is borne by the State Government will be given as a loan, or a part of it will be given as loan and the rest will be borne by the State?

Shri Hathi: Fifty per cent. of recurring expenditure and 75 per cent. of non-recurring expenditure will be borne by the Centre; the remaining 25 per cent and 50 per cent subsequent to this year will have to be borne by the State Government.

Shri B. K. Das: My point is whether the total amount will now be given as loan or whether a portion of it will be given as loan...

Mr. Speaker: From what he says it is clear that the entire amount will be given as loan.

Shri Lakshmayya: May I know how much amount has been given to the Andhra State?

Shri Hatfi: At present Rs. 11 lakhs have been given to the Andhra State.

TEXTILE MILLS IN HATHRAS

*763. **Shri S. C. Singhal:** Will the Minister of Commerce and Industry be pleased to state:

- (a) the number of textile mills in Hathras that are closed at present;
- (b) for how long they have been closed;
- (c) whether all the wages of the workers have been paid; and
- (d) how many workers have been thrown out of employment?

The Minister of Commerce (Shri Karmarkar): (a) Two.

(b) Lallamal Hardeodas Cotton Mills is closed since 15-12-53 and Ramchand Spinning and Weaving Mills since 1-12-53.

(c) Government have no information.

(d) 1,879 workers have been affected due to the closure of these mills.

श्री एस० सी० सिंहल : कभी सरकार ने इस को जानने की कोशिश की है कि क्यों बन्द है ?

श्री करमरकर : चूंकि वह इन-एफिशिएन्ट है और लासेज होते हैं इसलिये बन्द कर दी गई ।

उस की यूटिलिटी सीज हो गई है और उस के चलाने से कुछ फायदा नहीं है ।

श्री एस० सी० सिंहल : उस को चलवाने की कोशिश की गई ?

श्री करमरकर : नहीं, जी ।

IMMIGRATION INTO MALAYA

*766. **Shri Bhagwat Jha Azad:** Will the Prime Minister be pleased to state:

(a) the number of Indians living in Malaya; and

(b) whether the Government of Malaya has put any ban on Indian immigration?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) About 696,400.

(b) No. New Immigration Regulations were brought into force in Malaya on 1st August, 1953. Fresh immigration will now be permitted only under certain conditions, the criterion being whether such immigration will be for the good of the people of Malaya.

Shri Bhagwat Jha Azad: May I know if it is a fact that certain rights which were enjoyed previously by the Indian nationals there have recently been curtailed and that distinctions are being made between Indian nationals and non-Indians?

Shri Anil K. Chanda: The question, I am afraid, is a little vague. But so far as the entry of new immigrants is concerned, the laws hold good with regard to every foreign national.

Shri Muniswamy: May I know whether it is a fact that there are restrictions on Indians in Malaya purchasing immovable property?

Shri Anil K. Chanda: I would like to have notice of that question.

SECOND FIVE YEAR PLAN

*767. **Shri L. N. Mishra:** Will the Minister of Planning be pleased to state:

(a) whether a technical committee has been set up to examine the inclusion of new projects in the second Five Year Plan; and

(b) if so, the broad outlines of the principles on which the said committee would decide the cases?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). An Advisory Committee to consider irrigation and power projects for the second five year plan has been set up. Copies of a letter dated October 5, 1953, issued to State Governments and of a Government Resolution dated 20th February, 1954 on the subject are laid on the Table of the House. [See Appendix III, annexure No. 48.]

Shri L. N. Mishra: May I know how co-ordination between the technical committee and the existing committees on priorities in respect of power and irrigation is proposed to be maintained?

Shri Hathi: I do not think there is any existing committee for priorities.

Shri L. N. Mishra: May I know whether any decision has been made about the size of the projects for which recommendations are to be received from the various States?

Shri Hathi: No decision has been made as to the site. Only proposals are invited from the States concerned.

Shri L. N. Mishra: Before they make any recommendation will the State Government be informed as to who will bear the financial responsibility of the projects?

Shri Hathi: This Committee is not concerned with questions of financial resources or as to who is going to bear the financial responsibility etc. This committee is only to give advice as to which of the projects are complete in investigations and should be included.

Shri Meghnad Saha: May I know whether the Committee contains any non-official members?

Shri Hathi: Yes, there is one representative of the Institution of Engineers and there are two engineers who are not in the service of any State Government.

श्री गणपति राम : क्या मैं जान सकता हूँ कि उत्तर प्रदेशीय सरकार न दूसरी पंच वर्षीय योजना के विषय में अपनी रिपोर्ट सम्प्रिट की है? यदि हाँ, तो कौन कौन सी नई योजनायें दी हैं?

श्री शीः अभी तक नहीं दी है।

STATE ENTERPRISES

***770. Shri Tulsidas:** (a) Will the Minister of Production be pleased to state whether Government propose to consider the feasibility of publishing the accounts of all State Enterprises in commercial form?

(b) Do Government propose to consider the feasibility of constituting every State Enterprise into an autonomous body and associating in its management non-officials drawn from Commerce and Industry?

The Minister of Production (Shri K. C. Reddy): (a) The accounts of all State Enterprises run as joint stock companies are maintained in commercial form and conform to the requirements of the Indian Companies Act in all respects. The balance sheets and profit & loss accounts of all such enterprises with the single exception of the Indian Rare Earths Ltd. are laid on the Table of the House or placed in the library of the Parliament. As regards statutory corporations, the form and method of publishing the accounts are prescribed by the relevant enactments.

(b) Barring enterprises of strategic importance and of public utility, such as the Ordnance factories, Railways, Posts & Telegraphs and other similar undertakings, which are departmentally managed, all state commercial enterprises are as far as possible run as autonomous bodies, that is, as statutory corporations of joint stock companies, associating with them non-officials from trade and industry.

Shri Tulsidas: May I know which of the State enterprises engaged in manufacturing, maintain an up-to-date department of cost accounts?

Shri K. C. Reddy: It is too wide a question, but there are cost accounts officers and requisite steps are taken with a view to look to that aspect of the undertaking.

Shri Tulsidas: May I know what is the present percentage rate of depreciation on fixed assets provided by each such enterprise?

Mr. Speaker: That is a very wide question. It will depend upon the nature of the assets.

Shri Tulsidas: There must be a standard rate of depreciation. I want to know what is the rate percentage.

Shri K. C. Reddy: If the hon. Member puts a separate question on this point I will be able to answer. The answer will have to differ from industry to industry and from circumstance to circumstance. If he wants any definite information with regard to any particular undertaking, I will be able to answer it if sufficient notice is given.

Shri Tulsidas: May I know by how much the cost of production in each of these enterprises is higher or lower than the landed cost of similar imported products and the cost of similar products manufactured in India?

Shri K. C. Reddy: Sir, I am afraid, the hon. Member's question is again more of a general nature.

Mr. Speaker: It is a very wide question.

Shri Tulsidas: If I ask a question with reference to the accounts of a commercial enterprise, whether it is more or less, does it not follow out of the original question?

Mr. Speaker: I did not say that it does not follow from the original question. I only said that it was a very wide question and it would not be possible for the Minister to answer. If he has any specific questions he may be asked.

Shri T. N. Singh: How many of these State enterprises are commercially audited by their own private auditors and how many are audited by the Auditor-General?

Shri K. C. Reddy: The accounts of all the commercial enterprises are audited by their own auditors. No commercial enterprise can carry on without its own auditing. Also, there are

relevant clauses in the articles of association of these various concerns providing for the audit of the Auditor-General. At least in one or two cases I am aware the Auditor-General has undertaken the audit of these accounts.

TEA BOARD

*771. **Shri Hem Raj:** Will the Minister of Commerce and Industry be pleased to refer to the answer to starred question No. 821 asked on the 10th December, 1953 regarding constitution of the Tea Board and state:

(a) whether the Tea Board has since been constituted; and

(b) if so, the number of representatives thereon from various interests?

The Minister of Commerce (Shri Karmarkar): (a) and (b). The Constitution of the Board will be notified shortly.

U. K.-JAPANESE TRADE PACT

*772. **Shri L. Jogeswar Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government was consulted by the Government of U.K. before the U.K.-Japanese trade pact was signed;

(b) whether by such pact India's export position in textile goods will be affected in Commonwealth countries and British Colonies;

(c) if so, to what extent; and

(d) what are India's measures to counteract the decline, if any, in the textile trade?

The Minister of Commerce (Shri Karmarkar): (a) No, Sir.

(b), (c) and (d). It is not possible to assess at present its effect on our export trade in textile goods.

Shri L. Jogeswar Singh: May I know how the position of exports of textile goods to Pakistan compares before and after the UK-Japanese Trade Pact was signed?

Shri Karmarkar: I would require notice.

Shri L. Jogeswar Singh: May I know whether it is a fact that the export position of textile goods to the British colonies in Africa and other Commonwealth countries has been greatly affected by this Pact?

Shri Karmarkar: It has not affected now. What the further effect will be has yet to be seen.

Shri Tulsidas: When India is in the Sterling pool, may I know whether it is not advisable that whenever trade agreements between the UK and other countries are made, we should be consulted in these matters?

Shri Karmarkar: No, Sir, if my hon. friend means consultation before a trade agreement is signed. In this particular matter, we did have information of what was going on. In regard to the specific terms of the agreement, UK is not bound to share its confidence with us.

EMPLOYEES IN SINDRI FACTORY

*773. **Shri P. C. Bose:** Will the Minister of Production be pleased to state:

(a) the number of houses so far built for the accommodation of employees and labourers working at the Sindri Fertilizer Factory; and

(b) the future programme, if any, for house building at Sindri?

The Minister of Production (Shri K. C. Reddy): (a) and (b). 2,559 houses already built by the Factory. Besides, 586 houses are under construction and the construction of 655 quarters is under consideration during 1954-55.

In addition 380 quarters are proposed to be constructed under Industrial Housing Scheme.

Shri P. C. Bose: May I know how many houses have been built by the factory for market purposes, for shopkeepers, in that area?

Shri K. C. Reddy: I am sorry, I have not got the break-up here. Most of the

quarters are for the employees. That is all I can say.

Shri P. C. Bose: May I know how many workers are still without any quarters?

Shri K. C. Reddy: According to the figures that I have here, as much as 84 per cent have been provided with some sort of accommodation. For the remaining 16 per cent, construction programme is under way and within one or two years we will be able to provide accommodation for all the employees.

Shri K. K. Basu: What are the rents charged for this accommodation provided by the Government and may I know how they compare with private houses there?

Shri K. C. Reddy: I would require notice. I would also indicate the difficulty of comparing rents that are being paid in other commercial enterprises. There are so many all over the country.

Mr. Speaker: Houses in that locality; not in the whole of the country.

Shri K. C. Reddy: I require notice.

दिल्ली में विस्थापित हरिजनों का बसाया जाना।

*774. श्री पी. एल. बाबूपाल : क्या पुनर्वास मंत्री यह बताने की कृपा करेंगे कि दिल्ली में कितने विस्थापित हरिजन हैं, जो अभी तक नहीं बसाय गये हैं?

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

श्री नवल प्रभाकर : क्या मैं जान सकता हूँ कि यह इनफार्मेशन कब तक इकट्ठी कर ली जायगी ?

श्री जे. के. भोसले : जल्द से जल्द।

Shri Nanadas: May I know.....

Mr. Speaker: Let the information be collected. Next question.

Shri Nanadas: I want to ask one more question.

Mr. Speaker: Order, order. Next question.

CONFERENCES OF ENGINEERS

***777. Shri Ramachandra Reddi:** Will the Minister of Irrigation and Power be pleased to state:

(a) the number of conferences of Chief Engineers of the Centre and States convened by Government during 1952-53 and 1953-54; and

(b) the decisions taken and the implementation of such decisions to evolve a uniform and co-ordinated policy?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) One in 1952-53 and one in 1953-54.

(b) A statement is laid on the Table of the House. [See Appendix III, annexure No. 49.]

Shri Ramachandra Reddi: From the statement, it is found that the conclusions reached were in the nature of recommendations. May I know how many of these recommendations have been examined, how many accepted and how many implemented?

Shri Hathi: They are still under examination.

Shri T. N. Singh: Is it true that one of the demands of this Engineers' conference was that they should be given Secretariat jobs, and if so, what was the Government's reaction?

Shri Hathi: Perhaps the hon. Member is mixing up the conferences which are under reply and the conference of the Central Board of Irrigation and Power. That conference is not the subject-matter under reply and the Government did not convene that conference.

RAILWAY COLLIERIES

***778. Shri K. C. Sodhia:** (a) Will the Minister of Production be pleased to state the approximate total number of labourers working in the Railway Collieries at present?

(b) In how many of these Collieries has the contract system of coal raising been abolished?

(c) What was the total amount paid to the contractors under this system during 1952-53?

(d) What is the total wage bill of labour during 1953-54 on this account?

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): (a) About 29,140.

(b) The system has already been abolished in nine out of the eleven Railway Collieries. A decision has been taken to abolish the contract system in the two remaining collieries also and every endeavour will be made to complete this by 1st April, 1954.

(c) Rs. 49,77,048

(d) Rs. 30,71,644 (upto 31-1-1954).

Shri K. C. Sodhia: Was there any fall in the output of coal as compared to last year?

Shri R. G. Dubey: This relates to the output.

Mr. Speaker: Perhaps he wants to know the effect of the abolition of the contract system and its benefit.

Shri R. G. Dubey: So far as my knowledge goes, it has not affected the output of coal.

Shri K. C. Sodhia: To what factor is the fall in the revenue of Railway collieries due?

Mr. Speaker: This does not seem to arise out of the question.

Shri K. K. Basu: May I know whether the labourers in the Railway collieries are paid according to the

Central Pay Commission's recommendations, and is there any category of workers who are not yet paid according to these recommendations?

Shri R. G. Dubey: This is a different question, but I should like to say, subject to correction, that the recommendations have been substantially implemented. As the cases are brought to the notice of the local authorities, they are being reviewed.

Shri Nageshwar Prasad Sinha: May I know if Government have already taken a decision that the management and control of Railway collieries will be made over to the Ministry of Production by the Railway Ministry? If so, from when?

Shri R. G. Dubey: From 1st April.

COFFEE

*779. **Shri N. Somana:** Will the Minister of Commerce and Industry be pleased to state:

- (a) whether any portion of last year's coffee crop is still remaining unsold with the Coffee Board;
- (b) if so, the quantity;
- (c) whether Government are contemplating to permit any export of coffee in the near future;
- (d) if so, how much; and
- (e) the present price of coffee?

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

(b) Approximately 2,774 tons at the end of February, 1954;

(c) and (d). 1,000 tons have been recently released for export out of the 1953-54 crop. The question of releasing further quantities will be decided from time to time.

(e) The average price realised in the Pool Auctions in February, 1954, was Rs. 210/3 per cwt. for Plantation A, Rs. 163/1 for Arabica Cherry Flats and Rs. 139/6 for Robusta Cherry Flats, ex bags ex works (exclusive of Sales Tax, but including Excise Duty).

Shri N. Somana: May I know whether it is Robusta or Arabica that was released for export?

Shri Karmarkar: Arabica.

Shri Raghuramaiah: May I know whether this policy of granting restricted export permits is due to any desire on the part of the Government to propagate use of coffee in this country or due to any want of demand from outside?

Shri Karmarkar: The consumers are demanding greater quantity of coffee inside the country. Therefore, our export policy has to be related to the internal demand.

Shri N. M. Lingam: May I know if owing to the non-export of surplus coffee in time the Coffee Board had to incur large losses on account of dry age and warehousing charges? If so, what is the estimated loss?

Shri Karmarkar: I do not think there is any loss.

Shri M. S. Gurupadaswamy: May I know whether a deputation of coffee planters waited on the hon. Minister recently and represented that in case the coffee stocks are not cleared, the coffee may deteriorate, and if so, what assurance was given by the hon. Minister to the deputationists?

Shri Karmarkar: I am not aware of that deputation, but so far as the stocks are concerned, they are not such a quantity as will result in loss either to the growers or to the Coffee Board.

Shri A. M. Thamost: May I know the total quantity exported so far? May I also have an idea of the world price of coffee now, and whether there is any wide disparity between the local prices and the world price?

Shri Karmarkar: About world prices, I have no figures at the moment. The total quantity exported last year was 3,000 tons, and during the current year up till now, 1,000 tons have been permitted to be exported. We are likely to export more in the future.

Shri Matthen: I am told that the world price is very much higher, and it is more than double the price prevailing in India. Is that true?

Shri Karmarkar: I should like to have notice.

NEWS REEL UNITS

*781. **Shri B. S. Murthy:** Will the Minister of Information and Broadcasting be pleased to state:

(a) the number of news reel units working at present; and

(b) the headquarters of each?

The Minister of Information and Broadcasting (Dr. Keskar): (a) There are seven Newsreel Cameramen at present.

(b) Two of the Cameramen are at Bombay, two at Delhi, and one each at Calcutta, Madras and Lucknow.

Shri B. S. Murthy: May I know whether the Governments of Andhra, Mysore and Travancore-Cochin have been asking for newsreel cameramen their headquarters?

Keskar: At the recent Information Ministers' Conference, most of States asked that they should have cameraman posted at their headquarters. But the question has to be related to the items that they can cover and the money that we can spend on it. We would certainly like to increase the number of cameramen as much as we can.

Shri B. S. Murthy: What is the necessity for stationing two cameramen at Bombay?

Dr. Keskar: The newsreel cameramen who are posted at Bombay do not take photographs only in the Bombay State, but they cover a very large area which includes not only the Bombay State, but the adjoining States as well. The reason for their being stationed in Bombay is that it facilitates their move to some States much better than if they were posted elsewhere. Formerly one was posted in Nagpur.

but it was found that his move was much more restricted.

Shri M. S. Gurupadaswamy: Is the hon. Minister aware that recently a new company has been formed with the name of Ramanathan & Co., and that some of the films are sent there for processing purposes? Is he also aware that that Company has been started only for taking contracts in this regard?

Mr. Speaker: I do not think this question is admissible as a supplementary on this.

U. N. EXPERT MISSION

*782. **Th. Lakshman Singh Charak:** Will the Minister of Planning be pleased to state:

(a) what suggestions were made by the U. N. Expert Mission on Community Organisation and Development in India;

(b) whether the suggestions have been accepted by Government; and

(c) if so, what were the suggestions accepted and the action taken thereon?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c). No official report of the U. N. Mission has been received. The suggestions made by the Mission in informal discussions were already a part of the programmes of Community Projects and National Extension Service. A statement summarising these suggestions is laid on the Table of the House. [See Appendix III, annexure No. 50.]

Th. Lakshman Singh Charak: May I know whether this Mission came to India of their own accord, or on our invitation?

Shri Hathi: They did not come on our invitation, but they came after our approval, of course.

Th. Lakshman Singh Charak: Did we contribute towards their travelling expenses?

Shri Hathi: No.

Shri N. M. Lingam: May I know whether the suggestions made by this Mission have been approved by the Intensive Evaluation Organisation, in their recommendations?

Shri Hathi: We are still awaiting the final annual report of that Organisation.

SUPPLY OF ELECTRICITY TO PAKISTAN

***783. Sardar Hukam Singh:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the supply of electricity is being continued to Pakistan; and

(b) if so, whether the bills are being paid regularly?

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

(b) Yes, Sir.

Sardar Hukam Singh: May I know whether the quantum supplied, and the rate charged in 1947 are being continued now or there have been any variations in them?

Shri Hathi: The rate has been the same, but the quantum of electricity supplied has been decreased.

Sardar Hukam Singh: What is the duration of the agreement that exists just at present, and when was it entered into?

Shri Hathi: This is for one year.

Sardar Hukam Singh: Is it proposed to enter into any long-term agreement with Pakistan in this regard?

Shri Hathi: Not yet.

Sardar Hukam Singh: Are there demands in our Punjab that the quantity they get is much less, and that they want much more?

Shri Hathi: Exactly that is one of the reasons why the power supply to Pakistan is being reduced. Of course, that is being done by mutual agreement. We used to supply about 9,000 KWH in 1948, but now it is only 4,000 KWH by mutual agreement.

Sardar Hukam Singh: Is it proposed to reduce it further so that our towns might get more electricity?

Shri Hathi: That can be done by mutual agreement. This Agreement has been arrived at after mutual agreement between the two countries.

TOBACCO

***784. Shri S. N. Das:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the assistance of Government has been sought by the tobacco trade to overcome the difficulties which have arisen from the accumulation of Indian tobacco at foreign ports and by the glut of low grade tobacco in the country;

(b) if so, what suggestions have been made by them:

(c) what action Government propose to take in regard to the proposals; and

(d) what is the present position in this matter?

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

(b), (c) and (d). Two statements are laid on the Table of the House [See Appendix III, annexure No. 5

Shri S. N. Das: May I know whether these suggestions which have been incorporated in the Statements were received by Government, and how long more do Government propose to take to arrive at decisions on these points?

Shri Karmarkar: I think these suggestions have been received during the last six months. As my friend will know from Statement already some suggestions have been considered and action has been taken by Government. Recently, the Minister of Commerce and Industry visited Guntur. There also he heard representations on this subject. A joint

meeting of our Ministry and the Ministry of Food and Agriculture has been scheduled for the 9th March for a detailed consideration of these suggestions.

Shri S. N. Das: May I know the names of the foreign ports where stocks have accumulated and the extent to which these stocks have been disposed of by now?

Shri Karmarkar: I have no information about the foreign ports where stocks have accumulated.

Shri L. N. Mishra: May I know whether it is a fact that the British import tariff policy has proved unfavourable to Indian tobacco and whether this point was raised at the Sydney Conference?

Shri Karmarkar: The Sydney Conference and this question do not seem to be related. I have no information, but I will look into it.

Shri Raghuramaiah: What is the approximate value of the inferior grade of tobacco that is in stock in this country?

Shri Karmarkar: The estimates vary between 20 million lbs. and 50 million lbs. Much of it is low grade tobacco.

ARID ZONE RESEARCH STATION

*785. **Shri S. C. Samanta:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether any Arid Zone Research Station has been established or is proposed to be established in India; and

(b) the improvement so far made in the Arid Zones of India?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) A proposal for the establishment of a "Development and Research Centre" at Jodhpur is under consideration.

(b) Information is being collected and will be laid on the Table of the House.

Shri S. C. Samanta: May I know whether anything has been done for planting trees in the border areas of the Rajasthan desert?

Shri Hathi: Yes, there is a programme. It is being attended to by the Food and Agriculture Ministry.

Shri S. C. Samanta: Has any research done at the Jaswant College, Jodhpur, been brought into use in these desert areas?

Shri Hathi: No work has yet been done, except perhaps getting some geological and hydrological data.

Shri S. C. Samanta: Are we not getting any help from the Committee scientists attached to UNESCO?

Shri Hathi: We have submitted a scheme, and we have also asked for some financial assistance.

HANDELLOOM INDUSTRY

*786. **Shri K. P. Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) the steps taken by Government so far for organising the handloom Industry;

(b) the quantity of handloom goods produced in the year 1953 and the quantity lying in stock at present; and

(c) the main features of improvement in the Handloom Industry after the constitution of the All-India Handloom Board?

The Minister of Commerce (Shri Karmarkar): (a) The steps taken are explained in the pamphlet entitled "The All India Handloom Board—First Annual Report", copies of which have been supplied to the Library of the House.

(b) Production of Handloom cloth in 1953 is estimated at over 1,100 million yards. No information is available about quantities of handloom cloth in stock.

(c) it is too early to make an assessment. From the reports received about the quantities of yarn lifted by the State Governments, it appears that the position of accumulations of handloom cloth in the country is easier than it was in 1952.

Shri K. P. Sinha: May I know whether the marketing officers who organise the market in foreign countries have been appointed, and if so, have they joined their posts?

Shri Karmarkar: Yes, there was an idea. I have no information here as to whether they have been actually appointed.

Shri M. D. Ramasami: Will the "Handloom Week" be an annual feature?

Shri Karmarkar: We hope so.

DISTRIBUTION OF ELECTRICITY FROM BHAKRA-NANGAL

*787. **Shri D. C. Sharma:** Will the Minister of Planning be pleased to refer to the reply given to starred question No. 805 asked on the 10th December, 1953 and state:

(a) whether the Committee appointed by the Planning Commission to advise on a rational programme of capital expenditure on transmission and distribution of electricity by the Bhakra-Nangal Project has submitted its report; and

(b) if so, what are its main conclusions?

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

(b) Does not arise.

Shri D. C. Sharma: By what time will this be done?

Shri Hathi: May be by the end of this month.

WRITTEN ANSWERS TO QUESTIONS

COAL PURCHASE BY PAKISTAN

*755. **Shri M. R. Krishna:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Pakistan Government are gradually lessening the purchases of coal from India; and

(b) what reasons were given by the Pakistan Government for this action?

The Minister of Commerce (Shri Karmarkar): (a) and (b). The demand placed by the Pakistan Government for Indian coal has shown some decline in recent months. It is reported that the reason for this decline is lessening of the demand from East Pakistan.

FERTILIZERS

*759. **Pandit D. N. Tiwary:** Will the Minister of Production be pleased to state:

(a) whether it is proposed to reduce the prices of fertilisers of the Sindri Fertiliser and the Travancore Fertiliser and Chemical factories as a result of the additional income being derived from the by-products at these factories; and

(b) the by-products being manufactured at these places?

The Minister of Production (Shri K. C. Reddy): (a) and (b). *Sindri Fertilizers and Chemical Limited*.—Calcium Carbonate Sludge is the only by-product produced at Sindri now. It is being stored at present and will be eventually sold to Messrs. Associated Cement Companies Limited for manufacturing cement. It may be possible to reduce the selling price on this account when it is actually sold.

Messrs. Fertilizers and Chemicals (Travancore) Limited.—Messrs. Fertilizers and Chemicals (Travancore) Limited, however, produce a number of by-products, viz., Calcium Carbonate Sludge, wood

Ashes, wood tar and surplus Carbon-dioxide, all of which are not yet marketed.

Being a smaller unit with a high production cost, it is understood they have no proposal at present to reduce their price.

EMPLOYEES OF THE GOVERNMENT OF INDIA FORMS PRESS

*764. Shri T. K. Chaudhuri: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether the pay scales of the employees of the Government of India Forms Press in Calcutta are lower than that of similar employees in other presses of the Government; and

(b) whether a number of posts in this establishment is still kept on a temporary basis though they have been in existence continuously for the past seven or eight years?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) No, Sir.

(b) Yes, Sir. Government have however recently sanctioned the conversion of 50 per cent. of the regular temporary posts in all the Government of India Presses, including the Forms Press, Calcutta into permanent posts.

VISAKHAPATNAM SHIPYARD

*765. Shri Raghavaiah: Will the Minister of Production be pleased to state:

(a) whether the production programme of Visakhapatnam Shipyard has been co-ordinated with that of the shipping companies and the construction programme of the Port Trusts; and

(b) if so, how has co-ordination been effected?

The Minister of Production (Shri K. C. Reddy): (a) Yes.

(b) The co-ordination has been effected by mutual consultation among the parties concerned, keeping in view the capacity of the Shipyard and

the requirements of the Shipping Companies, Port Trust etc

मोटर गाड़ी उद्योग

*766. श्री एम० एल० द्विवेदी : (क) क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि पंचवर्षीय योजना के अन्तर्गत जितनी मोटरों के निर्माण का लक्ष्य निश्चित किया गया था, उन में से कितनी मोटरें अब तक बनाई जा चुकी हैं और पंचवर्षीय अवधि के समाप्त होने तक कितनी मोटरें बनाई जान की सम्भावना है ?

(ख) सरकार ने इस उद्योग के विकास तथा प्रोत्साहन के लिए क्या कार्यवाही की है ?

The Minister of Commerce (Shri Karmarkar): (a) During the first nine months of 1953-54, 9,155 automobiles were produced in the country. It is not possible to estimate with any degree of accuracy the number of automobiles likely to be produced by the end of the Plan period. It must be added that all the parts that go into the production of an automobile are not manufactured in the country.

(b) Some of the steps taken by Government to encourage the automobile industry are:—

(i) Concentration of the demand for motor vehicles on manufacturing firms.

(ii) Limitation of motor vehicles to be manufactured to a few selected types and models.

(iii) Reduction of import duties on automobile components.

MODEL TESTING TANK, KHADAKWASLA

*769. Shri Raghunath Singh: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the construction of a model testing-tank estimated to cost about Rs. 40 lakhs at the Central Water and Power Research

Station, Khadakwasla near Poona is under the consideration of Government; and

(b) what is the expense involved in testing the models at Teddington in England?

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

(b) The expenses of testing a model at Teddington in the United Kingdom vary considerably depending on the type of the shiptested, the range of speed for which it is tested and the alterations required to be made. A statement showing the fees charged at Teddington for the testing of models is laid on the Table of the House. [See Appendix III, annexure No. 52.]

TRADE PACT WITH WEST GERMANY

*775. **Shri N. L. Joshi:** Will the Minister of Commerce and Industry be pleased to state the terms of the trade pact with West Germany?

The Minister of Commerce (Shri Karmarkar): The text of the renewed trade arrangement between India and Western Germany has not so far been received. Copies of the trade arrangement will be placed in the Library of the House as soon as possible.

SALT

*776. **Shri Morarka:** Will the Minister of Production be pleased to state:

(a) the reasons for the decline in production in the Rajputana Salt Sources Division; and

(b) the steps that are proposed to restore full production?

The Minister of Production (Shri K. C. Reddy): (a) and (b). A statement is laid on the Table of the House. [See Appendix III, annexure No. 53.]

INFLUX OF PAKISTANIS

*788. { **Shri Gidwani:**
Shri B. K. Das:
Dr. Ram Subhag Singh:
Shri Ramnanda Das:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that a large number of Pakistani Muslims from East Pakistan have crossed the border to the Indian Union without passports during the period August 1953 to January, 1954; and

(b) if so, what is their number?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). Yes. The exact number of such persons is, however, not known.

LIQUID GOLD

*789. **Shri S. C. Singhal:** (a) Will the Minister of Commerce and Industry be pleased to state whether liquid gold is being manufactured in India for local consumption?

(b) Is it a fact that liquid gold is also being imported into India?

(c) What quantity has been imported within the last three years?

The Minister of Commerce (Shri Karmarkar): (a) Yes, Sir, to a limited extent.

(b) The reply is in the affirmative.

(c) Precise information is not available, as this item is not specifically shown in the Indian Customs Returns.

TEA PRICES IN ASSAM

*790. **Shri L. Jogeswar Singh:** (a) Will the Minister of Commerce and Industry be pleased to state whether it is a fact that the price of different kinds of loose tea in the local market of Gauhati has gone up from 12 to 14 annas per pound during the first week of February, 1954?

(b) Has there been a similar rise in price of tea in other parts of Assam and adjoining States like Manipur and Tripura?

(c) What are the direct causes for this rise in prices and disappearance of first quality tea?

(d) What steps have so far been taken to arrest the rise in prices and to arrange for an adequate supply of first quality tea in these areas?

The Minister of Commerce (Shri Karmarkar): (a) and (b). There has been an all round increase in the price of all varieties of tea during 1953-54.

(c) The rise in price is due to improved demand for tea in the foreign markets and to improvement in the quality of tea produced. Generally, tea produced in Assam is sold at Calcutta through auctions and agency houses. Only small gardens which do not produce best quality tea sell their teas locally.

(d) The matter is under consideration.

FORD FOUNDATION EXPERT TEAM

*791. **Shri N. L. Joshi:** Will the Minister of Commerce and Industry be pleased to state:

(a) since when the American and Swedish team of experts enlisted by the Ford Foundation has been touring the country; and

(b) the places that they have visited so far?

The Minister of Commerce (Shri Karmarkar): (a) since the 4th December, 1953. The Team has concluded its tour.

(b) A statement is laid on the Table of the House. [See Appendix III, annexure No. 54.]

सन नियति

*792. **श्री रघुनाथ सिंह:** क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यूगोस्लाविया, चिली और इटली की प्रतिवृद्धिता के कारण भारतीय

सन का नियति घट रहा है; और

(ख) यदि हां, तो सरकार विदेशों में सन के बाजार को हाथ में रखने के लिये क्या कदम उठा रही है?

The Minister of Commerce (Shri Karmarkar): (a) Excluding the period of stock piling following the Korean boom i.e. 1951-52, the normal level of exports has been maintained.

(b) Does not arise.

INDO-PAKISTAN AGREEMENT

*793. { **Sardar Hukam Singh:**
Shri D. C. Sharma:

Will the Minister of Rehabilitation be pleased to state:

(a) whether it is a fact that Pakistan had suggested that implementation of the Movable Property Agreement of August 1953 between the two countries should begin on 1st January 1954; and

(b) whether the agreement has been implemented on that date?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes. Pakistan Government had suggested 1st January, 1954, as the date for commencement of implementation. This date has been accepted by the Government of India.

(b) Necessary implementation instructions were issued simultaneously both in India and Pakistan only on the 23rd January, 1954, and the preliminary action as required under these instructions is being taken.

RADIO PARTS

*794. **Shri S. C. Samanta:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any attempts have been made to manufacture radio parts in India; and

(b) if so, with what results?

The Minister of Commerce (Shri Karmarkar): (a) and (b). Some components such as transformers, chokes, coils, paper and mica capacitors, wave-band switches, potentiometers, cabinets, loudspeakers, tuning assemblies and hardware parts are already being manufactured in India.

EXTERNAL PUBLICITY

*795. **Th. Lakshman Singh Charak:** Will the Prime Minister be pleased to state:

(a) the amount spent on external publicity in the year 1953; and

(b) the number of publications and pamphlets that have been released on Republic Days of 1953 and 1954?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) It is estimated that the total expenditure on External Publicity during the financial year 1953-54 will be Rs. 55,44,300.

(b) A statement is laid on the Table of the House. [See Appendix III, annexure No. 55.]

CONFERENCE OF BURMESE AND MANIPURI OFFICIALS

*796. **Shri L. Jogeswar Singh:**
Shri Rishang Keishing:
Will the Prime Minister be pleased to state:

(a) whether it is a fact that a representative conference of Burmese and Manipuri officials was held at Somra (Upper Burma) sometime in the 2nd week of February, 1954;

(b) the subjects that were discussed at the conference; and

(c) the decisions arrived at?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) (b) and (c). The Government of India have no information regarding this conference. It may, however, be mentioned that local officials have been permitted to correspond and hold discussions with their counterparts across the border on matters of a purely routine and local nature.

NICOTINE FROM TOBACCO DUST

135. Shri Dabhi: Will the Minister of Commerce and Industry be pleased to state :

(a) the total annual quantity of tobacco dust available in the country;

(b) the quantity and value of nicotine produced from tobacco dust during 1952 and 1953;

(c) the names of factories where nicotine is being manufactured from tobacco dust;

(d) the annual output of each of these factories; and

(e) the annual production capacity of each of these factories?

The Minister of Commerce (Shri Karmarkar): (a) About 38 million lbs.

(b) So far as Government are aware, Nicotine is not produced in the country.

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

चम्बल योजना

१३६. श्री बलबन्त सिंह महता : क्या सिचाई तथा विद्युत मंत्री १६ फरवरी, १९५४ को पूछे गये तारांकित प्रश्न संख्या १५१ के उत्तर को ध्यान में रख कर यह बताने की कृपा करेंगे कि :

(क) चम्बल योजना के अधीन जो ६०,००० किलोवाट बिजली तैयार किये जाने की आशा है वह गांधी सागर तथा प्रताप सागर—दोनों बांधों द्वारा तैयार की जायगी या कि गांधी सागर बांध द्वारा ही ;

(ख) यदि ये आंकड़े गांधी सागर बांध के सम्बन्ध में ही हैं तो प्रताप सागर बांध से कितनी बिजली तैयार की जायगी ;

(ग) इन बांधों से बिजली किन किन कस्त्रों तथा नगरों को दी जायगी ; और

(घ) इन बांधों से कब तक बिजली तैयार होने लगी ?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) By Gandhi Sagar Dam alone.

(b) Rana Pratap Sagar Dam is expected to generate about 90,000 K.W. of electric power at 60 per cent. load factor.

(c) *Madhya Bharat*.—Ujjain, Indore, Ratlam and Dewas.

Rajasthan.—Jaipur, Kotah Sawai Madhabpur, Lakaeri, Bundi and Newari.

Bhopal.—Bhopal.

(d) 1980.

PRODUCTION OF STEEL

137. Shri Mehnad Saha: Will the Minister of Production be pleased to state:

(a) whether it is not a fact that the per capita production of steel in India is only 7 lbs. against Spain's 50 lbs. and U.S.A.'s 1,400 lbs.;

(b) whether it is not a fact that the dearth of available steel is responsible for the partial or complete paralysis of many other industries started by Government and the public, e.g. the Chittaranjan Locomotive Works, the Visakhapatnam Ship Yard, the automobile industry and a host of others;

(c) how far the production of the new factory at Rourkela would meet the existing demands for steel;

(d) what are the plans of Government for starting new steel works to meet the demands of industrialisation;

(e) if a third steel plant is decided upon in the near future, whether Government propose to call foreign experts to erect the plant or will get it done by Indian experts; and

(f) what steps are being taken to achieve complete technical autonomy in the matter of future steel production?

The Minister of Production (Shri K. C. Reddy): (a) The available estimates of per capita consumption in countries named are of the order indicated.

(b) Shortage of steel in the requisite categories has been responsible for some slowing down in various engineering Industries. Position is relieved, however, by imports.

(c) The production in the Rourkela Steel Plant will be comprised mainly of plates, sheets and strips. It is expected to cover the deficit in flat products estimated in 1958.

(d) The matter is under examination.

(e) Assuming that the hon. Member refers to the establishment of another steel unit after the projected new steel Plant, no indication can possibly be given at this stage on the point raised.

(f) It has been made known that in the projected steel Plant the number of Germans to be employed will be kept down to the minimum commensurate with the requirements of efficiency. Indians will meanwhile receive specialized training for the progressive replacement of German technicians.

EGYPTIAN TRADE DELEGATION

138. Sardar Hukam Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that an Egyptian Trade Delegation visited our country during December 1953-January 1954;

(b) what places in India were visited by the delegation;

(c) whether the delegation was sponsored by the Egyptian Government; and

(d) if so, whether any progress was achieved in our commercial relations with that country as a result of the visit of this delegation?

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

(b) New Delhi, Calcutta and Bombay.

(c) Yes, Sir.

(d) They had discussions with the Federation of Chambers of Commerce and Industry in Delhi and with the tea, jute and cotton interests in Calcutta and Bombay. There were, however, no official discussions at Government level with the Delegation. The visit of the Delegation was only of an exploratory character, and therefore, it is not possible to say at present what progress has been achieved by this visit in the commercial intercourse between India and Egypt.

अमोनियम सल्फेट

१३९. सेठ गोविन्द दास : क्या उत्पादन मंत्री यह बताने की कृपा करेंगे कि :

(क) सन् १९५३ में सिन्दरी उर्वरक कारखाने में कितना अमोनियम सल्फेट तैयार किया गया;

(ख) उस में से भारत में कितनी मात्रा की खपत हुई;

(ग) कितना बाहर भेजा गया; और

(घ) ३१ दिसम्बर को कितना अमोनियम सल्फेट बिना बिका पड़ा था ?

The Minister of Production (Shri K. C. Reddy): (a) 2,65,602 tons.

(b) This is estimated to be 4,44,757 tons (including that procured from other sources). Separate consumption figures for ammonium sulphate drawn from Sindri are not available. The total quantity despatched from Sindri during 1953 was, however, 2,58,809 tons.

(c) 15,100 tons (including 100 tons gifted to Ceylon under Colombo Plan).

(d) 63,803 tons at Sindri.

FARIDABAD TECHNICAL INSTITUTE

140. Shri V. P. Nayar: (a) Will the Minister of Rehabilitation be pleased to state whether the production of the Faridabad Technical Institute has increased, since the present Manager took over and if so, by how much?

(b) Will a statement be laid on the Table of the House showing details of production of each of the various items produced in the Institute, for six months before and six months after the present Manager took charge?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) and (b). There was some decrease in the production of Technical Institute after the Ex-Manager, S. Madhu Sudan Singh took over on 29th June 1953. This was due to the general strike of workers in August-September, 1953 and the subsequent shifting of the machinery of different sections to proper sheds. A statement showing the production of the Technical Institute during the periods 1st January, 1953 to 30th June, 1953 and 1st July, 1953, to 31st December, 1953 is placed on the Table of the House. [See Appendix III, annexure No. 56.]

NEWSPRINT

141. Shri S. N. Das: Will the Minister of Commerce and Industry be pleased to state:

(a) the present requirement of newsprint in India;

(b) what part of it is met by indigenous production;

(c) the names of countries from where newsprint was imported in 1953, giving the quantity and price in each case; and

(d) if there is any indigenous production in India, the sources of supply?

The Minister of Commerce (Shri Karmarkar): (a) 60,000/70,000 tons per annum.

(b) There is no indigenous production at present.

(c) A statement is attached. [See Appendix III, annexure No. 57.]

(d) Does not arise.

SURVEY OF UNEMPLOYMENT

142. *Shri Dabhi:*
Pandit D. N. Tiwary:

Will the Minister of Planning be pleased to state:

(a) whether the survey of unemployment conducted in the 18 towns of India during the last year has now been completed;

(b) if the answer to part (a) above be in the affirmative, the results thereof in each of these towns;

(c) the exact method or methods adopted for the survey in these towns; and

(d) who conducted the survey?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (d). A statement is laid on the Table of the House. [See Appendix III, annexure No. 58.]

WIRELESS TRANSMITTERS

143. **Shri S. C. Samanta:** Will the Minister of Information and Broadcasting be pleased to state:

(a) the steps that have been taken to replace the old type of transmitters which are used for broadcasting; and

(b) whether it is a fact that the new types of imported transmitters are very simple, require less space and are cheaper?

The Minister of Information and Broadcasting (Dr. Kekkar): (a) Some of the projects in the Five Year Plan for the development of broadcasting in India involve replacement of transmitters, i.e. where one of a higher power is to be set up. No step has yet been taken to replace transmitters which have served their normal life.

(b) It is true that modern transmitters require less space. The re-

curing expenditure on these transmitters is less than on older types so far as valve replacements and cost of power supply are concerned.

STEEL BARREL FACTORIES

144. **Shri Bansal:** (a) Will the Minister of Commerce and Industry be pleased to state the number of concerns manufacturing steel barrels for petroleum and petroleum products in the country at present?

(b) What is the rated capacity of each?

(c) How many of them are completely or predominantly foreign-owned?

(d) What are the names of these foreign-owned companies?

(e) When did they start production in this country?

The Minister of Commerce (Shri Karmarkar): (a) and (c) to (e). A statement is attached. [See Appendix III, annexure No. 59.]

(b) The total capacity is over 35,000 tons per annum.

CALCUTTA CORPORATION

145. **Shri S. C. Samanta:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether the long-standing dispute between the Government of India and the Corporation of Calcutta with regard to realisation of rate bills of the Central Government's properties in Calcutta has been settled; and

(b) if so, how?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) No, Sir.

(b) Does not arise.

TEA CHESTS

146. **Shri Nanadas:** Will the Minister of Commerce and Industry be pleased to state:

(a) the annual production of full size and half size tea chests in 1952-53 and 1953-54 in approved plywood factories in India;

(b) the total number of tea chests (full and half size, separately) consumed in tea plantations in India;

(c) the quantity out of that referred to in part (b) above drawn from plywood factories in India for the years indicated in part (a) above; and

(d) the quantity supplied by each indigenous plywood factory?

The Minister of Commerce (Shri Karmarkar): (a) The total production of tea chests by the approved plywood factories in India during the calendar years 1952 and 1953 was 4.82 million sets and 3.17 million sets respectively. Separate figures for full size and half size chests are not available.

(b) On the basis of tea crop production in India during the years 1952 and 1953, it is estimated that the total number of tea chests consumed by the tea plantations during these years was roughly 5.4 and 5.3 million sets respectively.

(c) About 4.36 million and 2.97 million chests respectively during the years 1952 and 1953 from approved factories.

(d) Precise information is not readily available.

SALT

147. { **Shri Dabhi:**
 { **Shri Morarka:**

Will the Minister of Production be pleased to state:

(a) the nature and extent of the control on the production, movement and sale of salt in the country; and

(b) the present prices at which salt is sold in different Part 'A' States and Delhi as compared to the prices when the salt duty was in force?

The Minister of Production (Shri K. C. Reddy): (a) Under the Central Excises and Salt Act, 1944 and the Rules made thereunder the production or manufacture of salt is subject to the terms and conditions of licence to

be granted by the Salt Commissioner. The manufacture of salt by an individual or group of individuals in areas of 10 acres and less is, however, at present, exempt from licence. This exemption will be limited to areas of 24 acres and less from 1st March, 1955.

Control on the movement of salt is exercised by the Central Government to a limited extent by ensuring that the salt moving under the Zonal Scheme drawn up by the Central Government under Section 27(A) of the Indian Railways Act, 1890, enjoys "preferential traffic". There is no restriction otherwise on the movement of salt from the sources of production by road, river, ordinary rail traffic or any other mode of transport.

Sale of salt is not controlled by the Central Government but some State Governments exercise control of sale by distribution and price controls.

A list showing the different types of Controls over salt exercised by the States is attached. [See Appendix III, annexure No. 60.]

(b) A statement giving the desired information is attached. [See Appendix III, annexure No. 60.]

CLOTH EXPORT TO PAKISTAN

148. { **Shri G. P. Sinha:**
 { **Dr. Ram Subhag Singh:**

Will the Minister of Commerce and Industry be pleased to state the number of bales of cloth which have been sent to Pakistan in 1953-54 as far as information is available?

The Minister of Commerce (Shri Karmarkar): 13,25,000 yards of cotton piecegoods of the value of Rs. 10,64,000 have been exported to Pakistan between April, 1953 up to the end of January, 1954.

RUBBER TYRES

149. **Shri U. M. Trivedi:** (a) Will the Minister of Commerce and Industry be pleased to state the firms manufacturing pneumatic tyres in India?

(b) What dividends have they paid to their shareholders during the last three years?

(c) What is the percentage rise in the price of tyres as between those obtaining in 1940 and 1950?

(d) Has the price of raw rubber gone down 300 per cent. during the last six months?

(e) If so, has there been a corresponding fall in the price of tyres?

The Minister of Commerce (Shri Karmarkar): (a) (1) Messrs. Dunlop Rubber Co. (India) Ltd., Calcutta.

(2) Messrs. Firestone Tyre & Rubber Co. (India) Ltd., Bombay.

(3) Messrs. Travancore Rubber Works, Trivandrum.

(4) Messrs. National Rubber Manufacturers Ltd., Calcutta.

(b) Full and precise information is not available.

(c) 120 to 145 per cent. for certain selected sizes of motor car tyres.

(d) No, Sir.

(e) Does not arise.

150. Shri B. S. Murthy: Will the Minister of Commerce and Industry be pleased to state:

(a) the steps taken to manufacture X-ray apparatus in India and the results thereof; and

(b) the number of X-ray apparatuses imported during 1953-54?

The Minister of Commerce (Shri Karmarkar): (a) A firm is already manufacturing X-ray and other Electro-medical apparatus in the country. Permission has been given to another firm also for the production of this equipment.

(b) Statistics relating to imports of 'X-ray Apparatus' are not available as they are not separately recorded in the Accounts relating to the Foreign (Sea, Air and Land) Trade and Navigation of India. However, Electro-medical apparatus (including X-ray apparatus) to the value of Rs. 18,48,300 were imported during the seven months from April to October, 1953.

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THE Date 26.11.2014

PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

1479

1480

HOUSE OF THE PEOPLE

Monday, 8th March, 1954

The House met at Two of the Clock

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

3 P.M.

REPORT OF I. F. C.

ENQUIRY COMMITTEE

Mr. Speaker: Before the House proceeds further, I wish to fix up time for continuation of the discussion on the Industrial Finance Corporation Enquiry Committee's Report. The extension is rather an unusual one. The full time of 2½ hours was taken in the discussion and the only thing that remains to be done is the reply by the hon. Minister concerned. Hon. Members, I understand, want some further time. Two and a half hours was the maximum, as I said. But they want some further time. I have no objection to accommodate them, if they find the time. If they want time for everything, then it is not possible—I shall only call upon the Minister to reply. But if they want to accommodate themselves, then it is possible to find some time. Even the time that the Minister will require is an extra allotment—half an hour or so. So, as I said last time, the House has to take an overall picture of the whole situation. I had suggested one remedy, but it seems it was not acceptable to

hon. Members; that was the dropping of the question-hour sometime, off and on.

Some Hon. Members: No.

Mr. Speaker: If that is not acceptable, I do not think I can accede to extension of time. I shall call upon the Minister to reply today or tomorrow, according to his convenience. Half an hour at the end will be reserved for that purpose.

Shri Nambiar (Mayuram): We have already lost two hours from the time allotted for the Railway Budget. We cannot give time for the hon. Minister from Railway Budget. It is a difficult situation; we have already lost enough time.

Mr. Speaker: Order, order. The most difficult situation is for one who has to take an overall view of the session for the benefit of the whole House. That is the difficulty. Time has to be found. Either the House must sit longer hours

Shri Nambiar: We are prepared.

Mr. Speaker: But all are not prepared. That is one thing. (Interruption). If a substantial majority is prepared to agree, I am prepared to go by it.

Some Hon. Members: No.

Mr. Speaker: It is the Opposition which wanted a discussion on this.

Some Hon. Members: Yes.

Mr. Speaker: So, it has to be fixed according to the convenience of the Minister.

Shri Tulsidas (Mehsana West): May I make a submission, Sir? Will it not be possible to have only half an hour extra plus half an hour for the reply by the Minister on Friday which is the day for Private Members' Bills?

Mr. Speaker: I think I cannot fix the day now. But I can accept this arrangement of meeting each other fifty-fifty.

Shri Tulsidas: Thank you.

Mr. Speaker: Fixation of the day will have to depend upon the convenience of the hon. Minister. My only point is that if the reply is to be effective or to be understood, then there must not be a long gap between discussion and reply. That is why I am particular that it should take place within the course of this week. I shall consult the hon. Minister about his convenience and then fix up a day.

DEMANDS* FOR GRANTS—RAILWAYS

Dr. Lanka Sundaram (Visakhapatnam): About the cut motions, Sir, may I make a submission? Up to the moment, Demand No. 1 is under debate along with the cut motions. There are nearly a dozen Demands, cut motions with reference to which have to be disposed of. At the rate at which the debate is going on, the cut motions which come later will be blocked. A suggestion was made to you. I believe yesterday about the grouping of cut motions so that even the ones at the bottom might come in and be taken together.

Mr. Speaker: I could not follow the last suggestion.

Dr. Lanka Sundaram: About grouping of Demands so that cut motions could be taken up together. I believe a statement was sent to you yesterday; I have got a copy in front of me.

Mr. Speaker: What does he want?

Dr. Lanka Sundaram: Grouping of Demands together into various blocks—into 11 sections.

Mr. Speaker: What about the cut motions?

Dr. Lanka Sundaram: Cut motions will be taken together with reference to the Demands. For example, Demands Nos. 5 and 6 may be taken together; and the cut motions on those Demands can be grouped together.

Mr. Speaker: All the cut motions in respect of those Demands?

Dr. Lanka Sundaram: Where they are related to each other.

Shri K. K. Basu (Diamond Harbour): Those we have selected.

Shri Barrow (Nominated—Anglo-Indians): May I make a suggestion? We decided that certain demands should be grouped together. For instance, 3 and 4, 5 and 6. 9A and 12A and 12B—I am speaking from memory—15, 16, 17 and 18. Now, the suggestion is this, if you will be kind enough to agree, that a certain time be allotted, as for example, to Demands Nos. 3 and 4, and then a certain time for Demands Nos. 5 and 6 and so on so that all the Demands may get a fair share of the time. Only those cut motions will be moved as are on the agreed list.

Mr. Speaker: I am quite agreeable to accept this suggestion. In fact, I would have suggested it myself. Instead of carrying on with one demand without fixing the time, it is better if time is allotted to each demand separately. That was the practice in the predecessor bodies of this House. A specific time was fixed for a particular demand and, of course, if it was not finished, then guillotine was applied. That was the practice. So if the hon. Member's suggestion is acceptable to the Opposition, then it will be for them to fix up the time, not for me. Let them fix up the time up to which Demand No. 1 will go and we may stop at that time.

*Moved with the previous sanction of the President.

Shri Nambiar (Mayuram): We have already made a suggestion day before yesterday that Demands Nos. 3, 4, 5 and 6—as they relate to the administration by Railway Board, and railway staff matters—could be grouped together and 1½ days might be allotted. We have already made a submission in that line. That can be decided now.

Dr. Lanka Sundaram: I sent up to you, Sir, a list of groups. If you can kindly go through it and see if it is feasible, then it would be better.

Mr. Speaker: I think I shall have to see. He wants Demands Nos. 3 and 4 to be taken up along with No. 1?

Dr. Lanka Sundaram: Yes.

Mr. Speaker: Demand No. 1 is already under consideration. I shall place Demands Nos. 3 and 4 also. I believe the hon. Railway Minister has no objection.

The Deputy Minister of Railways and Transport (Shri Alagesan): In fact, many of the subjects under the cut motions have been covered in the hon. Members' speeches under this Demand.

Mr. Speaker: Demand No. 1 is already before the House. So, I place Demands Nos. 3 and 4.

DEMAND No. 3—MISCELLANEOUS EXPENDITURE.

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 1,32,26,000 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, 1955, in respect of 'Miscellaneous Expenditure.'"

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION.

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 28,21,34,000 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, 1955, in respect of 'Ordinary Working expenses—Administration'."

The selected cut motions are 96, 98, 225, 227, 239, 37, 39, 44, 100, 107, 108, 246, 255, 264 and 267. They may be moved.

Survey Policy

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

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

Survey of Halyal-Karwar Railway line

Shri Sivamurthi Swami: I beg to move:

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

Grievances of daily wages labour

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

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

Granting of licenses to caterers

Shri T. K. Chaudhuri (Berhampore): I beg to move:

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

Work of the Special Police Establishment

Shri P. Subba Rao (Nowrangpur): I beg to move:

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

Recommendations of the Pay Commission etc. for ministerial staff

Dr. Lanka Sundaram: I beg to move:

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

Shifting of Branch of Central Railway

Shri V. Missir (Gaya North): I beg to move:

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

Inadequate amenities like canteens, etc.

Shri Nambiar: I beg to move:

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

Promotions of Class II officers to Class I

Shri R. N. Singh (Ghazipur Distt.—East cum Ballia Distt—South West):

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

Reinstating of employees acquitted by Courts

Shri Nambiar: I beg to move:

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

Curtailment of facilities to workers in Erode (S. I. R. Section)

Shri Nambiar: I beg to move:

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

Recruitment to be based in proportion to the population of linguistic States

Shri T. B. Vittal Rao (Khammam): I beg to move:

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

Working expenses of Eastern Railway and Western Railway Administration

Shri U. M. Trivedi (Chittor): I beg to move:

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

Disabilities of Railway staff

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

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

Increase of posts in higher scales of ministerial staff

Shri Nambiar: I beg to move:

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

Mr. Speaker: These cut motions are placed before the House. Now, what is the time that we are fixing for this?

Shri Barrow: My suggestion is that we may go up to five o'clock for all these three Demands.

Mr. Speaker: Yes. We have taken all these three Demands together and we will go up to five o'clock. The further Demands are Nos. 5 and 6.

Shri Nambiar: Mr. Speaker, I have already submitted in my speeches on the general discussion that the grievances of the staff are mounting and there is growing discontent. I have to add that the staff are not well treated. The concessions which were enjoyed by them during the last 5 years are being withdrawn by the Railway Administration one after the other. I can quote certain instances. With regard to pass facilities, I can say that the quantum of passes already issued are now reduced. For instance, persons who were drawing Rs. 76 on or

before 3rd May, 1948 are considered to have qualified for inter-class passes whereas those who are getting that pay after that day are disqualified for inter-class passes. With regard to the Privilege Ticket Orders, there is curtailment. Another factor is the retired railway employees were getting passes and that is now being reduced to the minimum. Those who have put in 30 years' service only are given one set of passes in 5 years with regard to class IV staff. So also with regard to class III, the concessions they were previously enjoying are being curtailed. With regard to the workshop or loco shedmen who are entitled to take half a day off previously, that right has now been deprived and the Railway Board have said that even if these men take half a day's leave, that will be treated as equal to one day's leave. This is also a curtailment of their rights.

[MR. DEPUTY-SPEAKER *in the Chair*]

With regard to gratuity, there is a new innovation made now. Even if a railway servant retires after putting in 30 years of service, his gratuity may be proportionately reduced according to the whims and fancies of the administration by seeing his service record. This is a very wrong thing and it is a new attack on the railwaymen.

The railwaymen enjoyed medical facilities not only for themselves, but for their wives and children, and even their dependents got the facilities. Now, the right of medical treatment in respect of the dependents is denied, and I do not know the reason for it.

With regard to maternity leave, the Railway Board has issued an order that that leave is to be given to the women staff only once in three years. That means that the Railway Board wishes women employees to produce children only once in three years! I do not know whether this is a part of family planning, but let the Railway Board state it clearly. That order of the Railway Board is ununderstandable

and without sense. Whenever there is a claim for maternity leave, it used to be granted, but why should this be restricted to once in three years? It is absurd, there is no meaning in it. I do not know if it is part of family planning. If it is so, let the Railway Board introduce it at home first before introducing it in the Railways.

Similarly, there is a curtailment of the holiday facilities. Communal holidays are now refused on the occasions of Onam, Diwali, Ramzan and Christmas. Railwaymen used to get fully-paid holidays on these occasions, but they have been denied these holidays now, and are called up for duty on such important festive occasions as these.

I do not understand the difference between matriculation and non-matriculation qualification in the case of the running staff. They do the same work, but why should there be a difference in the pay? A driver who has passed his matriculation gets Rs. 20 more than a driver who has not got that qualification. All the same, both will be doing the same job. I consider this as a discrimination. Last year when I raised this question, the Railway Minister said that a knowledge of Hindi or other vernacular is to be encouraged. In spite of that assurance, the matriculation qualification is still insisted upon, for which there is no justification given.

With regard to the Payment of Wages Act, the Railway Board refuses to accept certain sections of the Act. Whenever a Railway servant is suspended, on reinstatement he is given full pay for the period of suspension. In fact, that was the judgment of the Bombay High Court—any curtailment of full pay during the period of suspension is *ultra vires* and is against the Payment of Wages Act. There is a specific case in which this judgment has been given, and in spite of that, the Railway Board refuses to give full pay for the period of suspension. I have brought many such cases to the notice of the Railway Board. Not only that, but I can also quote an instance

[Shri Nambiar]

with regard to the curtailment of annual increments. For imposing punishment, annual increments are cut and this is quite in violation of the Payment of Wages Act. The Railway Board must also consider this point. A third violation is reduction to a lower scale. I can quote the instance of an instructor who was reduced to the stationmaster's category. He was getting a basic pay of Rs. 115, and as a punishment it has been reduced to Rs. 76. I may, in this connection, bring to his notice the case of one Mr. M. Thomas, an instructor in the Transportation School in Trichinopoly whose pay was reduced from Rs. 115 to Rs. 76 as a punishment. The reply given to his appeal is:

"In accordance with Rule A. 10, Chapter III of G.M.S.O., it is left to the authority imposing the penalty to fix the pay of an employee on reduction from a higher to a lower grade or post."

The rule which is quoted is an old rule which obtained in 1941 before the Railways were taken over from the company and before the new rules came into force. Such reductions of salaries are also a violation of the express provisions of the Payment of Wages Act.

Apart from this there are several instances of withdrawal of concessions and major curtailment of the rights of the railway staff. Previously the loco-sheds were governed by the Factories Act. If the staff work after five o'clock in the evening when routine working hours are over, they are entitled to an over-time allowance, and the staff in these sheds were getting this allowance. Now, very cleverly the loco sheds have been removed from the operation of the Factories Act; thereby the over-time allowances enjoyed by the staff are taken away. This real grievance of the staff was brought to the notice of the Railway Minister during the course of the debate on the Railway Budget last year also; but it has not been redressed. I

would appeal to him to issue orders that these loco sheds and other working depots on the lines should be brought back under the purview of the Factories Act.

With regard to the recruitment of the sons of railway servants, the hon. Minister said that it is against the spirit of article 19 of the Constitution.

The Deputy Minister of Railways and Transport (Shri Alagesan): May I bring to your notice, Sir, that most of the points which the hon. Member is now making are mere repetitions, and were made yesterday.

Shri Nambiar: They may be repetitions—but let him give one answer both to Mr. Anthony and Mr. Nambiar.

Shri Alagesan: I am prepared to reply to every point: I have no objection. But it is a question of the time of the House.

Shri Nambiar: I shall adhere to the time-limit, so far as I am concerned.

What we say is this. Formerly sons of railway employees had a certain percentage of vacancies—say 10, 20, or whatever it may be—reserved for them. The Constitution does not say that you cannot make any reservation for them.—reservation in the sense that when appointments are made certain applications of sons of railway employees may be considered and a certain quota given to them. That does not in any way violate the provisions of the Constitution. It is a wrong ground to deny railway employees' rights. My submission is that their case must be favourably considered. There is introduction of a new literacy qualification for class IV staff. Class IV staff (manual labourers) were recruited without any condition that they must be literates or not. Whether he is a gangman or pointsman, now he must have a qualification, he must be literate in any language. Otherwise he will not be recruited, that is the latest order. There were cases on the South Indian Railway where twelve persons have been issued notice of termination of service in Mangalore. That

matter has been represented to the Ministry. This condition is wrong. We know in our country there are about 90 per cent. illiterates; only 10 or 12 per cent. are literates. It would mean that railwaymen should come only from this 10 or 12 per cent. and the rest 88 or 90 per cent. of the people of this country will not get a chance of recruitment to the class IV category in the Railways. This is a very wrong idea. Therefore, that condition for recruitment to class IV must be withdrawn; that must be cancelled.

Discrimination is also shown with regard to the payment of travelling allowance. Class IV staff are not given travelling allowance taking the dearness pay also into consideration. When travelling allowance is to be considered, dearness pay is also to be taken into consideration; then they are entitled to a travelling allowance of Rs. 1-8-0 per day; today they are paid only thirteen annas. Repeated petitions have been sent by them but with no result.

I have to submit with regard to the ministerial staff as well as the station masters and such other categories, at least 50 per cent. should be in the higher grades—all the higher grades put together;—there may be at least 50 per cent. in that and in the lower category, you may put 50 per cent. That is all my submission.

Mr. Deputy Speaker: I will not allow the hon. Member to go on taking the time of the House....

Shri Nambiar: I have not taken ten minutes, Sir.

Mr. Deputy Speaker: He took part in the General Discussion. I am getting repeated letters saying 'I have had no chance to speak; what is the use of my coming to Parliament?' Shall I read out letter after letter? The Member should not think that he has got a monopoly of all the grievances. Only one more minute will I allow him.

Shri Nambiar: With regard to station masters, and ticket examiners, with regard to that category, let the lowest category have 50 per cent., let all the other categories put together

have 50 per cent; that is a very reasonable suggestion and I think the Railway Minister can accept it; he may please do it.

Regarding the accidents in workshops, in each case where there was an accident formerly, that was treated as an accident and the railwaymen used to get their salary. There is now a committee formed—accident committee—and this committee consists of persons—certain supervisors and certain other persons whom the Administration or the manager likes and that committee says, whatever be the accident, that it is neglect on the part of the worker. Therefore, he does not get the wages for all the days that he is on sick leave even though he had met with accident while on duty. This is a very serious check on his rights and what I submit is that this should be removed.

They say that during the last five years, more wages have been paid to the workers, more concessions have been given to the workers. This is wrong, I have narrated these facts to convince the hon. Minister for Railways that whatever emoluments they have been given during the last five years, are not enough. That is my submission. All these concessions have been withdrawn and the railwaymen are treated very badly. It is high time that the Administration opens its eyes and sees the realities and sees that railwaymen are fairly dealt with. That is my submission and I hope the Railway Minister will consider this submission.

Shrimati Jayashri (Bombay—Suburban): Sir, I thank you for giving me this opportunity to speak a few words on the Railway Administration. The public will appreciate the proposed new travel concessions but it seems that part of that concession is withdrawn as it will only be available for chargeable distances of 150 miles or over. The former distance allowed was 50 miles. Besides this I would request that concessions should also be given to travel on river by boats and steamers.

[Shrimati Jayashri]

The Administration has initiated a policy of elimination of first class in trains and I would request that the same policy should be adhered to. It seems anomalous that this policy is followed in other trains but it is not allowed in Bombay suburban trains. There in the electric section for the daily card tickets, the charges are made according to the first class and not according to the second class. So I request that the daily fares should be charged according to the second class tickets.

Then I would like to say something about amenities to passengers. In the Railway budget a sum of Rs. 3 crores is set apart for amenities to passengers. While appreciating the efforts of the Railway Ministry in this connection I would draw the attention of the hon. Minister to the fact that the cost of many major works or buildings, that is to say expenditure of a capital nature, is debited to this account with the result that a big slice is taken away from this fund. In the Bombay suburban trains the number of passengers is very large, both on the Western and Central sections of the railway. And it is their demand that out of the main provision for passenger amenities a separate provision for the amenities of passengers on suburban railways may be made, and that thereafter a three year plan for passenger amenities on suburban sections in the order of priority may be made. And for the purpose of making such a plan they want that a non-official committee representing the suburban area should be formed.

There is another urgent matter to which I would like to draw your attention. Near the Andheri railway station a sub-way has recently been built by the Bombay Municipality. During rains the nullah will be choked and all the rain water will flood the village that is very near the Andheri station. The population of the village is ten thousand and the village people will

experience great hardship. So I would request the hon. Minister to do something in this matter.

Another thing is about the Andheri yard. A few days back a representation was made to the hon. Minister on behalf of the Grass Merchants' Association with a view to make the growth, supply and distribution of grass easy and steady. The Andheri yard requires to be made permanent and central with all necessary facilities according to the programme of shifting Bombay cattle in suburbs. Till then the supply of wagons to the various stations should be so fixed as to feed all cattle nearer to the respective station with a view to save transport. I would draw the attention of the hon. Minister to this also and request that wagon facilities may be given to help in the transport of grass.

The last thing I wish to mention is about the rate of dividends. According to the Convention the Railways at present pay dividends at the rate of four per cent. However, in view of the Central Government's borrowing at the rate of 3½ per cent. it is reasonable to expect that a Committee of Parliament will consider it as a sliding scale from 4 per cent. to 3½ per cent.

I wish to draw the attention of the hon. Minister to these matters.

Shri M. D. Joshi (Ratnagiri South): Sir, I thank you for giving me this opportunity to draw the attention of the hon. the Railway Minister to the need of construction of railways in my part. Last year, at the time of the general discussion of the railway budget, I had taken the opportunity of pointing out the absolute necessity of constructing a railway line through Konkan Area. There was no specific assurance at that time, nor even today have we got any specific assurance to that effect. However, I was very glad to note that in reply to the debate in the Council of States, the Railway

Minister was pleased to make the following statement. I shall quote a few lines from his speech:

"I am also considering the examination of such alignments as Cape Comorin to Bombay on the west coast line which have so far been considered as an 'impossible proposition'. While it is not going to be an easy matter financially or technically, demanding as they did engineering skill and talent of very high calibre, we need not be unduly pessimistic about the availability of such talent.

"I do want, however, that a preliminary examination should be made and I shall advise the Railway Board accordingly."

This statement has given us hopes about the solution of our problem. This is a very old and important request which has unfortunately not been taken note of. I, therefore, thank the hon. Railway Minister for this important pronouncement.

What I have to bring to his notice is that the Diwa-Dasgaon Railway has been taken up for survey. We learn that a survey was made several years ago. But, the present survey will be made from a fresh point of view. What is proposed or contemplated is to have a broad gauge railway. What I want to stress is that we should not tie ourselves down to the construction of a broad gauge railway. I shall state the reasons briefly. If goods have to be taken from Bombay to Belgaum or vice versa, transhipment is necessary at Poona because there is no metre gauge from Poona to Bombay. Now, if the metre gauge railway is constructed from Bombay to Belgaum via Konkan along the west coast, it will solve the problem of carriage of goods from Belgaum or the Southern Mahratta country and the question of transhipment will not arise. That is one thing. Secondly, a metre gauge railway will cost less. However, this is merely a suggestion for the consideration of the

Railway Minister. We are not insisting upon any particular kind of railway. What is necessary is that a railway must be constructed because my part of the country provides a population of six to seven lakhs of people in Bombay, mainly labourers, and of the middle class, clerks, students, teachers and people in all walks of life. For four months of the year we are practically cut off from Bombay. No doubt, there is an S. T. bus service, but that falls short of the demand of the people. For example, in the days of the Ganpati festival, lots of people have to go to Ratnagiri District and there is no transport. Last year, the steamer company stopped the monsoon service—which was a weekly monsoon service. Then, we had to make representations to the Transport Minister and he was kind enough to instruct the company to start their service. That is one aspect of the problem.

Another aspect is that my region is absolutely undeveloped. The only way to develop the area is to start industries—small-scale as well as large-scale industries. Those industries are impossible of realisation, unless there is a railway. We must not look at it from the point of view merely of profits and losses. No Railway has been a profitable concern in the beginning. Experience shows that All Railways have incurred losses in the first instance, and as the people become railway-minded in course of time, and take advantage of the railway communication, and after that part of the country is developed, it works profitably. Take the case of the Southern Mahratta Railway. it was not a profitable proposition in the beginning. Now, there is development all round. Factories have grown up; there has been industrialisation of that region. Today the Southern Mahratta Railway is very inadequate to satisfy the needs of the people. Therefore, in all humility, I urge on the hon. Minister the necessity of constructing this Railway. This necessity has been pressed even in the Council of States by several Members and I request the hon. Minister to

[Shri M. D. Joshi]

undertake a survey of this line for the construction of a broad gauge or metre gauge railway, with a view to further extend the line up to Mangalore up to which a railway exists, so that our problem may be solved. There is another reason: that is the strategic point of view. The western coast is not provided with any railway. In case of necessity, if there is no railway there, problems of the defence of this coast will arise and we will have to face a lot of difficulties. From that point of view also, a railway is absolutely necessary for my part of the country.

पंडित ठाकुर दास भार्गव (गुडगांव) : जनाब डिप्टी स्पीकर साहब, मैं इस रेलवे बजट के मौके पर आनरेबुल मिनिस्टर साहब को मुवारकबाद नहीं देना चाहता हूं क्योंकि मेरी मुवारकबाद कुछ बेमानी है। लेकिन मैं बड़ा खुश हूं कि इस मौके पर मैं अपने दूसरे (opposition) के भाइयों को मुवारकबाद देता हूं कि उन्होंने आबवियस चीज को देखा और उनकी कद्र की और उनके काम का एप्रिसिएशन किया। मैं तो जानता हूं कि जिस काम में वह हाथ लगाते हैं चाहे वह रेलवे का हो या कोई और, उसमें वह गरीबों से हमदर्दी, नेक नियती और सच्चाई से ज़रूर काम लेते हैं, जैसा कि हम आज भी देख रहे हैं।

इस बबत में यह अर्ज करने के लिये खड़ा हुआ हूं कि हमारे रेलवे के एडमिनिस्ट्रेशन में चन्द उसूल मान लिये गये हैं जो कि गरीबों के मफाद के नहीं हैं। आनरेबुल मिनिस्टर साहब क्या करेंगे? रेलवे बोर्ड ने बड़े अर्सें से कह रखा है कि नई रेलवे लाइनें वहीं खुलेंगी जहां के लिये स्टेट गवर्नरेंट हम से कहेगी। और भी एक नया उसूल कायम किया गया है कि रेलें नई वहां चलाई जायेंगी जहां कि इंडस्ट्रीज के इंटरेस्ट में खुलना ज़रूरी होगा। मैं कहना चाहता हूं कि जब तक आप यहां पर एडमिनिस्टर करते हैं उस बबत तक इन

उसूलों को भूल जायें। अबल तो यह सत्ती कि इलाके इंडस्ट्रियलाइज्ड नहीं हैं..... इंडस्ट्रियलाइज्ड किस की वजह से नहीं हैं, या तो लोकल गवर्नरेंट की मेहरबानी से या फिर सेप्टल गवर्नरेंट की वजह से उन पर तबज्जह नहीं हुई..... दूसरे यह कि कुछ ऐसे इलाके हैं जहां पर कि स्टेट गवर्नरेंट्स तबज्जह नहीं करती और उनको स्टेप मदरली ट्रीटमेंट देती है। जब स्टेट गवर्नरेंट्स उन को नजरअन्दाज करती हैं तो रेलवे बोर्ड भी नजरअन्दाज करता है।

मैं अर्ज करता हूं दिल्ली के अन्दर, जो कि हरियाना प्रान्त का सब से बड़ा शहर है, चिराग तले अंधेरा वाला मामला है। लड़ाई के दिनों में पानीपत से रोहतक जाने के लिये जो लाइन थी वह डिस्मेन्टल की गई थी जिसको कि आपने अब तक रिस्टोर नहीं किया है। वह रेल गोहाना व उस इलाके में से होकर जाती थी। गोहाना मंडी को इसके न खुलने से बड़ा नुकसान पहुंचा है लेकिन वह सब की सब बैसे ही पड़ी हुई है। पंजाब गवर्नरेंट ने उस लाईन की जगह चंडीगढ़ में रेलवे बना दी, जो लाइन बनाना ज़रूरी था, उस को छोड़ कर नये चंडीगढ़ को प्रायरिटी देना अच्छी बात नहीं।

मैं अर्ज करना कि भिवानी से रोहतक रेलवे सन् १९२८ या १९३० के अन्दर सर्वे हुई थी, लेकिन उस के लिये लोकल गवर्नरेंट की आंख नहीं खुलती क्योंकि हरियाना का इलाका ऐसा है जिसे गवर्नरेंट सिन्हेला समझती है।

अब आप जिला गुडगांव का मुलाहजा फ्रमायें, जहां से मैं आता हूं। उस कांस्टीट्यूएंसी ने मुझे यहां मैम्बर मुन्तज़ब किया है। वहां गुडगांव से लेकर अलवर तक कोई रेलवे लाइन नहीं

है, हालांकि उस रास्ते में दो तहसीलें भी पड़ती हैं, नूह, फिरोजपुर, जिरका। वहां पर रेलों की तो कमी है ही, वहां पर सड़कें भी बहुत कम हैं। पंजाब में यह गुड़गांव जिला ही इस तरह का है जो कि "चिराग तले अंबेरे" की सबसे बड़ी मिसाल है। मैं अदब से अर्ज करना चाहता हूं कि आप इस इलाके को छोड़ देते हैं और इसके साथ दूसरे हिस्सों के मुकाबले बराबरी का दरजा नहीं देते हैं। हमारे कांस्टीट्यूशन में बराबर की इकानामिक जस्टिस की बात लिखी है। वह इकानामिक जस्टिस हम को तभी मिल सकती है जबकि रेलों से किसी इलाके को महसूम न किया जाय। तिजारत इकोनोमिक तरकीव सम्यता अब रेल की लाईन पर चलती है बैलों की गाड़ी पर नहीं चलती है। इस वास्ते में अर्ज करूंगा कि इस इलाके का खास ध्यान रखा जाय।

इसके अलावा मेरी आप के सामने अदब से यह गुजारिश है कि सब जगह तीन तीन रेल जाती हैं, लेकिन हमारे इलाके में सिर्फ दो ट्रेन ही हैं मसलन जाली से हिसार तक हम को दो ट्रेन ही दी हुई हैं और तीसरी ट्रेन जो लड़ाई के पहले पहले चलती थी, वह अब तक वहां जारी नहीं हुई। रिवाड़ी भट्टिडा लाईन पर इन में भी जो एक ट्रेन जाती है वह सिरसा पर ही खत्म हो जाती है और सिर्फ एक ही ट्रेन सिरसा से भट्टिडा तक जाती है। सरकारी जो नक्शा है उसमें हम देखते हैं (punctuality) के बारे में कि ८२ परसेंट अब आपकी एफीशियेंसी है। मैं अदब से अर्ज करना चाहता हूं कि यह एफीशियेंसी सब रेलों पर इकली डिस्ट्रीब्यूटेड नहीं है। वह इलाका, भट्टिडा से गंगानगर तक का और राजपूताना का एरिया, ऐसा पिछड़ा हुआ है कि इसकी तरफ जरा भी तबज्जह रेलवे बालों की तरफ से नहीं दी जाती। आप को सुन कर ताज्ज्वल होगा कि रेलवे आफीशियल्स

पैसेंजर्स की इस एरिया में कोई परवाह नहीं करते और जान बूझ कर इतनी रेलों को लेट करते हैं कि भट्टिडा की तरफ यह हालत है कि हमारी सारी गाड़ियां लेट होती हैं, कई कई बंटे लेट होती हैं और एक एक स्टेशन पर बंटे बंटे भर तक खड़ी कर देते हैं।

एक माननीय सदस्य : दस दस बंटे लेट होती हैं।

पंडित ठाकुर दास भार्गव : मैं गंगा नगर से भट्टिडे को जाता था तो मोटर से तीस मील हिन्दूमलकोट को जाता था और वहां से ट्रेन में बैठता था, रेल से सीधे दिल्ली को गंगानगर से नहीं आता था गो कि वहां से दिन को चन्द बंटे पहले ट्रेन चलती थी। मैं उस रेल से सवारी नहीं करता था, क्योंकि उससे कभी वक्त पर नहीं पहुंच सकता था। एक दो बार आया भी और वक्त पर पहुंच गया, लेकिन दिल्ली आते आते फिर गाड़ी लेट हो गयी। रेलें कभी वक्त पर नहीं पहुंचतीं। मैं उम्मीद करता हूं कि राजपूताने की इस लाईन पर खास ध्यान दिया जायगा।

एक और इस मामले में शिकायत है। जब कहत पड़ा हुआ था तो चारे की गाड़ियां आती थीं तो लोगों ने शिकायत की कि कई जगहों पर रेलवे बालों ने चारे की गाड़ियों को जला दिया। मुझे पता नहीं कि यह कहां तक सच है, लेकिन लोगों ने वहां इतने जोर से इस बात को कहा कि मालूम होता था कि कुछ न कुछ सचाई इसमें जरूर है। रेलवे बालों ने भी इसकी इक्वायरी कराई थी।

अब दो बातें और हैं। एक तो यह है कि एक्स-बीकानेर-स्टेट रेलवे का मर्जर हुआ, उस वक्त यह एश्योरेंस दिया गया था कि किसी भी एम्प्लाई के साथ ऐसा सलूक नहीं होगा कि वह किसी^ए डिसएडवांटेज में रहे और पूरे हक्कूक उन को मिलेंगे। लेकिन जहां तक एकाउंटेंट्स और क्लास बन का सवाल है

[पंडित ठाकुर दास भाग्यवं]

और सब हैड्स और एकाउंटेंट्स का सवाल है, उनके बारे में (employees) को शिकायत है। वह यह कि आपने औरों के लिये तो २८ सितम्बर सन् १९५० की तारीख मुकर्रर की, लेकिन इन क्लास वन बालों के लिये आपने वह तारीख नहीं रखी, बल्कि इन को जो २८ परसेंट से ज्यादा थे डी प्रेड कर दिया गया और पहली अप्रैल सन् १९५० के बेसिस पर उन को ग्रेड जो दिया जाना था वह नहीं दिया बल्कि २८-६-५० की बेसिस लागू कर दी। हालांकि बाकी हिन्दुस्तान भर के लिये आपने २८ सितम्बर सन् १९५० के हिसाब से रखा था, इन के लिये आपने यह तारीख मुकर्रर की, यह शिकायत और करने के कानून है। मुझे उम्मीद है कि आप इस पर योर फ़रमावेंगे। मैंने रेलवे मिनिस्टर की सेवा में इस बारे में सवाल में ज़े हैं उम्मीद है वह इंसाफ़ करेंगे।

एक छोटी सी बात और कहनी है और वह यह है कि आपके महकमे में छोटे छोटे जो ला असिस्टेंट्स हैं और ला इंस्पेक्टर्स हैं, कोर्ट्स में, और चीफ़ इंस्पेक्टर्स वर्ग रह हैं, इन का एक मैमोरेंडम आपकी सिद्धत में आया होगा। मुझे उम्मीद है कि आप उस की तरफ़ तबज्जह देंगे। वे लोग बी० ए०, एल एल० बी० पास हैं, उन को २०० से ३०० के ग्रेड में रखा जाता है। उन से आप ५ साल की एडवोकेट की प्रेक्टिस मांगते हैं। इस तरह जो क्वालीफिकेशन्स हमने हाईकोर्ट के जजेज के लिये और सैशन्स जजेज के लिये रखे हैं वह क्वालीफिकेशन हम उन से मांगते हैं, लेकिन उनकी तनख्वाह हम ने २०० से ३०० तक ही रखी है। वह इससे ज्यादा नहीं बढ़ सकते, क्योंकि ४०० से कम ही उनकी तनख्वाह रहती है और आगे (class I) में नहीं जा सकते। उनकी तनख्वाह ३०० या ३५० पर खत्म हो जाती है। इनने क्वालीफिकेशन

होते हुए भी वह अपनी सारी जिन्दगी में ३०० या ३५० तक ही जा सकेंगे। इस बास्ते मेरी अदब से गुजारिश है कि इनके काडर का आप स्थाल रखें और देखें कि इनमें से कम से कम ऐसे अशालास जो ब्राइट हैं और अच्छा काम करते हैं, इनको ऊंची जगहों पर बढ़ने का मौका दिया जाय। बस, यही मुझे आप से अर्ज़ करना था।

Shri Muniswamy (Tindivanum): At the outset I should like to state that we are not able to understand some of the secrets of the Railway Board, and the policy which they are following. When I say secret, I mean that they have got certain policies and methods, which are not easily understandable by people like us.

There is no proper organisation through which the ordinary railway labourers and their associations could represent their grievances. The hon. Minister was pleased to say the other day that there is the Railwaymen's Federation. But I must tell him that the practical difficulty of all the unions in the Railways is that they are not able to push their case through the Railwaymen's Federation. What alternative source is there for these unions to represent their grievances?

Another thing I would like to point out is that when representations are made to the hon. Railway Minister or the Railway Board, in many cases, we get a suitable reply, and as far as I have seen, we do get a suitable reply, but that is all; they are not schoolmasters to give answers to the questions. I would request the hon. Minister to see that their cases are properly considered, and something is done to them.

The other day, I represented to the hon. Minister and also the Railway Board, the case of the sanitary inspectors. They are classified as supervisory staff. Prior to 3rd May 1948, they were given upper class passes, like other officers, but since that date,

all of a sudden, the upper class passes have been stopped for these people. We do not understand why this discrimination should have been made against these sanitary inspectors. I would request the hon. Minister to see that proper consideration is shown to them, and to remove inconsistencies in this regard.

Even though repeated representations have been made to the Railway Board and the hon. Ministers, the case of the running staff has never been properly considered at all. In the case of 'B' Grade firemen, all of a sudden, the literacy qualification was introduced, and people who have passed the S.S.L.C. examination have been taken directly as firemen. But what about the case of those who entered service before this literacy question was introduced? Some of them have put in more than ten years of service. They were recruited by a staff selection board, after proper examination, and the minimum qualification expected of them was only IV Form. They were never required to pass the S.S.L.C. examination when they entered service. But suddenly, this literacy qualification has been introduced, and their chances of promotion have been reduced. The number of persons affected is very small, and I would therefore request the hon. Minister to look into their case favourably.

Another point is about telegraph inspectors. They are people who look after the maintenance of the telegraph lines. They have been recruited in the normal manner and they are people who have put in a service of more than ten or fifteen years. The question of wireless inspectors came in at the time of war. They are now classified along with telegraph inspectors. Whenever certain appointments or grades are introduced, the cases of the telegraph inspectors are overlooked. The wireless inspectors who are called communication inspectors at present came into the picture only at the time of war. Now, what happens is that the

telegraph inspectors who have put in a service of more than ten or fifteen years and who look after the work which used to be done by the wireless inspectors are neglected and overlooked. I hope their cases will receive the deepest consideration of Government and a proper solution will be found.

I now come to the grievances of travelling ticket examiners. Representations were made by them that they should be classified as running staff. They are not sitting staff. They have been representing that they should be classified as running staff along with drivers and firemen. Their cases have also been overlooked. It is a small case, and the Railway Board can easily understand it, if only they have a mind to look into the matter.

Mr. Deputy-Speaker: What is the meaning of "running" staff—all those who go in a running train?

Shri Muniswamy: Drivers and firemen are classified as running staff and the travelling ticket examiners wanted to be also classified similarly; otherwise, they do not get the benefit of it. As a matter of fact, they do not even have a place to sit whenever they travel. A travelling ticket examiner going from Egmore to Trichinopoly has all the time to keep on standing. He cannot go and sit anywhere. He cannot go into the Guard's van. The Guard does not allow him, because he may have somebody along with him so he refuses.

There are ever so many things, but I do not want to mention them all. I do not understand the secrets of the delay. According to the Railway Board, delay means ten years. That is the minimum. I am not exaggerating. I shall give you an example. An estimate for constructing an overbridge in Cuddalore N. T. was sanctioned ten years ago. Nobody came there. I requested the hon. Deputy Minister to visit that place. He was

[Shri Muniswamy]

pleased to visit it. The moment the hon. Deputy Minister came there, the C. O. S., the C. T. S., the D. T. S., the A. T. S. and all kinds of people came running like ants attacking a sugar candy, and the work was completed. I must thank the hon. Deputy Minister on behalf of my constituency. What happens is that we cannot be taking the hon. Railway Minister or the hon. Deputy Minister to each and every place where a work has to be executed. This is another point which I want the Railway Ministry as well as the Railway Board to bear in mind.

Now, about accidents, we know very well what happens in an aeroplane. People are nowadays afraid of travelling in aeroplanes, but I think that a reference to the volume of papers supplied to us will show that accidents to trains are increasing gradually. Perhaps a time may come when people will have to insure themselves before boarding a railway train. In 1951 the number of railway servants killed in railway accidents was 185, but in 1952 it rose to 226. Others from the public who were killed in railway accidents amounted to 3,588 in 1952, but this figure rose to 4,153 in 1953. I do not understand how we are getting on with the railway administration and how we can get on with the railway administration in this manner, by which there is an increase in accidents year by year.

Shri Nambiar: Increase in accidents and reduction in wages.

Shri Muniswamy: The accidents involve not only railway servants but also passengers belonging to the public. This sort of thing should not go on, and accidents must be checked.

Now, I want to refer to a matter concerning my constituency. I refer to the Viluppuram Junction. It is a very big junction not only in the Southern Railway, but also throughout India. Some representations were made, and I have also represented

the case to the hon. Railway Minister, regarding a level-crossing on the northern side of Viluppuram Junction. I have a suggestion to make. I do not know whether the hon. Deputy Minister has visited that place. I request him to visit it. Instead of having a level-crossing, I want to suggest to the railway authorities to construct a wall, because the level-crossing gate is closed for nearly eighteen hours in the twenty-four hours of a day. So, it is practically closed. Therefore, why should you at all have a gate? Better have a wall or rather two walls, so that nobody can pass through. It need not be called a gate. When you call something as a gate, it means a gate through which you can go in and come out, but in this level-crossing, nobody is able to go in or come out. That is why I suggested that we may as well put up two walls. This is a serious case, and I would request the hon. Deputy Minister to come and see it.

The Minister of Railways and Transport (Shri L. B. Shastri): But a railway train can break through the wall.

Shri Muniswamy: I request that an overbridge or an underbridge may be constructed. I request some of the officers to visit that place.

Now, I come to the Viluppuram goods shed I do not know whether the hon. Deputy Minister has visited any goods shed, leave alone the goods shed at the Viluppuram Junction. This goods shed in particular is a very small one. It was constructed some years ago, and it cannot accommodate enough goods. Poor clerks working in the parcel office are punished for not being able to give proper discharge for the goods, but then, how could they accommodate a lot within such a small space? One cannot accommodate hundred people in fifty chairs, and this is what the poor clerks are asked to do. If you are not able to accommodate hundred people in fifty chairs, you are condemned. How could that be done

by anybody? That is the situation in Viluppuram goods shed.

I had been to see the railway colony at Viluppuram Junction. There are practically no electric lights. I have seen so many posts without lights. This is a very important junction, and I request the hon. Minister and the Railway Board to take into consideration these points.

Another thing I want to mention is about the social activities that are being done in railway trains. It is not a simple thing. It is most important. There is something like a *bhajan* going on in the railway trains. It creates a lot of nuisance and trouble. There is a train running between Trichinopoly and Lalgudi, and I would request the hon. Minister to visit it. People are not allowed to get into that train. In a carriage where some fifty or hundred people can be accommodated, a few people are carrying on a *bhajan*, and they do not allow passengers to get in. They say, "we are doing *bhajan*; please get into the adjacent carriage."

Mr. Deputy-Speaker: Are these people passengers?

Shri Muniswamy: Yes, passengers. They conduct *bhajan*, and whenever anybody wants to enter that carriage, **they ask them to go to the next carriage**. These people are not merely passengers, but they also have among them railway employees. Every day they are doing *bhajans*. They want passengers also to join them. There will perhaps be a time when the driver and the fireman will also join in the *bhajan* and we do not know what will happen to the train then. These people will perform the *bhajan* and the driver and the Guard may put the *thalam*. You can imagine the fate of the train. This will go on without an end to it. I request the hon. Minister to take immediate notice of this. We cannot go and conduct *bhajans* in railway carriages. What would a foreigner think if he sees this sort of thing going on? This

matter should not be treated lightly, as I find some hon. Members laughing.

Before I conclude, I want to refer to another thing. We have already made representations about it. It is high time that the Members of Parliament should be vigilant and go through the country. Therefore, I request that passes should be issued to M.P.s. as early as possible. Otherwise, some of the hon. Members will be very anxious to come and see what happens in the Southern Railway, and they will not be able to do so.

Another thing I forgot to tell you, and that is that there is discrimination in the pay scales. Certain scales are not operating on certain railways. I have already represented the case of sanitary inspectors. There is a scale starting on Rs. 60 operating in the Southern Railway, but it is not followed in some of the other railways. When these people asked for a higher scale, they were refused. In some railways, say, the Western Railway and the Northern and North-Eastern Railway, the starting pay is Rs. 90. Why should only the Southern Railway staff be started on Rs. 60?

Mr. Deputy-Speaker: Because people come.

Shri Muniswamy: People come because you do not pay more. Such discrimination should not be there. This is not company service. This is government service. There should be some uniformity. I think I have represented all the points I wanted to represent.

4 P.M.

Shri N. P. Damodaran (Tellicherry): On a previous occasion nearly two years ago I had an opportunity to bring to the notice of the House the railway requirements of the Malabar coast from Bombay to Cape Comorin. I am glad that since then work on the Ernakulam-Quilon rail link has been started and, as stated by the hon. Railway Minister, the Ernakulam-Kottayam section of the line is going to be opened for traffic in 1955.

[Shri N. P. Damodaran]

I am also glad that the work of replacing the dismantled Shoranur-Nilambur line has been undertaken since and it is nearing completion. This line by itself is not going to be a very great achievement. At one time there was a proposal—not long before the line was dismantled—to extend the Shoranur-Nilambur line to Wynad to a place called Bavaly and to connect Tellicherry with Mysore through Coorg by a railway line, i.e. the Tellicherry-Mysore railway line and the Shoranur-Nilambur extended railway line to meet at a place called Bavaly. This will throw open all the hill and Malnad areas of Malabar, Coorg and Mysore for development. These two railway lines are absolutely necessary for the all-round development of the Malnad area.

I have dwelt at length in this House on a previous occasion on the need and desirability of connecting Tellicherry through Coorg with Mysore. Ever since that, public opinion in Malabar has been sufficiently well expressed and the leading Malayalam newspapers published in Malabar and many English dailies published from Madras have recommended this line for inclusion in the Five Year Plan. All the Municipal Councils and the Malabar District Board have passed resolutions favouring the construction of this line. The District Rural Welfare Committee presided over by the Collector of that District has recommended this line. This line runs through the area now brought under the National Extension Scheme. The two States of Coorg and Mysore are naturally very much interested in the construction of this line. My friends Mr. M. S. Gurupadaswamy, who represents Mysore, and Mr. N. Somana, who represents Coorg, are with me in demanding the construction of this line.

Some Hon. Members: We are all with you.

Shri Nambiar: All the Opposition.

Shri N. P. Damodaran: The mass enthusiasm in Malabar in favour of

this rail link was evident to the hon. Deputy Minister for Railways when he visited Tellicherry on the 11th January to declare open the re-modelled railway station there. The greatest boon that the Railway Ministry can now bestow upon the people of Malabar, Coorg and Mysore is this railway line. This line will galvanise the industrial and agricultural activities of that area. This was a line which was surveyed 30 years ago, and I understand, was recommended. But the line was kept in abeyance when the war broke out in 1914. At present, it looks that what stands in the way of this railway line is the proposed Mangalore-Hassan rail link. Let me, for a moment compare the claims and chances of the Tellicherry-Mysore rail link with those of the Hassan-Mangalore rail link. Till it was mentioned by the hon. Railway Minister last year in his budget speech, nobody took the suggestion to connect Hassan with Mangalore by a railway line seriously. Even now anybody who has seen that area will not take that suggestion very seriously. This proposed line may look very well on a railway map. It may connect Mangalore with Madras through Bangalore, it looks like a straight line running across the Peninsula from Mangalore to Madras through Bangalore. But what is the good? It has to run through forests and mountains and uninhabited areas for miles and miles together. We are going to spend a few crores of rupees for this luxury of connecting Mangalore with Hassan. This line, I am sure, is going to be very costly, unremunerative and not very useful. A new line, I would like to tell the hon. Minister, should be chosen with a view to give the maximum benefit to the people and not with a view to please somebody very near and dear to us.

An Hon. Member: Who is that somebody?

Shri N. P. Damodaran: The Mangalore-Hassan line, will, in my opinion, be a very costly luxury for the

country. On the other hand, if we abandon this completely thoughtless and insensible venture at the cost of the nation and take the Tellicherry-Mysore line instead, we can find solutions for many problems facing Malabar and Coorg, for which we cannot find solutions otherwise. Malabar is a thickly populated area with a very large percentage of its population unemployed and under-employed. To keep them like that is very dangerous for the Government and for the country. Malabar has been a neglected area for a very long time and it is now discontented. The discontentment of the people of Travancore-Cochin with the existing order of things has been very clearly exhibited through the ballot boxes. Malabar is not different from Travancore-Cochin. Unless you bestow some serious attention on Malabar, study its problems and find solutions, Malabar is going to be a troublesome spot for you. Compared with Malabar, the adjoining district of South Kanara is happy and contented. Its population is thin and it has got many projects, big and small, both from the Centre and from the State. At present, South Kanara happens to be a chosen district both of the Centre and of the State. We have no quarrel with that.

So with regard to the proposed Mangalore-Hassan rail link, I would like to tell the hon. Railway Minister that instead of spending a huge sum of money on an unremunerative, unimportant and most difficult project like that, he should choose the Tellicherry-Coorg-Mysore project for inclusion in the second Five Year Plan. This line, along with an extension of the Shoranur-Nilambur line to meet the former at a convenient place in Coorg, will throw open the hill ranges and Malnad areas of Malabar, Coorg and Mysore to the outside world and for development and improvement. If the Shoranur-Nilambur line cannot be undertaken for extension at present, I would suggest that the line should be extended at least 12 miles further up to a place near Vazhikadavu just at the

foot of the Western Ghats so that the hill produce from Mysore, Coorg, Wynad and Nilgiris can have easy access to the railway and to the Cochin Harbour. The railway map of India looks incomplete with a number of gaps existing between Bombay and Cape Comorin. It will be a great day in the history of Indian Railways when one can travel from Bombay in a train to Cape Comorin along the west coast. That great day will definitely dawn if Mangalore is connected with a convenient place near Goa and if the Quilon-Trivandrum line is extended by about 54 or 56 miles further to the south to the land's end of India. I hope we will not have to wait for many years to see that great day.

Another small railway line which we require on the west coast is the Kollengode-Trichur railway line which has also been considered by the Railway Board and the Railway Ministry sometime ago.

Before I conclude, Sir, I would like to mention one or two small things. I would like to thank the hon. Railway Minister and the Prime Minister for having taken quick action on my suggestion to convert the rail bridge near Mahe into a combined rail-road bridge to enable the diversion of the west coast road to steer clear of the French possession of Mahe. It is now my painful duty to bring to the notice of the Railway Minister that in spite of instructions to the contrary, unnecessary delay is being caused to this work at every stage. I have strong reasons to believe that some deliberate attempts to delay the work are being engineered by certain interested quarters. The French authorities are not above suspicion. I would request the hon. Minister to see that this work is completed as expeditiously as possible. I understand that some of the railway officers are not very serious about this matter and some sort of delay under some pretext or other is being caused in the conversion of this rail bridge into a combined road-rail bridge and the diversion of the west coast road steering clear of Mahe.

[Shri N. P. Damodaran]

One other point which I would like to mention is about the desirability of constructing a foot overbridge at the Tellicherry railway station. When the hon. Deputy Minister visited Tellicherry last month, the matter was brought to his notice and, I think, he will sympathetically consider the need to construct a foot-bridge there. The town is just on the western side and the railway station is on the eastern side. So, the foot over bridge is absolutely necessary.

One word about the timings of the trains in Malabar. Almost all the Malayalam papers are publishing very often complaints that the timings of the trains in Malabar are inconvenient to the public of Malabar. The Railway Minister has been complaining that we do not get as much money from the railways as before. But the thing is, in places where the trains are not running for the convenience of the passengers but for their inconvenience, all the loss is being incurred. There is no direct train from Bangalore to Cochin; people have to wait at Shoranur junction for hours together—sometimes 4 to 5 hours—to catch the next train to Cochin or Travancore side. So, direct train services should be introduced between Mangalore and Cochin.

I understand that the District Engineer's office at Cannanore is likely to be shifted to Shoranur. This again is not in the interests of the railway because at Shoranur, I understand, about Rs. 4 lakhs will have to be spent for the construction of new buildings. The plea under which the District Engineer's office is being shifted from Cannanore to Shoranur is that the owner of the building is not prepared to give the building to them, nor is he willing to undertake repairs. But, I have got a printed letter sent to the hon. Railway Minister, in which the owner of the building has not only expressed this willingness to repair the building, but he has also expressed his willingness to sell the building to the Railway at a nominal cost of Rs. 60,000,

which is far less compared with the cost of the new buildings, Rs. 4 lakhs, at Shoranur. So, under some pretext or other, this District Engineer's office is going to be shifted from Cannanore to Shoranur. Cannanore is a central place and, with the coming in of the Hassan-Mangalore line or the Tellicherry-Mysore line, the location of Cannanore becomes more central than Shoranur for Railway proposes.

श्रीमती उमा नेहरू (जिला सीतापुर व जिला खेरी—पश्चिम) : जनाब डिप्टी स्पीकर साहब, मैं रेलवे बजट का स्वागत करती हूँ और मिनिस्टर साहब को मुबारकबाद देती हूँ। केवल हमारी ही तरफ से नहीं, बल्कि अपोजीशन बैचेज में से भी कईयों ने उनको मुबारकबाद दी है। और सबसे ज्यादा ताज्जुब तो मुझे उस बक्त हुआ जबकि हमारे भाई श्री फैक एंथनी का व्याख्यान यहां पर सुना।

खैर, इसके बाद मुझे तो दो तीन बातें आप को बतानी हैं। एक बात तो यह है कि बजट देखने से तो बहुत ही सुन्दर मालूम हुआ। शुरू ही से उस में आप ने थर्ड क्लास पैसेंजरों के बारे में फ़िक्र की है। आप ने थर्ड क्लास पैसेंजरों के बास्ते बहुत सारी सहलियतें दी हैं। लेकिन मैं कहना यह चाहती हूँ कि जैसे कि आप थर्ड क्लास के लिये सहलियतें दे रहे हैं, अभी हालत यह है कि उसमें इतने भुसाफ़िर होते हैं कि बैठने की जगह नहीं होती। आपका अब ऐसा विचार है कि आप उसमें ज्यादा जगह बनावेंगे, स्पेस भी उसमें ज्यादा होगी, जिससे कि उसमें ज्यादा पैसेंजर्स बैठ सकें। मुझे इसमें जरा थोड़ी सी शंका होती है कि: अगर आप ने स्पेसिंग ज्यादा दी, तो मुम्किन है कि पैसेंजर्स उस में कम बैठेंगे और अगर इन कोचों में कम पैसेंजर्स बैठेंगे तो फिर जाहिर है कि आप की आमदानी में फ़र्क जरूर आवेगा। लेकिन मैं समझती हूँ कि आपने उस पर भी विचार किया होगा।

याँ क्लास के साथ साथ जो फस्ट क्लास थीं, इस को तो हमने खुद ही खत्म कर दिया। लेकिन सैकिंड क्लास जो अब फस्ट क्लास की जगह आई है, उसके लिये मुझे आप को यह बताना है कि हालत यह है कि हम को सैकिंड क्लास मिलती ही नहीं है। सैकिंड क्लास का तो नाम है, लेकिन हम सफर अब भी फस्ट क्लास में करते हैं। जिस फस्टक्लास में हम सफर करते हैं वह फस्ट क्लास है जो कि आप के याँ में रिजैक्ट होकर पड़ी हुई थी। उन फस्ट क्लासों को ला कर आपने अब हमारी ट्रेन में लगा दिया है। यह वह फस्ट क्लासें हैं कि जिन में चार चार पंखे हैं और रोशनी भी फस्ट क्लास की है। सीट्स भी उसमें चौड़ी फस्ट क्लास की हैं। लेकिन लैवेटरी में पानी नहीं है। कभी तो ऐसा होता है कि पानी होता ही नहीं, और अगर कभी पानी भरवाया भी तो यह भालू होता है कि नल बिल्कुल अन्दर से ब्लाक्ड है, बन्द है। हमने यह भी देखा है कि अगर नल में से पानी चूता भी है तो बिल्कुल छलनी की तरह से, इस तरह की खस्ता हालत जो फस्ट क्लास याँ में पड़ी थीं वही अब सैकिंड क्लास के रूप में हमारे पास आई हैं। मैं चाहती हूं कि मिनिस्टर नाहव और उनके जो कायकर्ता हैं, वे इस बात को देखें कि यह किस तरह की फस्ट क्लास की टूटी फूटी गाड़ियाँ सैकिंड क्लास की जगह इस्तेमाल होती हैं।

यहां पर एयर कंडीशंड गाड़ियों के बारे में भी बहस हुई जिससे मैं सोच में पड़ गयी। मैं तो समझती हूं कि एयर कंडीशंड गाड़ियों की हम को ज़रूरत है, क्योंकि मैं यहां देखती हूं कि एक अजीब तरह की ज़िन्दगी है। मैं तो यहां खुद एयर कंडीशंड कमरों में बैठी हूं मेरा रहन सहन भी एक तरह से एयर कंडीशंड तरीके का है। फिर इस रहने के बाद, मैं याँ क्लास में सफर करूँ तो कुछ पता नहीं लगता कि मैं अपने आपको या दुनिया को कितन

धोका दे रही हूं। आप को याँ क्लास में सफर करना है तो उसी तरह सैकिंड बात होनी ज़रूरी है, बरना मैं तो समझती हूं कि एयर कंडीशंड का आजकल की हाज़त में रहना ज़रूरी है। इससे हम को आमदनी भी है। इसलिये इसका रहना मुनासिब है। पालिटिक्स को इकानोमिक्स में नहीं मिलाना चाहती। मुझे अपनी सरकार की आमदनी की भी ज्यादा फिकर है जिससे कि हमारा फाइबर ईयर प्लान अच्छी तरह से चल सके।

मैं आपको मुबारकबाद देती हूं कि आपने नयी लाइन्स बनाने की भी चर्चा की है। जहां से मैं आई हूं, सीतापुर से, वहां की मंडियां मैंने देखी हैं और वहां के लोगों को हजारों शिकायतें हैं कि उनका माल आगे जाता नहीं। उनके माल के लिये काफी बैगन्स नहीं हैं। मैं समझती हूं कि उसमें आप ऐसा इन्तज़ाम करेंगे कि उनकी बैगन्स की ज़रूरतें पूरी हो जायें और उनको सब तरह से सहलियतें देंवेंगे ताकि जो माल पैदा होता है, गड़, दालें, सब आसानी से देश के हर कोने में पहुंच सके। मैं समझती हूं कि इस बात पर भी आप अवश्य गोर करेंगे।

आपने फाइबर ईयर प्लान की भी चर्चा की है। आपको उसकी बहुत चिन्ता और फिक है। वह हम सब को है। आप को जो इसकी फिक है तो मैं समझती हूं कि आपने ऐसा इन्तज़ाम किया होगा कि हमारे देश में फाइबर ईयर प्लान में जितना भी प्रोडक्शन होगा उसके ट्रांसपोर्ट का आप इन्तज़ाम कर लेंगे। उम्मीद है कि बैगन्स ज्यादा बढ़ेंगे और माल चारों तरफ जा सकेंगा।

इन सब बातों के बाद मुझे बड़ी खुशी हुई जब मैंने पढ़ा कि आपने इसमें हिन्दी की भी चर्चा की है। मैं चाहती हूं कि आप हिन्दी ऐसी फैलायें कि सब मेहकमों में हो जाय। बजट देख कर मुझे खशी हुई कि बहुत दिनों

[श्रीमती उमा नेहरु]

के बाद हिन्दी का बजट देखा। लेकिन क्या ही अच्छा होता कि सारे हमारे जिन्हें महकमे हैं, उन सब के बजट हिन्दी में पेश होते।

आपने स्वादी की भी चर्चा की है। मैं समझती हूँ कि स्वादी के लिये आपना जितना प्रेम है उसके द्वारा आप कम से कम अपने महकमे को तो स्वादी में लपेट देंगे।

सबसे जगदा खुशी की बात यह है कि आपने रेलवे करप्तान कमेटी बनाई और उसके सदर आपने हमारे भाई हृपलानी जी को मुकर्रर किया है। मैं समझती हूँ कि भाई हृपलानी जी के बहां रहने से आप के रेलवे बोड में और महकमे में जितना करप्तान है वह सब अलग हो जावेगा।

यह सब कहने के बाद मैं आपको सुनारक-बाद देती हूँ कि आप का जो बजट है उस के अन्दर सारी चीजें आम आदर्मी के फ़ायदे के लिये रखी हैं। साथ ही मैं यह ज़रूर कहती हूँ कि आप मेहरानों करके इन बुतात पर ज़रूर थोड़ा विचार करें कि जो गाड़ियां हम को अब मिलती हैं, जिनमें हम सफर करते हैं, वह गाड़ियां ऐसी मिलती हैं कि जिन में इंसान सफर कर सके। मैं प्राप्त हो चुका हूँ कि अब की दफ़ा जब मैं दुर्दिनों तक इन गाड़ियों का हाल यह था कि रोशनी अच्छी, चार पंखे भी उसमें, लेकिन पानी नदारद। हर जगह पर मैंने कहा। कहीं पता लगा कि बाटरिंग स्टेशन नहीं है, फिर दूसरी जगह पर कहा। रात भर जागते रहे, क्योंकि हम को पानी नहीं मिला। उसकी बजह पैदी कि उसका नल ब्लाकड़ था।

यह थोड़ी सी चीजें हैं, जिनका आपको ख्याल करना ज़रूरी है। आखिर मैं मैं यह कहना चाहती हूँ कि आप के जो भी रेलवे के मुलाजिम हैं, जिनकी सरविस की यहां

चर्चा होती है, उनके बास्ते आप का धर्म है कि आप उन को अच्छी से अच्छी हर तरह की सहायिता दें।

आप उनके बच्चों को अच्छी से अच्छी तालीम और शिक्षा दें, आप उनके बास्ते हर तरह की फैसिलिटी दें। मेडिकल एंड खास तार से उनका मिलनी चाहिये, यह ठीक है कि आप देश का विचार करेंगे, फाइब्र ईयर प्लान भी करेंगे, वह तो सब आप करेंगे ही, लेकिन इन बातों की तरफ भी आपको गौर करना है और आप कर भी रहे हैं ताकि यह कहा जा सके कि कांग्रेस गवर्नरमेंट ने देश की दशा सम्माली यही फाइब्र ईयर प्लान का विचार होना चाहिये।

Shri Lakshmayya (Anantapur): I am very happy to have the opportunity to speak, though not in the General Discussion on the Railway Budget, at least on the Demands for Grants. At the very outset, I wish to congratulate the hon. the Railway Minister for having presented a very realistic and a responsible budget for the Railways. It is all very easy to talk and criticise the Budget, but I want the House to consider whether our Railway Minister has done his best in the progress of the railways and whether he has utilised the available resources in the best manner possible. A number of things have been done as set forth in the Railway Budget. Drinking water facilities have been provided, platforms have been extended, ceiling has been done and even the covers to protect the passengers during the rainy season have been constructed. Several things to improve the amenities for the lower class passengers have been done and one cannot expect more from the Railway Minister in this short period. I think what all is humanly possible has been done by him. He has no Aladdin's lamp to trans-

form all overnight. One sentence in the Railway Budget reads as follows. "It will be my endeavour to provide more and more amenities to the third class passengers." and this is still ringing in my ears. This indicates his spirit of human service, and his attitude to the lower class passengers.

He is like Rama, in kindness and generosity. Though short in stature, large in heart, noble in mind, lofty in thoughts, wise in deeds, and the Deputy Minister, like Lakshmana, is helping and aiding him in all the developmental schemes. This is no exaggeration. The other day when the Deputy Minister for Railways visited Guntakal, a number of villagers thronged around him and in order to satisfy them, he narrated two stories from Ramayana, and satisfied them. He said he would consider their representations. Later on they began to question me, "what about our request for the construction of new lines?" The Chairman of Anantapur municipality asks. What about the construction of over bridge at Anantapur. I said, "He will do his best, and he has got a soft corner for the poor in general and for the villagers particularly." They worry me now, day in and day out. I come from Rayalaseema, a poor backward area, as you all know. There are no plans for post-war development in Rayalaseema. The area is thinly populated and the people are poor and backward. A new line may not be remunerative, but it is not a question of remuneration. It is not purely a business concern. It should be taken also as a public utility concern. On the other day when my esteemed friends spoke and stressed the needs of double lines and treble lines and of the electrification of existing railway lines, I was very much surprised. It pained me not a little. My humble submission to you is this. When the people in the remote villages are starving for a morsel of food, my friends want extra feasts and double dishes. I do not grudge them having double lines. When all our brethren are provided with third or fourth rate food, let these people

have extra feasts and luxurious dishes, if they so like. While most of the villagers are badly in need of rail transport facilities, what is the good of these people in the towns and cities wanting double lines and other luxuries? I come from the village, I was born and bred up in the village and I know the difficulties and grievances of the villagers in the undeveloped areas. The nearest railway station from some of the villages is sixty to seventy miles away and these villagers have no occasion to see a railway engine, much less an opportunity to travel in a train. Still, our friends want double lining in their areas. I am opposed to this. Is this democracy? Is this the policy of welfare state. I ask. In a welfare-state, everybody should be given equal opportunities to improve. The democracy means, it is not. I am as good as you are, but it means you are as good as I am. There is already a bitter complaint and feeling in the villages that the cities are enjoying all luxuries and facilities, while the villages have been neglected, forgotten and forsaken. Now at least, our Railway Minister being kind and generous, will have sympathy for the poor illiterate villagers and look into their needs. I am very happy to say that he has classified the new lines to be constructed into three categories for the purpose of giving priorities to new lines. The first priority will be given to the area where heavy industries are at work. The second priority is for those parts where there are mineral deposits that have been yet untapped and unexploited but are under proposal of the Government to start opening them. The third is for backward areas. I wonder whether my area will come under category two or three. We had gold mines working at Ramagiri in our district till 1920, but to add to our misfortune those mines were closed—they were managed by a French company and on account of some friction in the company of directors, I learn, they were ordered to be closed. Otherwise, we would have come in the second category itself. Unfortunately, the geological

[Shri Lakshmayya]

survey is not made in my district though there are mineral resources in several places. Without going further, because the time allowed is very limited, I wish to suggest two new lines—it is an old song, not a new one and let me repeat it this year also and see whether our representations will be attended to. The first line, I suggest, is from Guntakal to Tumkur via Vajrakarur, Uravakonda, Belaguppa, Kalyandurg, Kambadur, Pavagada, Madaksira and Madhugiri. Though the distance is large, the returns will be many, several and innumerable. Vajrakarur is noted for diamonds and even now they are available. The next is Uravakonda, which is a commercial centre. It is a centre of black cotton soil, producing the maximum quantity of best cotton and groundnuts. Several groundnut factories and cotton ginning mills are working there. Next comes the Kambli weaving centre; Belaguppa. Then it should pass through Kalyandurg, my native Taluk, and my constituency—where tamarind is available abundantly and being exported. Thereafter comes Kambadur, which is a tanning centre. Later comes Pavagada, which is one of the taluk headquarters in Mysore State. Then it passes through Madaksira, which was said to be the pleasure garden of my District. Lastly comes Madhugiri, which is the taluk headquarters in Tumkur District. This line will be very helpful and useful in promoting economic development. It is true it may not be remunerative at present, but it is equally true that unless transport facilities are provided, the development cannot be hastened in these backward areas. That is why this line should be taken up under the second category and priority should be given. I hope by the time I come for the next session here, the survey will have been made as that would satisfy the people of my constituency.

The next line that I suggest is Dharmavaram-Rayadurg. These two are silk weaving centres and they should be connected, by a new line passing

through Kalyandurg, Noothimadugu and Kanganpalli. The distance is after all fifty miles.

I appeal that the Railway Minister will construct either an under-bridge or overbridge according to the suggestions of the Engineers at the level-crossing at Anantapur. I am very happy to see now that over-crowding in third class passengers' compartments has been reduced much as the Railway Minister has really tried his best in this matter by introducing 190 new trains and extending 126 trains. There is also a remarkable change in the attitude of the Railway officers particularly station masters, conductors and ticket examiners. Of course, there is red-tapism still visible in high officials who are drawing fat salaries. But that is a different matter. That can be wiped out before long.

यथा राजा तथा प्रजा

Our hon. Railway Minister is a mild and noble man. He is courteous to every body. Naturally his officers will emulate his example. I have not the slightest doubt hereafter that the Railway officers will do their best to serve the needs of the common people, with greater interest and enthusiasm, showing courtesy and sympathy to the poor, illiterate lower class passengers. Sir! I have done.

Shri Amjad Ali (Goalpara-Garo Hills): As I rise to speak on the Railway Budget every year, I am reminded of a set of railway employees who are very unfortunate and have been victimised for no fault of theirs. As a matter of fact some of us from this side of the House have been crying hoarse on this subject for the last two or three years. It is with regard to the National Security Rules framed in the year 1949. For the last two years during the Railway Budget discussion the attention of the Railway Minister has been drawn to the provisions of these Security Rules and their evil effects on the railway employees, but it has had no effect.

As many as 330 employees are still under the mischief of these Rules and continue to be under suspension. They are out of employment and swinging as they are between hope and fear their families are starving. Here I may be permitted to mention that in other Government services an employee under suspension gets a subsistence allowance. But these railway employees are victimised and condemned unheard. These Security Rules are worse than the Preventive Detention Act. In the latter all facilities for the detenus and their families are given to live, but in the former they are made to starve for an indefinite period. While there is some semblance of judicial proceedings for ascertaining complicity in a crime under the Preventive Detention Act, under these Rules, the Railway employees are made to suffer unheard, without even an opportunity being given to place their viewpoint before the authorities. On the last occasion the Railway Minister gave an assurance that he would look into these cases personally and see what he could do in the matter. The present position is that about 330 to 350 employees are still under suspension. Let the hon. Minister go into their cases personally and I am sure he will find that the employees suspended are victims of cliques and objects of attacks from party factions.

Then again, Sir, I may be permitted to refer to article 23(1) of the Constitution of India in the Chapter on Fundamental Rights. Article 23(1) says:

"Traffic in human beings and begar and others similar forms of forced labour are prohibited and any contravention of this provision shall be an offence punishable in accordance with law."

These are penal provisions for forced labour. But we still find that the Railways and railway contractors of labour do employ labourers as coolies without any payment. This practice still continues in its ugly

form inspite of the fact that it has been brought home to the Railway Minister times without number. It still happens that labourers are made to work for the railways, but are not paid for.

I would here like to refer to the statement made by the Railway Minister regarding the policy which his Ministry wants to follow in the matter of further expansion of the railway system. He has given first priority to those places which have got first-rate commercial and industrial importance. Here again we are reminded of a big controversy as to whether a motor car was built first or a road was built first. We have to remember that an area undeveloped today, but full of potentialities may grow up to be an important trade centre tomorrow. But the potentialities and natural resources recede into nothing. Natural resources of a place gives you an indication that given proper facilities in communication by rails it will develop.

To give an instance, Sir, the mineral areas of Garo Hills with the abundant resources of paper pulp, is a pointer to the new lines. The Railway Minister, the hon. Lal Bahadur Shastri, visited Garo Hills with all the discomfort of a hill journey. He undertook the tour last October. It was made clear to him how a line from the mine areas of the interior of Garo Hills would benefit the course of industrial development of that State of Assam. In building new lines we should also not lose sight of the strategic importance of it. Our vulnerable Eastern border requires a net-work of railways and railway as a means of emergency transport is inevitable. After his Assam tour in October last I had occasion to meet him and he was good enough to mention to me that he had decided to build the line from the mine areas of Garo Hills to the river bank of Brahmaputra. The survey will begin, he says, in March this year. I have no doubt that he will, along with it, see the necessity of connecting this line across the Brahmaputra to the permanent line

[Shri Amjad Ali]

at Bongaigaon from the point at Jogighopa.

Sir, a good deal has been said of loss of passenger earnings in the Assam Link line. Ticketless travel there, as also elsewhere, are only natural. But would it be out of place to mention that I am told, and told by a very reliable source, that no ticket-checking is done at all. It is idle to expect patriotism in every sphere. They would be ticket-minded only when you force them to do: so that, "fools that come to scoff remain to pray."

Shri Alagesan: I would like to reply to some of the important points raised by hon. Members during the course of the debate on cut motions. Some of them have already been replied to in the replies of the hon. Minister both in this House and in the other House. Even in this discussion, many hon. Members spoke about new line constructions. The position has been very clearly explained and the hon. Minister has stated the policy that he would like to pursue in this very important matter.

I was hearing Shri N. P. Damodaran—he advocated with great ability the need for the construction of a line from Tellicherry to Mysore; his otherwise good speech was marred by his trying to argue that there is no need for the construction of another line. I would like hon. Members not to make the thing easy for the Railway Ministry. If only we have to consult other hon. Members about the suggestions made by any one hon. Member and if they are going to cancel it certainly we will not progress. So, I hope hon. Members will bear this point in mind. Each hon. Member is anxious for a certain line or a certain area to be developed and it is perfectly natural, but it would not do good to criticise the need for other railway line constructions.

Shri Gurupadaswamy, raised a very new point—an important issue in principle. I do not know whether

he was very serious when he made the suggestion.

Shri M. S. Gurupadaswamy (Mysore): I am always serious.

Shri Alagesan: He said the present State control, State management, should give way to control by means of a corporation. I do not know how he got attracted to this idea of corporation.

Shri K. K. Basu (Diamond Harbour): He is in the air!

Shri Alagesan: Hon. Members will remember only last December there was a very vehement discussion on the floor of the House as to the necessity of Parliamentary control over public corporations. As far as our country is concerned this corporation idea is a new thing and it is a recent experiment; we have yet to watch the results and also learn the lessons. State control, State management of the Railway system which dates back to decades has proved a success. It has met with success and met with approbation. I do not know on what grounds he wants this to be changed. The Railway Ministry is under fire on the floor of this House every alternate day; the number of questions tabled on the Railway Ministry is perhaps the largest; then we have got the discussion on the Railway Budget extended over a number of days, and Parliament has got the fullest control over Railway management and Railway finance. I do not know what more can be achieved by this idea of corporation. Even experience of countries like U.K. has not been conclusive and it has not established the superiority of the method of corporation. This is purely academic.

Shri M. S. Gurupadaswamy: It is not academic.

Shri Alagesan: Since he raised this, I wanted to reply to it and make it clear that his idea is not a progressive one.

Then, let me come to the points raised by my hon. friend, Shri Frank Anthony. He wanted reservation of posts in class III and IV for children of railway employees. Many other hon. Members also made the suggestion. In fact, I am not letting out a secret when I say that I am myself in great sympathy with this suggestion. But, then we have to look to other factors. What has been happening before the new Constitution came into effect? There was a certain amount of preference shown to children of railway employees; certain percentage of marks—10 per cent. or so—was given as bonus to the children of railway employees and that preference was there. After the Kunzru Committee made its recommendations, it was thought that five per cent. of the vacancies in class III can be reserved for children of railway employees with over fifteen years of service. But, hon. Members referred to the Constitution in this respect and said that reference to the Constitution is not tenable. I do not understand that; certainly the Constitution comes in the way and makes it not possible to make such reservation. Hon. Members will also remember that the Railways do not stand alone in this respect; it is not the Railway Ministry alone. Of course Railways are the biggest employers in this country, but there are other departments: other Government departments like Posts and Telegraphs—they also employ a large number of persons. If this question has to be considered at all, it has to be considered in a larger way. There is also another danger why I should not like to go ahead and I should take the opportunity to point it out. Our country is notorious for its caste system. Perhaps we would be adding to the number of castes that are already there by having a Railwaysmen's caste. P. & T. caste and so on and so forth. There is the danger and I should like hon. Members to ponder over all these things.

Shri Nambiar: It is not a caste: it cannot become a caste.

Shri Alagesan: In fact, my hon. friend comes from a State which is most notorious for the caste system.

Shri Nambiar: This will not be a caste.

Shri Alagesan: He knows how it has worked to the detriment of our progress and how even now it impedes our progress. One cannot so lightly brush aside and say this would not lead to new castes; my fear is that it will.

My hon. friend, Shri Anthony, referred to overtime to running staff—whether it should be calculated on monthly basis or weekly basis. He said that the Adjudicator's award has said that it should be on weekly basis. When a person of Shri Anthony's reputation or record speaks, people take him to be well-informed especially on Railway matters and he should be more careful in making statements of this kind. In fact the Adjudicator's award has examined this in detail and laid down that the overtime should average over a month. He has also been saying that running staff has been overworked in the first week or the first two weeks and made to sit idle in the later half of the month. I do not know how this has happened. He might have some stray instances, which do not prove the case. He was also referring to another point: for the purpose of reckoning to total hours of duty, overtime is not calculated from the time of signing on to the time of signing off. That is also not so; for the purpose of overtime duty is counted from the time of signing on up to the time of signing off.

Shri Nambiar: What about engine attendants?

Shri Alagesan: It is both for engine attendants and train attendants.

Shri Nambiar: It is not calculated so.

Shri Alagesan: It is so calculated. I do not want to have a running argument with the hon. Member.

[Shri Alagesan]

Shri Anthony again referred to the question of gratuity. Other hon. Members also referred to it. It is paid after fifteen years of service provided the service is without a blemish, as he said. These gratuities are being paid as a matter of course to railway employees. Of course, as the hon. Member knows, the service should be good, faithful and efficient. Provided that condition is satisfied, it is given without any undue difficulty. He mentioned a case in Kanpur where a driver had put in thirty-two years of service and, because he wanted to go on voluntary retirement, gratuity was refused. Sir, we do not have the particulars of the case. He may be a person governed by the old East Indian Railway Company gratuity rules where, irrespective of length of service, gratuity may be denied if the person wants to go on voluntary retirement. If the hon. Member furnishes further facts about this case I can assure him that I shall look into it.

Another matter which he is continuing to agitate and which other hon. Members also made mention of is with reference to the channels of promotion for firemen etc. And in this connection the question of the literacy qualification has also been mentioned. As far as the hon. Member Mr. Anthony is concerned, he has received a reply from the Railway Board, but he said it was not satisfactory. That the application of educational qualifications like matriculation in respect of firemen denied to the non-matriculate staff the prospects that were before them at the time they entered service, was his theme. This was the subject on which he addressed the previous Minister of Railways and also us on a number of occasions. The late Shri Gopalaswami Ayyangar had also requested him to discuss the subject personally with the then Minister of State Shri Santhanam. But I do not know for what reason the hon. Member did not avail himself of that opportunity. The position is that on the basis of the recommendation of

the Central Pay Commission a higher grade of firemen in the scale of Rs. 75—105 was created for matriculates so as to attract persons with adequate educational background to fill the higher posts eventually in the department. But the ex-M.&S.M. and the ex-S.I. Railway firemen were not required to possess the matriculation qualification. Their grade, on the ex-M. & S. M. Railway, was Rs. 42½—55 and they worked their way up to Rs. 76½—91, 100, 125, 175 and 225 as drivers. On the ex-South Indian Railway non-matriculates were recruited as second firemen in the scale of 35—41 and later promoted as first firemen in the scale of 45—50. They progressively worked their way up as drivers on Rs. 100, 150, 200 and 250. These non-matriculates have been allotted the C. P. C. scales of 60—80 as firemen and are eligible for promotion as shunters on 75—105 and then as drivers on 80—185, 160—300 and 260—350. It will be obvious that the grades and prospects are considerably better than what they had in the past. The only difference between matriculates and non-matriculates is in the initial grade of recruitment which is Rs. 75—105 in the case of matriculates. This cannot be claimed by non-matriculates when it has been specifically created for persons with higher educational qualifications. I am sure the House will agree with me that there has been no discrimination against any class of persons.

Again, Shri Anthony mentioned about A grade drivers in the Allahabad division. His contention was that certain higher grade posts were kept open exclusively to those drivers before implementation of the Central Pay Commission recommendations under which this exclusive reservation has been done away with. And it is with that that my hon. friend quarrels. This matter was also referred by him to the late Shri Gopalaswami Ayyangar as early as 1950, and he also had a reply from him as to the conclusions reached. The hon. Member and the House will appreciate that there is no justification for debarring certain sections of staff

from promotion to A grade drivers to which appointments are made by positive act of selection based on merit.

Then he referred to medically unfit persons and said that when they are medically unfit they are given jobs much lower than what they held before, and he referred in this connection to a case where a driver had lost his legs and he was put on a much lower job. There is another case where a driver had lost his legs, he was offered an appointment, but he thought he could not do justice to the job and therefore did not avail himself of the offer made.

The hon. Member talked about the seniority of C grade guards on the Eastern Railway and said that some fictitious list has been made and promotion is being denied to them. This also I can take the House through. There is no such fictitious list made. It is only a question of carrying out orders, which was not done previously. He represented on behalf of direct recruits, that they lost seniority. There is another hon. Member who has made a complaint on behalf of the promoted men. I submit that where one or two channels of promotion converge, the allotment of quotas is a fair method of regulating promotion; and that was what was done in this case.

Again, he raised the question of station masters in the scale of Rs. 64—170 having under them clerical staff in higher grades. In all the Railways there were only twelve such cases. These anomalies were removed, and now there is nobody who is in a higher grade serving under station masters with lower grades of pay. The question of S. M's. was also referred to by some of the hon. Members, especially on the Southern Railway. This is a matter which can be taken up with the Tribunal that has been appointed now. It is for the Federation to press their case and

include this also. There is nothing which prevents them from doing so.

Then my hon. friend referred to the running rooms, especially on the Southern Railway, and said the conditions of some of them were bad. I myself have visited some of these rooms and I know the conditions there are not quite satisfactory. We are asking this particular Railway to go into the matter and improve matters.

Then the hon. Member referred to suspension. He quoted as assault case not involving moral turpitude and said that as soon as the police charge-sheeted a particular person he was placed under suspension and that caused hardship. In this matter the instructions of the Home Ministry are quite clear. When a man is involved in any criminal proceedings he should be placed under suspension. But I can promise the hon. Member and the House that we shall look into the case and re-examine the thing, also taking into account the practice that prevails on the civil side. In fact my information is that the practice that prevails on the civil side is a little more stringent than what obtains on the Railways. But still I can tell the hon. Member that we will have this matter examined.

5 P.M.

Many hon. Members spoke about Class II officers. As the House is aware, certain steps were announced, both in the last Budget speech and this time which go to benefit this class of officers, and the House also appreciates what has been done for them. I should like to utter a word of advice, if not warning, to our Class II officers who have made this not a question which has to be considered on its merits, but are trying to convert it into a sort of propaganda affair. I know it is not good for them, their service and for the morale of the railway men. What all could be done, has been done and the hon. Minister's assurances are there, which would also be fairly rapidly implemented.

[Shri Alagesan]

Mention was made about the ex-Mysore State Railway officers. Shri Gurupadaswamy, I think, referred to the treatment meted out to these officers. In this matter, the principle laid down by the Central Government in regard to equation of posts based on their duties and responsibilities were followed. There have been some representations from officers and the departmental committee has been reviewing this subject with a view to determining whether any relief is necessary, and if so, to what extent. We are awaiting the recommendations of that committee and I understand that the committee will be able to report within a few weeks.

Then, I come to my friend Shri Tulsidas Kilachand. He pleaded that a committee should be appointed to examine the rate structure. He has tried to make out that the revision of rate structure has impeded movement. I would like to submit that the progressive increase in the industrial production by thirty-four per cent. since 1946 is a clear indication that the needs of trade and industry in regard to movement, both of raw material and finished products, have been progressively met. With the introduction of the telescopic principles of rating adopted in 1948, it makes for a decrease in the basic rates with increase in the distance. A large number of so-called station-to-station rates became unnecessary. One of the objectives of the revision of the rate structure was to withdraw the special types of rates enforced by making the normal rates realistic. There were a large number of these station-to-station rates before. There could be no justification for the continuance of station-to-station rates which were previously quoted in competition to other means of transport; nor can there be justification for the continuance of old special rates when the industries have sufficiently developed and are able to stand on their own legs, without receiving the assistance accorded by

some of the old railways, as in the case of sugar and iron and steel industry. Railways even now can and do quote concessional station-to-station rates where it is established to their satisfaction that the traffic will not move at normal traffic rates. The Minister has already stated in his reply to the Budget debate that the memorandum submitted by the Federation of Indian Chambers of Commerce and Industry, is now under examination by the Railway Ministry. He has pointed out that there is no case for a general review of the rate structure. The hon. Members are aware that the Railway Rates Tribunal has been formed to deal with the question of unreasonable rates. Sir, you will be surprised to hear that the tribunal has received only fifteen complaints during the last five years. In fact it is suffering for want of work. This fact also lends support to the view that no general review of the rates is called for. As regards a revision in the interest of developmental economy, the Minister has already indicated the policy proposed to be followed in this matter.

Another point raised was as to whether transport will be able to keep pace with the developing industries in the country. We know that production has already increased and certain industries have shown increased production. In fact, transport kept pace with that and also helped in the increase of this production. I have got here certain figures relating to movement of sugar and cement, for the years 1952-53 and 1953-54. B.G. wagons allotted for sugar in 1952-53 were 39,972. This increased to 47,901 in 1953-54. M.G. wagons increased from 52,665 to 68,833. Again, taking cement, the allotment of B.G. wagons increased from 97,365 to 1,11,413. The allotment of M.G. wagons for cement increased from 62,703 to 66,390. This shows that transport has been keeping pace with the development of industry.

Shri T. B. Vittal Rao (Khammam):
Let us have the figures for coal.

Shri Alagesan: I can give the hon. Member those figures also. There has been a slight reduction in the number of coal wagons. But, this has been occasioned not by the inability of railways to provide wagons, but because there was no demand in the industrial region for coal. It is not a question of inability of railway to provide these wagons. In fact, in the coal fields there were more wagons than could be utilised during some months.

Shri Nambiar and others complained about increased in house rents. This question has already been dealt with by the hon. Minister. In fact, the increase has been effected because it became necessary after re-grouping. The low rents that prevailed on the ex-South Indian Railway were in keeping with the low scales of pay that the employees were getting. But, after the re-grouping, the ex-M. S. M. Railway employees paid the standard rates, and on the same Railway it happened that the ex-South Indian Railway employees were paying lower rates of rent. So, the rates of rent were brought up to the standard level. To mitigate the hardship due to increased rents it has also been proposed to recover these rents in four half-yearly instalments.

I think it was Shri Raghavaiah who raised the question of casual labour. I do not know whether he really serves the cause of casual labour, when he says that all casual labour should be confirmed and brought on the regular pay roll of the railways. There are various works which do not extend for a period of more than six months and for these works casual labour has got to be employed. In a huge undertaking like the Railways, you can very well imagine that we cannot dispense with the services of casual labour. In cases where the work extends beyond six months, and the labour have

put in more than six months continuous service, they are converted into temporary labour. Subsequently they are confirmed if they are continued in service. In order to meet the unemployment problem, huge road works are also being undertaken where casual labour are engaged. There is no guarantee that work on a particular road will be extended to the next year also. The railways have to undertake works of a varied nature, and therefore, they cannot be asked to dispense with casual labour.

My friend Shri Kakkan raised the question of allotting railway lands to Harijans. In fact, the actual allotment of railway land is entrusted to the revenue authorities in the various States. It is they who actually allot these lands. As you know, the policy of State Governments is to allot lands to the landless and the poor, including Harijans. It is for them to make these allotments and I shall convey the opinions expressed on the floor of the House for the benefit of the State Governments and I am sure they will take them into account when they allot railway lands.

The question of Scheduled Castes' recruitment in the services was raised. I am glad to inform the House that the position is improving. Out of 1673 vacancies notified, 906 were filled by Scheduled Caste candidates. It is true there is a gap still. But, the Railway Service Commission have been asked to take special measures to recruit the full number of Scheduled Caste candidates. In fact, employment notices only meant for Scheduled Caste vacancies are issued and the response was quite good. I have no doubt that it will not be long before all the seats reserved for Scheduled Caste candidates are filled only by the Scheduled Caste candidates themselves.

My hon. friend Shri C. R. Narasimhan referred to the movement of manages ore and iron ore from

[Shri Alagesan]

Bellary, Hospet and Mysore areas. Now, the position is that these are accepted freely to all ports except from the metre gauge stations served by this area to the Madras port which is made in accordance with the export allotment issued by the Ministry of Commerce and Industry. There has been considerable improvement in the movement of ore traffic both at Madras as well as to other ports from these areas in 1953 as compared with 1952. The following figures will indicate that. To all ports including Madras, in 1952, the number of B.G. wagons was 1,195 and this increased to 5,423 in 1953. The number of metre gauge wagons increased from 19,143 to 28,835. To the Madras port only, B.G. wagons increased from 967 to 4,389 and M.G. wagons increased from 3,747 to 9,243. This will show that more wagons have been made available for the movement of these ores.

One hon. Member, Shri A. N. Vidyalankar I think, said that the Passenger Associations should be directly represented on the Zonal Consultative Committees. It is true that now these Associations are represented only on the Regional Committees. Though the Regional Committees can elect two representatives from among their members to the Zonal Committees, it may happen that among the two, there may not be any representative of the Passenger Associations. I can assure the hon. Member that this question will be gone into when it is time for new nominations to be made to these Consultative Committees.

I think it was Shri S. G. Parikh who said that in the Mehsana station, a sum of Rs. 70,000 has been spent on the construction of a diamond-crossing which was being put to no use. I may assure the hon. Member that he need not fear that any wasteful expenditure has been incurred. I do not want to take the time of the House in explaining how that diamond-crossing, or scissors

cross-over as it is called, is put to use. He also pleaded for the provision of a foot overbridge at Sabarmati. This work has been included in the next year's programme at a cost of Rs. 1.48 lakhs.

The question of T.A. was raised. T.A. has been raised from thirteen annas to one rupee from 1st January 1954.

Shri Nambiar: Why do you cut even there? Give them Rs. 1-4-0 as per rules because they are getting more than Rs. 50.

Shri Alagesan: It has to be in conformity with what is obtaining on the civil side. In Delhi, Madras and Simla it will be Rs. 1-4-0 and in Bombay and Calcutta it will be Rs. 1-10-0.

My hon. friend Shri Muniswamy made a very humorous speech. He raised the question of sanitary inspectors. In fact, he has been sent a detailed reply. It is another thing if he is not satisfied with the position as explained. The sanitary inspector cannot be treated on a par with other supervisory staff because the duties differ very greatly from those of other supervisory staff. In the case of wireless inspectors versus telegraph inspectors, the higher grade posts that have been created are open to both the branches. In fact, each branch wants reservation of these posts for itself. What has been done is, these posts have been thrown open for selection for the two branches together.

I have nothing more to add.

Mr. Deputy-Speaker: Any single-cut motion which hon. Members want me to put separately?

Shri Nambiar: Not today. We are reserving it for some other occasion.

Mr. Deputy-Speaker: I will put all the cut motions together unless any of them are withdrawn, in respect of Demand No. 1.

The cut motions were negatived.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 38,80,000 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, 1955, in respect of 'Railway Board'."

The motion was adopted.

Mr. Deputy-Speaker: I will now put all the cut motions together in respect of Demand No. 3.

The cut motions were negative.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 1,32,26,000 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, 1955, in respect of 'Miscellaneous Expenditure'."

The motion was adopted.

Mr. Deputy-Speaker: Now, Demand No. 4. There are no cut motions.

Shri Nambiar: There are cut motions; the discussions are over.

Mr. Deputy-Speaker: I will now put all the cut motions together in respect of Demand No. 4.

The cut motions were negative.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 28,21,34,000 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, 1955, in respect of 'Ordinary Working Expenses—Administration'."

The motion was adopted.

Mr. Deputy-Speaker: The House will now take up Demands Nos. 5 and 6.

DEMAND NO. 5—ORDINARY WORKING EXPENSES—REPAIRS MAINTENANCES

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 68,02,98,000 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, 1955, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 44,02,01,000 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, 1955, in respect of 'Ordinary Working Expenses—Operating Staff'."

Now the agreed cut motions to these Demands may be moved.

Remodelling of Calicut Railway Station

Shri Damodara Menon (Kozhi-Kode): I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

Administration and maintenance of the Railways

Shri Muniswamy: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

Island Allowances to Workers

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

Workshopman to go late in mornings and to leave early in evenings

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

Reduction for gang-length to three miles

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

Vision test of workshop staff and shedmen

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

Disabilities of Railway staff

Shri Frank Anthony (Nominated—Anglo-Indians): I beg to move:

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

Long continued labour for operating staff

Shri H. N. Mukerjee (Calcutta North-East): I beg to move:

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

Conditions of service of running staff etc.

Shri T. K. Chaudhuri: I beg to move:

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

Joint Advisory Committee's recommendations on former Mysore State Railway

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Ordinary Working Ex-

penses—Operating Staff' be reduced by Rs. 100."

Pay scale allowances of staff

Shri Muniswamy: I beg to move:

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

Fixing of pay scales for Loco running staff

Shri Nambiar: I beg to move:

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

Free house rent benefit to pointsmen

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

Travelling allowance to Class IV staff

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

Mr. Deputy-Speaker: It has been agreed by all the leaders of the various groups that we can devote 1½ hours for Demand Nos. 5 and 6. We are starting at 5-20.

Shri Alagesan: I can reply at 6-50. Then it can be put to the vote of the House.

Mr. Deputy-Speaker: I thought the reply also is included in the 1½ hours.

Shri Barrow: That should be the case.

Mr. Deputy-Speaker: I will call him ten minutes in advance.

Shri U. M. Trivedi: Many speakers before me have congratulated the hon. Railway Minister. I do not know how one can make up one's mind to congratulate the hon. Minister. The Railway Minister and his Deputy are both very amiable persons, no doubt, but amiability apart, whether they deserve any

congratulations for having done something substantial for the good of the Railways is the problem before us.

We used to travel formerly long distances at comparatively cheap rates. Even up to 1938 to go to Calcutta from Delhi used to cost Rs. 9, Rs. 10 or Rs. 11 and a long distance like 1,262 miles could be covered at Rs. 14-0-6. And where have we reached? We have developed a fashion of only singing the songs of the poor labourer, and nobody speaks for the public whom we represent. All of us suffer mutely and we are unable to say anything or open our mouth. Travelling ticket examiners are good persons. I do not stand in the way of their getting proper remuneration. Nobody grumbles a Government servant or a labourer getting his due share or proper wages, but the Railway must do something to provide better facilities to the public also, something to reduce the exorbitant rates which are now collected. We have reached a stage which we can say is the breaking point. People now cannot travel. The various graphs that you have now drawn will indicate to you that we have now reached a super-saturated stage from which it is very difficult to proceed ahead.

[PANDIT THAKUR DASS BHARGAVA
in the Chair]

From the way we have arranged this debate, it unfortunately becomes rather difficult to concentrate oneself on the various particular Demands and certain repetitions are likely to occur in the way we are proceeding.

I will now take up a few points that I want to bring to the notice of the House.

The first increase about which I have already spoken is the increase in the fares. The second which is very salient is the increase in the rates of demurrage. A question which I put in the last session brought out an answer that the increase in demurrage is nearly 300 per cent. I know that in the particular locality from which I come there are certain commission

agents who carry on the business of पक्का आडविया Practically several of them have been ruined on account of this demurrage. It so happens that orders are placed from dealing areas and taking advantage of this high rate of demurrage, the merchants at the destination refuse to take delivery, and with this coercive force acting upon the poor merchant, he is either made to sell away his goods at lower rates or he is made to suffer by the Railway by paying heavy demurrage. There must be some way by which it must be seen that these merchants are not ruined. The small traders in order to earn their livelihood run from village to village, collect and despatch goods and at the end they are completely ruined on account of this demurrage charges.

Then, I will draw the attention of the running of the goods trains. The goods trains which run on the broad gauge are always connected with vacuum pipes. That is to say, vacuum breaks are provided on the broad gauge. But you will be surprised to find that on account of the insistence of the late O.T. Railway, vacuum pipes are not provided on the O.T. Railway. And that is why on all goods trains on the metre gauge section the trains run without vacuum breaks. This creates operational difficulties. On account of their being non-vacuum, even when they stand still at stations and other trains have to pass them, they cannot pass without being brought to a dead stop. If broad gauge wagons can be manufactured with these vacuum pipes why should not all the metre gauge wagons also be manufactured in the same way? If all the wagons on the Western Railway have this mechanism why should it not be made compulsory and applicable to all the wagons that are manufactured?

Unfortunately, mine will not be a coherent speech because it is some sort of complaining business, and you will excuse me for the incoherent speech that is being made by me.

[Shri U. M. Trivedi.]

Now comes this watch and Ward and G.R.P. Last year also I drew attention to this subject. Either keep the Watch and Ward or keep the G.R.P. The two cannot go on together. Some sort of arrangement must be arrived at because both of them try to squeeze money not only from the public but also from the Railway employees. You go all along the Railway lines and you will find that every Railway employee is in terror of every Railway Police officer. I remember that one head train examiner was narrating to me that he sits in his office afraid of the various things that can be put upon his head, even falsely. When any Railway Police Officer comes to him he says:

अरे साहब यह कांच तो बहुत अच्छा है,
हम ले जायेंगे ।

That mirror which is to be used in the Railway compartment is carried away by the Police Officer. Anything he likes he takes away, including rubber goods. And the poor train examiner dare not open his mouth lest he should be implicated in something. I remember the case of a guard at Jaipur Station. There was a lot of smuggling going on with the knowledge of the Railway Superintendent, and others, and the Railway Police was making tons of money. They were making at the rate of Rs. 10,000 per month. Because this Railway guard objected to this sort of smuggling, he was arrested at the Railway Station on the flimsiest and falsest of charges. He was handcuffed and carried along the station to be shown as an example to all the Railway employees that such a thing should not recur again. Nobody dared to raise his head against omnipotent Railway Police officials. Therefore, some arrangement must be arrived at to do away with the uselessness of this Railway Police.

Shri R. K. Chaudhuri (Gauhati): When did this incident take place?

Shri U. M. Trivedi: Very recently. And the man has been now acquitted

by the Jaipur City Magistrate, only last week.

I will now come to another wonderful thing. You are providing amenities for the passengers before you provide more trains. Nobody is found of waiting at a station. As soon as the train arrives, every one wants to go away. Nobody wants to remain there in the waiting room. Instead of providing these waiting rooms, and other amenities, you should provide some more trains where the people want them.

I can give the illustration of Kotah station. It is a big junction and it was built in 1857 or so. At that time, there was a small shed which was built for third class passengers. That has not been extended at all. At that time the waiting room for upper class passengers was also built.

Shri Veeraswamy (Mayuram—Re-served—Sch. Castes): On a point of order, there is no quorum in the House.

Shri U. M. Trivedi: There is quorum.

Shri S. S. More: Let us take a count.

Mr. Chairman: Now there is quorum.

The wonderful part of it is that the upper class waiting room for gentlemen is on the side on which the city lies, while that for the ladies is on the opposite side, where no people are living. You can go from the one side to the other only by an overbridge. I do not know what object is there in having provided the ladies waiting room on the opposite side ...

Shri R. K. Chaudhuri: On a point of information. Is it the hon. Member's contention that the ladies waiting room should be on the same side as the gentlemen's waiting room? They are known as opposite sexes always. So what is the point in objecting?

Shri U. M. Trivedi: One thing more.

Mr. Chairman: I have already rung the time-limit bell twice, and I have given nearly ten minutes to the hon. Member. May I request the hon. Member to finish his speech?

Shri U. M. Trivedi: I have lost five minutes on this quorum business.

Mr. Chairman: No. That was only for about two minutes. Usually, only five minutes are given to an hon. Member. Even assuming two minutes have been lost due to want of quorum, the hon. Member has got more than seven minutes already.

Shri U. M. Trivedi: I will not take more than two minutes. I would request the hon. Minister to look into the condition of the Godhra station. It is a big junction, but it is the worst type of station that was ever built. If you go and have a look at it, you will be surprised to know how such a dungeon has been in existence for such a long time. There is no single facility available for the poor passengers. The latrines there are in the most dirty condition, and although people have been clamouring for better amenities, nothing has been done so far. A lot of money is made on stations between Godhra and Anand, but no station on this section has been provided with a platform. The same is the case on the narrow gauge section between Godhra and Lunavada. The ordinary illiterate people who have no approach even to a newspaper, in this region, cannot bring their grievances to the notice of Government. I hope the hon. Minister would do well to apply his mind to this matter.

Another thing I would like to draw the attention of the hon. Minister to is this. Last time also, I had occasion to refer to this matter, and that is that there should not be discrimination as between different trains. I have been seeing for the last six years that the train timings at Neemuch and Mhow are so arranged, that if passengers have to catch the Frontier Mail, they go with throbbing hearts as to whether they would be

in a position to catch the Frontier Mail to Bombay. In fifty out of hundred cases, it generally happens that only such a small margin is left that often the passengers miss that train. Why should not a bigger margin be provided, wherever you have to provide for connections? A safe margin should always be provided, so that the passengers are not put to great inconvenience.

Another funny thing that happens at Ratlam is this. The train coming from Neemuch is not allowed to enter the Ratlam station yard, even though when the Frontier Mail has come before time, it is allowed to enter and this Neemuch train is allowed to enter only after the Frontier Mail leaves Ratlam, with the result that the passengers from Neemuch are not able to catch the Frontier Mail at Ratlam, and the railway staff are all laughing at the discomfiture of the passengers. I would suggest that this sort of thing should be stopped immediately.

Now that we have adopted Hindi as our national language, the practice of writing the names of the stations on the Malwa section in Urdu should be stopped. Nobody in that region reads Urdu, and why waste time, energy and money in writing the names in Urdu? If you have adopted the practice of writing the names in Hindi in the whole of the Punjab and Uttar Pradesh, what fascination is there for keeping the names on this section in Urdu? I would suggest to the hon. Minister that the practice of writing the names in Urdu be dispensed with. I will suggest one other thing.

Mr. Chairman: That 'one thing' should stop somewhere. I would request the hon. Member to conclude now, as I have a very long list with me.

Shri U. M. Trivedi: I will finish with just one more remark. If you look at the map of Rajasthan, you will be surprised to find that there are several

[Shri U. M. Trivedi]

places which are miles away from the nearest railway station. When the Mewar State was in existence, it was the desire to have a railway link between Kotah and Chittor, but this line, you have dropped altogether out of your programme, and you have provided a sum of Rs. 8,000, for a re-survey of the whole thing. This kind of a joke must stop here, and you must do something to provide railway lines connecting Kotah with Chittor, and Neemuch with Barisadri.

Shri Sadhan Gupta (Calcutta South-East): While I do agree with the speaker that has preceded me, Shri U. M. Trivedi, that there is nothing to congratulate the hon. Railway Minister in regard to this Budget, and while I also agree with him that the fares should be reduced, and that enhanced fares have continued for too long a time, yet I am very much grieved to find that in regard to the reduction of fares, he has spoken in a manner which is likely to lead to misunderstanding between passengers and the railway staff. It is very unfortunate that he did not realise that if we want to get any benefit as passengers, we should never do it at the expense of the workers or by posing our case as against the workers'.

The railway workers' case has been represented, and it does need representation, because the millions of our railwaymen all over the country are being exploited in a very bad manner, and therefore I hold no apology for bringing up their case further in the course of my speech.

I would like to point out two very glaring instances of injustice done to the railway staff. The first is regarding railwaymen who had opted for Pakistan, and the second is regarding the Safeguarding of National Security Rules.

Regarding employees who had opted for Pakistan, the Railway Administration has been following a policy which

is very unfair. Their policy is simply this, that if people who had opted for Pakistan, had gone to Pakistan, and then have come back, they would not be accepted in service at all. Secondly in the case of people who had opted for Pakistan, but had not gone, their applications would be sent to the police for verification, and only after that, they would be accepted. This policy is not only wrong on principle, but it is a positive injustice, and it is not only an injustice, but it is positively mischievous. It is wrong on principle because the mere exercise of option to go to Pakistan should not be taken as hostility to this country. We all remember the situation in those days. There was communal bickering, and the common man, whether he was a Hindu in Pakistan, or a Muslim in India was not sure of his position in either country, was not sure of what would happen. Even his very security was threatened. Under these conditions, the attachment to his hearth and home was weighed against the sense of self-preservation. If in such a context, the sense of self-preservation had got the better of it, we cannot help it, and that is what happened at that time. So, many Muslims who opted for Pakistan and went to Pakistan when they found that they could remain here, and if they could get back their old employment, they could make a good job of it, did come back. Some people changed their minds even after opting for Pakistan, after a good deal of hesitation, and did not go at all. I submit that it is not just that they should be treated as out-castes. They should not be treated on any different footing from other citizens. It is important to realise that they are citizens of our country and deserve a fair deal like other citizens. It is an injustice because it entails hardship. It is a mischief because it puts one particular community in great doubt about whether it is going to be allowed to live in our country as its own people. There have been many cases of discrimination, and this

kind of discrimination only adds to the sense of insecurity in a minority community.

The second thing I want to focus attention upon is regarding the Safeguarding of National Security Rules. The Railway Minister has made no reply to that point. These Rules are a positive blot on the Railway Administration. Militant Trade unionists who champion the cause of the railway workers are victimised by resort to the Safeguarding of National Security Rules. The police become the arbiters. It is only on the reports of the police—that police whom we have inherited from a past reactionary administration—it is only on their report that victimisation takes place. That is very unfair. There is no doubt a hearing given, but that is a travesty of a hearing, because the arbiter is really the Advisory Committee which is dominated by the representatives of the police. We cannot leave the fate of our employees to the police who are not very conspicuous for their sense of justice and fairness. Therefore, I would urge upon the Railway Minister to do away with these vicious Safeguarding of National Security Rules and reinstate the victimised employees. Three hundred and sixty employees were victimised and only thirty have been reinstated. I have got telegrams and I am sure the Railway Minister has received copies of them. Here is a bundle. From it, he will see that there is a universal request for reinstatement of these victimised employees, and I must with all the emphasis at my command urge the Railway Minister to reinstate these victimised employees.

Shri G. H. Deshpande (Nasik—Central): I thank you for this opportunity you have given me.

Mr. Chairman: May I request hon. Members not to start with a thanksgiving to me? After all, I am doing nothing to need thanks. I am your spokesman, and if I call upon hon. Members to speak, there is nothing which I am doing which really merits

thanks. It really embarrasses me when everybody thanks me. I need no thanks.

Shri G. H. Deshpande: I have never participated in railway discussions in this House, and at this late stage it I am doing so, I am doing so only because I have received a number of letters from my constituency and my voters want me to press some of the important demands regarding the railways in that region.

In my constituency, there is a town—Malegaon. It is a very important centre in Bombay State. There are over 7,000 handlooms and 4,000 powerlooms, and every day some 20,000 saris are woven there and brought to the market. Raw material in the form of yarn is required to be imported there, and every day the manufactured stuff is being sent to various markets. There is no railway nearby. There is a demand that Malegaon should be joined to the junction Mammad by railway line on the Central Railway and on the other side to Narhana on the Tapti Valley Railway. This is a very very old demand. Besides this industry, there is a sugar mill just near Malegaon and there is a possibility of having one or two more sugar mills very soon, because more and more area there is coming under irrigation.

Then, Sir, regarding the railway station at Nasik Road, its remodelling has been demanded since long. Nasik Road is an important railway station; there is the India Security Press, there is the distillery; there is a big central jail. It is an important religious centre where every year thousands of pilgrims are attracted. Since long there is a demand that the station should be remodelled. There is no level-crossing at Nasik Road. Out of 24 hours, the railway gates on that road are closed for 20 hours and only for 4 hours people are able to cross. It is on the national highway; it is on the Nasik-Poona road. Since long this demand is being made and every year it is put off for the next year. It is better to have a railway crossing

[Shri G. H. Deshpande]

there as early as possible. Even land has been acquired and price has been paid and I do not know why the work is withheld. So also with regard to Manmad. That is also an important railway station. It requires remodelling and a bridge for crossing the railway line there is absolutely essential.

Then, Sir, from Nasik Road to Manmad all that area—most of it—is under irrigation and that is one of the biggest onion producing centres in India. A large quantity of onion is produced there, as also sugarcane. These require more transport facilities. Something ought to be done for remodelling the railway stations at Nasik Road, Manmad and Nangaon. Something must be done to take a new railway line joining Malegaon with Manmad on the one side and with Narhana on the other.

Shrimati Tarkeshwari Sinha (Patna East): Sir, I listened very attentively to the hon. Minister's speech when he was dealing with Damand No. 4, and I found that regarding the employees, specially the Class II, he had rather a very very cold tongue. I shall not exactly say sharp tongue, but he was more sharp than cold. I wish that the hon. Deputy Minister will try to cultivate the sweetness of his senior colleague. Even if he does not want to do certain thing, when presenting his facts before the House he puts his limitations and tries to convince the House that there are some limitations in not implementing those things.

I found that the hon. Deputy Minister said that the Class II employees were making their case a propaganda issue. Now, it is very unfair, Sir, to these employees who are suffering. It is a question of their prestige, it is a question of their life, it is a question of their work and it is a question of their whole existence and I do not understand how this attitude can be adopted by the Minister himself when in this budget session he has come to formulate a policy.

Now I would like to mention a few facts for your consideration and for the consideration of this House. The hon. Minister may think that I am repeating my facts. But I am not repeating my facts; rather I am expressing the feeling in this House, that the hon. Members of this House—so many of them—are conscious of the facts that discriminatory treatment is being meted out to these employees. The hon. Minister of Railways is perhaps aware of this fact that Class II officers and Class I officers on the railways perform the same duties and with the same responsibility, but in regard to their pay scale, in regard to their service conditions and in regard to their chances of promotion, some discrimination is being shown between them. I do not understand the reason. The hon. Minister himself time after time has accepted and said that it is a fact that these two classes of officers are performing identical and analogous duties. It was also mentioned by the Chief Commissioner of Railways. But I do not know the reason for this attitude of the whole Railway Ministry. It was back in the year 1947 (in April) when it was decided by the British Government to amalgamate the two services. What have we done after 1947—I want to ask the Railway Board and the Railway Minister. We have become independent and we know that this distinction between Class II and Class I was being maintained at that time because more or less all the Indians were in Class II and the Europeans were in Class I. I do not know why this should continue today when 7 years have elapsed since we attained independence. For the information of the House, I want to say here that, in almost all the countries of the world, recruitment to the officers' cadre on the Railways, is generally done from the services and not direct. There may be exceptions, but it is not the rule. This fact was brought to our notice by the members of the delegation that went to U.K., U.S.A. and other countries. They had

been sent by the Railway Ministry itself. The delegation went to all those countries and they studied the employment and service conditions on the railways there and these facts were disclosed by that delegation. I cannot understand why we are following the policy of direct recruitment here. The Appleby Report also points out the existence of such class distinctions and says that they have a very adverse effect on the efficiency of the administration. I believe the Prime Minister has also issued directives in this matter.

The hon. Minister announced two concessions to the Class II officers in his speech. The impression that was created by his speech was that perhaps these disabilities were there from time immemorial. But, I want to submit to you that the age ban of 50 years was imposed only on 1st April, 1952. It is good that the Railway Ministry have realised their fault. I congratulate them for that. Secondly, the weightage formula put forward by the Minister is a retrograde step. Now why is it retrograde? Because, prior to the advent of independence, 6 to 8 years' seniority was given, which was reduced to 5 years after the attainment of independence, and now this formula will further whittle down this weightage and will adversely affect all Class II officers with less than 10 years' service. These officers could get five years before and now for every two years they will get one year.

Another point which I want to touch upon is this. The hon. Minister has told us that the due share of Class I posts for Class II officers comes to 59. I think the hon. Minister is making a mistake here. I would request the hon. Minister to take the trouble of looking again into the figures published by the Railway Board in their annual reports of the years from 1946-47 to 1952-53. He will find that this number comes to 70 and not 59 as he has mentioned. This report is the Railway Board's charter which is published every year by them as an official document. I cannot understand why the Railway

Board has tried to mislead the hon. Minister in this respect.

Sir, this state of affairs, which I have brought to your notice and to the notice of this august House, gives the impression that we are still maintaining the Lloyd Georgian steel frame, although the panels have changed. This has come to the surface so much that it is very painful. It is more painful because it is being tolerated.

I should thank you, Sir, not only because you have given me this opportunity but for the special reason that Demand No. 5 does not take this aspect of the question and also because I am repeating my facts and figures. Before concluding my speech, Sir, I would ask the hon. Minister why the recommendations of the Kunzru Committee for representation of 25 per cent. of the posts in the senior scale has been turned down by the Railway Board and also why the Railway Board has not given effect to the recommendations in their memorandum that Class I junior scale officer, unless he has put in 11 years' service will not be promoted to the senior scale.

Mr. Chairman: Prof. Sharma.

Shri D. C. Sharma (Hoshiarpur):
Mr. Chairman.....

Shri Debeswar Sarmah (Golaghat-Jorhat): Which Sharma, Sir?

Mr. Chairman: I called Prof. Sharma.

Shri D. C. Sharma: There is only one Sharma here and that is D. C. Sharma and I repeat it, Sir.

Shri Debeswar Sarmah: I am sorry for Mr. Balkrishna Sharma.

Shri D. C. Sharma: I am sorry for every one of you, but what can I do?

Sir, it is a very very long tale that I have to tell within the short time at my disposal. I am an indefatigable traveller and I travel constantly from Delhi to Amritsar via Saharanpur as well as via Karnal. While I go about, I have no feeling of elation when I look at the railway station. Almost 7 years have passed after we attained inde-

[Shri D. C. Sharma]

pendence, and I find that the Punjab portion of the Northern Railway is as neglected as ever.

Whatever has been done in the Punjab portion by the Railways was done under our old masters, the British people. After Independence I do not think much attention has been paid to the Punjab sector of the Railways. Of course, I will be told that we have built new railway lines which go upto Pathankot or that we are going to build new lines linking Chandigarh with some other stations. There are the necessities of administration and it is these which have compelled our Railway authorities to undertake them. By and large nothing has been done for the Punjab and there has been no improvement in any field so far as the Punjab is concerned. I have been asking so many gentlemen that they should do something for the Punjab, but they say that the Punjab Government does not take up my case. If the Punjab Government does not take up the case, at least the Members of this House, who represent the Punjab, do bring the case to the notice of the Railway Ministry, but I must say that the cold-shouldering, which has been done to the Punjab during the last six years, is an example of its own kind. Even though my friends from other States say that there are some members of the Railway Board that belong to the Punjab, I must say that they have done very little for the Punjab. First of all, when the New Five Year Plan is undertaken, the Punjab should be given its due share for three reasons. In the first place, the Punjab is a strategic area, being a border province. What is our Government doing for this border province? Secondly, the Punjab is a surplus area and it was the granary of India at one time and it is fast becoming so now. What is the Railway Ministry doing for this surplus area? Again, there are certain parts of the Punjab which are very rich in mineral resources, rich in other things, in historical associations and sacred associations. Some of my

friends have been urging that new lines should be opened up because there are temples in the area. Kangra and Hoshiarpur are full of temples and historical places, and if they are opened to the tourists, there will be a good deal of traffic, but I must say that our Ministers perhaps do never go beyond Delhi to this Punjab side, and even if they do, they do not care to go very far. I find, therefore, that the Punjab is neglected and it is a poor cousin of the Railway Ministry. I come from a backward area and I was glad when the Railway Minister said that he was going to do something for backward areas. I have the honour to represent the backward area of Hoshiarpur. Kangra is a poor area.

Mr. Chairman: One more minute.

Shri D. C. Sharma: Please do not ring the bell, Sir, as I am just getting into form.

Mr. Chairman: Unfortunately time moves forward even if backward areas are discussed.

Shri D. C. Sharma: I am a teacher and the unit of time for a lecture is 45 minutes. Please, therefore, give me at least 15 minutes. There should be a line connecting Mukerian with Hoshiarpur. I do not see any reason why there should not be a line connecting Una with Nangal, a distance of only eight miles. Nothing has been done, and I would urge that something should be done in this respect now.

6 P.M.

The hon. the Deputy Minister was very eloquent when he talked against casteism. I was very happy to hear that—we want to abolish casteism. But I may tell you that there is no Ministry, there is no Department in the Government of India which is such a specimen of casteism and sub-casteism as the Railway Department. At the bottom stand the porters; then there are the Class IV, Class III and Class II officers—then come the overlords of the Railway, the class I officers. It is high time that something

as done to put matters aright. I may in this connection bring to the notice of the House that recently the Railways observed a "Courtesy Week". They asked the station masters to be courteous; they asked the railway guards to be courteous to the public. But I would say, Sir, that the "courtesy week" should be celebrated at all levels of Railway administration. Is it known, Sir, that very few of those who write letters to these high officers ever receive a reply. I go about the country and I meet persons. They tell me that it is very difficult to get a reply from the Railway Ministry. I would, therefore, say, Sir, that before you abolish casteism anywhere, you should try to abolish it where it exists most. Only when inequality is ironed out and equal opportunities are given, with due differences here and there, will improvement be possible.

To the Frontier Mail the Railway Authorities attach—I do not know what to call them, those wonderful things which perhaps are Swiss-made. I do not know from where they have got them manufactured. I do not know by what name to call them. I asked some of them to give me the names of those particular compartments, and they told me they call them corridor compartments. I tell you, Sir, that in a compartment meant for four you cannot put any luggage. I say it is a disgrace for the Railway Department to have these corridor trains. It is a common sight to see people showering abuses on these trains. I would request the Railway Ministry, in the interest of its own good name, to withdraw these bogies. Only last night when I was travelling the Frontier Mail the amount of abuse that people were showering on Government on account of these corridor trains is unimaginable. I have also to share a portion of these abuses, because they know that I am a Member of the House of the People. I would therefore suggest to the Railway Ministry that they should forthwith withdraw these bogies. Unless they do so, they will be rendering a great

disservice not only to themselves, but also to the country.

People judge us by small things. They do not bother about big things. It is these small things about which the Railway Ministry does not care that bring a bad name to the Ministry. I suggest that these small things should be taken note of.

श्री सूर्य प्रसाद (मुरैना-बिंडर-कित्ता अनुसूचित जातियां) : सभापति जी, मुझे आपन समय दिया इसके लिये बन्धवाद। मैं रेलवे के एडमिनिस्ट्रेशन के बारे में कुछ सजेश्चन्स देना चाहता हूँ और उनको माननीय मंत्री जी और उपमंत्री जी की सेवा में उपस्थित करना चाहता हूँ।

हम लोग थड़ क्लास के यात्रियों के सम्बन्ध में कहते रहते हैं परन्तु जो सुधार होना चाहिये उतना सुधार नहीं हुआ है। नये कोचेज बने, पंसे लगे और भी सुधार हुए, परन्तु थड़ क्लास में अभी भी घक्कम घक्का होता रहता है। लोग सोने के स्थान पर तो सोते ही हैं, परन्तु बैठन की सीटों पर भी सोते रहते हैं। एक व्यक्ति चार व्यक्तियों का स्थान घेर कर सोवे और चार व्यक्ति खड़े खड़े सकर करें यह ठीक व्यवस्था नहीं। इसकी देख भाल होनी चाहिये। पिछले समय अप्रैल में मुझे हरिद्वार जाने का मौका मिला। पहाड़ पर लोग जा रहे थे, जोनल टिकट भी चल रहे थे। तीर्थ यात्रियों की भरमार थी। गाड़ी में ठूंस ठूंस कर लोग भर रहे थे, मारपीट, गालीं गलौज, हाथा पाई डिब्बों में हो रही थी, इन सब की देख भाल करने वाले गाड़ी, टी० टी० ई० तथा रेलवे पुलिस के लोग सिगरेट के कश खीचते हुए तमाशा देख रहे थे। डिब्बों में महिलाओं की पुकार और बच्चों की चीखें निकल रही थीं। मुझे आश्चर्य है कि जोनल टिकट जारी करते समय रेलवे ने कोई विशेष गाड़ी नहीं चलाई। इस समय में जिन मुसा-

[श्री सूर्य प्रसाद]

फिरों ने सफर किया उन्हें छठी का दूष तो याद आ गया होगा । और पता चल गया होगा कि उन्होंने किस भुसीबत से सफर किया । रेलवे को ऐसे विचे अवसरों पर स्पेशल ट्रेनें अवश्य चलानी चाहिये ।

दूसरी बात में बिना टिकट सफर को रोकने के सिलसिले में अर्जन करना चाहता हूँ । बिना टिकट सफर रोकन के लिये पचासों बात कही जाती है, लेकिन मुझे यह दीखता है कि उनमें से एक भी कारगर नहीं हूँ है । मैंने कितनी ही दफा सेष्टल रेलवे में सफर किया और हर दफा मैंने देखा कि प्रत्येक कम्पाटमेन्ट में दो चार बिना टिकट वाले तो ज़रूर बैठते हैं । तो यदि लाखों व्यक्ति बिना टिकट हर साल सफर करें तो रेलवे की आर्थिक स्थिति में कितना अन्तर आ सकता है । रेलवे स्टेशनों पर जो पुलिस है वह ठीक काम नहीं कर सकती है । वे गाड़ी में शान्ति व्यवस्था करने के बजाय अपना उल्लू सीधा करने की टोह में रहते हैं । गाड़ी आते ही रेलवे पुलिस के कानिस्टरिल इच्छर उच्चर बिला टिकट भागियों को पकड़ने की टोह में रहते हैं । जो यात्री रुपया, दो रुपया थमा देता है आराम से निकाल दिया जाता है । मैं एक घटना सुनाता हूँ जो कि भोपाल की है । पिछले समय भोपाल जाने का अवसर मिला । मैं इन्दौर जाना चाहता था । भोपाल में इन्दौर की गाड़ी में सवार होने के लिये मुझे कुछ समय तक रुकना पड़ा । वहां एक कांस्टेबिल ने एक आदमी को पड़ा जो कि बिना टिकट था । उस यात्री के पास एक पोटली थी जिसमें हाथ से बनी हूँ इकंघियां बड़ी हूँ थीं । कांस्टेबिल ने उस यात्री से टिकट मांगा, उसके पास टिकट नहीं था । उसने यात्री को बौस दी कि मैं तुम को पकड़ कर बन्द कर दूँगा

जब उसके पास कोई पैसा नज़र नहीं आया तो उस कांस्टेबिल ने १५, २० कंघियां लेकर अपने जेब म डाल लीं और उसे बाहर निकाल दिया । यह गलत बिना टिकट बकर करने वालों की है ।

नीकरियों की शिकायत के सिलसिले में भी मैं एक अर्जन करना चाहता हूँ । वह हरिजनों की है । छोटे छोटे स्थानों पर कंठ लंगो़ बारी अपने घर नीकरों को भर्ती करते हैं, इसकी देख भाल की जाय । हरिजनों को भरती करते समय उनके साथ भेदभाव, पेचीदे रूल्स और रेगुलेशन्स अमल में न लाये जाय । उन की गरीबी, बेकारी और भूखमरी को दूर करने के लिये उन को नीकरियों में प्राथमिकता दी जाय ।

नई लाइनों के सम्बन्ध में थोड़ी सी बात अर्जन कर देना चाहता हूँ । वह हमारे मध्य भारत से सम्बन्ध रखने वाली है, जहां से कि मैं चुन कर आया हूँ । पिछले समय में भी मैं ने माननीय मंत्री जी की सेवा में कुछ सजे-इशन्स दिये थे कि उत्तरी मध्य भारत में रेलवे लाइन खोलनी चाहिये । भिड से इटावा अविकृद्ध नहीं है, भिड लाइन को अगर इटावा से मिला दिया जाय तो उच्चर जो ५० मील का हिस्सा पड़ता है उसका बड़ा लाभ है । भिड एक बहुत बड़ी मंडी है, उहां आमद रफ्त भी है और उत्तर प्रदेश और मध्य भारत को इह हिस्से से मिला देने से वहां का जो एक बीच का एरिया पड़ता है वहां आमद रफ्त ही सकती है । वह एरिया बड़ा बीहड़ है । आप को मालूम होगा कि मध्य भारत के बीहड़ इलाके में होने से डकेतों से लोग बहुत आतंकित रहते हैं और साल में सैकड़ों वारदाते होती रहती हैं । इस तरह से वहां की यह समस्या

भी हल हो सकती है यदि मंत्री जी इस रेलवे लाइन को बनाने की व्यवस्था करे।

श्री बी० डो० शास्त्री (शाहडौल-सिद्धि) : आदरणीय सभापति जी, प्रति वर्ष की भाँति इस वर्ष भी रेलवे मंत्री ने रेलवे का वार्षिक बजट उपस्थित किया। मैंने सोचा था कि प्रति वर्ष जिस प्रकार विध्य प्रदेश का स्थान रिक्त रहता है, शायद इस मर्त्त्वा उसका स्थान रिक्त न रहे। किन्तु दुर्भाग्य की चीज़ है कि हम उनके इस नक्शे में विध्य प्रदेश का नाम नहीं पाते हैं। बड़े दुःख की बात है कि कई बार रेलवे मंत्री से विध्य प्रदेश का शिष्ट मंडल मिला, उन्होंने आश्वासन दिया, वहां की आरी स्थितियों पर प्रकाश डाला गया और उन्हें बताया गया कि आज विध्य प्रदेश की आर्थिक व्यवस्था इसलिये गिरी हुई है कि वहां रेलवे यातायात की सुविधा नहीं है। वहां बहुत से स्थानिज पदार्थ हैं, स्थानिज पदार्थों की इतनी प्रचुरता है कि जिस से मौजूदा समय में प्रदेश की जो आमदनी है, उससे दूनी, तिग्नी हो सकती है। आज विध्य प्रदेश को आर्थिक दृष्टि से पीछे माना जाता है और पीछे मानने का कारण यह है कि उसमें असंस्थ अतुलित सम्पत्ति भूगर्भ म पड़ी हुई है।

लेकिन उसे निकाला कैसे जाय? कैसे कोई इंडस्ट्री वहां कार्यम की जाय? कैसे कोई व्यवस्था वहां, फैक्टरी बगैरह खोलने की की जाय, जब तक कि रेलवे यातायात की कोई सुविधा वहां न हो। मैं एक और सज्जन इस सम्बन्ध में रेलवे मन्त्री महोदय से मिले। रेलवे मन्त्री महोदय ने आशावास भी दिया और कहा कि विध्य प्रदेश के विषय में हम गम्भीरता से विचार कर रहे हैं। कई बार यहां सदन में तारांकित प्रश्नों के जवाब में भी कहा गया कि विचार किया जा रहा है और सम्भव है कि उस विचार का सन्तोषजनक फल जल्द ही

निकलेगा। लेकिन मैं समझता हूँ कि उनका आश्वासन वैमे ही है, जैसे कहा गया है कि:

अहं डफोरगङ्गोऽस्मि वदामिच ददामि न।

आश्वासन तो बहुत अच्छा है, शब्द भी उसके बड़े मजबूर हैं और हृदय भी उनका बड़ा उदार है परन्तु उन सब से विध्य प्रदेश का स्थान तो हम अब तक रिक्त ही पाते हैं।

मैं यह कहूँगा कि इस बजट के निर्माण काल में उन्होंने बड़ी सहानुभूति, समानता और उदारता से काम लिया है। लेकिन इस समानता और उदारता के बीच विध्य प्रदेश इसलिये नहीं आ पाया कि वह स्वतः ही एक तृतीय श्रेणी का राज्य है। मैं तो यह कहूँगा कि यह समानता के स्थान पर अगर हम विषमता को लिखें तो कोई बुरी बात नहीं होगी। आज कांग्रेसी सरकार इस दावे पर है कि हम क्लासलेस और कास्टलेस सोसायटी का निर्माण करने जा रहे हैं, हम एक वर्ग-विहीन समाज का निर्माण करने जा रहे हैं। लेकिन मैं यह कहूँगा कि जो वर्ग अब तक मानवीय श्रेणी में या वह वर्ग का दायरा अब मानवीय श्रेणी से हट कर राजकीय श्रेणी में आ गया है। आज यह ए० बी० और सी० श्रेणी का, तीन तरह की श्रेणियों का वर्गवाद इस का जीता जागता प्रमाण है। मैं यह कहूँगा कि ए श्रेणी के राज्यों का जितना स्थाल किया जाता है तथा बी० श्रेणी के राज्यों का जितना स्थाल किया जाता है, सी० श्रेणी के राज्यों का उतना स्थाल नहीं किया जाता है। और यह इसलिये कि वे तृतीय श्रेणी के राज्य हैं। इसलिये स्पृश्यवत हैं और चूंकिवे अस्पृश्यवत हैं, इसलिये उनको कोई स्थान नहीं दिया जा सकता। तो वर्गविहीनता के समाज की रचना न मालूम किस विधि के अनुसार की जा रही है। हम सब लोग इस के बारे में बड़ी चिन्ता में हैं।

[श्री बी० डी० शास्त्री]

मैंने कई बार प्रश्न किये और कहा भी कि अगर विध्य प्रदेश में आप रेलवे निकाले तो वहां उससे स्थिति बहुत अच्छी हो सकती है।

विध्य प्रदेश के सम्बन्ध में लोग कहते हैं कि वहां पिछड़ा हुआ एरिया ज्यादा है। तो पिछड़ा हुआ एरिया वहां होना स्वाभाविक है जहां पर कि लोगों के लिये यातायात की सुविधा न हो। विध्य प्रदेश एक तो कुछ पहाड़ी आन्त है। वैसे खेती के लिये वहां पर्याप्त जमी है, लेकिन वहां ऐसे इलाकों में लोग रहते हैं कि सौ सौ और डेढ़ डेढ़ सौ मील दूर तक रेलवे का नाम तक नहीं है। वे ऐसी एरिया हैं कि जो रेलवे की लाइन से १५० मील की दूरी पर हैं और वहां लोग आबाद हैं। वे लोग कैसे आ जा सकते हैं। उनमें मानवीय व्यवहार और सामाजिक ज्ञान के से हो सकता है। कैसे देश और दुनिया का नकशा उन के सामने आ सकता है, जबकि उनको जाने के लिये रेलवे ही न मिले जिससे कि वे मनव्यों के सम्पर्क व व्यवहार में आ सकें। इसलिये वह स्थान और भी पिछड़ा हुआ रह जाता है। मैं तो यह कहूँगा कि आदमी को शिक्षा से उतना अच्छा ज्ञान नहीं होता, जितना कि भ्रमण से होता है। इस सम्बन्ध में मैं एक बहुत अच्छी मिसाल बताऊं कि प्राचीन काल में भारतवर्ष के इस नक्शे में एक तरफ दक्षिण में रामेश्वरम्, उत्तर में बद्रीनाथ, पूर्व में जगन्नाथपुरी और पश्चिम में द्वारिकापुरी, इस तरह हिन्दू संस्कृति के आवार पर इन पुरियों की स्थापना हुई है। यह स्थापना महज इसलिये हुई कि हर एक व्यक्ति वर्म के नाम से बंध कर इस सारे देश का भ्रमण करे और इस तरह भ्रमण करने से वह प्रत्येक राज्य का, प्रत्येक समाज का, प्रत्येक संस्कृति का,

प्रत्येक सम्पत्ता का, और प्रत्येक भावना का अच्छी तरह संकलन करे, वह अपने ज्ञान में विकास करे और वह देखे कि देश और दुनिया किस तरह बढ़ रही है।

इस लिये मैं यह कहता हूँ कि जब तक यातायात की सुविधा लोगों के सामने नहीं आती तब तक लोग कभी भी उत्थान के मार्ग में आज अग्रसर नहीं हो सकते और उन्हे समाज और देश से दूर ही रहना होगा। इस कारण विध्य प्रदेश में रेलवे लाइन का निकालना बहुत आवश्यक है, ताकि वहां की जो पिछड़ी हुआ एरिया है उस को सामाजिक स्रोत मिल सके।

अब मैं आप से आर्थिक विकास के सम्बन्ध में कहता हूँ। एक किताब “विध्य प्रदेश का स्वनिज विकास” सरकार की ओर से निकाली गई है। इसमें लिखा हुआ है :

“भू-तत्त्व परीक्षण-मंडली की रिपोर्ट के अनुसार यह प्रदेश सभी प्रकार के स्वनिज पदार्थों से भरा पूरा है। यहां अग्नि-प्रतिरोधक मिट्टी, फेल्सपार, स्फटिक, चुम्बकीय लोहा, एल्यूमीनियम धातु, हरसोठ, तांबा, चूने का पत्थर, रामरंज, गरू, छुई, अच्छक, हीरा, लोहे का धाँड़, सफ़दा धातु, तूफ़ा चून का पत्थर, बलुआ पत्थर, शीशा बनाने की बालू, बर्तन बनाने वाली मिट्टी अथवा चीनी मिट्टी पाई जाती हैं।

यह बहुत इम्पार्टेंट है। यह सारी चीजें विध्य प्रदेश में स्वनिज पदार्थों के सम्बन्ध में पाई जाती है। और साथ ही ये वहां कोई थोड़ी तादाद में नहीं हैं, बल्कि बहुत अधिक तादाद में हैं।

कोयले के सम्बन्ध में भी यह विध्य प्रदेश सबसे प्रसिद्ध है और कम से कम यह तो सभी जानते हैं कि रेलवे के लिये कोयला कितना

उपयोगी है। केवल सीधी जिला में ही ६०० वर्गमील के एरिया में कोयला है। मैं अब करूंगा कि.....

Mr. Chairman: Order, order. The hon. Member should know that I am ringing the bell for the third time. When I ring the bell for the second time, hon. Members should resume their seats. The hon. Member has already taken eight minutes. I am allowing only five to six minutes, otherwise this long list would not be finished.

श्री बी० डी० शास्त्री : विन्ध्य प्रदेश से अभी एक को भी बोलने का मौका नहीं मिला और विन्ध्य प्रदेश रेलवे की दृष्टि से बहुत महत्व का स्थान है।

Mr. Chairman: Vindhya Pradesh is very important, but unfortunately, here Members are not allowed to speak province-wise. The hon. Member has had his say. He can put in a memorandum detailing all his points.

Shri Balakrishnan (Erode—Reserved—Sch. Castes): Sir, I am getting this chance after one year and therefore, I must thank you. Through you I congratulate the Railway Minister and the Deputy Railway Minister. Both of them are taking much interest to improve our railway system. They are taking much interest to improve the amenities of third class passengers.

Being a representative of Coimbatore District, I want to bring one important point to the notice of the Railway Minister. Palani is considered to be the most important sacred place of pilgrimage in South India and every day thousands of pilgrims, mostly from Coimbatore District, come to Palani. There is only one railway line from Coimbatore to Palani. If an Erode man or a Tiruppur man wants to go to Palani, he has to make a round of about one hundred and twenty miles, even though the distance between Tiruppur and Palani is only sixty miles. Therefore, a new railway is very very necessary from Tiruppur to Palani. In this connec-

tion many petitions were sent by the people and local bodies of Palani, Darapuram and Tiruppur.

Very recently, when the hon. Deputy Minister visited Tiruppur, and Coimbatore, people represented this matter to him. I understand that in the year 1930, a survey was made about this line. I request the hon. Minister to take up the construction of this line between Palani and Tiruppur. I am sure this line will be very remunerative because Tiruppur is a very important business centre and cotton market.

I understand that not even a single Harijan has been put in either in the State Railway Advisory Board or in the Central Railway Advisory Board. I would request the hon. Minister to have at least one Harijan Member both in the State Advisory Board and the Central Advisory Board.

In the Palani Railway station, there is no proper waiting room for second class and first class passengers. The hon. Deputy Minister himself knows this because he recently visited Palani. I request the hon. Minister to provide a waiting room for second class and first class passengers in Palani. In the Dindigul station, on account of water scarcity, every train is being delayed. I request the hon. Minister to see that something is done to improve the water facilities in the Dindigul Junction. Of course, many amenities have been provided to the third class passengers. But, I find one great difficulty in the third class compartments. Mugs are not provided in the lavatories. I think, ten years ago mugs were provided. I would request the hon. Minister to see that mugs are provided in the third class compartments.

With these words, I support the Demand.

Shri Jethalal Joshi (Madhya Saurashtra): I have only a short time at my disposal and therefore, I shall not go through the formality of giving compliments or congratulations to the hon. Minister. But, I must say that we cannot shut our eyes to the definite, visible marks of achievement and pro-

[Shri Jethalal Joshi]

gress that the Railways have made. I must also say that much of the credit goes to the hon. Minister of Railways.

Coming to the points which relate to my constituency of Saurashtra, I may say that I have received reports that about 300 railway employees in Saurashtra have received notices of discharge from service, and that they are to be discharged in a very short time. They have put in four years of service in the Railway department and some of them have undergone departmental training also. I do not know the reasons which have prompted the Government to discharge these people. They are all from the middle class and they are all educated people. I think we shall be adding to the number of displaced unemployed persons by discharging them. Another factor is that since they have put in four years' service in the Government, and in the Railway department, if they were to seek employment in other departments, their age may come in their way and they may not be able to get any appointment in the services. I therefore request the Government to have a humanitarian outlook and a human touch in dealing with this problem and continue them in service, and make them permanent and useful limbs of the department.

The second point is about the shortage of wagons. I received numerous complaints regarding the shortage of wagons. Some of the factories and business firms are hard pressed. I have received a complaint especially from Parsuram Pottery at Morvi. Some of these factories are passing through great hardships on account of the short supply or delayed supply of wagons. Their finished products are accumulated, their finances are blocked and some of them are compelled, by force of circumstances, to notify that they will be closed in a short time. The result of this will be an adverse effect upon labour. Today also I have read in a paper from Saurashtra that in Porbunder trade and industry are suffering on account of the shortage of wagons. I therefore request the Mini-

ster in charge to take this into consideration.

The third point is there are no spare coaches in reserve at important junctions such as Surendranagar. It was done previously in order to meet emergency demand because it so happens that sometimes there is a pressure of traffic and the passengers have to be packed. I think this difficulty also should be removed as far as possible.

The fourth point is that it is the accepted policy of Government to reserve a certain percentage of posts in the Railways for Harijans. I have today received a complaint from the Secretary of the Harijan Sevak Sangh at Rajkot stating that the Western Railway is a little bit slow in carrying out this policy.

Then, coming to the most important point we know that Dwaraka and Somnath are both ancient places of pilgrimage to which Porbunder is added being the birthplace of Mahatma Gandhi. We know thousands of pilgrims are visiting these places. Now-a-days tourists from foreign countries are also showing keen interest and are visiting these places in increasing numbers every year. But from Dwaraka to Porbunder and from Porbunder to Somnath, although all these three are in a direct straight line on the extreme West coast of Saurashtra, there is no straight railway and one has to pass from Dwaraka to Jamnagar, Rajkot, Jatalsar and Porbunder; and then again from Porbunder to Junagadh and then Verawal. Therefore I suggest that a direct Railway line should be constructed so as to connect all these three places.

Shri Debeswar Sarmah: Before I come to the point I have to state that when my friend Shri D. C. Sharma claimed that there is only one Sharma in this House, it reminded me of certain dubious medicines which are advertised in the Calcutta Bengalee papers as *Adi* and *Akrittim*, i.e. original and unadulterated. I am happy to hear that we have also got a Sharma

here who is Adi and Akrittim—(unadulterated and original).

Coming to the point, I would like to invite the attention of the Government to the pitiable case of the law inspectors or court inspectors, whatever they are called. They are in the scale of Rs. 200-10-300. The qualifications which are required of these officers are that they should be law graduates and should have put in at least five years of practice in a court of law. Their duties are also those of an advocate: That is to say, they have to appear in court, and defend or prosecute in the name of the President of India. They have to conduct cases on behalf of the Government of India or defend in law suits. In their offices, they have to do the job of solicitors, drawing up plaints, petitions etc. and advise Government on claims matters. As I understand it, in a civilised administration, the scale of pay is fixed in consonance with the responsibility of an officer. These law inspectors are officers, and their qualifications are as high as,—I may say, perhaps, without any fear of contradiction—that of anybody in the administrative ranks of the Railways, because they are not only university graduates, but after having graduated from the university either in arts or science, they have to graduate themselves in law also; and after having done that, they have to put in one year's apprenticeship, and after this, they have to put in five years of practice. The nature of the task entrusted to them is in all conscience a very responsible and heavy one, because they have to advise the Railway Administration on claims, draw plaints, defend Government in suits, or institute or prosecute suits. Still they have been given a salary of only Rs. 200 basic in the scale of Rs. 200-10-300. This scale is very meagre and inadequate. In the Central Government, advocates of five years standing and with the same qualifications have been recruited as public prosecutors in the Special Police Establishment, with gazetted status, in the scale of Rs. 500-30-800. But persons with the same qualifications and the same res-

ponsibility are given a starting salary of only Rs. 200, in the Railways, which is another branch of the Central Government. It is difficult to find what justification there can be for these different scales of pay. If the hon. Minister of Railways seeks to abolish classes in the Railways, it is quite understandable, and we on this side of the House appreciate it very much. But if law graduates with five years standing are given a starting salary of only Rs. 200, while others with the same qualification and the more or less equal responsibility are given a salary pay of Rs. 1000, Rs. 2000 or even Rs. 3000, and the members of the Railway Board Rs. 4000/- it is surely something ununderstandable, and how does the hon. Minister of Railways propose to reconcile these contradictions on the part of the Railway Administration? I would submit that this aspect of the matter must be gone into.

In Dibrugarh and Bongaigaon, there are railway workshops, which, I understand, are proposed to be abolished. When the hon. Minister of Railways recently went to Assam—I was not there, but I am told—he gave assurances to the people that these workshops will not be abolished. But while his assurances are very soothing, the people there find that the machinery are being transferred to Gorakhpur workshop, one after the other. Do Government really propose to transfer disabled engines or heavy rolling stock from that end of India, viz. Assam across the Brahmaputra to Gorakhpur, for repairs, and again take them back to Assam? I submit that that would be very uneconomic, and it will not be in the best interests of the Railways. I would request the hon. Minister to look into this matter.

श्री भागवत ज्ञा आजाद (पूर्निया व संथाल परगना) : मैं अपने को बन्धवाद देता हूँ कि साड़े तीन घंटे की प्रतीक्षा के बाद मुझ को अवसर मिला है कि मैं अपने आनंदेबुल मिनिस्टर साहब के सामने अपने क्षेत्र के कुछ श्रीवास्तेज को रख सकूँ।

[श्री भागवत ज्ञा आज्ञाद]

यह मेरा दुर्भाग्य रहा कि इतने बड़े बड़े प्रश्नों में, या छोटे छोटे प्रश्नों में इस सभा में जबाब देते बक्त मुझे गलत समझा गया। मैं यह जानता हूँ कि जब विरोधी पार्टी मिनिस्टर पर प्रहर करती है तो उस की भावना यह रहती है कि वह सरकार को उलटायें। लेकिन इस तरफ के व्यक्ति जब सरकार की आलोचना करते हैं तो उसमें गणतन्त्र के सिद्धान्त के अनुसार अपने समर्थकों की या अपने मंत्री महोदय का समर्थन करने की भावना रहती है। मैंने पहले भी कहा था संथाल परगना एक बैकवर्ड जिला है, यों तो सभा में सभी लोग अपने को बैकवर्ड कहते हैं, लेकिन मेरा कहना है कि यह जिला ऐसा है जहां कि ४० फीसदी लोग अब भी ऐसे हैं जिन्होंने अब भी रेल गाड़ी नहीं देखी है। इस जगह के दो सिरों पर गाड़ी जाती है। संथाल परगना की उत्तरी सीमा पीर पेंटी में लाइन है और दक्षिणी सीमा जसीड़ी है में। दोनों के बीच का स्थान लगभग १५० मील लम्बा है, वहां कोई लाइन नहीं जाती है। इस क्षे के लिये मैंने सुझाव रखा था। संथाल परगने का हेडकार्टर दूमका है जिससे नजदीक से नजदीक स्टेशन ५० मील है। इस लिये पीर पेंटी को भाया गोड़ा दूमका से मिला दिया जाय और दूमका को देवघर (जसीड़ी) से तो इसमें मैंने कोई अनौचित्य नहीं किया। मैं माननीय मंत्री महोदय के समक्ष फिर यह निवेदन करूँगा कि वह इस को मिला दें।

इसमें पहले सेंतिया से मधुर को मिलाने का या नामपुर हाट से जसीड़ी को मिलाने का सर्वे अंगरेजी सरकार ने किया था। लेकिन उस समय जो ब्रिटिश डाइहार्ड कमिशनर थे उन्होंने कहा कि अगर संथाल परगने में रेलवे लाइन बनी तो यहां के संथाल सरकार के जल्म को बदाश्त नहीं करेंगे। और इसके

फलस्वरूप, सर्वे हो जाने के बावजूद भी उस स्कीम को छोड़ दिया गया और उसके बाद संथाल परगने में जो कि सम्यता से बहुत दूर है रेलवे लाइन का प्रबन्ध नहीं हो सका। इसलिये मैं समझता हूँ कि जब हर सदस्य इस हाउस में अपने बैकवर्ड होने का क्लेम करता है और अगर उस में भी एक और जुड़ जाता हूँ तो इसलिये नहीं कि मैं मंत्री महोदय का बोझ भारी कर दूँ, बल्कि इसलिये कि वह सचमुच देखें कि वास्तव में नई रेलवे लाइन का अधिकारी कौन है।

दूसरी बात मुझे यह कहनी है। पिछली बार मुझे समय नहीं मिला था मैंने केवल दो एक मिनट में अपने अफसरों से पीर पेंटी स्टेशन की बात कही थी, और मैं कहता हूँ कि मुझे गलत समझा गया। मैंने हाउस के सामने जो रखा था वह यह था कि मेरे पास जो चिट्ठी आई थी उससे मुझे यह लगा कि शायद मुझे भाषण दिया जा रहा है, इस सम्बन्ध में कि मेरे घर में क्या है। इसलिये मुझे दुःख हुआ। मैं इस स्टेशन को पांच वर्ष की उम्र से देख रहा हूँ। जहां पर आदिमियों के बैठने की जगह नहीं है, अगर उस कोराइडर को बेटिंग रूम कहा जाता है तो मैं रेलवे विभाग से बेटिंग रूम की नई परिभाषा सीखता हूँ। मैं उसे बेटिंग रूम नहीं कह सकता। पीरपती स्टेशन के उत्तर में रेलवे जमीन बैकपर पड़ी है। उस पर एक सुन्दर बेटिंग रूम बना दिया जाय। वर्तमान बेटिंग रूम नामक मकान से काम नहीं चलेगा।

इसके बाद मैं दूमका आउट एजेंसी की बात कहना चाहता हूँ। सन् १९३८ से १९४३ तक दूमका में आउट एजेंसी थी, उसके बाद १९४३ में वार कैम्प होने के कारण उसको बन्द कर दिया गया। उसके बाद सन् १९४८ में रेलवे अधारिटीज ने फिर इस स्वाल को उठाया। उसके लिये अधिकारियों के पास

टेंडर्स आये। लेकिन जो कि पुराना टेंडर वाला था अर्थात् आटो एक्सप्रेस लिमिटेड, उसको टेंडर नहीं दिया गया, कलकत्ते की एक कम्पनी का टेंडर माना गया जिसके पास अपना परमिट भी नहीं था, इसके फलस्वरूप बिहार सरकार ने उसको नामंजर कर दिया। सन् १९४८ में जिस आउट एजेंसी को ठीक करने का काम शुरू हुआ था वह अब तक सफलीमूल नहीं हो सका है। पूरे ११ साल से वह आउट एजेंसी बन्द पड़ी है लेकिन आज तक वह पूरा नहीं हो सका।

मैं आशा करता हूँ कि आप यह मांग देखेंगे। सबसे नजदीक स्टेशन जिला हैंडब्वार्टर दूमका से ४० मील की दूरी पर है, लेकिन मैं यह आप से कृपा नहीं मांगता हूँ, मैं आप से यह इंसाफ के नाम पर मांग करता हूँ। अगर आप इस संथाल परगना की हालत को देखेंगे तो आप यह मांग अवश्य पूरी करेंगे।

मैं समझता हूँ कि हमारे अलगेशन साहब अंग्रेजी के बहुत बड़े विजाता हैं, इसलिये मेरी हिम्मत नहीं है कि मैं अंग्रेजी में बोलूँ, क्योंकि मेरी अंग्रेजी कमज़ोर है। लेकिन मैं आशा करता हूँ कि जबकि हमारे श्री लालबहादुरजी यहां मौजूद हैं तो अब की बार मुझे गलत नहीं समझा जायगा। इन शब्दों के साथ मैं इन मांगों को रेलवे मन्त्री के सामने पेश करता हूँ।

STATEMENT RE RICE DEAL WITH BURMA

Mr. Chairman: The hon. Minister for Food will make a statement with regard to the rice deal with Burma.

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): The deal which has been made between the Government of India and the Government of the Union of Burma will give us a quantity of 775 P.S.D.

9 lakh tons of rice during the present year. Part of this will be given to the deficit States for utilization by them to maintain their present scale of rice rations. The balance will be used in rationed areas in the said States to make supplies to consumers without any quantitative limitations. These availabilities will be in addition to whatever quantities the deficit states have themselves procured or will procure and the quantities received by them from surplus States in the country. By this means rice-eaters in the entire country will now have the opportunity of securing their full requirements of rice.

The surplus rice in the country will go into a Central Reserve. The present inter-State restrictions on movement of rice will, however, continue. I am considering advising surplus State Governments to give up their procurement of rice as soon as a certain figure is reached. If, however, there is any tendency for prices to go below economic levels and surpluses are voluntarily offered for sale to Government agents, Government will buy such quantities.

Before controls were introduced, and though during that time there was a net import of rice into the country between 2 and 2½ lakh tons of rice, specially the finer varieties, used to be exported from the country. In view of the great improvement in our rice situation, I propose to take steps to see that those people in foreign countries who had developed a taste for some varieties of rice produced in India have the opportunity of having them again. For this purpose, however, Government will be the only authority for sale of such rice for export.

Shri K. K. Basu (Diamond Harbour): I do not think a discussion is allowed now? May I request that this statement be circulated to us tomorrow in the afternoon?

Shri M. V. Krishnappa: We will circulate it at the earliest possible opportunity.

DEMANDS FOR GRANTS—
RAILWAYS.

Mr. Chairman: Will the hon. Minister take a long time to reply?

Shri Alagesan: I will take about 15 minutes.

Mr. Chairman: Then I call upon Shrimati Sushama Sen.

Shrimati Sushama Sen (Bhagalpur South): Sir, at the fag end of the debate I did not think I would be called upon to speak. So I do not want to take up much time. But, having regard to the criticisms which have been levelled against our Railway Minister, I just want to say a few words in defence of him, if I may, that it is not quite correct to say that the Railway Minister or the railway authorities do not take heed of the just requirements of each constituency. As far as I know, from my own experience, in my backward area South Bhagalpur when we were trying for the re-construction of the Bhagalpur-Mandarhill rail link which had been dismantled during the world War II for a number of years, and when it was properly put to the railway authorities of the urgent needs they at once took up the case and I must say that within a year it has been completed. So, it is not quite right to say that things are not done properly and in proper time. I would pay my tribute to the Railway Minister and I would like to congratulate the Railway Board on this. At the same time, I would like to point out one or two things for the consideration of the hon. Minister, and that is about the amenities of passengers. I feel that as yet attention has not been drawn to the great inconvenience which passengers suffer from. I do not feel that ladies' compartments are quite secure or that travel in them is safe. There have been some cases to which I have drawn the attention of the Railway Ministry. I must say that they try to do as much as they can. But, they have so far failed. I would draw the attention of our Minister specially that the travel of women passengers

should be made safe. There should not be such cases as the three women passengers who were thrown out of the railway compartment in a running train. They were poor women travelling in a third class compartment. Some compensation should be given to these women, who were only bangle sellers; and they were thrown out by a burglar. I believe, the burglar has been arrested but I have not heard what happened to these women and whether any compensation has been paid to these passengers. I have heard from several women passengers that they do not feel secure when travelling. This is the point which I would specially like to draw the attention of the hon. Minister to.

There is another point about water supply and refreshments on the railways, that needs the attention of the Railway Board. I travelled from Patna to Bhagalpur and for miles together there was no refreshment available and even drinking water was not available. I was told that *gharas*, which used to be provided at all the stations before, were also done away with, and there was no supply of drinking water for passengers.

Another thing that I want is, that in large stations there should be some arrangement for conducting women passengers by providing women guides. Some of these passengers have absolutely no knowledge when they go to a place which is not quite familiar to them. If there are some women guides, it would be of immense help.

I do not want to take up the time of House any further, and with these few words I support the grant.

Shri Alagesan: Shri Sharma of Hoshiarpur was less than fair to us when he said that it is very difficult to get replies from the Railway Ministry to any representations that may be made to them. I was rather surprised at that statement, because we have made it a point to go personally into the representations that are made by hon. Members of this House as well as the other House.

Shri D. C. Sharma: The hon. Minister may know about the replies that he has sent, but I know about the replies that he has not sent.

Shri Alagesan: I am prepared to accept that there may have been delays, but even in the matter of delays we are trying to lessen the period and be prompt with our replies. In fact, such of the points as are not actually answered on the floor of the House, are reserved for written replies, and each hon. Member has been getting these replies since the last two years. I was a bit surprised when he made that statement, but if he tells me that he has been offended in any respect, I am prepared to apologise to him. We have made it a point, as I said, earlier, to go into everyone of the points. In fact, I have myself seen several of these points, and some of them have to be referred to the various Railways, and long replies covering several points have been sent, and we will continue to follow that practice.

I think it was Shri Trivedi who talked about demurrage charges having been increased. As far as the Railways are concerned, we do not want to consider it as a source of income. Wharfage and demurrage charges are levied to discourage the accumulation of traffic at stations, resulting in the detention of wagons and congestion to goods and parcel sheds, and thus preventing further traffic being handled, with consequent restrictions on bookings. The rates have to be high, as otherwise there is a tendency on the part of the merchants to use our sheds and wagons as temporary warehouses. In view of the large accumulation of goods and parcels on the Railway premises, instructions were issued in 1948, to introduce wharfage charges on a telescopic basis, so that the charges became higher with the increased detention as and the state of traffic so demanded. Justification for such penal measures lies in the fact that they are designed to secure quicker release of wagons and speedier clearance of traffic from goods and

parcel sheds. He also referred to the fitting of vacuum brakes in M. G. wagons. As far as the new stock are concerned, they are fitted with this equipment; as far as the old stock are concerned, that is being done on a programmed basis.

Sir, Shri Gupta referred to the National Security Rules and the employees that have been removed under these rules. It is not for the first time this subject has been mentioned on the floor of the House. Perhaps, the hon. Member mentioned it for the first time. But it has been mentioned times without number by other Members.

Shri Amjad Ali (Goalpara-Garo Hills): I have been speaking on it for the last three years.

Shri Alagesan: I was referring to Mr. Gupta, I was not referring to Shri Amjad Ali.

This matter was represented by some hon. Members of this House and it was gone into very carefully and also sympathetically. I may tell hon. Members that out of 178 or so cases it was possible to re-employ 22. In cases where final orders were not issued—in six cases—those orders were cancelled and they were continued in employment. I am sorry to say that it was not possible to do more than this.

Then, Sir, Shri Gupta referred to the Pakistan optees. It may be a little easy to talk on this at this distance of time. But these Rules had to be devised soon after those tragic days and Government now cannot be found fault with for insisting on security verification. It cannot be given up, Sir. But certain figures are here with me which show that they have been dealt with in a very generous way. The total number of provisional Pakistan optees was 21,494. Of these only 883 have not so far been taken back: the rest were taken back. 324 were discharged even at the time of Partition. So, barring these all the rest have been taken back. Out of these 883, 207 have applied for reinstatement and their

[Shri Alagesan]

cases are being reviewed. With reference to final optees they number about 64,000. About 285 have been re-employed. Out of these only 760 have been asking for re-employment and their cases are under consideration.

Shri T. B. Vittal Rao: How long has it been under consideration?

Shri Alagesan: That is a very common question in this House.

Shri T. B. Vittal Rao: And yet we are a secular State!

Shri Alagesan: Mention was made of two stations—Nasik Road Railway Station and Palni Railway Station. At both these stations passenger amenities are being undertaken. In fact, there was a very huge programme of remodelling for Nasik Road and provision for an overbridge was also there. But, as the House knows, the Bombay Government has to bear its share of the cost.

The hon. Member, Shri Deshpande, has informed us that the Bombay Government has decided to give high priority to this overbridge in which case we will be able to go ahead with this work. Mr. Sharma of Punjab—so as to distinguish him from Shri Sharma of Assam, I am saying Shri Sharma of Punjab—was saying that the corridor type of Swiss coaches are very inconvenient and that people are dissatisfied with it. We have ourselves gone into this question and decided that the corridor type should be retained only for air-conditioned coaches and the rest should be without corridor i.e., the ordinary compartment type. I think that will give satisfaction to the hon. Member.

Shri Sharma of Assam spoke about Dibrugarh and Bongaigaon workshops. They are not going to be abolished or done away with; they will continue to function. He need not entertain any such fear.

Something was said about Saurashtra staff also. I may inform the House that the Minister had just now

talks regarding Saurashtra staff with the Home Minister of Saurashtra Government and he was just coming from that talk and he has told the Home Minister of Saurashtra that he would consider the cases where the hardship can be proved. The number comes only to about 74.

Mr. Chairman: Now, I will put to the House cut motions relating to Demand No. 5.

The cut motions were negatived.

Shri S. S. More: May I make one submission? It appears that along with the Budget papers, Appropriation accounts for 1951-52 do not seem to have been circulated. I want to know why this has been left out because tomorrow is the last day.....

Mr. Chairman: Order, order. Let the Demands be put to vote. While the Demands are being put to vote, this question should not be raised. May I ask the hon. Member to kindly resume his seat: I shall allow him to speak after the Demands are put to vote.

The question is:

“That a sum not exceeding Rs. 68,02,98,000 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 1955, in respect of ‘Ordinary Working Expenses—Repairs and Maintenance’.”

The motion was adopted.

Mr. Chairman: I will put to the House cut motions relating to Demand No. 6.

The cut motions were negatived.

Mr. Chairman: The question is:

“That a sum not exceeding Rs. 44,02,01,000 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 1955, in respect of ‘Ordinary Working Expenses—Operating Staff’.”

The motion was adopted

Shri S. S. More: May I ask the Minister why that particular document has not been circulated? I must submit that without that document it will be very difficult for us to participate in the discussion on some of the Demands. If I can say so, the Public Accounts Committee has frequently commented on the delayed preparation and circulation of these documents.

Mr. Chairman: Which papers is the hon. Member referring to?

Shri S. S. More: I am referring to the Appropriation Accounts—the

actual amounts which have been appropriated with the remarks of the audit; the one for 1950-51 was circulated last year along with the Budget papers. This time it was not circulated.

Shri L. B. Shastri: I shall enquire but my information is that they are still under audit by the Auditor-General.

The House then adjourned till Two of the Clock on Tuesday, the 9th March, 1954.