

Friday, November 25, 1955

LOK SABHA DEBATES

(Part I—Questions and Answers)

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(21st November to 23rd December, 1955)



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LOK SABHA SECRETARIAT
NEW DELHI

CONTENTS

Volume VII—From 21st November to 23rd December, 1955.

| | COLUMNS |
|---|----------------|
| No. 1—Monday, 21st November, 1955 | |
| Members Sworn. | I |
| Oral Answers to Questions— | |
| Starred Questions Nos. 1 to 3, 5 to 25, 28, 29, 31 and 32 | 1—30 |
| Written Answers to Questions— | |
| Starred Questions Nos. 4, 26, 27, 30, 33 to 45 | 30—36 |
| Unstarred Questions Nos. 1 to 24 | 36—46 |
| Daily Digest | 47—50 |
| No. 2—Tuesday, 22nd November, 1955. | |
| Oral Answers to Questions— | |
| Starred Questions Nos. 46 to 51, 53 to 63, 65 to 69, 71, 72, 74 and 75 | 51—81 |
| Written Answers to Questions— | |
| Starred Questions Nos. 73, 76 to 83, 85 to 91 and 93 to 97 | 81—91 |
| Unstarred Questions Nos. 25 to 54 | 91—104 |
| Daily Digest | 105—08 |
| No. 3—Wednesday, 23rd November, 1955. | |
| Oral Answers to Questions— | |
| Starred Questions Nos. 98 to 105, 108, 136, 107, 109 to 111, 113, 117 to 122, 124 to 126, 128 | 109—36 |
| Written Answers to Questions— | |
| Starred Questions Nos. 106, 112, 114 to 116, 127, 129 to 135, 137 to 147 | 136—46 |
| Unstarred Questions Nos. 55 to 68 and 70 | 146—54 |
| Daily Digest | 155—56 |
| No. 4—Thursday, 24th November, 1955. | |
| Oral Answers to Questions— | |
| Starred Questions Nos. 148 to 161, 163, 164, 167 to 170, 172, 174, 176 to 183, 185, 187 and 189 | 157—90 |
| Written Answers to Questions— | |
| Starred Questions Nos. 165, 175, 184, 190, 192 and 193 | 190—93 |
| Unstarred Questions Nos. 71 to 81 and 83 to 90 | 192—202 |
| Daily Digest | 203—04 |

No. 5—Friday, 25th November, 1955.

COLUMNS

Oral Answers to Questions—

| | |
|--|--------|
| Starred Questions Nos. 194 to 196, 198, 199, 201, 204 to 206, 209 to 217, 220 to 225 | 205—34 |
|--|--------|

Written Answers to Questions—

| | |
|--|--------|
| Starred Questions Nos. 197, 200, 203, 207, 208, 218, 219, 226 to 240 | 234—43 |
|--|--------|

| | |
|------------------------------------|--------|
| Unstarred Questions Nos. 92 to 126 | 243—60 |
|------------------------------------|--------|

| | |
|--------------|--------|
| Daily Digest | 261—64 |
|--------------|--------|

No. 6—Monday, 28th November, 1955.

Oral Answers to Questions—

| | |
|--|--------|
| Starred Questions Nos. 242 to 246, 251, 252, 256, 258, 260, 262 to 264, 266, 269, 241, 247, 253, 257, 259, 261, 265, 267, 248, 255 and 249 | 265—94 |
|--|--------|

| | |
|------------------------------|--------|
| Short Notice Question No. 1. | 294—99 |
|------------------------------|--------|

Written Answers to Questions—

| | |
|---|---------|
| Starred Questions Nos. 250, 254 and 268 | 299—300 |
|---|---------|

| | |
|-------------------------------------|--------|
| Unstarred Questions Nos. 127 to 148 | 300—10 |
|-------------------------------------|--------|

| | |
|--------------|--------|
| Daily Digest | 311—12 |
|--------------|--------|

No. 7—Wednesday, 30th November, 1955.

Oral Answers to Questions—

| | |
|--|--------|
| Starred Questions Nos. 270, 271, 273 to 276, 278, 284, 279, 282, 283, 285 to 295, 297 to 301 | 313—42 |
|--|--------|

Written Answers to Questions—

| | |
|--|--------|
| Starred Questions Nos. 272, 277, 280, 281, 296, 303 to 310 and 312 | 342—48 |
|--|--------|

| | |
|-------------------------------------|--------|
| Unstarred Questions Nos. 149 to 170 | 348—56 |
|-------------------------------------|--------|

| | |
|--------------|--------|
| Daily Digest | 357—58 |
|--------------|--------|

No. 8—Thursday, 1st December, 1955.

Oral Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 313, 315 to 317, 319, 320, 322 to 324, 327 to 330, 332 to 336, 338, 339, 341 to 343, 345 to 347 and 349 to 352 | 359—92 |
|---|--------|

Written Answers to Questions—

| | |
|---|---------|
| Starred Questions Nos. 314, 318, 321, 325, 326, 331, 337, 340, 344, 348 and 354 to 377. | 392—405 |
|---|---------|

| | |
|--|--------|
| Unstarred Questions Nos. 171 to 173 and 175 to 216 | 405—28 |
|--|--------|

| | |
|--------------|--------|
| Daily Digest | 429—32 |
|--------------|--------|

No. 9—Friday, 2nd December, 1955.

Oral Answers to Questions—

| | |
|--|--------|
| Starred Questions Nos. 378 to 381, 383, 385, 387 to 389, 391, 392, 394 to 399, 401, 403, 404, 406, 407, 409 to 415 | 433—63 |
|--|--------|

Written Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 382, 384, 386, 390, 393, 400, 402, 405, 408, 416 to 426 and 123 | 464—70 |
| Unstarred Questions Nos. 217 to 237 | 470—80 |
| Daily Digest | 481—84 |

No. 10—*Saturday, 3rd December, 1955.*

Oral Answers to Questions—

| | |
|--|---------|
| Starred Questions Nos. 427 to 429, 431, 433 to 436, 439, 443, 444, 446 to 451, 454, 455 and 476 | 485—513 |
|--|---------|

Written Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 430, 432, 437, 438, 440 to 442, 445, 452, 453, 456 to 475, 477 to 484, 171, 188 and 191 | 513—29 |
| Unstarred Questions Nos. 238 to 263 | 529—40 |
| Daily Digest | 541—44 |

No. 11—*Monday, 5th December, 1955.*

Oral Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 485, 488, 490 to 492, 494, 495, 497 to 501, 504 to 506, 512, 514 to 516, 518, 521, 522, 525, 530, 526 | 545—75 |
|---|--------|

Written Answers to Questions—

| | |
|---|---------|
| Starred Questions Nos. 487, 489, 493, 496, 502, 503, 507 to 511, 513, 519, 520, 524, 527, 528, 529, 531 to 537 | 575—84 |
| Unstarred Questions Nos. 264 to 307 | 584—606 |
| Daily Digest | 607—10 |

No. 12—*Tuesday, 6th December, 1955.*

Oral Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 538 to 540, 544 to 546, 548, 549, 551, 553, 554, 559 to 563, 565 to 568, 570 to 574, 577 to 583 and 547 | 611—43 |
|---|--------|

Written Answers to Questions—

| | |
|--|--------|
| Starred Questions Nos. 541, 542, 543, 550, 552, 555, 556 to 558, 564, 569, 575, 576 | 643—47 |
| Unstarred Questions Nos. 308 to 332 | 648—60 |
| Daily Digest | 661—64 |

No. 13—*Wednesday, 7th December, 1955.*

Oral Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 584 to 587, 589 to 598, 600 to 604 and 606 | 665—93 |
| Short Notice Question No. 2 | 693—94 |

Written Answers to Questions—

| | |
|--|---------|
| Starred Questions Nos. 588, 599, 605, 607 to 630 and 302 | 694—706 |
| Unstarred Questions Nos. 333 to 362 | 706—18 |

| | |
|--------------|--------|
| Daily Digest | 719—22 |
|--------------|--------|

No. 14—*Thursday, 8th December, 1955.*

Oral Answers to Questions—

| | |
|--|--------|
| Starred Questions Nos. 631, 632, 634, 635, 637, 639 to 641, 643 to 645, 647 to 649, 651, 653 to 659, 661, 663, 664, 681, 666, 668 and 669 | 723—54 |
|--|--------|

Written Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 633, 636, 638, 642, 646, 650, 652, 660, 662, 665, 667, 670 to 680, 682 to 687 | 755—65 |
|---|--------|

| | |
|---|--------|
| Unstarred Questions Nos. 363 to 397 | 765—84 |
|---|--------|

| | |
|------------------------|--------|
| Daily Digest | 785—88 |
|------------------------|--------|

No. 15—*Friday, 9th December, 1955.*

Oral Answers to Questions—

| | |
|---|---------|
| Starred Questions Nos. 688 to 690, 692, 694 to 697, 699, 701, 703, 705 to 708, 711 to 713, 715 to 719, 698 and 702 | 789—818 |
|---|---------|

Written Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 691, 693, 700, 704, 709, 710 and 714 | 818—20 |
|---|--------|

| | |
|---|--------|
| Unstarred Questions Nos. 398 to 420 | 820—30 |
|---|--------|

| | |
|------------------------|--------|
| Daily Digest | 831—32 |
|------------------------|--------|

No. 16—*Monday, 12th December, 1955.*

Oral Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 721, 722, 725 to 732, 734, 738 to 740, 743 to 746, 748 to 750, 724, 735 and 723 | 833—61 |
|---|--------|

Written Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 720, 733, 736, 737, 741, 742 and 747 | 861—64 |
|---|--------|

| | |
|---|--------|
| Unstarred Questions Nos. 421 to 440 | 864—74 |
|---|--------|

| | |
|------------------------|--------|
| Daily Digest | 875—76 |
|------------------------|--------|

No. 17—*Tuesday, 13th December, 1955.*

Oral Answers to Questions—

| | |
|---|---------|
| Starred Questions Nos. 752 to 761, 764 to 773, 775, 779, 780, 784 to 786, 788, 789 | 877—906 |
|---|---------|

| | |
|---------------------------------------|--------|
| Short Notice Question No. 3 | 907—08 |
|---------------------------------------|--------|

Written Answers to Questions—

| | |
|--|--------|
| Starred Questions Nos. 751, 762, 770-A, 774, 776, 777, 778, 781 to 783, 790, 791 to 805 and 807 | 908—20 |
|--|--------|

| | |
|---|--------|
| Unstarred Questions Nos. 441 to 489 | 920—40 |
|---|--------|

| | |
|------------------------|--------|
| Daily Digest | 941—44 |
|------------------------|--------|

No. 18—*Wednesday, 14th December, 1955.*

Oral Answers to Questions—

| | |
|---|--------|
| Starred Questions Nos. 808, 809, 815 to 817, 820, 824, 825, 828 to 832, 834 to 836, 838, 844, 842, 823 and 827 | 945—68 |
|---|--------|

Written Answers to Questions—

| | |
|--|--------|
| Starred Questions Nos. 810, 811, 813, 818, 819, 821, 822, 826, 833 and 837 | 968—72 |
|--|--------|

| | |
|---|--------|
| Unstarred Questions Nos. 490 to 522 | 973—90 |
|---|--------|

| | |
|------------------------|--------|
| Daily Digest | 991—94 |
|------------------------|--------|

No. 19—*Thursday, 15th December, 1955.*

Oral Answers to Questions—

Starred Questions Nos. 840, 844 to 848, 850, 853 to 856, 858, 859, 861, 862, 864,
865, 867, 871, 873, 874, 876, 878 to 880-A 995—1024

Written Answers to Questions—

Starred Questions Nos. 839, 841 to 843, 849, 851, 852, 857, 860, 863, 866, 868
to 870, 872, 875, 877, 881 to 899 and 173 1024—34

Unstarred Questions Nos. 523 to 561 1035—52

Daily Digest 1053—56

No. 20—*Friday, 16th December, 1955.*

Oral Answers to Questions—

Starred Questions Nos. 891, 893, 894, 896, 897, 899 to 905, 911 to 913, 915,
917, 919, 921 to 925, 927 to 931, 933, 935 to 940 1057—90

Short Notice Question No. 4 1090—92

Written Answers to Questions—

Starred Questions Nos. 890, 892, 895, 898, 906 to 910, 914, 916, 918, 920, 926,
932, 934 1092—99

Unstarred Questions Nos. 562 to 627 1099—1136

Daily Digest 1137—40

No. 21—*Saturday, 17th December, 1955.*

Oral Answers to Questions—

SHORT NOTICE QUESTIONS

Short Notice Question No. 5 1141—44

Daily Digest 1145—46

No. 22—*Monday, 19th December, 1955.*

Oral Answers to Questions—

Starred Questions Nos. 944, 943, 945 to 948, 950, 951, 953 to 955, 957 to 959,
961, 962, 964, 967, 969 to 971, 973, 975 1147—76

Written Answers to Questions—

Starred Questions Nos. 941, 942, 949, 952, 956, 960, 963, 965, 966, 968, 972, 974,
976, 977, 978 and 979 1176—83

Unstarred Questions Nos. 628 to 655 and 657 to 666 1183—1200

Daily Digest 1201—04

No. 23—*Tuesday, 20th December, 1955.*

Oral Answers to Questions—

Starred Questions Nos. 980 to 984, 986 to 988, 990 to 998, 1000, 1002 to 1011 1205—35

Written Answers to Questions—

Starred Questions Nos. 985, 989, 999, 1001, 1012 to 1044 1235—52

Unstarred Questions Nos. 667 to 714 and 716 to 723 1252—74

Daily Digest 1275—78

No. 24—*Wednesday, 21st December, 1955.*

Oral Answers to Questions—

Starred Questions Nos. 1045 to 1051, 1055, 1057, 1059, 1061 to 1067, 1070 to 1072,
353, 1074, 1075, 1077, 1078, 1106, 1079 to 1085 1279—1311

Written Answers to Questions—

Starred Questions Nos. 1053, 1054, 1056, 1058, 1060, 1068, 1069, 1073, 1076, 1086 to
1105, 1107 to 1119, 517 1311—28

Unstarred Questions Nos. 724 to 825, 825-A, 826 to 845, 845-A, 846 to 863 1328—94

Daily Digest 1395—1402

No. 25—*Thursday, 22nd December, 1955.*

Oral Answers to Questions—

Starred Questions Nos. 1120 to 1125, 1127 to 1136, 1139 to 1151 . . . 1403—35

Written Answers to Questions—

Starred Questions Nos. 1126, 1137, 1138, 1152 to 1162 . . . 1435—40

Unstarred Questions Nos. 864 to 914, 916 to 934 and 934-A . . . 1440—70

Daily Digest

No. 26—*Friday, 23rd December, 1955.*

Oral Answers to Questions—

Starred Questions Nos. 1163, 1164, 1168, 1170, 1172 to 1183, 1185 to 1190, 1193 to 1195 1425—1505

SHORT NOTICE QUESTIONS—

Short Notice Questions Nos. 6 and 7 1505—08

Written Answers to Questions—

Starred Questions Nos. 1165 to 1167, 1169, 1171, 1184, 1191, 1192, 1196 to 1207 1508—17

Unstarred Questions Nos. 935 to 995, 995-A, 996 to 1012 and 1014 1517—54

Daily Digest

INDEX

1—257

Dated 11.02.2011

205

206

LOK SABHA

Friday, 25th November, 1955

The Lok Sabha met at eleven of the Clock.

[Mr. SPEAKER in the Chair] ORAL ANSWERS TO QUESTIONS

P. & T. Training Centres

*194. Sardar Hukam Singh: Will the Minister of Communications be pleased to state:

(a) whether any new Training Centres for Post and Telegraph Employees have been opened during this year; and

(b) what is the number of trainees in the Saharanpur Training Centre at present?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes. Two Regional Tele-communication Training Centres have been opened at Madras and Ambala and three Telephone Operators' Training Classes at Ambala, Patna and Ajmer.

| | | | |
|---|---|---|------------|
| (b) | | | |
| Postal Clerks | : | : | 76 |
| R.M.S. Sorters | : | : | 56 |
| Telephone Operators | : | : | 33 |
| Postal Signallers | : | : | 56 |
| Telegraphists (Circle Service) | : | : | 8 |
| Probationary Superintendents of Post Offices, I.P.S., Class I | | | 3 |
| TOTAL: | | | 232 |

Sardar Hukam Singh: May I know whether all the subjects provided in the R.M.S. schools will be taught in these schools; have arrangements been made for that, or would it take time?

Shri Raj Bahadur: As will be clear from the answer to part (a) of the question, they are not full-fledged P. & T. Training centres. They cater for the training of technical staff and like operators, wiremen, mechanics.

396 L.S.D.—1

Sardar Hukam Singh: It was proposed to open full-fledged training centrops in other regions. When is that scheme is going to materialise?

Shri Raj Bahadur: That is for areas and regions which are not at present served by the Saharanpur Training Centre. We are trying to acquire sites for those training centres for setting up buildings and other steps are being taken.

Sardar Hukam Singh: May I know whether the curriculum that was first introduced when this school was started continues as before, or any new subjects have been added during the last year to improve the curriculum?

Shri Raj Bahadur: As in other training schools, training institutes or technical institutes, the curriculum remains continuously under review, and changes are made to suit the needs of the particular period.

Shri B. D. Pande: May I know the number of officers and subordinates trained every year?

Shri Raj Bahadur: I can give the total number trained so far. From 2-4-51 to 31-10-55 at the Saharanpur Postal and R.M.S. Training Centres as many as 3,635 officers have been trained. The number of trainees at the moment is 232.

East Asian Rural Reconstruction Conference

*195. Shri Shree Narayan Das: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Government of India have received a copy of the recommendations made by the East Asian Rural Reconstruction Conference held recently in Tokyo;

(b) if so, what are the important features of those recommendations; and

(c) whether any, and if so, which of these recommendations are proposed to be implemented by Government?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The Government of India have not yet received the official report giving the recommendation made by the conference.

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

Shri Shree Narayan Das: May I know in what way India was represented at this Conference?

Dr. P. S. Deshmukh: There were two non-official delegates sent to this Conference.

Shri Shree Narayan Das: May I know the names of important countries that participated in this Conference?

Dr. P. S. Deshmukh: As we have not received the official report yet, I cannot give the names of the countries which actually attended; but it was contemplated that the following countries would take part, namely, Burma, Cambodia, Ceylon, Hong Kong, India, Indonesia, Japan, Korea, Laos, Malaya, Okinawa, Pakistan, Philippines, Thailand and Viet-Nam.

Shri Shree Narayan Das: May I know whether the Indian delegation, after their return, have submitted any report to the Government of India?

Dr. P. S. Deshmukh: Yes, they have sent us a copy of their report.

तीसरे बजे के डिब्बों में सोने के लिये स्थान

*१६६. श्री एम० एल० द्विवेदी : क्या रेलवे मंत्री २४ अगस्त, १९५५ को दिये गये ताराकित प्रश्न संख्या, ११०४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर रेलवे द्वारा तीन शब्दन स्थान बाले ऐसे डिब्बे देने का कोई प्रयोग किया गया है जिन में शयन स्थान इस प्रकार हों कि छवर के शयन स्थान का यात्री अपने स्थान पर बैठ सके ;

(ख) यदि हां, तो वे प्रयोग किस प्रकार के थे और क्या परिवर्तित शयन स्थानों की जांच की गयी थी ;

(ग) शयन स्थानों में परिवर्तन करने के लिये क्या बंगलौर और पैराम्बूर के डिब्बों के कारखानों के विशेषज्ञों से मलाह की गई थी ; और

(घ) यदि हां, तो उन्होंने इस सम्बन्ध में क्या मलाह दी ?

रेलवे तथा परिवहन मंत्री के सभासचिव (श्री शाहनवाज खां) : (क) जी नहीं रेलवे के मेन्ट्रल स्टैण्डर्ड्स ऑफिस Central Standards office में इस बारे में कुछ प्रयोग (experiments) किये गये हैं।

(ख) बीच और ऊपर वाले बर्थ में जगह छोड़ने के बारे में फिर आजमाइश की गयी है और उस पर विचार किया जा रहा है।

(ग) तथा (घ) जी, नहीं। इस सिलासिले में यूरोप की रेलों में ऊपर नीचे तीन बर्थ बाले सोने के जो डिब्बे हैं उन पर गौर कर लिया गया है।

श्री एम० एल० द्विवेदी : मैं यह जानना चाहता हूं कि यह जो सोने के लिये तीसरी बर्थ का प्रयोग किया गया है यह किस प्रकार का किया गया है, किस ने इस की देखभाल की और उस में किन्तु सफलता मिली है ?

श्री शाहनवाज खां : इस को देखभाल तो रेलवे के अफसरों ने ही की थी। जितने डिजाइन बनते हैं उन को मेन्ट्रल स्टैण्डर्ड्स ऑफिस के अफसर, जो कि इस मामले में एक्सपर्ट हैं, बनाते हैं और वही इस की देखभाल करते हैं।

श्री एम० एल० द्विवेदी : मैं जानना चाहता हूं कि अगर रेल के डिब्बों के बारे में कोई स्टैण्डर्ड मूल्यांक हो चुका है तो क्या पैराम्बूर कोच फैक्ट्री और बंगलौर कोच फैक्ट्री में जो डिब्बे बनते हैं उन में समानता और समन्वय लाने की कोशिश की जा रही है ? और यह समन्वय कब तक हो जायगा ?

रेलवे तथा परिवहन मंत्री (श्री एम० शीर्षक शास्त्री) : शायद माननीय सदस्य जी जींगों का आपस में मिला रहे हैं। एक तो जे कोचेज है जो कि आम तौर पर बनते हैं, पैराम्बूर में और दूसरे बकंशाप्स में भी। जे कोचेज तो साधारण होते हैं। वह सब स्लीपिंग कोचेज नहीं होते। माननीय सदस्य का सवाल स्लीपिंग कोचेज के बारे में है। उस में तो हमने बोही तबदीली की है वह यह है कि अब आप

बाहर की सीट पर बैठ सकते हैं। पहले उस पर आदमी बैठ नहीं सकता था। अब हम ने अब और ऊपर की बैच के बीच में इतनी छवह कर दी है कि एक कोने पर आदमी बैठ भी सकता है। लेकिन मैं यह नहीं कहता हूँ कि उम की बजह से पूरा आराम हो गया है। पूरा आराम तो वही होगा जब सिर्फ दो बैचेज रहें। लेकिन वो बैचेज ही रहने से हम को आटा होता है। इसी स्थाल से अभी हम ने तीन बैचेज रखी हैं। लेकिन जितना हम आराम दे सकते हैं उतना देने की कोशिश करते हैं।

Shri C. D. Pande: May I know if the facility of sleeping accommodation will be extended to the second class passengers as well, because there is as much over-crowding in the second class as in the third class?

Shri L. B. Shastri: That is not the idea. The present second class is the old inter class, and there was no sleeping accommodation provided in the old inter class. Therefore, there is no question of making provision for sleeping accommodation in the present second class.

Research Programmes Committee

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

(a) whether the Research Programmes Committee has completed its field investigation in regard to research on Economics of Farms Management in West Bengal;

(b) if so, when the report will be published; and

(c) the salient points of research and investigations made?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes. The field investigation for the first year of the Farm Management Survey in West Bengal has been completed.

(b) The analysis of the data is in progress and the report on the first year's survey is likely to be ready by the beginning of 1956.

(c) The main objectives of the enquiry are:—

(i) To study the relative merits of the cost accounting and survey methods and other methodological problems relating to Farm Management Studies.

(ii) To study input-output relationships of farms with a view to study the relative efficiencies of various factor combinations.

(iii) To study cost per acre and per maund of crops together with the break-up among their constituents separately for holdings and important crops etc.

Shri Barman: May I know if the Committee has visited the northern part of West Bengal where the agricultural management conditions are totally different from the rest of Bengal and, if so, what are the places?

Dr. P. S. Deshmukh: This is not a committee as such; this is an investigation which relates to a particular place. For instance, in the case of West Bengal it was confined to Twenty-four Parganas in the district of Hooghly; and paddy and jute were the crop which were considered. It is confined to particular areas which have been selected.

Shri Barman: May I know whether it was one of the objects of the Committee to find out the economics of a model farm and, if so, whether the Committee have come to any definite decisions as regards the area and the locality for that model farm which could be suitable for any middle-class family?

Dr. P. S. Deshmukh: Without the full report before me I could not say whether this particular point was investigated.

Shri S. C. Samanta: May I know whether any persons were sent abroad from West Bengal to study farm management, and, if so, whether their services have been utilised?

Dr. P. S. Deshmukh: I would ask for notice of this question.

Shrimati Ila Palchoudhury: May I know whether the Japanese method of paddy cultivation has been tried in any of the model farms and what has been the increase in output as a result of that?

Dr. P. S. Deshmukh: I have not got specific figures so far as cultivation in any farm is concerned. But, there is hardly any place where it has not been found suitable and where the increase has not been anything between 50 per cent to about 500 per cent.

Shri Ramchandra Reddi: May I ask whether this investigation will be extended to other regions of the country also because the farm methods change from place to place?

Dr. P. S. Deshmukh: Yes; we have taken as many as six States including Bombay, West Bengal, Punjab, U.P. and Madhya Pradesh.

Floods

***199. Shri Gidwani:** Will the Minister of Food and Agriculture be pleased to state:

(a) the approximate value of crops destroyed by floods and heavy rains during this year in Punjab, PEPSU, Delhi, Uttar Pradesh and other States;

(b) whether there will be any deficit in food production as a result thereof;

(c) the Central aid given to the affected areas and the amount received from foreign countries in this respect;

(d) whether Government have assessed the loss of life and property and the number of cattle heads lost; and

(e) if so, the details thereof?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (e). A statement is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 50].

Sir, before any supplementaries are asked, I would like to make it clear that in statement (I) the figures given are those which have been supplied to us by the State Governments. We have not tried to interfere with them but it is apparent that they are, in most cases, grossly exaggerated.

Shri Gidwani: What will be the basis of correct assessment on which you can rely if the State Governments do not supply the correct information?

Dr. P. S. Deshmukh: These are first approximations. We have not received the detailed reports and calculations.

Shri Gidwani: When do Government expect to receive the exact calculations?

Dr. P. S. Deshmukh: In due course.

Shri Gidwani: The second part of the statement says:

"Though extensive damage has been caused to the crops in different States, from present indications it can be said that the overall production in the current season is not expected to show any significant variation from the previous season's output."

What is the basis for making that statement when the exact figures are not known?

Dr. P. S. Deshmukh: The basis is observation of crops all over the country.

Shri B. K. Das: May I know whether any information is available as to the estimated area in which any alternative crop is likely to be grown after the floods?

Dr. P. S. Deshmukh: I hope this is a general question so far as all the areas are concerned. There is no question of alternative crops in most places where the crops are not utterly destroyed, and some crop is grown. For instance, supposing wheat sowing is not possible, then barley is sown in Punjab and likewise the land in most places is utilised.

Sardar Hukam Singh: May I know whether complaints have come to the notice of Government that the district authorities have refused to associate members of non-Congress organisations in the distribution of relief even when those members offered their co-operation and when they are ready to give every help?

Shrimati Renu Chakravarty: That is usual.

Dr. P. S. Deshmukh: We have not received any such complaint.

Shrimati Ila Palchoudhury: How much Central aid has been given to West Bengal for the floods?

Dr. P. S. Deshmukh: We have given a grant of Rs. 99.42 lakhs and a loan of Rs. 98.67 lakhs to West Bengal.

Sardar Iqbal Singh: Is Government aware of the fact that 500 to 1000 villages have been totally washed away in the Punjab and do Government propose to give any special grants to these villagers so that they can build new villages in those places?

Dr. P. S. Deshmukh: So far as we are concerned, there is ample provision in the rules. We have decided upon a policy for relief. The State Governments do it and we contribute our part which we have promised to give.

Shri H. R. Raikar: जो आप ने स्टेटमेंट सभा के पटल पर रखा है उस में यह दिया गया है कि पंजाब में एक करोड़ रुपये की प्राप्ति का नुकसान हुआ है, फसलों को पहुंचने वाले नुकसान का अभी तक पता नहीं है लेकिन उस में जो इमदाद दी गई है वह उस में पंजाब के लिये

बच्चे नहीं हैं, तो क्या मैं जान सकता हूँ कि पंजाब के लिये कोई इमदाद आज तक क्यों नहीं दी गई और यदि दी गई है तो कितनी दी गई है ?

Dr. P. S. Deshmukh: I hope the House will realise that there is no question of immediate aid. The State Governments have their own resources and they can spend out of them under any particular scheme. The actual passing of any financial aid will only arise when the State resources are insufficient. In due course accounts would be made up and whatever relief we promised to give them will be given. Merely because a particular State is not mentioned, that does not mean that we are not giving any assistance to that particular State.

Shri D. C. Sharma: Is the Government aware of the fact that on account of the recent floods large tracts of land have become unfit for cultivation? Have the Government thought out any plans for making them worth cultivating or will some other land be given to those persons who have suffered on account of that?

Dr. P. S. Deshmukh: I am sorry that I am not in a position to agree to the first part of the question that my hon. friend has put. To my knowledge no land has been rendered so unfit as not to be cultivable at all. Of course, the crop may vary ; it may not be so good as otherwise it might have been. But, so far as my information goes, most of the lands which were flooded even in Punjab are cultivable either by wheat or by barley.

Pandit D. N. Tiwary: Are Government aware that scores of villages have been eroded in Bihar and the inhabitants of those villages have no other land to settle on? Are Government doing anything for those villagers who have no lands, to acquire land and give them?

Dr. P. S. Deshmukh: I have no information with respect to this. The State Government has not made any reference to this.

जी हेम राज: क्या यह सही है कि यह जो बाढ़ देश में शाई और जिस बाढ़ में बहुत सारी जगहें बह गई हैं और पंजाब में ऐसे मोग जिन के पास कोई जमीन नहीं रही है, उन के लिये सरकार क्या इस किस्म का कोई बंदोबस्त करेगी कि जिन के पास जमीनें थीं और जिन की सारी की सारी जमीनें बाढ़ के कारण बह गई हैं, उन को जमीन देने का बंदोबस्त हो ?

दा० पी० एस० देशमुख : अभी तक वह सवाल हमारे सामने पेश नहीं हुआ है लेकिन सूखे की गवर्नरेंट पर्यावर हम से इस के बारे में पूछेगी तो हम देखेंगे कि हम उन के लिये क्या कर सकते हैं ।

Sardar Hukam Singh: Is it the information supplied by the Punjab Government that no areas have been rendered uncultivable absolutely?

Dr. P. S. Deshmukh: I based the reply I have given on a talk which I had with the Development Minister of Punjab; and, he told me that about 5 to 10 per cent of the area which was under floods may not be dry enough for being cultivated with wheat but that it would be possible to cultivate it with barley. It was not mentioned that any land was so badly eroded that no crop can be raised. I do not however, deny the possibility.

सेठ अचल सिंह : क्या मंत्री महोदय यह बताना की कृपा करेंगे कि उत्तर प्रदेश के फल्ड कन्ट्रोल के बास्ते और रिलीफ एड के बास्ते हम कितनी कितनी इमदाद देते हैं ?

दा० पी० एस० देशमुख : हम जो मदद देना चाहते हैं वह जो हम ने नियम बनाये हैं उस के मुताबिक देते हैं । इस के अलावा प्राइम मिनिस्टर के फंड से और इंडियन पीपल्स फैमिल ट्रस्ट फंड से देते हैं । यू० पी० को प्राइम मिनिस्टर के रिलीफ फंड से ५ लाख, २७ हजार और २०८ रुपये और फैमिल फंड से ३३ हजार रुपये दिये हैं । इस के अलावा जो हम और रिलीफ देते हैं उस का हिसाब मेरे पास नहीं है ।

Shri B. K. Das: May I have a break-up of the value of food crops and other crops that have been destroyed?

Dr. P. S. Deshmukh: I am not sure whether the Government has been supplied with these break-ups. I want notice.

Shri Ramchandra Reddi: May I ask whether the Government have considered the need for building a permanent Flood Relief Fund?

Dr. P. S. Deshmukh: I hope, Sir, that no necessity for creating a Flood Relief Fund would arise—at least of a permanent nature. I do not expect the floods to be permanent.

C.T.O.

*203. Dr. Satyawadi : Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 1090 on the 24th August, 1955 and state whether any arrangements have been made to absorb the retrenched employees in other suitable jobs?

The Minister of Agriculture (Dr. P. S. Deshmukh) : The proposed retrenchment referred to in the answer to the Starred Question No. 1090 asked in the Lok Sabha on the 24th August, 1955 has not so far been effected. Most of the surplus personnel have since been absorbed in vacancies in the C.T.O. and in other Organisations and efforts are being made to absorb the remaining surplus personnel similarly in the near future. In case any persons have to be retrenched on account of any difficulty in this direction, every effort will be made to absorb them in future vacancies as early as possible in accordance with the general policy of government.

डा० सत्यवादी : एसे किन्तु आदमी रह याए हैं जिन के लगाने का सवाल आकी है?

डा० पी० एस० देशमुख : हमें अभी ४५ आदमी और रिट्रैच करने हैं।

डा० सत्यवादी : क्या यह मही है कि इस स्कीम की आड़ में कुछ मुलाजिम मुस्तकिल लौर पर दूसरे सेन्टरों को तबदील कर दिये गये हैं जिन को कि अभी तीन साल नहीं हुए हैं, हालांकि आप का रूल ऐसा है कि जब किसी को तीन साल हो जायें तभी उस को तबदील किया जाय ।

डा० पी० एस० देशमुख : यह होना सम्भव है, इसलिये कि एक तरफ तो हम रिट्रैच-मेंट करना मुनासिब समझते हैं और हाउस की भी राय है कि फालतू आदमी न रख कर हम उन का रिट्रैचमेंट कर दें। साथ ही चाल ऐसा भी न करें कि वह बेरोजगार हो जायें। इन सब बातों में हो सकता है कि अब इस्टैन्सेज एसे मिल जायें जिन में इस तरह के आदमी एक बगड़ से दूसरी बगड़ भेजे गवे हों ।

बी. नवाब प्रभाकर : क्या मैं कान छकड़ा हूँ कि जिन लोगों को रिट्रैच किया गवा है

उन में से कुछ ऐसे लोग भी थे जिन को सी नीचा-रिट्रैच से नहीं रिट्रैच होना चाहिए था?

Dr. P. S. Deshmukh : No such case has been brought to my notice, but if the hon. Member has any complaint, he may let me know.

X-Ray Examination of Government Employees

*204. Shri D. C. Sharma : Will the Minister of Health be pleased to state :

(a) whether all the Central Government employees have been examined under the mass X-ray scheme :

(b) if so, the total number of such persons examined;

(c) the number of persons found to be suffering from tuberculosis or other lung diseases ;

(d) whether it is proposed to undertake a similar re-examination, as a regular feature, and if so when ; and

(e) whether it is considered desirable to undertake similar mass examination for blood pressure also?

The Minister of Health (Rajkumari Amrit Kaur) : (a) Only those Central Government employees who were stationed in Delhi and New Delhi and came up for the examination when required to do so were examined under the scheme.

(b) 42,654.

(c) 949 persons were found to be suffering from tuberculosis and 112 from other lung diseases.

(d) There is no such proposal at present.

(e) It is certainly desirable and Central Government Servants can get themselves examined for blood pressure under the Contributory Health Service Scheme.

Shri D. C. Sharma : May I know if the scheme is going to be extended to other Central Government servants stationed at other cities in India?

Rajkumari Amrit Kaur : At present there is no such proposal.

Shri D. C. Sharma : Is it not a fact that the incidence of lung diseases and other diseases among Central Government employees stationed in Delhi and New Delhi is rather alarming, and if so, what steps are going to be taken to reduce the incidence of these diseases?

Rajkumari Amrit Kaur : I have not got figures to show that T.B. is increasing at an alarming rate amongst Govern-

ment servants, but they will naturally get all the treatment that is their due under the Contributory Health Service Scheme.

Shri D. C. Sharma : May I know if any follow-up treatment is prescribed for these persons, and if so, what facilities the Government of India affords to them?

Rajkumari Amrit Kaur : Regarding follow-up treatment, they are examined from time to time if they have had T. B., and such treatment as is needed is given to them.

Major Ports

*205. **Ch. Raghubir Singh** : Will the Minister of Transport be pleased to state:

(a) whether it is a fact that some minor ports are proposed to be developed as major ports during the Second Five Year Plan period;

(b) if so, names of these ports; and

(c) the estimated expenditure on each of the them?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). Suggestions have been made from time to time for the development of major ports at Tuticorin, Mangalore or Malpe and Paradip on the Orissa Coast. Provision is being made in the Second Five Year Plan for expenditure on the technical and other investigations relating to these schemes.

(c) An estimate of expenditure can only be made after the investigations have been completed.

Ch. Raghubir Singh : May I know whether these major ports are sufficient for trade purposes?

Shri Alagesan : If the hon. Member wants to know whether the existing major ports are sufficient to handle the traffic, then my answer is this. The traffic is growing, but having that in view, major schemes for modernisation and addition of facilities in the major ports have been undertaken. We have been going through with it in the First Five Year Plan and it will be continued in the Second Five Year Plan also. So the capacity of the major ports also will increase, but still there is room for developing other ports, which may be called "intermediate ports".

Shri Joachim Alva : May I know why the claims of mangalore are upheld as against Malpe which has a natural all-weather harbour and why is it that the claims of Karwar and Bhaktal which have got very great advantages are not considered for major development in the Second Five Year Plan?

Shri Alagesan : All these are minor ports which are, in fact, in the administrative charge of the various States concerned. Recommendations were made with regard to Mangalore and Malpe and the schemes relating to the possibilities of these two ports are just now under examination and in the process of experimentation at the Poona Research Station.

Shri B. S. Murthy : May I know why the claims of Masulipatam have been ignored?

Shri Alagesan : There is no question of ignoring the claims of any port. In fact, the various State Governments have forwarded detailed schemes for the developments of various minor ports and I think most of them have been incorporated for being carried out in the Second Five Year Plan.

Coal Thefts on Railways

*206. **Shri M. L. Agrawal** : Will the Minister of Railways be pleased to state:

(a) whether it is a fact that about 50 maunds of steam coal belonging to Railway was recovered recently in Fatehgarh District; and

(b) how many cases of theft of Rail-way coal in various Railways came to light during the years 1954 and 1955?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan) : (a) Police are investigating the theft of 15 maunds of coal.

(b) A statement is laid on the Table of the Lok Sabha [See Appendix I, annexure No. 51]

Shri M. L. Agrawal : May I know the quantity and value of the coal involved in the 1952 cases of detected theft of Coal given in the statement?

Shri Shah Nawaz Khan : In 1954 the total number of cases of theft of coal on Railways was 1791 and in 1955, up to the 30th September, there were 731 cases.

Shri M. L. Agrawal : I want to know the value and the quantity of coal.

Shri Shah Nawaz Khan : The quantity in 1954 was 68,003 maunds and in 1955, 20,904 maunds.

Shri M. L. Agrawal : Have any culprits been arrested and prosecuted or otherwise dealt with?

Shri Shah Nawaz Khan : A number of culprits were apprehended and they were all handed over to the Government Railway Police for necessary action.

Shri M. L. Agrawal : Was any stolen property recovered in any of these cases? If so, how much?

Shri Shahnawaz Khan : Yes, certainly; but I do not have the exact quantity. A fairly substantial quantity of coal was recovered.

पंडित ढो० एम० तिवारी : इस कोयले को चोरी में कितने रेलवे प्राफिसर्स या कर्मचारी इनवाल्ड थे और उन पर क्या क्या एक्शन लिये गये?

रेलवे तत्त्व परिवहन मंत्री (श्री एम० बी० शास्त्री) : जहां तक चोरी का मामला है कोई रेलवे कर्मचारी पुलिस की कार्यवाही से बरी नहीं है। अगर पुलिस औरों पर कार्यवाही करती है तो रेलवे कर्मचारियों पर भी करती है, लेकिन यह मानना कि सब रेलवे कर्मचारी करते हैं, यह ठीक नहीं है।

Air Fares and Freights

*209. **Shri Jhulan Sinha** : Will the Minister of Communications be pleased to state:

(a) whether it is a fact that the fare and freight rates of air-travel and transport have considerably risen after the nationalisation of the Air Lines; and

(b) if so, the extent of actual increase in each case?

The Deputy Minister of Communications (Shri Raj Bahadur) : (a) the fares and freight rates of air travel and transport have been revised with a view to rationalise them with effect from the 15th July, 1955; consequently there has been an increase in some cases. In a few cases there has also been a decrease.

(b) A statement giving complete information will be laid on the Table of the Lok Sabha shortly.

Shri Jhulan Sinha : May I know if the attention of the Government has been drawn to the strenuous propaganda made by the Indian Chamber of Commerce and other Parties concerned to discredit the Government on this account?

Shri Raj Bahadur : The Government is aware of that, but it is obvious that there were as many as eight companies which were functioning before the nationalisation of the airlines and they had different rate structures and there were anomalies and inconsistencies in their rates of fares and freight.

They had to be overcome. Keeping in view the requirements of the area and the type of traffic available in the various areas as also the other competitive modes of transport the whole question had to be viewed and in the light of that this revision has taken place.

Shri Jhulan Sinha : May I know if there has been any corresponding increase in the amenities to passengers as a consequence of the increase in fares and freights.

Shri Raj Bahadur : The Corporation is trying its level best to increase and improve efficiency in regard to amenities also.

Shrimati Renu Chakravarty : May I know if there has been any corresponding increase in the fares and freights of the Air India International as in the case of the Indian Airlines Corporation?

Shri Raj Bahadur : The fares of the Air India International are determined by the conventions laid down by the IATA and they have got to fix their rates in accordance with that. They have also got to adjust their freight structure, so far as the internal sections are concerned in co-operation with the Indian Airlines Corporation. With that end in view there have been certain adjustments.

Shri Kaaliwal : May I know how these revised rates compare favourably or unfavourably with the rates prevalent in other foreign countries with regard to their internal airlines?

Shri Raj Bahadur : Our rates of fares and freights are much lower than the rates prevailing in other countries, say, for instance America and United Kingdom.....

An hon. Member : Their *per capita* incomes are much higher.

Shri Raj Bahadur : There is no question of *per capita* income in these cases because the class of people making use of the air services is rich everywhere. Secondly the cost of operations for our airlines is much higher than the cost of operation in USA and U. K.

Fodder Banks

*210. **Shri Bibhuti Mishra** : Will the Minister of Food and Agriculture be pleased to state:

(a) whether any scheme has been formulated to establish fodder banks in the fodder surplus areas;

(b) if so, the main features of the scheme; and

(c) the date from which the scheme would come into force?

The Minister of Agriculture (Dr. P. S. Deshmukh) : (a) and (b). A pilot scheme for the establishment of a Fodder Bank in Hyderabad State with a view to studying the possibilities of collecting and preserving grass and building up reserves for being drawn upon at the time of famine has been included in the Second Five Year Plan. Under this scheme, in every normal year, half the quantity of the total 2 lakh mds. proposed to be held constantly in stock will be sold out and replaced by fresh collections to the same extent.

(c) From the beginning of the Second Five Year Plan period.

श्री विभूति लिख्यः क्या सरकार उन बगहों पर जहां हर साल बाढ़ आती है फाड़र जमा करने का विचार कर रही है या रखेगी ताकि बाढ़प्रस्त क्षेत्रों के मवेशियों को जरूरत पड़ने पर खाने को चारा मिल सके?

डॉ. पी० एस० देशमुखः हम ने बाढ़ की तरफ तो स्थाल नहीं किया है, हम ने ज्यादा सबज्जह इस में उन एरियाज की तरफ दी है जहां काफी मरंबा फाड़र का फैमिन पड़ जाता है जैसे कि पंजाब, राजस्थान, ग्रजमेर, गुजरात, सौराष्ट्र और मद्रास, हैदराबाद और आन्ध्र के कुछ हिस्से।

श्री विभूति लिख्यः क्या मंत्री जी को पता है कि बिहार में इस साल भयंकर बाढ़ आई है और वहां पर चारे की कमी हो गई थी और मिलता भी नहीं था जिस से कि मवेशियों को बहुत कष्ट उठाना पड़ा। क्या सरकार भागे के लिये सरप्लस एरियाज से चारा ला कर के वहां जमा करेगी ताकि जब बाढ़ आवे तो वहां मवेशियों के खाने के काम आ सके?

डॉ. पी० एस० देशमुखः जहां जहां भी ऐसी परिस्थितियां पैदा होती हैं या आपत्तियां आती हैं वहां पर चारा देने की हम कोशिश करते हैं। मगर यह जो सवाल है इस को हम ने सैकिंड फाइब इयर प्लान में लिया है और कुछ मलग किस्म का है।

Insurance of Circus Performers

*222. **Shri V. P. Nayar :** Will the Minister of Labour be pleased to state:

(a) whether the attention of the Government of India has been drawn to the fact that the Circus Troups performing

in India, do not have any compulsory insurance to the performers, not even to those who risk their lives several times a day; and

(b) what steps do the Government of India propose to take to ensure adequate compensation for the hazards and risks attendant on the performances of dangerous feats in Circus?

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

(b) The matter has been brought to the notice of the State Governments.

Shri V. P. Nayar : May I know whether Government propose to bring forward any legislation in the near future by which the circus performers will be covered by insurance premia contributed by their proprietors so that in case of an accident they will get adequate protection for the rest of their lives?

The Minister of Labour (Shri Khandubhai Desai) : The opinions of the State Governments have been invited. We intend to amend the Workmen's Compensation Act and to put in the compensation applicable to these employees

Shri V. P. Nayar : May I know whether the Government are aware that as a result of accidents met with either when practising or performing very hazardous feats, these acro-bats are generally thrown out of employment and as a result of their trying to entertain the people they have to beg in the streets for the rest of their lives?

Shri Khandubhai Desai : We have no exact information with regard to this point.

Shri P. C. Bose : May I know whether the Government have any record showing the accidents that took place in circus performances involving death and disablement of circus performers?

Shri Khandubhai Desai : As I have said we have no information in this matter.

Shri Chattopadhyaya rose—

Shri T. B. Vittal Rao rose—

Mr. Speaker : Two of them cannot ask a question at the same time.

Shri Chattopadhyaya : I do not know who the other one is. May I know, during her recent visit to China the hon. Health Minister had an occasion to study the measures for the protection of acrobats universally followed in China, especially the study of mechanical contrivances used to protect them?

Shri Khandubhai Desai : The Labour Ministry is not supposed to know what the experience of the Health Ministry or the other Ministry is.

An hon. Member : What about co-ordination?

Indian Medical Council Act, 1933

*212. **Shri Gopala Rao :** Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 2228 on the 27th September, 1955 and state the reasons why Government propose to amend the Indian Medical Council Act, 1933?

The Minister of Health (Rajkumari Amrit Kaur) : A statement is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 52].

Shri Gopala Rao : In view of the fact that the Indian Medical Council Act 1933 is out of date and that thousands of Medical practitioners are kept out of the purview of this Act, may I know when the Government propose to bring an amending Bill to this Act before this House? I want a concrete answer because in October 1953 they said that a Bill would be brought immediately. Another assurance was given in April 1955. A third assurance was given in September 1955. It has therefore become a record of broken promises and therefore, I want an answer.

Rajkumari Amrit Kaur : I have had to consult all the States and await their replies. They have all now come in. I have also had to consult the executive of the Indian Medical Council and now their agreed proposals have been received. Cabinet concurrence has also been taken and the Bill is now under preparation in the Law Ministry.

Shri Gopala Rao : May I know whether provisions have been made to meet the grievances of the medical licenciates in a concrete form and whether any proposal is there for the inclusion of statutory recognition of the qualifications of the medical licenciates?

Mr. Speaker : He should await the Bill now which is coming shortly; it is under preparation.

Tourist Rail Coaches

*213. **Shri Radha Raman :** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some broadgauge tourist rail coaches are being manufactured exclusively for III Class passengers to be used on the Western Railway;

(b) if so, their number;

(c) when they are expected to be ready and what will be their special features;

(d) whether similar coaches will be manufactured for other Railways as well; and

(e) if so, when and for which Railways?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan) : (a) Yes.

(b) Two.

(c) By 31-3-1956.

A statement giving the special features is placed on the Table of the House. [See Appendix I, annexure No. 53].

(d) Yes.

(e) Provision has been made for the construction of 17 Broadgauge Tourist Cars during 1956-57 and 1957-58 for the use of all the Broadgauge Railways.

Shri Radha Raman : May I know the estimated cost of each of these tourist coaches and the total amount that the Government is going to spend on them?

Shri Shahnawaz Khan : The approximate cost of broad-gauge tourist car would be Rs. 1,33,000 and a metre-gauge coach would cost about Rs. 1,01,000.

Shri Radha Raman : May I know the total amount to be spent on these coaches? You have given us only the cost of one coach.

Shri Shahnawaz Khan : I have given the cost of one and all that the hon. Member has got to do is to multiply it by 17.

Shri Radha Raman : In view of the desire of the Government to improve the touring conditions in the country may I know whether there are any special conditions on which these tourist coaches are to be used? If there are any such conditions may I know what they are and whether they have been relaxed in view of this desire?

Shri Shahnawaz Khan : There are no special conditions laid down. The only condition is that the man who applies first is supplied first. "First come first served" principle is being followed.

Kandla Port

*214. **Shri Jethalal Joshi :** Will the Minister of Transport be pleased to state:

(a) the progress made in the construction work of Kandla Port so far from January to September, 1955; and

(b) the expenditure incurred?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The period January to September, 1955, saw the completion of the Bunder and near completion of the Oil Berth. A statement indicating the progress made on the various items is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 54].

(b) Rs. 598 lakhs up to the end of September 1955, of which Rs. 144 lakhs represents the expenditure incurred in the period January to September, 1955.

Shri Jethalal Joshi : Is it a fact that the construction work is far behind the target and if so, when are we likely to reach the target?

Shri Alagesan: The statement that I placed on the Table of the House gives the present state at which each and every work stands. As I said, the main thing, namely the Bunder, has been completed and the oil Berth has been almost completed. The other works are in progress. The target date has been fixed as 1-4-1957 by which all these works that are to be done by the contractors will be completed.

Shri Jethalal Joshi : May I know how many berths and jetties are ready?

Shri Alagesan : That work is also now going on.

Mr. Speaker : How many are ready?

Shri Alagesan : This is what the statement says : "Good progress made with pile driving and

Mr. Speaker : Order, order. He does not want that.

Shri Alagesan : That is the information I have. I do not have any other information.

Mr. Speaker : Then he need not read the statement. If he has the number he may give it.

Shri R. S. Diwan : Do Government contemplate to connect the Western Railway by means of broad gauge?

Shri Alagesan : There is no question of a broad gauge line. We have already constructed a metre gauge line.

Cheque System in Post Offices

*215. **Shri B. D. Shastri :** Will the Minister of Communications be pleased to state :

(a) the number of post offices in which the cheque system for operating Post Office Savings Bank account has been introduced; and

(b) how this system is working?

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

(b) Does not arise.

श्री श्री० डॉ० शास्त्री : क्या मैं आप सकता हूं कि चैक सिस्टम जारी होने वाला है या नहीं, और अगर होने वाला है तो कब से शुरू होगा?

श्री राज बहादुर : जी, इस को इमित्हानन बनवाई जी० पी० प्र० की चालू किये जाने की बात है। लेकिन उसके पहले कई जरूरी कदम उठाने होंगे। मिजुमला उनके नेगेशियेबिल डीप्टूमेंट एक्ट के संक्षेप में का अमेंडमेंट हुआ था और इसके अलावा और भी स्टाफ की ट्रेनिंग वर्गीरह की बातें थीं। वह फायनेन्स मिनिस्ट्री के जेर गोर है। जब वह पूरा हो जायगा तब उसे चाल कर दिया जायगा।

श्री एम० एल० हिंदेशी : मैं जानता चाहता हूं कि जब यह पास हो जायगा तब भी परीक्षण किया जायगा या सारे देश के डाकखानों में इसको चालू कर दिया जायगा?

श्री राज बहादुर : इसके बारे में एक एक्ट तो पिछले अधिवेशन में पास कर दिया था और वह इसलि पास किया गया था कि जो और बैंकों का हिफाजत (protection) जरूरी है वह पोस्ट अफिलिए संवित बैंक को भी मिल जाय। इसको इमित्हानन इसलिए चालू किया जायका क्योंकि इसमें स्टाफ की ट्रेनिंग की बहुत काफी जरूरत है, और जो लोग इससे कामदा उठायें उनको भी इसका भावी होने की ज़रूरत है।

Minimum Wages Act, 1948

*216 **Shri I. Escharan :** Will the Minister of Labour be pleased to state the names of the States which have not yet fixed minimum wages for employment in Agriculture under the Minimum Wages Act, 1948?

The Deputy Minister of Labour (Shri Abid Ali) : Madras, Madhya Bharat, Saurashtra, Travancore-Cochin and Bhopal.

Shri I. Eacharan : May I know what are the reasons for the delay and has the Central Government taken any steps to get it done earlier?

Shri Abid Ali : There is no particular delay in this respect. There are certain difficulties because the area is vast and the number of persons concerned is about 3,40,00,000. Some State Governments have felt certain difficulties and they have not been able to implement this particular requirement of the Act.

Shri Ramachandra Reddi : May I ask whether the working of the Minimum Wages Act in the industrial sector has been reviewed and the review published so far?

Shri Abid Ali : It has been reviewed both at the State level and Central level and a report about the working of this Act was also published in the last report of the Labour Ministry.

Shri I. Eacharan : What are the various factors will be taken into account when minimum wages are fixed for agricultural labourers?

Shri Abid Ali : That is mentioned in the Act itself.

Tuberculosis

*217. **Shri Bhagwat Jha Azad :** Will the Minister of Health be pleased to state :

(a) Whether any sample survey has been conducted to ascertain the incidence of T.B. in India ; and

(b) If so, which of the areas have been selected for this purpose?

The Minister of Health (Rajkumari Amrit Kaur) : (a) Yes; Sample Surveys have been conducted from time to time during the last 15 years at different places. A systematic all-India T.B. survey has been started this year by the Indian Council of Medical Research in six Zones.

(b) A statement is placed on the Table of the Lok Sabha. [See Appendix I, annexure No. 55].

Shri Bhagwat Jha Azad : The statement says that during the last 15 to 20 years surveys have been conducted. May I know what conclusions have been arrived at as a result of the sample survey conducted in the last 15 to 20 years as stated in the statement?

Rajkumari Amrit Kaur : The surveys that took place in the early years since 1938 to 1952, as has been mentioned in the statement, were merely superficial surveys. There is no doubt that T.B. is today a menace in India and we are hoping to get very much better results from the survey that we have undertaken this year.

Shri Bhagwat Jha Azad : May I know whether the surveys that have been undertaken in the last 15 to 20 years have shown that in the recent past the incidence of T.B. has gone up compared to the previous years?

Rajkumari Amrit Kaur : Yes, the incidence of T.B. has gone up.

Shri Bhagwat Jha Azad : May I know whether there are any statistics, as a result of the surveys, with the Government to say as to what percentage of the population is effected by this disease and what is the number of beds that is available for such patients in the country?

Rajkumari Amrit Kaur : I cannot give those figures at the moment but in 1949 we did carry out a survey in a small town of about 16,000 persons and the result of this survey showed morbidity in 1.6 percent and in 0.7 percent it was possible to demonstrate tubercle bacilli.

Shri Bansilal : May I know whether any survey has taken place in the State of Rajasthan and, if so, where?

Rajkumari Amrit Kaur : No survey has been done in Rajasthan.

Amritsar Central Workshop

*220. **Sardar Iqbal Singh :** Will the Minister of Railways be pleased to state :

(a) whether it has been finally decided to take Amritsar Central Workshop from the Punjab Government;

(b) the estimated recurring and non-recurring expenditure to be incurred on this workshop; and

(c) whether any compensation will be paid to the Punjab Government?

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

(a) Yes.

(b) and (c). The estimates for recurring and non-recurring expenditure to be incurred on this workshop have not been yet framed and the details in regard to the transfer are still under negotiation.

Sardar Iqbal Singh: May I know whether Government wants to expand this workshop as it has been one of the assurances given to the Punjab Government that there should be an assembling plant for the Northern Railway?

Shri Alagesan: Yes; when we take over, we will have to expand this workshop to a very considerable extent.

Shri T. B. Vittal Rao: May I know whether this workshop will be used for the manufacture of wagons or carriages?

Shri Alagesan: It will be used for the periodical overhaul of locomotives and also for the manufacture of minor parts of locomotives.

Sardar Iqbal Singh: May I know whether the Government also wants to put up a wagon manufacturing plant at the Amritsar workshop?

The Minister of Railways and Transport (Shri L. B. Shastri): That is not under our consideration.

Retirement age of Medical Personnel

*221. **Shri S. C. Samanta:** Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 2035 on the 22nd September, 1955 and state:

(a) whether orders in regard to the raising of the age-limit of retirement of medical personnel have been issued; and

(b) if so, what the orders are?

The Minister of Health (Rajkumari Amrit Kaur): (a) No such orders have been issued.

(b) The question does not arise.

Shri S. C. Samanta: In the last session, the hon. Minister said that orders will be issued very soon. May I know what is the cause for delay?

Rajkumari Amrit Kaur: Since the principle has been accepted that if the presence of any particular scientific, technical personnel is necessary, then extensions can be given upto the age of 60. Therefore, no specific orders were thought to be necessary.

Shri S. C. Samanta: May I know whether the Education Ministry is also thinking in that line, and if so, where there is any co-ordination in the matter?

Rajkumari Amrit Kaur: Where the principle of any scientific, technical personnel is involved, naturally scientific personnel other than medical also comes into the picture.

Shri Joachim Alva: May I know why this age-limit is not strictly enforced in the matter of advisers to the Health Ministry or special officers to the Health Ministry whose age is really nearly 70, who have done no operative, curative, surgical or clinical work and who have been also rejected by the Union Public Service Commission?

Sugar Cane

*222. **Babu Ramnarayan Singh:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 1222 on the 30th August, 1955 and state:

(a) what facilities have been given to the sugar mill-owners to start early crushing;

(b) how many sugar factories have taken advantage of the facilities and have started earlier crushing; and

(c) how the loss to the growers for under maundage of cane on account of the supply of premature cane will be made good?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The proposal to grant certain concessions to sugar factories to enable them to start crushing for 1955-56 season earlier than usual, had to be dropped in view of the damage to the crop by floods and delayed maturity of cane due to heavy and late rains in the first fortnight of October, 1955.

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

बाबू रामनारायण सिंह : प्रश्न के पाठ्य (सी) में पूछा गया है कि समय के पहले ही कट जाने से जो उस की तील कम होगी और उस से जो फिसानों का बाटा होगा, उसको पूरा करने का कोई उपाय है या नहीं और अगर है तो वह क्या है ?

डॉ पी. एस. देशमुख : वह प्रपोज़ेशन ड्रोप कर दिया गया है और इसलिये अब किसी नुकसान की भरपाई करने का सवाल नहीं उठता ।

Shri Sarangadhar Das: May I know, in view of the fact that the floods occurred in most parts of Bihar and in Eastern U.P., why the crushing season started earlier in Western U.P.?

Dr. P. S. Deshmukh: Mainly, the proposal emanated from the State Governments and we agreed to forego half the

xcise duty in case early crushing was possible. They now tell us that it is not practicable and, therefore, the question does not arise.

Pandit S. C. Mishra: Did Government also give individual consideration to areas which need help, and may I know why a general decision has been taken while certain areas which have to send their sugarcane to very distant factories are actually suffering?

Dr. P. S. Deshmukh: We depend on the recommendations of the State Governments and if they recommend any particular area or particular factory, we will consider.

Newton Chickli Colliery Disaster

*223. **Shri Kamath:** Will the Minister of Labour be pleased to refer to the reply given to Starred Question No. 2223 on the 27th September, 1955 and state:

(a) whether proceedings have been instituted against the Manager, Newton Chickli Colliery (Madhya Pradesh); and

(b) if so, what stage they have reached?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). The proceedings are likely to be instituted very shortly after certain essential preliminaries are completed.

Shri Kamath: For how many days after this disastrous accident did this colliery remain closed?

Shri Abid Ali: It was not possible to work the colliery when the water was there. Several months were needed to take out the water. Thereafter, some other technical requirements were to be complied with. It took several months.

Shri Kamath: What measures have been enforced or are being enforced by Government to ensure safety of workers in mines in pursuance of the findings and recommendations of the Court of Enquiry which investigated into this disaster?

Shri Abid Ali: Government have accepted almost all the recommendations of this Committee and necessary regulations will be promulgated in due course.

Shri Kamath: Has any machinery been set up to enforce the recommendations?

Shri Abid Ali: This is being examined by the Chief Mining Inspector of the Government of India.

Shri T. B. Vittal Rao: One of the recommendations of the Court of Enquiry which enquired into this disaster was the appointment of a high-power commission

to go into the question of safety in coal-mines. May I know when that committee or commission will be appointed, since the hon. Minister has said that almost all the recommendations have been accepted?

Shri Abid Ali: That also will be done in due course.

Adrema Machines

*224. **Sardar Hukum Singh:** Will the Minister of Communications be pleased to state:

(a) whether the electrically operated Adrema Machines for the printing of tag labels have been received and installed for service; and

(b) if so, whether they are giving satisfactory service?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes; the Adrema Machines have been received by the Senior Superintendents R.M.S. at Bombay, Calcutta and Madras.

(b) Yes.

Sardar Hukam Singh: May I know the cost and capacity of each machine?

Shri Raj Bahadur: Cost is about Rs. 5,400. The capacity, if electrically driven, is between 1,500 and 2,000 labels per hour. But we have not yet got some small parts known as card-filling attachment. Without that, when hand-driven, the capacity would come to 1,200 labels an hour.

Sardar Hukam Singh: May I know the number of workers that each machine will be able to replace?

Shri Raj Bahadur: That will be too early for me to say, because the machine has to be tried a good lot.

Sardar Hukam Singh: May I know whether each machine will be able to cater to the needs of each station where it is being installed, or, whether the capacity could be extended to other centres?

Shri Raj Bahadur: The machine has been introduced for that purpose. It will write up the destinations, write up on tag labels, cheque slips, and address envelopes. By hand-writing, it takes a long time and the hand-writing may be poor. It is for expedition that it has been introduced and it gives efficiency as well as neatness to the work.

बाजा संगठनों का अन्तर्राष्ट्रीय संघ

*२२५. श्री श्री नारायण बाट : क्या परिवहन मंत्री यह बताने की रूपा करेंगे कि :

(क) दिल्ली में हाल ही में हुए अधिकृत बाजा संगठनों की अन्तर्राष्ट्रीय संघ के दसवें

अधिवेशन के सम्बन्ध में केन्द्रीय सरकार ने स्वागत और अवस्था आदि पर कितना अवकाश दिया;

(ल) अधिवेशन के किन निर्णयों का असर भारत पर विशेष रूप से होगा;

(ग) क्या अधिवेशन में सामाजिक भ्रम के लिये कोई नई योजना बनाई गई है, और

(घ) यदि हां, तो उस योजना की स्फरणता क्या है ?

रेलवे तथा परिवहन मंत्री के सभात्वात् (श्री शाहनवाज खां): (क) से (घ). जो सूचना मांगी गई है उस के बारे में एक विवरण सभा की मेज पर रख दिया गया है। [रेलवे परिविष्ट १, अनुबन्ध सं० ५६]

श्री श्री नारायण दास : प्रश्न के (ख) भाग के उत्तर में कहा गया है कि इस सम्मेलन ने भारतवर्ष से कहा है कि दो प्रादेशिक आयोग बनाने के बारे में दक्षिण पूर्वी एशियाई आयोग का निर्माण भारतवर्ष करे, क्या सरकार ने इस सम्बन्ध में कोई निश्चय किया है और उस सिनियर में क्या कोई कार्यवाही आगे बढ़ दी है ?

श्री शाहनवाज खां : यह जो मीटिंग हुई थी वह तो २५ अक्टूबर को खल्म हुई है, अभी बहुत थोड़ा बहुत गुजरा है कि कोई कार्यवाही अप्रूव में आयी हो, लेकिन गवर्नरमेंट इस पर जल्द विचार करेगी।

श्री श्री नारायण दास : क्या सरकार ने दूसरी सिफारिशों के बारे में कुछ विचार किया है या क्रियात्मक रूप से विचार करने के लिये तैयार है ?

रेलवे तथा परिवहन मंत्री (श्री एस० श्री० ज्ञात्सी) : अभी तो यह विचारात्मक है।

Shri RaghuRamaiah: May I know whether, in the case of those travelling on our Government account, any decision has been taken not to give that work to the local travel organizations or tourist agencies here?

Shri L. B. Shastri: Yes; that is so. The Government have now decided that they will have their direct booking and that it will not be done through the travel agents.

Shri RaghuRamaiah: May I know whether that procedure will not put our local travel agencies in an inferior or disadvantageous position compared to other international tourist agencies which the Governments patronise in their respective countries?

Shri Alagesan: They will still be free to make private bookings. It is true that Government bookings will not be made through them. That decision was taken very recently. There is some point in what the hon. Member says and to that extent their volume of business is reduced.

WRITTEN ANSWERS TO QUESTIONS

Labour Ministers Conference

*197. { Shri N. Rachiah:
Shri Nambiar:

Will the Minister of Labour be pleased to state :

(a) whether there was a Conference of Labour Ministers in Hyderabad in the first week of November, 1955;

(b) if so, whether the subject relating to a national minimum wage was discussed to bring down wage disparities;

(c) whether a proposal to set up a National Trade Certification Board was discussed at the Conference; and

(d) what are the other decisions taken by the Conference with reference to Industrial and Agricultural Workers?

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

(d) The other decisions reached by the Conference were:—

(i) The Employment Exchanges and Training Centres should be handed over to the State Governments by the end of March, 1956.

(ii) Rickshaw-pulling should be abolished gradually and be suitably regulated in the meantime.

(iii) A Committee should be set up to go into the various questions relating to Labour and Welfare Officers.

(iv) A beginning in the matter of the appointment of Women Welfare Officers should be made in Central undertakings.

- (iv) The medical benefits of the Employees' State Insurance Scheme should be extended, as early as may be practicable, to the families of the insured workers.
- (v) The recommendations made by the Minimum Wages Central Advisory Board regarding wage brackets and area-wise and industry-wise classification should be followed by the State Governments.
- (vi) Simultaneously with the fixation of minimum wages for agricultural workers, steps should be taken to organise cottage and small-scale industries for the benefit of agricultural workers.

Air-freight Charges to Afghanistan

***200. Chaudhuri Muhammed Shaffee:** Will the Minister of Communications be pleased to state:

(a) the air-freight charges per pound from Amritsar to Kandhar (Afghanistan) and *vice versa* during April and May 1955 and August and September, 1955; and

(b) the reasons for the disparity; if any, in freight charges during the said two periods?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The air-freight charge per pound from Amritsar to Kandhar during April and May 1955 was annas 7/-13/- . During August and September, 1955 there was no regular scheduled service between Amritsar and Kandhar and only some special flights were run from Amritsar to Kandhar on payment of a lump sum charge for the whole aircraft.

(b) Does not arise as there was no per pound rate of freight during August and September, 1955.

Delhi Transport Service

***203. Shri Dabhi:** Will the Minister of Transport be pleased to refer to the reply given to Starred Question No. 509 on the 8th August, 1955 and state :

(a) whether the target of 400 buses for the Delhi Road Transport Service has been achieved; and

(b) if so, the extent of improvement achieved in the matter of regularity, punctuality etc. of the Bus Service as a result of increase in the number of buses?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan):— (a) Yes, Sir:

(b) There is substantial improvement. The percentage of trips performed to trips scheduled per day has increased from 88 in April 1955 to 94.8 in October.

National Malaria Control Scheme

***207. Shri N. M. Lingam:** Will the Minister of Health be pleased to lay a statement on the Table of the House showing the schemes sanctioned in the Madras State under the National Malaria Control programme and the progress achieved so far in the execution of these schemes?

The Minister of Health (Rajkumari Amrit Kaur): A statement is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 57].

Telephones in Bombay

***208. Shri Heda:** Will the Minister of Communications be pleased to state :

(a) the total number of telephone connections in the Bombay City;

(b) what is the justification for opening six digit telephones in that city; and

(c) whether any other city is also going to have six digit telephones?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) 31,681 on 31st October, 1955.

(b) The maximum number of telephone connections, which can be opened in a 5 digit exchange is about 60,000. Since the number of telephone connections in Bombay is expected to exceed 60,000 in next 5 year's time, the adoption of 6 digit numbering scheme is inevitable.

(c) Calcutta has already a six figure numbering system. There is yet no need to introduce a Six figure System in any other city in India in the next decade or so.

Condensed Milk

***218. Shri R. N. Singh:** Will the Minister of Food and Agriculture be pleased to state :

(a) whether any research has been carried on at the Indian Dairy Research Institute, Bangalore on the production of condensed milk under rural conditions; and

(b) if so, the results thereof?

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

(b) The trials were of a preliminary nature and the results obtained were not conclusive.

Vegetable Cultivation

*229. **Shri Bishwa Nath Roy:** Will the Minister of Food And Agriculture be pleased to state :

(a) whether any scheme is under the consideration of Government for the intensive cultivation of vegetables under the Second Five Year Plan ;

(b) whether Government have under consideration any proposal for popularising the cultivation of new varieties of vegetables, which are not common in India but are available in abundance in other countries having almost the same climatic conditions ?

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

(b) No ; foreign varieties of vegetables which can grow under Indian conditions are already being grown in different States.

रेलवे पर विभागीय भोजन व्यवस्था

*226. **श्री एम० एल० द्विवेदी :** क्या रेलवे मंत्री २४ अगस्त, १९५५ को दिये गये तारीखित प्रश्न संख्या १०६८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) विभागीय भोजन व्यवस्था का प्रयोग किस तारीख से आरम्भ किया जायेगा ;

(ख) इस प्रयोजन के लिये कितने स्टेशन चुने गये हैं और उन के नाम क्या हैं ;

(ग) रेलवे भोजनालयों में दिये जाने वाले लाद्य पदार्थों के मूल्यों में कमी करने के सम्बन्ध में विभिन्न स्टेशनों से प्राप्त रिपोर्टों का सारांश क्या है ;

(घ) क्या इन रिपोर्टों पर वाणिज्यिक समिति द्वारा विचार किया गया है ; और

(ङ) यदि हां, तो उन पर क्या निर्णय किया गया है ?

रेलवे तथा परिवहन मंत्री के समाचारिता (श्री शाहनवाज़ लां) : (क) उमर रेलवे के दिल्ली और पठानकोट स्टेशनों पर १-१०-१९५५ से रेलवे की ओर से भोजन का प्रबन्ध (Departmental Catering) किया

गया है । दूसरी रेलों में, जहां अभी रेलवे का प्रपन्ना प्रबन्ध नहीं है, इसे जल्द शुरू करने का विचार है ।

(ख) जो सूचना मांगी गई है उस का विवरण सभा-पटल पर रख दिया गया है। [वैसिये परिविष्ट १, अनुच्छेद सं० ५८].

(य) से (ङ). इस तरह की कोई रिपोर्ट रेलों से न आई और न मांगी गई थी । रेलवे बोर्ड ने सुझाव दिया था कि स्टेशनों पर भारतीय ढंग का जो भोजन दिया जाता है उस में से कुछ चीजों को निकाल कर उस की कौमत कम कर दी जाये । बोर्ड के इस सुझाव पर कमिशनर्स कमेटी ने सितम्बर, १९५५ में विचार किया, लेकिन कमेटी इस सुझाव के पक्ष में न थी । कमेटी की सिफारिशों पर रेलवे बोर्ड विचार कर रहा है ।

Janta Express

*227. { **Shri Gidwani :**
Shrimati Ila Palchoudhury :

Will the Minister of Railways be pleased to state :

(a) whether it is a fact that Government propose to start running an Air Conditioned Third Class Janta Express on the Indian Railways; and

(b) if so, when it will be started ?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). The proposal is to run a vestibuled fully air-conditioned train Service as an experimental measure from October, 1956.

Crop Competition

*228. **Dr. Satyawadi :** Will the Minister of Food and Agriculture be pleased to state the names and other particulars of the competitors who were successful in the Crop Competition during 1954-55 and the amount awarded to each of them ?

The Minister of Agriculture (Dr. P. S. Deshmukh) : A statement is placed on the Table of the Lok Sabha. [See Appendix I, annexure No. 59].

Sugar

*229. **Shri T. B. Vittal Rao :** Will the Minister of Food and Agriculture be pleased to state :

(a) whether the Experts Committee appointed to enquire into the possibility

of payment for cane leased on sugar content has since submitted its findings; and

(b) if not, what are the reasons?

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

(b) The delay in the submission of the report of the expert Committee is mainly due to the late receipt of replies to the questionnaire issued by the Committee.

Central Committee for Food Standards

***230. Shri Dabhi:** Will the Minister of Health be pleased to state the steps taken by the central Committee for Food standards constituted under section 3 of the Prevention of Food Adulteration Act, 1954, to see that the Act is properly and efficiently administered?

The Minister of Health (Rajkumari Amrit Kaur): The administration of the Prevention of Food Adulteration Act, 1954, (37 of 1954) is the responsibility of the State Governments; the Central Committee for Food Standards can only advise the Central or the State Governments on matters arising out of the administration of the Act.

N. E. Railway Administration at Gorakhpur

***231. Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state:

(a) whether any enquiry has so far been made into the allegations against the management at Gorakhpur (North Eastern Railway) contained in an open letter signed by the working President of the North Eastern Railwaymen's Union, Gorakhpur; and

(b) if so, the result of the enquiry?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Yes.

(b) The allegations were found to be not correct.

Ghee from U.S.A.

***232. { Shri Bibhuti Mishra:
Shri Bishwa Nath Roy:**

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 103 on the 26th July, 1955; and state:

(a) whether it is a fact that Government have since decided not to import Ghee from the United States of America; and

(b) if so, the reason therefor?

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

(b) The revised terms of the offer made by the U.S.A. Government were not acceptable to the Government of India.

Ayurvedic Research Centre for Punjab

***233. Shri D. C. Sharma:** Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No. 1113 on the 22nd September, 1955 and state:

(a) Whether Government propose to open a Research Centre in Punjab to conduct research in Ayurvedic medicines and other popular systems of medicines; and

(b) whether any request has been received from the State Government for establishing such an institution there?

The Minister of Health (Rajkumari Amrit Kaur): (a) There is no such proposal under consideration.

(b) No.

Extension of Air Services

***234. Sardar Iqbal Singh:** Will the Minister of Communications be pleased to state:

(a) if there is any new proposal for the extension of air services in the country;

(b) the total amount to be spent on them; and

(c) priorities, if any, Government have fixed for the starting of these new air services?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes, on certain feeder routes with Heron aircraft.

(b) The total cost of 8 Heron aircraft purchased for the operation of these services is about Rs. 56,00,000.

(c) The services on the following feeder routes are already in operation (1) Delhi-Agra-Gwalior-Bhopal-Indore-Aurangabad-Bombay (2) Delhi-Lahore-Delhi (3) Delhi-Jullunder-Kullu. Another route Delhi-Bikaner-Jodhpur-Ahmedabad-Rajkot is expected to be operated from 1st December 1955. Some other routes are also under consideration.

Telephones

*235. **Shri B. D. Shastri:** Will the Minister of Communications be pleased to state:

(a) the number of telephones and automatic exchange lines produced in the country during the period 1954-55 and 1955-56 (upto October, 1955);

(b) how do these figures compare with the target figures; and

(c) the steps, if any, taken to increase the production?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). I lay a statement on the Table of the Lok Sabha containing the required information [See Appendix I, annexure No. 60] It will be seen from that statement that the targets have almost been achieved.

(c) Production tools are being duplicated, additional factory accommodation is being put up and staff is being trained.

Mobile Post Offices

*236. **Sardar Hukam Singh:**
Shri Bahadur Singh:

Will the Minister of Communications be pleased to state:

(a) whether the Urban Mobile Post Office Scheme has been extended to all the cities connected by the Night Air Mail Service; and

(b) if so, whether the scheme is becoming popular with the public?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The scheme is in operation in Madras, Nagpur and Delhi and not in Bombay and Calcutta. the Mobile Post Office vans for Bombay are being despatched to the Postmaster-General Bombay. The construction of Mobile Post Office bodies for Calcutta has not yet been completed.

(b) Yes; it is very popular at Nagpur, Madras and Delhi where it has already been introduced.

विलिंग्डन अस्पताल

*237. **श्री श्री नारायण दास :** क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगी कि :

(क) जब से विलिंग्डन अस्पताल को केन्द्रीय सरकार ने लिया है तब से किस रूप में उस का विकास किया गया है अथवा भविष्य में किये जाने का विचार है;

(ख) *उस के प्रबन्ध और कार्य संचालन का वर्तमान दांचा क्या है; और

(ग) उस के लिये जाने के बाद केन्द्रीय सरकार पर कितना वित्तीय उत्तरदायित्व हो गया है ?

स्वास्थ्य मंत्री (राजकुमारी अमृत कौर):

(क) से (ग). इस बारे में एक विवरण सभा की मेज पर रख दिया गया है जिस में आवश्यक जानकारी दी हुई है। [इसी परिविष्ट १, अनुबन्ध संख्या ६१].

रक्त बैंक

*238. **श्री एम० एल० दिवेंद्री :** क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगी कि :

(क) क्या रक्त बैंक को रक्त देने वालों को कुछ राशि दी जाती है और यदि हाँ, तो किस दर से;

(ख) क्या वह दर स्थान-स्थान पर भिन्न है;

(ग) क्या सरकार को मालूम हुआ है कि विभिन्न स्थानों और अस्पतालों में कम्पाउंडर और डाक्टर, तथा कुछ स्थानों में पुलिस भी, रक्त के मूल्य में से अपना कमीशन काट लेते हैं; और

(घ) यदि हाँ, तो सरकार इस विषय में कोई जांच कर रही है अथवा करने का विचार रखती है ?

स्वास्थ्य मंत्री (राजकुमारी अमृत कौर):

(क) तथा (ख). इस बारे में भारत सरकार के पास कोई सूचना नहीं है क्योंकि रक्त बैंक (voluntary) संस्थायें भी चलाती हैं।

(ग) तथा (घ). इन शिकायतों की तरफ राज्य सरकारों का ध्यान लीबा जा रहा है।

Foodgrain Depots

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

(a) whether it is a fact that food-grains stored in the Central Government depots have decayed on account of floods;

(b) whether it is a fact that foodgrains in these godowns are infested or mixed with stones;

(c) whether Government have received any complaints in this regard; and

(d) if so, the steps Government have taken in the matter?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No reports have been received about damage by floods to stocks of foodgrains in the Central Government depots except at Kasu Begu in Ferozepore District where about 28,000 bags were affected by flood water.

(b) Stocks are not infested. In case any infestation is observed the same is destroyed by fumigation. Foodgrains are not mixed with stones.

(c) No.

(d) Does not arise.

Telephone Bills

***240. Shri Gidwani:** Will the Minister of Communications be pleased to state:

(a) what was the amount of outstanding telephone revenue bills on the 31st March, 1955; and

(b) what steps are proposed to be taken to effect the recovery of outstanding bills?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The amount outstanding on 31-3-55 in respect of bills issued upto 31-3-55 is Rs. 225 lakhs.

(b) In respect of the Government subscribers, special steps have already been taken to contact the Secretaries of the various Ministries of the Central Government, and the Chief Secretaries of the various State Governments, etc., in person as well as by special D.O. letters. In respect of private subscribers, legal action is being taken where there is chance of recovery. In other cases, where the amount is found to be irrecoverable, it is written-off.

Travelling Ticket Examiners

92. Chaudhri Muhammed Shaffee: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that travelling allowance is not paid to Travelling Ticket Examiners though it is paid to Conductor Guards;

(b) if so, the reasons therefor; and

(c) whether Government propose to remove this discrimination?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Travelling allowance is paid to Travelling Ticket Examiners but the Conductor Guards are paid running allowance (as admissible to running staff).

(b) Travelling Ticket Examiners are not Running Staff.

(c) There is no discrimination. They belong to different categories.

Railway Accident

93. Shri Raghunath Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that two goods trains collided on the 19th October, 1955 near Tilida station on the Eastern Railway and the Guard with two police constables was injured;

(b) if so, the causes of the accident and whether the persons responsible for the collision have been punished; and

(c) if so, the nature of punishment awarded?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) At about 23-10 hours on 18-10-1955 and not on 19-10-1955 as stated in the Question, while No. 716/714 Down Goods train was approaching and coming to a stop at signal No. AC 2 between Kakurgachi and Ballygunge stations on the Sealda Division of the Eastern Railway, No. ADY.46 Down Goods train bumped in its near, resulting in the injuries to the Guard and 2 Railway Protection Police escorts travelling in the Brakevan of 716/714 Down Goods.

(b) According to the finding of the Enquiry Committee, the collision was brought about by the failure of the Driver of No. ADY. 46 Down Goods train to observe necessary rules.

(c) The Driver is being charge-sheeted and suitable disciplinary action will be taken against him on receipt of his reply.

काम दिलाऊ बदला

९४. श्री एच. आर. नवाबी : क्या अम मंगी यह बताने की हृषा करेंगे कि :

(क) १९५४-५५ में राजस्थान के काम दिलाऊ दफ्तरों में कितने व्यक्तियों ने अपने नाम दर्ज कराये; और

(ल) उन में से कितने व्यक्तियों को काम दिया गया?

बल उपमंत्री (श्री आविद अली)

(क) २६,४६२।

(ख) २,८२६।

Narmada Bridge

95. Shri Kamath: Will the Minister of Transport be pleased to refer to the reply given to Unstarred Question No. 385 on the 17th August, 1955 and state whether the design of the road bridge over the Narmada at Baigan on Saugor-Narsinghpur Road, National Highway No. 26, has been completed?

The Deputy Minister of Railways and Transport (Shri Alagesan): The design of the road bridge is still under preparation.

Narmada Bridge

96. Shri Kamath: Will the Minister of Transport be pleased to refer to the reply given to Unstarred Question No. 1002 on the 19th September, 1955 and state the progress made so far with regard to the work of construction of the second road bridge over the Narmada river at Hoshangabad?

The Deputy Minister of Railways and Transport (Shri Alagesan): There has been no further progress as the information in regard to the proposed design and site of the bridge called for from the State Public Works Department is still awaited.

कर्मचारी राज्य बीमा योजना

६७. श्री श्री नारायण वास: च्या अमंत्री १६ सितम्बर, १९५५ को दिये गये अतारांकित प्रश्न संख्या १०१६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) अगामी वर्ष में कर्मचारी राज्य बीमा योजना का विकास करने का क्या कार्यक्रम है;

(ख) क्या इस योजना के अधीन कर्मचारियों अथवा कारखानों द्वारा दिये जाने वाले चंदे की दरों में कोई परिवर्तन हुआ है; और

(ग) यदि हां, तो वे परिवर्तन किस प्रकार के हैं?

अमंत्री (श्री आविद अली) :

(क) १९५६ में कर्मचारी राज्य बीमा योजना के और अधिक विस्तार का प्रयोगात्मक कार्यक्रम नीचे दिया जाता है :—

राज्यों के नाम स्थानों के कार्यान्वयन | की

| नाम | जाने की |
|---------|-----------|
| संभावित | तारीख |

| १ | २ | ३ |
|---|---|---|
|---|---|---|

| | | |
|--------------|----------|--------------|
| उत्तर प्रदेश | लखनऊ | जनवरी, |
| | सहारनपुर | १९५६ |
| | आगरा | |
| | इलाहाबाद | अप्रैल, १९५६ |
| | बनारस | |
| | मोदीनगर | |

| | | |
|-----------------|----------|--------|
| द्रावनकोर-कोचीन | किलोन | |
| | आलपि | |
| | एरणाकुलम | जनवरी, |
| | आलबेडी | १९५६ |
| | तिचूर | |

| | | |
|-------------|-----------|--------|
| मध्य प्रदेश | जबलपुर | |
| | भकोला | जनवरी, |
| | बुरहानपुर | १९५६ |
| | हिंगनघाट | |

| | | |
|-----------|---------------|--------|
| सौराष्ट्र | राजकोट | |
| | मोर्बी | |
| | पोरबंदर | फरवरी, |
| | सुरिन्द्र नगर | १९५६ |
| | भावनगर | |
| | जाम नगर | |

| १ | २ | ३ |
|--------------------|-------------|-----------------|
| राजस्थान | जयपुर | |
| | जोधपुर | |
| | पाली | |
| | बीकानेर | फरवरी, १९५६ |
| | भीलवाड़ा | १९५६ |
| | लाखेरी | |
| | किशन गढ़ | |
| मध्यमेर | मध्यमेर | फरवरी, १९५६ |
| मध्य | पटियाला | |
| | फगवाड़ा | |
| | गोबिन्द गढ़ | अप्रैल, १९५६ |
| | कपूरथला | १९५६ |
| | सूरजपुर | |
| बंबई | महमदाबाद | जुलाई, १९५६ |
| बिहार | पटना | जुलाई, १९५६ |
| | कटिहार | १९५६ |
| बाकी दूसरे केन्द्र | | १९५६ के अन्त तक |

(ख) जी, नहीं।

(ग) प्रश्न नहीं उठता।

हृषि योग्य पड़त भूमि

६८. श्री मध्यमेर सिंह डामर : क्या खाली और हृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५४ में मध्य भारत में हृषि योग्य पड़त भूमि कितनी थी ; और

(ख) १९४६ से १९५४ तक प्रत्येक वर्ष में उस राज्य में इस प्रकार की कितनी पड़त भूमि में हृषि की गई है ?

हृषि मंत्री (डा० पी० एस० देशमुख) :

(क) १९५४-५५ में ८,०६,००० एकड़।

(ख) जितनी जानकारी प्राप्त है वह तो दी गई है :

| साल | एकड़ |
|---------|---------------|
| १९४९-५० | प्राप्त नहीं |
| १९५०-५१ | १७६,६५६ |
| १९५१-५२ | १८४,६४८ |
| १९५२-५३ | १६१,१२७ |
| १९५३-५४ | प्राप्त नहीं |
| १९५४-५५ | प्राप्त नहीं। |

इन्दौर नगर में टेलीफोन

६९. श्री मध्यमेर सिंह डामर : क्या संचार मंत्री यह बताने की कृपा करेंगे :

(क) इन्दौर नगर में टेलीफोन लगवाने के लिये निलम्बित आवेदन पत्रों की संख्या कितनी है ; और

(ख) आज कल वहां कितने टेलीफोन हैं ?

संचार उपमंत्री (श्री राज बहादुर) :

(क) ७२४।

(ख) ८८७ मुख्य कनैक्षण और १५५ उन के विस्तार (extension) इस के अतिरिक्त मध्य भारत सरकार के लिये ८५ कनैक्षण आरक्षित (reserved) हैं।

Railway Coaches

१०० { Shri S. C. Samanta:
Shri R. N. Singh:

Will the Minister of Railways be pleased to state :

(a) the number of new coaches added to the Indian Railways from 1947 onwards year-wise:

(b) how many of them are indigenous and how many are imported;

(c) how many aged and over-aged coaches were declared unfit for use during the above period, year-wise;

(d) how many more coach factories are proposed to be established by Government during the Second Five Year Plan; and

(e) how many private factories have approached Government for orders to construct Railway coaches in their factories ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). A statement is herewith attached. [See Appendix I, annexure No. 62].

(d) There is a proposal to set up one metre gauge coach building factory and one BG furnishing unit attached to the Integral Coach Factory, Perambur.

(e) None.

Railway Employers

101. Chaudhri Muhammed Shafiee: Will the Minister of Railways be pleased to state the number of permanent posts lying vacant since 1951 zone-wise and the number of the employees promoted in 1950, but not confirmed so far?

The Deputy Minister of Railways and Transport Shri Alagesan: Information is being collected and will be laid on the Table of the House in due course.

Research Institutes and, Laboratories

102. Dr. Satyawadi: Will the Minister of Food and Agriculture be pleased to lay on the Table of the House a statement showing the number of Staff, category-wise, employed in the various Research Institutes and Laboratories working under the administrative control of his Ministry and the number of Scheduled Castes amongst them?

The Minister of Agriculture (Dr. P. S. Deshmukh): A statement is appended. [See Appendix I, annexure No 63].

Railway Coaches and Wagons

103. Pandit D. N. Tiwary: Will the Minister of Railways be pleased to state:

(a) the number of wagons, coaches and engines working on the North Eastern Railway at present which have outlived their usual span of life; and

(b) the number of coaches and engines which require immediate replacements but are not being replaced due to the non-availability of new coaches and engines?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The position as on the 30th September, 1955 was as follows:-

Wagons—7610 } In terms of
Coaches—1643 } 4 wheelers.

Engines—260.

(b) The position as on the 30th September, '55 was as follows:-

Coaches—1073 In terms of 4-wheelers
Engines—85.

Sugar Factories

104. Pandit D.N. Tiwary: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that none of the sugar factories in the country has worked to its full capacity in 1954-55;

(b) if the answer to part (a) above be in the negative, number of sugar factories (State-wise) which worked upto their installed capacity with number of days of such working; and

(c) the number of factories which did not work at all?

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

(b) A statement containing the required information is attached [See Appendix I, annexure No. 64].

(c) 8.

Remodelling of Railway Stations

105. Pandit D.N. Tiwary :
Shri Amar Singh Damar:

Will the Minister of Railways be pleased to state:

(a) the basis on which the remodelling of stations is decided; and

(b) the names of the stations remodelled since 1950 in the various zones?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Remodelling of Railway Stations is undertaken in order to improve the lay out of the station buildings and /or yards with a view to ensure:-

(i) better train operations, and

(ii) increased facilities to the Users' of rail transport.

(b) Names of the stations remodelled since 1950 in various zones are as under:-

(i) Central:

Jukehi, Ajini, Itarsi, Amraoti, Ahmednagar, Chalisgaon, King's Circle, Akola, Burhanpur, Banda, Damoh, Gadarwada, Itarsi, Katol, Khamgaon, Khardi, Murtijapur, Manikpur, Puntamba, Pandhurna, Shegaon, Shivajinagar, Thakurli, Thana, Warora, Badnera, Bhivpuri Road, Bolarum Jazar, Chanda, Chembur, Dabirpura, Gulbarga, Hoshangabad, Jaina, Jalgaon, Kalyan, Khammameth, Lonavla, Masjid, Malikpeth, Neral, Nanded, Vangani, Yakutpura, Khairatabad, Jamai Osmania, Mankhurd, Sanichara, Mandi

Bamora, Bhusaval, Purna, Rahuri, Mumbra, Ghatkopar, Kosi Kalan, Palwal, Harpalpur, Matunga, Melkapur, Girwar, Vikhroli.

(ii) *Eastern:*

Berhampore Court, Krishnagar City, Nabadwip Ghat, Santipur, Kalyani, Jasidih.

(iii) *Northern:*

Ferozepur Cantt, Atari, Bharoli, Alawalpur, Bhogpur, Sirwal, Dasuya, Tanda Urmari, Jodhpur, Merta City, Gaipura, Bharwari, Dankaur, Etmadpur, Hathras, Allahabad, Kanpur, Akbarpur Road, Meja Road, Jumna Bridge (Agra Br.), Rura, Chheoki, Chunar, Jeonathpur, Pahara, Karchana, Naini, Sathnarauni, Kurasti Kalan, Mainpuri, Shikohabad, Subedarganj, Birohi, Manoharganj, Shujaatpur, Athsarai, Kotaghan, Khaga, Rasulabad, Farzandhpur, Kanspurgugauli, Bindki Road, Aung, Chakeri, Delhi Main, New Delhi, Shakurbasti, Rajghat, Bareilly, Balamau, Dibai, Ramganga Bridge, Aonla, Macharya, Khurja City, Doiwala, Raiwala, Harrawala, Kansrao, Lhaksar, Rosa, Dayabasti, Hakeempur, Dasna, Fazalpur, Tara Jn, Nangal Mala, Harpalu, and Delhi Cantt.

(iv) *North Eastern:*

Lucknow Jn., Pilibhit, Buduan, Kathgodam, Kashipur, Baheri Basti, Bisalpur, Bhojepura, Baspur, Jugaur Burhwal, Gorakhpur, Thanabihpur, Muzaffarpur, Samastipur, Darbhanga, Narkatiaganj, Raxaul, Chupra, Allahabad City, Barauni Jn., Bhatni, Deoria Sada, Sonepore, Mahendraghat, Dighwara, Diphu, Kendukana, Kaithal, Kuchi, Alipurduar Junction, Hojai, Arunachal.

(v) *Southern:*

Vendra, Gudlavalleru, Ottapalam, Trichur, Olavakkot, Tellicherry, Cuddalore N. T., Karaikkudi, Madura Jn., Tuttimelur, Kayalpatnam, Ranibennur, Kalahasti, Anantapur, Mangalgiri, Sangli, Phursangi, Bangalore City, Chirala, Tadepalligudem, Anake palle.

(vi) *South Eastern:*

Cuttack, Silyari, Tata, Barajamda, Santragachi, Hatbandh, Khargpur, Bhubaneswar, Chandil, Chakardharpur, Kotabomalli, Kandra, Bayree, Birsinghpur,

Jenapur, Bahagan, Kaluparashat, Baitasani, Chirinni, Ghansila, Umria, Bilaspur, Kotma, Juggalai, Kharier Road, Kisinga, Bhadeak and Dongaoposi.

(vii) *Western:*

Dadar, Palghar, Bilmora, Surat, Baroda, Nadiad, Ujjain, Indore, Mehsana, Palanpur, Mandsaur, Amarpura, Mohanpura, Anand, Khodinar, Maninagar, Bhaktinagar, Kosambad, Kaher, Chitorgarh and Abu Road.

Inland Steam Vessels

106. **Shri Krishnacharya Joshi:** Will the Minister of Transport be pleased to state:

(a) the total number of inland steam vessels registered under the Act of 1951; and

(b) the total length of the navigable waterways for the inland steam vessels?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The total number of inland steam vessels registered under the Inland Steam Vessels Act in the States of West Bengal, Assam and Bihar is 570. No vessels have so far been registered under the Act in Orissa. Figures relating to vessels registered in the State of Uttar Pradesh are being collected. The registration provisions of the Inland Steam Vessels Act do not apply to vessels plying in inland waterways of other States.

(b) 1557 miles.

Drugs and Magic Remedies

107. **Shri Krishnacharya Joshi:** Will the Minister of Health be pleased to state the number of persons who have violated so far the provisions of the Drugs and Magic Remedies (Objectionable Advertisements) Act of 1954 which came into force with effect from the 1st April, 1955?

The Minister of Health (Rajkumari Amrit Kaur): 13 cases of violation of the provisions of the Drugs and Magic Remedies (Objectionable Advertisements) Act, 1954 have so far been reported to the Government of India.

Railway Station

108. **Shri G. L. Chaudhary:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that sanction for the installation of a hand water pipe at the Parsendi Railway Station on the North Eastern Railway Section has been accorded;

(b) if so, when; and

(c) when the work of sinking the water pipe is expected to start?

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

(b) In 1953.

(c) Shortly.

जगदीश शूगर मिल्स लिमिटेड

१०६. श्री आर० एन० सिंह : क्या साथ और हृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) जगदीश शूगर मिल्स लि० कठ-कुह्यां (देवरिया) सरकारी नियंत्रण में कब से चलाई जा रही है;

(ख) उपरोक्त मिल्स की चल और अचल सम्पत्ति को नीलाम करने का विचार सरकार क्यों कर रही है; और

(ग) स्टेट इन्डस्ट्रीयल डिस्प्यूट्स एक्ट १९४७ के अधीन उत्तर प्रदेश सरकार द्वारा

नियुक्त किये हुए अधिकृत कल्पोलर :

आर० बी० ब्रज नारायण सिंह

कुंवर रह ग्रताप नारायण सिंह

केन्द्रीय सरकार द्वारा नियुक्त किये हुए अधिकृत कल्पोलर

कुंवर रह ग्रताप नारायण सिंह

दिसम्बर, १९५२ से एसेंशल सप्लाइस (टेम्परेरी पावर्स)

६ नवम्बर, १९५३ तक एक्ट १९४६ के अधीन

श्री एम० आर० जयपुरिया

१० नवम्बर, १९५३ इण्डस्ट्रीज (डेवलपमेंट एण्ड रेग्लेशन)

श्री एम० आर० जयपुरिया

से मई १९५४ तक एक्ट १९५१ के अधीन

श्री एम० आर० जयपुरिया

जुलाई १९५४ से एसेंशल सप्लाइस (टेम्परेरी पावर्स)

आज तक। एक्ट १९४६ के अधीन।

टेलीफोन कनेक्शन

११०. श्री भक्त दर्शन : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) टेलीफोन लगवाने के लिये कितने आवेदन पत्र आजकल निम्नलिखित हैं;

(ख) प्रत्येक संकेत में उन की संख्या कितनी है; और

(ग) चालू वित्तीय वर्ष में कितने टेली-फोन लगाये जाने की संभावना है?

(ग) इस मिल्स का प्रबन्ध कौन पदाधिकारी कर रहे हैं?

हृषि मंत्री (आ० पी० एस० देशनुह) :

(क) जून १९४७ से ।

(ख) मिल की कुल सम्पत्ति ११ लाख ६३,०० हजार रुपये थी, किन्तु इस के मुकाबले में, मिल पर २६ लाख ६३ हजार रुपये की जिम्मेदारी हो गई थी, जिस में गन्धे की कीमत की बाकी, सह कारी संस्थाओं की कमीशन और गन्धे का कर मिला कर १८ लाख ३२ हजार रुपया शामिल थे। यह अद्य जमीन कर के रूप में बसूल किया जा सकता है। राज्य सरकार ने १०२ नवम्बर, १९५५ को २५ लाख ८५ हजार रुपये में इस मिल को नीलाम कर दिया।

जून १९४७ से नवम्बर १९४६ तक

नवम्बर १९४९ से दिसम्बर १९५२ तक

संचार उपमंत्री (श्री राजवहाड़ुर) :

(क) ३० सितम्बर, १९५५ तक रजिस्ट्री किये आवेदन पत्र..... २१,७३२।

(ख) ३० सितम्बर, १९५५ तक का विवरण पत्र जिस में मांगी हुई सूचना (दी गई है, सभापत्तल पर रखा जाता है [वेसिये परिशिष्ट १, अनुबन्ध संख्या ६५])।

(ग) लगभग २०,००० सीधे (direct) कनेक्शन

Catering and Vending Staff Union

111. Shri Heda: Will the Minister of Railways be pleased to state:

(a) whether Government have received the resolutions passed by the convention of Indian Catering and Vending Staff Union held in Delhi in October, 1955;

(b) if so, whether they have considered these resolutions; and

(c) the steps taken in the matter?

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

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

INDIAN MINES ACT, 1952

112. Shri D. C. Sharma: Will the Minister of Labour be pleased to lay on the Table of the House a copy of the revised Regulations under the Indian Mines Act, 1952?

The Deputy Minister of Labour (Shri Abid Ali): The existing codes of Indian Coal Mines and Metaliferous Mines Regulations are under revision. Copies will be placed on the Table of the Sabha when these are finalized.

छोटी और बड़ी लाइन के डिल्डे

११३. श्री विभूति मिश्र : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि १९५४-५५ और १९५५-५६ (सितम्बर के अन्त तक) में अलग-अलग छोटी और बड़ी लाइन के सवारी के कितने डिल्डे बाहर से मांगाये गये हैं तथा कितने भारत में बनाये गये हैं?

रेलवे तथा परिवहन उपर्युक्ती (श्री असगेशन) : विवरण साथ नत्यी है [वेलिये परिशिष्ट १, अनुबन्ध सं० ६६]

सहकारिता सप्ताह

११४. श्री विभूति मिश्र : क्या जात्य और हृषि मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सत्य है कि ५ नवम्बर, १९५५ से देश में "सहकारिता सप्ताह" मनाया गया था;

(ख) हां, यदि तो किन-किन राज्यों में यह मनाया गया था और इस सम्बन्ध में सरकारी पदाधिकारियों ने किस प्रकार का सहयोग दिया; और

(ग) जनता ने कैसा सहयोग दिया?

हृषि मंत्री (डा० पी० एस० देशमुख) : (क) जी, हां।

(ख) पूछी हुई जानकारी का विवरण नत्यी कर दिया गया है [वेलिये परिशिष्ट १, अनुबन्ध सं० ६७]

(ग) जनता ने पूरा सहयोग दिया।

Dairy Institutes

115. Shri Bibhuti Mishra : Will the Minister of Food and Agriculture be pleased to state:

(a) the number of dairy institutes in various States;

(b) whether Government propose to develop those institutes; and

(c) if so, the nature of the development schemes?

The Minister of Agriculture (Dr. S. Deshmukh): (a) to (c). The information is being collected and will be laid on the Table of the Lok Sabha.

नलकूप (दृश्य वैत्त)

११६. श्री के० सी० सोधिया : क्या जात्य और हृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में नलकूप लगाने में अब तक कुल कितना धन व्यय हुआ है; और

(ख) द्वितीय पंचवर्षीय योजना में नलकूप योजना के सम्बन्ध में क्या विकास कार्यक्रम बनाया गया है?

हृषि मंत्री (डा० पी० एस० देशमुख) :

(क) भारत सरकार ने मध्य प्रदेश में उत्पादन सम्बन्धी नलकूप बनाने का कोई भी कार्यक्रम प्रवर्तित नहीं किया है। इस कारण इस काम के लिये कुछ भी लंबे नहीं किया गया।

(ख) दूसरी पंचवर्षीय योजना में भारत सरकार के एकसप्लोरेटरी नलकूपों का कार्यक्रम, जो कि मध्य प्रदेश में आज कल हो रहा है, के नतीजे पर ७० लाख रुपये के खर्च पर १०० उत्पादन सम्बन्धी नलकूप राज्य के उन क्षेत्रों में बनाने का प्रस्ताव है जो कि इस काम के लिये ठीक समझे जायेंगे।

Staff quarters for Postal Employees

117. **Shrimati Ila Palchoudhury:** Will the Minister of Communications be pleased to state:

(a) the total amount which has been spent so far on construction of staff quarters for Postal employees during the current financial year;

(b) the number of quarters so far constructed during the current year; and

(c) the class of employees for which these quarters have been constructed?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) About Rs. 9.5 lakhs.

(b) 360.

(c) For Class III and Class IV employees except a few for other categories.

Train Service

118. **Shri Ibrahim:** Will the Minister of Railways be pleased to state the number of additional trains introduced and the runs of trains extended (separately) on the Indian Railways during the last 3 years?

The Deputy Minister of Railways and Transport (Shri Alagesan): During the years, 1953, 1954, and 1955 (upto 15-8-55), 488 new trains have been introduced and the runs of 304 existing trains have been extended on the Indian Railways.

Railway Coaches

119. **Shri Ibrahim:** Will the Minister of Railways be pleased to state:

(a) the number of new coaches actually put into service on Indian Railways during the first four years of the Plan; and

(b) the total cost of these coaches?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Between April 1951 and March, 1955, 3,317 new coaches were put into service.

(b) Approximately Rs. 31.45 crores.

Labour Disputes in Punjab

120. **Shri D.C. Sharma:** Will the Minister of Labour be pleased to state:

(a) the number of labour disputes in Central sphere which arose in Punjab State during 1954; and

(b) the causes that lead to these disputes?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b) During 1954, 35 disputes arose in 'Central Sphere' undertakings situated in the State of Punjab. The matters in dispute generally related to wages, bonus, increment, hours of work, reinstatement of discharged workers, etc.

New Railway Lines

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

(a) the actual total mileage of Railway lines to be constructed during the Second Five Year Plan; and

(b) the names of railway lines to be constructed in the Northern Zone during this period?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). It is too early to say. The recommendations received from the State Governments for construction of new railway lines during the Second Five Year Plan Period are under examination. Total mileage to be constructed will depend on the money and materials available during the 2nd Five Year Plan.

Medical Aid to Railway Employees

122. **Shri V. P. Nayar:** Will the Minister of Railways be pleased to state:

(a) what is the ratio between the number of Railway employees and the number of beds in Railway hospitals at present;

(b) what is the target ratio under the Second Five Year Plan; and

(c) what is the number of X-Ray sets, Electro-cardiograms and Dental Units in Railway hospitals at present?

The Deputy Minister of Railway and Transport (Shri Alagesan): 1 bed for every 300 Railway employees.

(b) The present ration compares very favourably with that available to general public which is only 3 per 1000 of population. The scheme of expansion of medical facilities for Railway employees and their families is under consideration at the moment.

(c) X-ray sets 66
 Electro-cardiograms 10
 Dental Units 18

Ton Mileage of Engines

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

(a) the number of ton miles done by engines on the entire Indian Railways, and the number of good engines on the active list during 1954-55; and

(b) the average haulage capacity of the engines?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). A statement is laid on the Table of the Lok Sabha [See Appendix I, annexure No. 68].

Travelling Accidents on Trains

124. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state:

(a) the number of deaths occasioned by the passengers travelling on the roofs of trains on different Railways separately in 1955 so far; and

(b) the steps taken by Government to check it?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Nil on each Railway from 1-1-1955 to 31-10-1955.

(b) Staff have instructions to warn passengers against travelling on roofs of trains and publicity is also undertaken emphasising the dangers inherent in such travelling.

Passengers who persist in resorting to this practice despite warning, are also liable for prosecution under Section 118 (2) of the Indian Railways Act, 1890.

पशु नन का नियात

125. डा० राम सूभग सिंह : क्या साथ और हृषि मंत्री सभा पटल पर एक विवरण रखने की कृपा करेंगे जिसमें निम्न-लिखित बातें दिलाई गई हों :

(क) इस वर्ष जनवरी, १९५५ से कितनी गाय, बैल, भैंस और घोड़ों का इस देश से नियात किया गया है;

(ख) यदि हां, तो किन देशों को नियात किया गया है और प्रत्येक देश को कितने पशुओं का नियात किया गया है;

(ग) क्या उक्त समय में ऐसे पशुओं का देश में प्रायात भी हुआ है; और

(घ) यदि हां, तो उन की संख्या क्या है?

हृषि मंत्री (डा० पी० एस० बेश्मुख) :

(क) से (घ). एक विवरण साथ नत्यी कर दिया गया है [देखिये परिचालना १, अनुबन्ध सं० ६६]

Price Support to Paddy

126. Shri Shree Narayan Das: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Government of India have decided to purchase paddy in U.P. as a measure of price support;

(b) if so, the price at which Government have decided to purchase; and

(c) whether any decision has been taken as regards the quantity of such food-grain to be purchased by Government?

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

(b) Rs. 6-14-0 per maund.

(c) No limit has been fixed. Whatever quantity is offered, will be purchased.

DAILY DIGEST
 [Friday, 25th November, 1955]

| S.Q. No. | Subject | COLUMNS |
|-------------------------------------|---|---------|
| ORAL ANSWERS TO QUESTIONS | | 205—34 |
| 194. | P. & T. Training Centres. | 205—06 |
| 195. | East Asian Rural Reconstruction Conference. | 206—07 |
| 196. | Sleeping accommodation in Third Class coaches | 207—09 |
| 198. | Research Programmes Committee | 209—11 |
| 199. | Floods | 211—14 |
| 201. | C.T. | 214—16 |
| 204. | X-Ray Examination of Government Employees | 216—17 |
| 205. | Major Ports | 217—18 |
| 206. | Coal thefts on Railways | 218—19 |
| 209. | Air fares and Freights | 219—20 |
| 210. | Fodder Banks | 220—21 |
| 211. | Insurance of Circus Performers | 221—23 |
| 212. | Indian Medical Council Act, 1933. | 223 |
| 213. | Tourist Rail Coaches | 223—24 |
| 214. | Kandla Port | 224—25 |
| 215. | Cheque system in Post Offices | 225—26 |
| 216. | Minimum Wages Act, 1948 | 226—27 |
| 217. | Tuberculosis | 227—28 |
| 220. | Amritsar Central Workshop. | 228—29 |
| 221. | Retirement age of medical personnel | 229—30 |
| 222. | Sugar cane | 230—31 |
| 223. | Newton Chickli Colliery Disaster | 231—32 |
| 224. | Adrema Machines | 232 |
| 225. | International Union of Travel Organisations | 233—34 |
| WRITTEN ANSWERS TO QUESTIONS | | 234—60 |
| 197. | Labour Ministers Conference | 234—35 |
| 200. | Air-freight charges to Afghanistan | 235 |
| 203. | Delhi Transport Service | 235—36 |
| 207. | National Malaria Control Scheme | 236 |

| S.Q.No. | Subject | COLUMNS |
|------------------|--|---------|
| 208. | Telephones in Bombay | 236 |
| 218. | Condensed Milk. | 236 |
| 219. | Vegetable Cultivation | 237 |
| 226. | Departmental Catering on Railways | 237—38 |
| 227. | Janta Express | 238 |
| 228. | Crop Competition | 238 |
| 229. | Sugar | 238—39 |
| 230. | Central Committee for Food Standards. | 239 |
| 231. | N.E. Railway Administration at Gorakhpur | 239 |
| 232. | Ghee from U.S.A. | 239—40 |
| 233. | Ayurvedic Research Centre for Punjab | 240 |
| 234. | Extension of Air Services | 240 |
| 235. | Telephones | 241 |
| 236. | Mobile Post Offices | 241 |
| 237. | Willingdon Hospital | 241—42 |
| 238. | Blood Banks | 242 |
| 239. | Foodgrain Depots | 243 |
| 240. | Telephone Bills | 243 |
| U.S.Q.No. | | |
| 92. | Travelling Ticket Examiners | 243—44 |
| 93. | Railway Accident | 244 |
| 94. | Employment Exchanges | 244—45 |
| 95. | Narmada Bridge | 245 |
| 96. | Narmada Bridge | 245 |
| 97. | Employees' State Insurance Scheme | 245—47 |
| 98. | Cultivable Fallow Land | 247—48 |
| 99. | Telephones in Indore City | 248 |
| 100. | Railway Coaches | 248—49 |
| 101. | Railway employees | 249 |
| 102. | Research Institutes and Laboratories | 249 |
| 103. | Railway Coaches and Wagons | 249 |
| 104. | Sugar factories | 250 |

WRITTEN ANSWERS TO QUESTIONS—*Contd.*

| <i>U. S. Q. No.</i> | <i>Subject</i> | <i>COLUMNS</i> | <i>U. S. Q. No.</i> | <i>Subject</i> | <i>COLUMNS</i> |
|---------------------|----------------------------------|----------------|---------------------|-------------------------------------|----------------|
| 105. | Remodelling of Railway Stations | 250—52 | 115. | Dairy Institutes | 256 |
| 106. | Inland Steam Vessels. | 252 | 116. | Tube-wells | 256—57 |
| 107. | Drugs and Magic Remedies | 252 | 117. | Staff-quarters for Postal Employees | 257 |
| 108. | Parsendi Railway Station | 252—53 | 118. | Train services | 257 |
| 109. | Jagdish Sugar Mills Ltd. | 253 | 119. | Railway Coaches | 257 |
| 110. | Telephone Connections | 253—54 | 120. | Labour Disputes in Punjab | 258 |
| 111. | Catering and Vending Staff Union | 255 | 121. | New Railway Lines | 258 |
| 112. | Indian Mines Act, 1952 | 255 | 122. | Medical aid to Railway employees | 258—59 |
| 113. | Metre and Broad Gauge Coaches | 255 | 123. | Ton Mileage of Engines | 259 |
| 114. | 'Cooperative Week' | 255—56 | 124. | Travelling accidents of trains | 259 |
| | | | 125. | Livestock Export | 260 |
| | | | 126. | Price support to paddy | 260 |

Friday, November 25, 1955

INDEX
TO
LOK SABHA
DEBATES

(Part II—Proceedings other than Questions and Answers)

VOLUME IX, 1955

(21st November to 9th December, 1955)



ELEVENTH SESSION, 1955

(Vol. IX contains Nos. 1 to 15)

LOK SABHA SECRETARIAT
NEW DELHI

CONTENTS

[Part II Debates, Volume IX—21st November to 9th December, 1955]

No. 1.—Monday, 21st November, 1955—

COLUMNS

| | |
|--|------|
| President's Assent to Bills | 1 |
| Papers laid on the Table; | 2—4 |
| Inter-State Water Disputes Bill; | 4 |
| River Boards Bill* | 4 |
| Code of Civil Procedure (Amendment) Bill | 5 |
| Citizenship Bill; | 5,87 |
| Constitution (Fifth Amendment) Bill | 5 |
| Constitution (Sixth Amendment) Bill | 6 |
| Companies Bill | 6—11 |
| Press and Registration of Books (Amendment) Bill— | |

| | |
|------------------------------|-------|
| Motion to consider | 12—87 |
|------------------------------|-------|

| | |
|---------------------------|--|
| Consideration of Clauses— | |
|---------------------------|--|

| | |
|--------------------------|--------|
| Clause 2 to 19 | 87—134 |
| Daily Digest | 135—38 |

No. 2.—Tuesday, 22nd November, 1955—

| | |
|-------------------------|--|
| Motion for Adjournment— | |
|-------------------------|--|

| | |
|---|--------|
| Situation in Bombay | 139 |
| Papers laid on the Table; | 139—40 |
| Motor Vehicles (Amendment) Bill | 140 |

| | |
|---|--|
| Press and Registration of Books (Amendment) Bill— | |
|---|--|

| | |
|-------------------------------------|--------|
| Clause 19 | 140—43 |
| Motion to pass as amended | 143 |
| Companies Bill | 143—69 |

| | |
|--|--|
| Prevention of Corruption (Amendment) Bill— | |
|--|--|

| | |
|-------------------------------------|---------|
| Motion to consider | 170—231 |
| Clauses 2 to 5 and 1 | 231—43 |
| Motion to pass as amended | 243—54 |

| | |
|------------------------------------|--|
| University Grants Commission Bill— | |
|------------------------------------|--|

| | |
|---|--------|
| Motion to consider as reported by Joint Committee | 254—60 |
| Daily Digest. | 261—62 |

No. 3.—Wednesday, 23rd November, 1955—

| | |
|------------------------|--|
| Motion for Adjournment | |
|------------------------|--|

| | |
|-------------------------------|--------|
| Situation in Bombay | 263—68 |
|-------------------------------|--------|

| | |
|--|--|
| Committee on Private Members' Bills and Resolutions— | |
|--|--|

| | |
|-------------------------------|-----|
| Thirty-ninth Report | 268 |
|-------------------------------|-----|

| | |
|------------------------------------|--|
| University Grants Commission Bill— | |
|------------------------------------|--|

| | |
|---|---------|
| Motion to consider as reported by Joint Committee | 269—382 |
| Daily Digest. | 383—84 |

No. 4.—Thursday, 24th November, 1955—

| | |
|------------------------------------|--------|
| Papers laid on the Table | 385—87 |
|------------------------------------|--------|

Business Advisory Committee—

| | |
|--|---------|
| Twenty-Seventh Report; | 387 |
| Statements <i>re</i> officers of All India Radio | 387 |
| Correction of answer to starred question | 388 |
| ✓ University Grants Commission Bill— | |
| Motion to consider; | 387—476 |
| Consideration of clauses | 477—481 |
| Clause 2 | 477—483 |
| Clauses 3 and 4 | 477—493 |
| Clause 5 | 493—578 |
| Daily Digest | 519—521 |

No. 5.—Friday, 25th November, 1955—

| | |
|--|---------|
| Papers laid on the Table; | 521—522 |
| Business Advisory Committee—Twenty-seventh Report; | 522—529 |

✓ University Grants Commission Bill—

| | |
|---|---------|
| Clauses 6 to 12 | 529—589 |
| Committee on Private Member's Bills and Resolutions—Thirty-ninth Report | 569 |
| Resolution <i>re</i> Regrouping of Railways | 590—652 |
| Resolution <i>re</i> Industrial Service Commission | 652—64 |
| Daily Digest; | 655—56 |

No. 6.—Monday, 28th November, 1955—

Business Advisory Committee—

| | |
|---|---------|
| Twenty-eighth Report | 657 |
| Motion to consider | 657—58 |
| Manipur (Courts) Bill | 658 |
| Constitution (Seventh Amendment) Bill | 658—68 |
| University Grants Commission Bill— | |
| Consideration of clauses | 668—86 |
| Clauses 13 to 26 and 1 | 671—86 |
| Motion to pass, as amended | 687—704 |
| Securities Contracts (Regulation) Bill— | |
| Motion to refer to Joint Committee | 704—50 |
| Indian Stamp (Amendment) Bill— | |
| Motion to consider | 750—53 |
| Consideration of clauses | 753 |
| Clauses 1 to 9 | 753 |
| Motion to Pass | 753 |
| Abolition of Whipping Bill— | |
| Motion to consider | 753—80 |
| Daily Digest | 781—82 |

No. 7.—Wednesday, 30th November, 1955—

Motion for Adjournment—

| | |
|---|--------|
| Situation in Ratachera in Agartala | 783—84 |
| Correction of Answer to Starred Question; | 784—85 |
| Papers laid on the Table | 785 |
| Representation of the People (Amendment) Bill | 785—86 |
| Representation of the People (Second Amendment) Bill; | 787 |

Committee on Private Members' Bills and Resolutions—

| | |
|-----------------|-----|
| Fortieth Report | 787 |
|-----------------|-----|

Business Advisory Committee—

| | |
|----------------------|--------|
| Twenty-eighth Report | 787—88 |
|----------------------|--------|

Abolition of Whipping Bill—

| | |
|--|----------------|
| Motion to consider | 792—822 |
| Clauses 1 to 4 | 822 |
| Motion to Pass | 822 |
| Constitution (Seventh Amendment) Bill— | |
| Motion to refer to Select Committee | 788—92, 822—91 |
| Manipur (Courts) Bill— | |
| Motion to consider | 891—900 |
| Daily Digest | 901—92 |

No. 8.—Thursday, 1st December, 1955—

| | COLUMNS |
|--|-----------|
| Papers laid on the Table | 903—6,907 |
| Prevention of Corruption (Amendment) Bill | 906 |
| Insurance (Amendment) Bill | 906—07 |
| Point of order re use of objectionable expression | 907—08 |
| Point re Voting on Constitution (Seventh Amendment) Bill | 908—12 |
| Manipur (Courts) Bill— | |
| Motion to consider | 912—26 |
| Consideration of clauses | 926—28 |
| Clauses 2 to 46 and 1 | 926—28 |
| Motion to Pass as amended | 928—29 |
| Railway Stores (Unlawful Possession) Bill— | |
| Motion to consider | 929—1004 |
| Consideration of clauses | 1004—29 |
| Clauses 2 to 4 and 1 | 1004—29 |
| Motion to Pass | 1029—30 |
| Daily Digest | 1031—34 |

No. 9.—Friday, 2nd December, 1955—

| | |
|--|-----------|
| Papers laid on the Table | 1035,1041 |
| Motion for Adjournment | |
| Situation in Ratachera in Agartala | 1035—39 |
| Railway Stores (Unlawful Possession) Bill | 1039 |
| Correction to Answer to Starred Question. | 1040 |
| Part C States (Laws) Amendment) Bill | 1040 |
| Delhi (Control of Building Operations) Bill | 1040 |
| Prevention of Disqualification (Parliament and Part C States Legislatures) Amendment Bill. | 1040—41 |
| Citizenship Bill, as reported by Joint Committee— | |
| Motion to consider | 1041—93 |
| Committee on Private Members' Bills and Resolutions— | |
| Fortieth Report | 1092 |
| Indian Penal Code (Amendment) Bill | 1092 |
| Indian Converts (Regulation and Registration) Bill— | |
| Motion to consider | 1093—1119 |
| Workmen's Compensation (Amendment) Bill— | |
| Motion to consider | 1119—53 |
| Indian Tariff (Third Amendment) Bill | 1152 |
| Daily Digest. | 1153—54 |
| No. 10.—Saturday, 3rd December, 1955— | |
| Papers laid on the Table | 1155 |
| Correction of Answer to Starred Question; | 1155—56 |
| Business of the House; | 1156 |
| Citizenship Bill, as reported by Joint Committee— | |
| Motion to consider | 1157—1278 |
| Daily Digest | 1279—80 |

No. 11.—Monday, 5th December, 1955—

| | |
|--|-----------|
| Message from Rajya Sabha | 1281 |
| Hindu Succession Bill | 1281 |
| Demands for Supplementary Grants, 1955-56 | 1281—82 |
| Demands for Excess Grants, 1950-51 | 1282 |
| Statement re Joint Statement by U.S. Secretary of State and Foreign Minister of Portugal | ✓ 1282—83 |
| Citizenship Bill, as reported by Joint Committee— | |
| Motion to consider | 1283—1330 |
| Clauses 2 to 10 | 1331—1418 |
| Daily Digest | 1419—20 |

| No. 12.—Tuesday, 6th December, 1955— | COLUMNS |
|---|-----------|
| Papers laid on the Table | 1421—22 |
| Rules Committee— | |
| First Report | 1422 |
| Committee on Private Members' Bills and Resolutions— | |
| Forty-first Report | 1422—23 |
| Business Advisory Committee— | |
| Twenty-ninth Report | 1423 |
| Business of the House | 1423—27 |
| Citizenship Bill— | |
| Consideration of clauses | 1427—1520 |
| Clauses 3, 5, 8, 10 to 19 and 1 | 1427—1523 |
| Motion to pass as amended | 1521—23 |
| Insurance (Amendment) Bill | 1523—85 |
| Motion to consider | 1526 |
| Representation of the People (Amendment) Bill | 1586 |
| Daily Digest | 1587—88 |
| No. 13.—Wednesday, 7th December, 1955— | |
| Messages from Rajya Sabha | 1589—91 |
| Working Journalists (Conditions of Service) and Miscellaneous Provisions Bill | 1591 |
| Papers laid on the Table; | 1591 |
| Business Advisory Committee— | |
| Thirtieth Report | 1591 |
| Twenty-ninth Report | 1592—1600 |
| Business of the House | 1600—02 |
| Insurance (Amendment) Bill— | |
| Motion to consider | 1602—92 |
| Clauses 2 to 6 and 1 | 1693—1706 |
| Motion to pass | 1106—10 |
| Delhi (Control of Building Operations) Bill— | |
| Motion to consider | 1710—46 |
| Daily Digest | 1747—48 |
| No. 14.—Thursday, 8th December, 1955— | |
| Business Advisory Committee— | |
| Thirtieth Report | 1749 |
| Constitution (Eighth Amendment) Bill | 1749—1814 |
| Delhi (Control of Building Operations) Bill— | |
| Motion to consider | 1814—90 |
| Clauses 2 and 3 | 1890—1916 |
| Daily Digest; | 1917—18 |
| No. 15.—Friday, 9th December, 1955.— | |
| Announcement re. discussion on S. R. C. Report | 1919—25 |
| Calling Attention to Matter of Urgent Public Importance—Cyclone in Madras | 1926—30 |
| Motion re. suspension of Rule 321 | 1930—45 |
| Constitution (Eighth Amendment) Bill | 1945—46 |
| Voluntary Surrender of Salaries (Exemption from Taxation) Amendment Bill | 1946 |
| Business of the House | 1946—47 |

| | COLUMNS |
|--|-----------|
| Delhi (Control of Building Operations) Bill— | |
| Clauses 4 to 20 and 1 | 1947—93 |
| Motion to pass, as amended | 1993 |
| Prevention of Disqualification (Parliament and Part C States Legislatures) Amendment Bill— | |
| Motion to consider | 1994—2015 |
| Clauses 2 and 1 | 2015—16 |
| Motion to pass, as amended | 2016 |
| Indian Tariff (Second Amendment) Bill and Indian Tariff (Third Amendment) Bill— | |
| Motions to consider | 2016—32 |
| Committee on Private Members' Bills and Resolutions— | |
| Forty-first Report | 2052 |
| Resolution re Industrial Service Commission | 2032—56 |
| Resolution re Appointment of a Committee to examine Community Projects and National Extension Service Schemes. | 2056—94 |
| Daily Digest | 2095—96 |
| Index | I—43 |

LOK SABHA DEBATES
 (Part II—Proceedings other than Questions and Answers)

521

LOK SABHA

Friday, 25th November, 1955

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

12 NOON

PAPERS LAID ON THE TABLE

STATEMENTS SHOWING ACTION TAKEN BY GOVERNMENT ON ASSURANCES ETC.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to lay on the table the following statements showing the action taken by the Government on various assurances, promises and undertakings given by Ministers during the various Sessions shown against each:—

- (1) Supplementary Statement No. II—Tenth Session, 1955 of Lok Sabha. [See Appendix II, annexure No. 1].
- (2) Supplementary Statement No. VIII—Ninth Session, 1955 of Lok Sabha. [See Appendix II, annexure No. 2].
- (3) Supplementary Statement No. XII—Eighth Session, 1954 of Lok Sabha. [See Appendix II, annexure No. 3].
- (4) Supplementary Statement No. XVI—Seventh Session, 1954 of Lok Sabha. [See Appendix II, annexure No. 4].

522

- (5) Supplementary Statement No. XXII—Seventh Session, 1954 of Lok Sabha. [See Appendix II, annexure No. 5].
- (6) Supplementary Statement No. XXVII—Fifth Session, 1953 of Lok Sabha. [See Appendix II, annexure No. 6].
- (7) Supplementary Statement No. XXXII—Fourth Session, 1953 of Lok Sabha. [See Appendix II, annexure No. 7].
- (8) Supplementary Statement No. XXXVII—Third Session, 1953 of Lok Sabha. [See Appendix II, annexure No. 8].
- (9) Supplementary Statement No. XXXV—Second Session, 1952 of Lok Sabha. [See Appendix II, annexure No. 9].
- (10) Supplementary Statement No. XXXIII—First Session, 1952 of Lok Sabha. [See Appendix II, annexure No. 10].

BUSINESS ADVISORY COMMITTEE
 TWENTYSEVENTH REPORT

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to move:

“That this House agrees with the Twenty-seventh Report of the Business Advisory Committee presented to the House on the 24th November, 1955.”

Mr. Speaker: Motion moved:

“That this House agrees with the Twenty-seventh Report of the Business Advisory Committee presented to the House on the 24th November, 1955.”

Shrimati Renu Chakravarty (Basirhat): When the Government Premises Eviction (Amendment) Bill was put

[Shrimati Ranu Chakravarty]

down, the Members of the Business Advisory Committee agreed to it on the understanding that we would later on find out whether it was absolutely necessary to pass it during this Session; but now I find that this is the first Bill in the list and the allotment of time has also been made.

Mr. Speaker: The hon. Member is confounding two things. It was made clear at the time of the meeting also that the allotment of time might take place, but the priority will be set in due course according to the convenience of the House. It was clearly stated that allotment of time does not mean that that business should be taken up in this session. Time will be allotted, but priority will be set in due course. That was the understanding.

Shri Kamath (Hoshangabad): There are two points on which I should like to have a clarification. Para 2 of this report which is before the House consists of recommendations of the Business Advisory Committee and as such they have considerable force. Para 3 contains the suggestions of the Committee. I would venture to suggest that a suggestion has not got as much force as a recommendation. It is merely a suggestion and not a recommendation. I am referring to the second part of this Para 3.

Mr. Speaker: What is the suggestion?

Shri Kamath: The second part of para 3 of the report says:

"The Committee further suggested that the House might also sit on Saturday, the 17th December, 1955 from 11 a. m. to 5 p. m. and that the Private Members' Business on Fridays, the 16th and the 23rd December, 1955, might be dispensed with in order to complete the time recommended for the discussion of the Report."

I remember that last in the Session when the Private Members' Business was dispensed with, you yourself assured the House definitely that that would not be a precedent for the

future. Once it was dispensed with and once only and that would not be a precedent for the future. I would earnestly request you to see that neither the Question Hour nor the Private Members' Business should be dispensed with for any reason whatsoever. The second point is that the order in which the Bills will be taken up may be communicated to us later on, say, on Monday.

Mr. Speaker: The Business Advisory Committee has not recommended suspension of Question Hour. That matter is made clear. As regards Private Members' Business, I do not see much difference between recommendation and suggestion. It is for this House to accept or reject it. That is a different matter. But the Committee having considered the over-all picture and the importance of the various subjects to be taken as compared to the importance of the Private Members' Business thought that it would be better not to have Private Members' Business only on those specific days. Otherwise, the House will not have sufficient time to sit; it has been done specially with a view to give the House more time to discuss the S.R.C. Report. Otherwise, the time will have to be curtailed. That is what the suggestion of the Committee comes to. It refers only to two specific days. Any suggestion either for dropping the Question Hour or for dropping the Private Members' Business on a particular day cannot be a precedent for all days; the recommendations are made for specific days. Therefore, each case stands on its own merits.

Shri K. K. Basu (Diamond Harbour): The Private Members' Business has been dispensed with only on two days, but during this session we have only 4 days for Private Members' Business. Last session it was dispensed with and this session also we are doing it. In future also, some important Government business is bound to occur. Therefore, this will be creating a dangerous precedent. Instead of the original arrangement of allot-

ting one day, you yourself laid down that certain hours will be allotted for Private Members' Business on particular days. That was an improvement and we welcomed it. After all, we are going to have only two more sessions of this Parliament for Private Members to say whatever they want. You know fully well the sentiments of the Members. Therefore, I request that excepting this suggestion, the rest of the Report can be adopted.

Shri Kasliwal (Kotah-Jhalawar): The Business Advisory Committee has not allotted any time for the Industrial Disputes (Amendments and Miscellaneous Provisions) Bill.

Mr. Speaker: The idea of the Business Advisory Committee was that the Industrial Disputes (Amendment and Miscellaneous Provisions) Bill should not be taken up this session. It is only for want of time, not that that Bill is of less importance. Because of the allotment of 54 hours to the S.R.C. Report, the Committee has recommended that the House will sit for one hour more on all the days mentioned in the Report. On that basis 54 hours have been allotted. Having continuously worked for 6 or 7 days for one more hour, the Committee thought that perhaps the Private Members' Business may be dropped. Otherwise, there will have to be an extension of time continuously day in and day out. While all Members are so meticulous about not sitting for late hours, they seem to have. I do not say 'no', but very little consideration for the staff of the Secretariat which is required to sit from 10 to 6, if the House sits till that time and that is not the end of the trouble. They have to sit for three or four hours continuously after the House rises, every day's debates ought to be stencilled the same day, copies will have to be supplied and other papers also will have to be supplied to the Members. If there is some slip by chance in sending any paper, there is immediately a complaint and all that kind of thing. I have always felt that the Parliament should set an example in respect of taking work from their staff and then it will be justified in putting through all the labour legisla-

tions with greater force. That has been my personal feeling about it. I can appreciate the importance of Private Members' Business. If I am not mistaken, the practice in the House of Commons is that the Prime Minister the Leader of the House, gets up and says, "I propose that the Private Members' Business be suspended" and immediately it is suspended and Government's work is taken up. After all, Government's work is also the work of the House. It is not as if the House and the Government are in opposition and the work of the Government is not the work of the Private Members also. It has been given precedence. That is true. But, if you want to put through more work, some means have to be found out. I may suggest a compromise; but that is a compromise. I find Members are very keen, especially because Shri K. K. Basu has said there are only two more sessions. There are at least three sessions ahead next year, not two only. But, I am sure all the next three sessions will be more strenuous so far as legislative work is concerned and the House will have to sit for a longer time, for a longer number of days and there will still be the question of adjusting timings. Though, therefore, I do not foretell anything or suggest anything, we have to be prepared to forego Private Members' Business and sometimes the Question-hour too.

Shri Kamath: No, no. Not the Question-hour.

Mr. Speaker: That is not a matter for dispute today. I am merely telling the House as to what the questions and problems are so far as the Business Advisory Committee is concerned. I said that I may suggest a compromise. You may sit 2½ hours extra on some other days and have one Private Members' day and drop one. We can have the Private Members' day on the 16th, because the other comes on the last day, that is 23rd, and we should not cut short the discussion on the States Re-organisation Commission report. If it is acceptable to the House, the report may be amended by saying that on the 16th Private Members' Business may be taken up and the time

[Mr. Speaker]

made up by sitting extra hours on certain other days which we may fix. I am not fixing the days now. The Private Members' Business on the other day, Friday the 23rd may be dropped.

Shri Kamath: May I suggest that Private Members' Business on the last day may be dropped only if necessary? Only if it becomes necessary we may drop it.

Mr. Speaker: Only if necessary means that the Members will not discuss the report for all the 54 hours.

Shri K. K. Basu: Endorsing the compromise which you have been good enough to suggest in respect of Private Members' Business, the 23rd being a Bill day for Private Members, if they have any new Bills, they should be allowed to introduce; nothing else.

Mr. Speaker: Sixteenth is the Bill day.

Shri K. K. Basu: That is all right.

Mr. Speaker: If this compromise is accepted,....

Shri Satya Narayan Sinha: I accept.

Mr. Speaker: If he accepts, the report is now before the House with an amendment that instead of dropping the Private Members' Business on 2 days, it will be dropped only on the last day, 23rd.

Shri Kamath: Tentatively.

Mr. Speaker: It is final now.

Shri Kamath: No, no.

Mr. Speaker: The report may be adopted. Then, we shall see.

Shri Raghavachari (Penukonda): The whole list of business is not yet indicated. That is the whole trouble.

Mr. Speaker: The trouble is that the whole list is not indicated; I quite agree. The Business Advisory Committee is again meeting today at 4 o'clock, and will try its best to adjust as much important business as possible before the 23rd. One thing that they have settled is that the session must end on the 23rd. It should not go beyond that.

Shri Kamath: No Saturday?

Mr. Speaker: No Saturday. We are coming to definite planning about the sessions. I was saying that, with the amendment, the report will be that on the 23rd, Private Members' Business will be dropped. On that day, Private Members' Business will not come up. On the 16th, Private Members' Business will be taken up. The 2½ hours thus lost by including the Private Members' Business on the 16th will be added to by sitting for a longer time on certain days. I am not specifying the days now. We shall see how we progress and then decide.

Shri Feroze Gandhi (Pratapgarh Distt.—West cum Rae Bareli Distt.—East): May I know what has happened to the Insurance (Amendment) Bill?

Mr. Speaker: All the business that is not at present placed in the report will be considered by the Business Advisory Committee and priorities settled.

Shri Feroze Gandhi: I only wanted to point out in connection with the Insurance (Amendment) Bill that an Ordinance was issued and this Ordinance has to come before Parliament within a certain number of days.

Mr. Speaker: Order, order. The hon. Member will see that the Committee is conscious of the fact that the Ordinance has to be passed into an Act within a certain period, 5 weeks or 6 weeks. The reason why this was not considered by the Business Advisory Committee for allotment of time was that the Bills have not yet been introduced. Government have been requested to introduce Bills as early as possible so that the Business Advisory Committee may proceed with the allotment of time. It would not be proper to allot time without having the Bill and without any idea as to what is going to be discussed in it.

I am putting the proposition to the House. I believe the House is agreeable to this report with the amendment which I suggested, namely—that—

(i) the Private Members' Business on Friday, the 16th December, 1955 shall not be dispensed with,

(ii) the two and half hours thus lost from the total time of 54 hours allotted for the discussion of the States Re-organisation Commission's Report shall be made up by the House sitting for longer hours on certain days to be announced by the Speaker from time to time.

Hon. Members: Yes.

Mr. Speaker: The question is:

"That this House agrees with the Twenty-seventh Report of the Business Advisory Committee presented to the House on the 24th November, 1955, with the following modifications:

(i) that the Private Members' Business on Friday, the 16th December, 1955 shall not be dispensed with;

(ii) that the two and a half hours thus lost from the total time of 54 hours allotted for the discussion of the States Reorganisation Commission's Report shall be made up by the House sitting for longer hours on certain days to be announced by the Speaker from time to time".

The motion was adopted.

UNIVERSITY GRANTS COMMISSION BILL—contd.

Mr. Speaker: The House will now resume further clause by clause consideration of the University Grants Commission Bill. Out of 13 hours allotted for this Bill, about 10 hours already been availed of till yesterday in the general discussion and the clause by clause consideration of the Bill. A balance of about 3 hours now remains. As one hour has been agreed to for the third reading of the Bill, the clause by clause—consideration of the Bill will continue up to 2 p. m. today when the third reading will be taken up. At 2-30 P.M., the House will take up Private Members' Resolutions.

Shri T. S. A. Chettiar (Tiruppur): We are beginning at 12.15.

Mr. Speaker: Whatever it may be, we go up to 2-30.

Clause 6—Terms and conditions of service of members).

Mr. Speaker: Clause 6. As regards the amendments, I am calling the names of hon. Members who have tabled amendments to this. **Shri M. S. Gurupadaswamy:** absent. That is amendment No. 39. Amendment No. 8 **Shri Shree Narayan Das.**

Shri Shree Narayan Das (Darbhanga Central): I beg to move:

Page 3, line 9—
for "six years" substitute "four years".

Mr. Speaker: Amendment No. 40 is the same as amendment No. 8. It need not be called again. Amendment No. 41: **Shri V. P. Nayar.**

Shri V. P. Nayar (Chirayinkil): I beg to move:

Page 3—

for lines 10 to 15 substitute:

"Provided that out of the members functioning in the Commission for the first time, as nearly as possible, one-third of the members shall retire as soon as may be on the expiry of the second year, in accordance with such procedure as may be prescribed by the regulations under this Act."

Mr. Speaker: Amendment No. 42: not moving. Amendment No. 9: **Shri Shree Narayan Das.**

Shri Shree Narayan Das: I beg to move:

Page 3, line 21—

add at the end:

"and a member so appointed shall hold office for the remaining period for which the member in whose place he is appointed would have held office."

Shri V. P. Nayar: I beg to move:
Page 3—

(i) line 22—
for "chairman" substitute
"Secretary".

(ii) line 24—
for "Chairman" substitute
"Secretary".

Shri T. S. A. Chettiar: I beg to move:

Page 3, line 22—
after "shall be a" insert "whole-
time and".

Mr. Speaker: Amendment No. 68
is the same as No. 10.

Shri Matthen (Thiruvellah): No.
30.

Mr. Speaker: So, the following
amendments are there: 8, 41, 9, 43
and 10. These are the amendments.

Shri Matthen: My amendment.

Mr. Speaker: I am sorry. Hon.
Members must be careful to see that
they are present when their number
comes in. I called the names of the
hon. Members and I also called the
numbers.

Shri Matthen: I was here.

Mr. Speaker: But when I called
it.....

Shri Matthen: My name was not
called.

**Shri M. S. Gurupadaswamy (My-
sore) rose—**

Mr. Speaker: I called the name, I
am quite sure about it, but in view
of the fact that this is perhaps the
first occasion I will say that I may
permit them as a special case, but
hereafter Members have to be careful
to see that they remain present in
the House. It is not as if they may
come when they choose to come and
say this amendment is there or that
amendment is there. So, I am allowing
both now. Shri Gurupadaswamy's
amendment No. 39 and Shri Matthen's
—what is the number?

Shri Matthen: 30, 33 and 38.

Mr Speaker: What clause is he
referring to? We are taking up clause
6.

Shri Matthen: Clause 5

**Pandit Thakur Das Bhargava (Gur-
gaon):** Amendment Nos. 30, 33 and 38
have been disposed of yesterday.

Shri M. S. Gurupadaswamy: I beg
to move:

Page 3, line 9—
for "six years" substitute "three
years".

Mr. Speaker: These amendments are
now before the House.

Shri Shree Narayan Das: My first
amendment to clause 6 is No. 8 which
reads as follows:

Page 3 line 9—
for "six years" substitute "four
years".

Sub-clause (1) of clause 6 reads:

"Every member shall, unless he
becomes disqualified for continuing
as such under the rules that
may be made under this Act,
hold office for a period of six
years."

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

The simple purpose of the amendment
is that the term of office or the
period should be four years instead of
six years. I think six years is a very
long time for a person to continue as
a member of this Commission. I
suggest that instead of six years this
be made four years so that fresh
talent may be given an opportunity to
work on this Commission. Otherwise,
the work may not proceed as it should.

Shri T. S. A. Chettiar: My amend-
ment is a very simple one, and it
says:

Page 3, line 22—
after "shall be a" insert "whole-
time and".

The original clause was that a
whole-time officer must be appointed,
but it seems to me that somehow we
have omitted the word "whole-time".
Today the Bill says it must be only a
salaried officer. In the British Uni-
versity Grants Commission there are
more than one whole-time officers and
if I remember aright, there are three
or four. Perhaps the work in India
does not warrant the appointment of
many whole-time officers, but as the
work progresses it may be necessary

for this Commission also to appoint more than one whole-time officer. But we think that at least the Chairman should be a whole-time salaried officer. I feel that it is absolutely essential for the good working of this Commission that at least the Chairman should be a full-time officer. The word "salaried" is there, but "whole-time" is not there. I wish to make it "a whole-time and salaried" officer. That is the amendment.

Shri M. S. Gurupadaswamy: My amendment is very simple and says that the period of membership in the Commission should not be six years, and instead should be only three years.

The simple reason why I have suggested this amendment is that if you give too long a period of membership in the Commission there is one danger, that it may be very difficult for the Government during that period to terminate the period of membership unless they become disqualified during that period. And once you appoint the Commission you have to keep quiet, and whether they do their work well or not, you have to put up with it. There is no other alternative.

We know how the Union Public Service Commission and other Public Service Commissions are working. The period given to them is long enough, but they are statutory bodies. They are bodies constituted under the provisions of the Constitution and the period also is fixed. The age limit is fixed. But due to the long period given to the Public Service Commissions we have been faced with certain difficulties. One difficulty is that though certain members of the Public Service Commission are incompetent, or are proved incompetent during the course of work, the Government has no alternative to change the membership or the composition of the Commission. So, they have to wait till the whole period is over. So, I feel a shorter period will be better and it will be in conformity.....

Mr. Deputy-Speaker: Order, order. There are statutory bodies as the hon. Member observed—the Public Service Commission, other commissions, the

Election Commission, High Courts, the Supreme Court. Now, is it right for the hon. Member to say indirectly that some of them have proved incompetent and we are helpless?

Shri M. S. Gurupadaswamy: They are human.

Mr. Deputy-Speaker: It is not right. They can be impeached and sent out only in a particular manner. Therefore, to put forward such an argument as if it is admitted is not right. Is it open to the hon. Member to say that some of the Judges have been appointed and they have proved incompetent, we are unable to remove them?

Shri V. P. Nayar: Why not?

Mr. Deputy-Speaker: It is not right by way of analogy to bring in such an argument. So far as those high dignitaries are concerned, indirectly you cannot say: "This Judge has proved incompetent, remove him." It is not right. One can easily bring in the analogy of others and say that the Government is incompetent, everybody is incompetent, and therefore have one year or three years. Is this an occasion for just going into the conduct or the affairs of any particular statutory body, as if it is admitted and it has been proved, the guilt has been established and somebody has been dismissed or impeached. The other side can say: "No, no. It is wrong". Aspersions ought not to be cast. So far as statutory bodies are concerned, there is a particular way in which their administration could be brought before the House. They could be removed, punished for misconduct and so on. But indirectly it is not right to draw them here by way of analogy as if their guilt and incompetence is established. The hon. Member can say certainly that three years is better since six years is too long, but not quote some others as if it has been established.

Shri M. S. Gurupadaswamy: My point is not to cast any slur or aspersion against the Public Service Commission.

Mr. Deputy-Speaker: No, no. It is not right. Hon. Member has already

[Mr. Deputy-Speaker]

said that some of them have proved to be incompetent. Where have they proved to be incompetent?

Shri V. P. Nayar: He said only Public Service Commission. He did not refer to either the State Public Service Commission or the Union Public Service Commission.

Mr. Deputy-Speaker: Where is the Public Service Commission? In the air? In the United Kingdom?

Shri V. P. Nayar: There are so many.

Mr. Deputy-Speaker: If it is the Union Public Service Commission, there is a procedure. If it is that of a State we have no jurisdiction. In either case he is in the wrong.

Shri M. S. Gurupadaswamy: I do not want to pursue that matter. I thought that would be a case and justification for my argument.

Mr. Deputy-Speaker: Absolutely not.

Shri M. S. Gurupadaswamy: Because you took exception to it, I do not want to pursue this matter. My simple suggestion is that it would be better in the context of things that we fix a lower period, a short period for the Commission. The provision made in the Bill is six years which is too long a period, and I would appeal to the hon. Members of this House to consider this matter in a dispassionate spirit, and appeal to them again that my amendment may be accepted.

Shri V. P. Nayar: My amendment is amendment No. 41, wherein I have suggested that instead of the first batch of one-half of the members retiring at the end of the third year, one-third of the members may retire at the end of the second year. In substance that is what my amendment seeks to provide. But I want to say something as to why I have tabled this amendment.

As far as we are concerned, there is nothing in the Bill to guarantee that the proper persons will be selected for this Commission, because it is to consist of persons who will be nominated by Government on certain terms which have been kept very beautifully vague.

Shri T. N. Singh (Banaras Dutt—East): Vagueness is always beautiful.

Shri V. P. Nayar: We find that there are going to be three vice-chancellors nominated by Government. I do not want to refer to any institution or to any name; I do not want to refer also to any particular vice-chancellor of this university or that university. But from the records available with the Government of India it will be found that there are vice-chancellors, who, for instance, at the time when India was declaring her independence, had declared their independence and sought to take up arms against the Government, and had even gone to the extent of trying to send plenipotentiaries and ambassadors to foreign countries like France and Belgium. There happen to be some vice-chancellors like that. There also happen to be a few vice-chancellors, who, as I said yesterday when you were not present in the House, are having two wholetime jobs. For example, the vice-chancellor of a university may be taking up a full-time job elsewhere also. As I was pointing out yesterday, there are certain vice-chancellors in the Parliament also. You yourself would find very little time for any activity outside the Parliament, but there happen to be vice-chancellors who are Members of Parliament.

So, my amendment seeks to reduce at least the period of office of the retiring members. So long as we know that in this body,—however laudable the personal intentions of Dr. M. M. Das may be,—constituted as it is, the selection is going to be in some cases at least, of very wrong persons who ought not to find a place therein, and who ought to have been kicked out from everything connected with Government a long time ago. If the period at least is reduced from three to two years, we would be choosing a lesser evil. The evil is there anyway. I do not doubt it at all. But if, as I suggest, one-third of the members retire at the end of every second year, I for one believe that there will be a lesser impact of the evil which will necessarily come out of the wrong selection which is bound to be made by Government.

There is also one other small point in regard to this matter. In the proviso to sub-clause (1) of clause 6, we find the phrase:

".....in accordance with such procedure as may be prescribed.....".

The word 'prescribed' as defined in the definition clause means 'prescribed by rules made under this Act'. Here, I want to make a slight change. Instead of having the words 'rules made under this Act', Government may have the words 'regulations made under this Act'. And I hope Government could possibly have no serious objection to this.

I therefore commend my amendment for the acceptance of Government. I can assure them that they also will be benefited if one-third of the members retire at the end of the second year, for they can find out more suitable and more competent men and substitute them in their place. Especially, in view of the present context, when everything is in a nebulous state and there is no fixed thought about the future of education, I would suggest accepting the amendment. Let us try to choose the members only for a period of two years.

Shri D. C. Sharma (Hoshiarpur): I know that the speeches that we are making in regard to amending this Bill are going to be a cry in the wilderness. All the same, I would submit that the term of six years is too long, and will not conduce to the efficient working of this great body. As has already been suggested by some of my hon. friends, the term should be only four years. I cannot understand by what kind of arithmetic, by what kind of logic or by what kind of educational foresight, the term of six years has been arrived at. Even five years would have been a very good term. In this case, I think, four years would be enough, for if it is more than four years, then the Commission will become a body of vested interests, especially when there is no principle of election at work. That is my first suggestion.

My second suggestion is that it is not necessary that you should retire one-half of the members at the end of three years. I think you should take into account the fact that there are only nine members, of whom one is the Chairman. I would suggest that about one-third of the members should retire after the expiry of two years, assuming the term is four years.

Again, I would say that the Chairman of the Commission should be a whole-time man. I do not know if the hon. Parliamentary Secretary agreed to this suggestion yesterday.

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): I have made it plain in my speech about this point.

Shri D. C. Sharma: My feeling is that if he has not agreed to it already, he should agree to it at least now, and see that the Chairman is a whole-time salaried man. I would also say that the terms and conditions of service of the Chairman and other members should be defined under the rules. I hope they will be defined under the rules, and they will be placed on the Table of the House.

My main point is that the term of six years is too long, and it would lead to the stereotyping of the methods and the approach of the Commission. That is something which we have to avoid.

Dr. M. M. Das: I am sorry I cannot accept amendment No. 8 of my hon. friend Shri Shree Narayan Das, which says that instead of six years, the term of office of the members will be four years. My hon. friend's argument is that new talents should be allowed to come in. But our concern is the continuity of experience in this matter. So, all the amendments, the purport of which is to lessen the period of office.....

Shri V. P. Nayar: If that is the point, then why not make it permanent and say that a member will be there until he dies? In that case, he could have more continuity.

Dr. M. M. Das: I am sorry I cannot agree to the suggestions of hon. Members in this regard, and therefore, I cannot accept those amendments.

So far as amendment No. 9 is concerned, we are going to accept it. As for this amendment, it seeks to make only a verbal change.

So far as amendment No. 10 tabled by Shri T. S. A. Chettiar is concerned, I have already stated in my speech that Government are accepting it.

Mr. Deputy-Speaker: What number?

Dr. M. M. Das: We accept amendments Nos. 9 and 10.

Mr. Deputy-Speaker: I will now put the amendments to the vote of the House.

The question is:

Page 3, line 9—

for "six years" substitute "four years".

The motion was negative.

Mr. Deputy-Speaker: The question is:

Page 3, line 21—

add at the end:

"and a member so appointed shall hold office for the remaining period for which the member in whose place he is appointed would have held office".

The motion was adopted.

Mr. Deputy-Speaker: The question is:

Page 3, line 22—

after "shall be a" insert "whole-time and".

The motion was adopted.

Mr. Deputy-Speaker: The question is:

Page 3, line 9—

for "six years" substitute:

"three years".

The motion was negative.

Mr. Deputy-Speaker: The question is:

Page 3—

for lines 10 to 15 substitute:

"Provided that out of the members functioning in the Commis-

sion for the first time, as nearly as possible, one-third of the members shall retire as soon as may be on the expiry of the second year, in accordance with such procedure as may be prescribed by the regulations under this Act".

The motion was negative.

Mr. Deputy-Speaker: I shall now put clause 6, as amended, to the vote of the House.

Shri Meghnad Saha (Calcutta—North-West): I wish to speak on sub-clause (4) of clause 6.

Mr. Deputy-Speaker: We did not take up any particular sub-clause separately. I placed all the amendments to the sub-clauses and the clause before the House. Then the hon. Member might have taken an opportunity to speak. If only he had stood up then, I would have allowed him to speak. Hereafter, let this be the practice. Unless there is any sub-clause of a clause which is of such great importance and there are a number of amendments moved to it and therefore, it should be taken up separately, I will allow all the amendments to all the sub-clauses or the clause to be moved together and once for all put them to the vote of the House. This will speed up the discussion. Since Shri Meghnad Saha has not spoken already on this and wants to speak now, I have no objection to allowing him to speak.

Shri Ramachandra Reddi (Nellore): He wanted to speak on the entire clause with special reference to sub-clause (4).

Mr. Deputy-Speaker: He could have done that earlier. I did not want to prevent him from speaking. Anyway, I will allow him to participate now.

Shri Ramachandra Reddi: He was under the impression that after the amendments are disposed of, general discussion on the clause itself would start.

Mr. Deputy-Speaker: For the benefit of all Members, and lest there

be any misunderstanding about this matter, I propose following this procedure. With respect to the clauses, a clause will be taken up. All amendments to the clause,—except where an hon. Member says that a particular sub-clause is of such great importance and there are a number of amendments to it that it should be taken up first separately and disposed of, in which case I will take it up first and then go to the other sub-clauses,—will be moved together and disposed of together. I think that will give an opportunity for all to speak.

Shri Meghnad Saha: Sub-clause (4) says:

"The office of the Chairman shall be a salaried one and subject thereto, the terms and conditions of service of the Chairman and other members shall be such as may be prescribed".

I consider that this sub-clause is very vague.

Mr. Deputy-Speaker: It was to this sub-clause that Shri T. S. A. Chettiar moved an amendment that the office of the Chairman should be whole-time.

Shri Meghnad Saha: I understand that the Government have accepted the suggestion that the office of the Chairman should be a whole-time one, and salaried one. Is that correct or not?

Mr. Deputy-Speaker: That was what he said.

Dr. M. M. Das: The office of the Chairman will be full-time. In my reply, I had indicated that Government were going to accept that amendment. Now, that amendment has been accepted.

Shri Meghnad Saha: I am glad the Government have accepted the suggestion that the Chairman should be a whole-time salaried officer and he should be the principal executive officer of the University Grants Commission.

Then there is a phrase "and other members shall be such as may be

prescribed". We do not say what other members we require. I think it should be stated in the Bill what other members you require; and of what status they ought to be and what salaries should be given to them, that may be decided by the rules. But I think, as it stands, this clause is extremely vague. I suggest that in place of this you should have something more definite.

I am returning to a suggestion which I already made. The functions of the University Grants Commission are described in clause 12. If you read through that clause, you will find that it prescribes for the University Grants Commission a host of duties. And the Bill nowhere says how these duties are going to be carried out. You have to study the state of education in the Universities in different branches.

Mr. Deputy-Speaker: I think it is not relevant to this clause. We are not on clause 12 now.

Shri Meghnad Shah: I am referring to clause 12 in connection with my speech on sub-clause (4) of clause 6. Here in sub-clause (4) it is said: "other members that may be prescribed". But what are the other members? Who shall prescribe? This is very vague. This does not give any direction to the rule-making body and, therefore, we should try to elucidate it.

Mr. Deputy-Speaker: Here the terms and conditions of service are to be prescribed. 'Prescribed' applies to terms and conditions of service.

Shri Meghnad Saha: By whom and in what way?

Mr. Deputy-Speaker: By rules under the Act.

Shri Meghnad Saha: In order to give some guidance in framing the rules, I have stood up. If you want the University Grants Commission really to do work, it will not only have to be an official body, but it will have to be a body which will have to study all aspects of education in this country—such aspects of education which are covered by university edu-

[Shri Meghnad Saha]

cation. it will be a body which will be continuously studying all aspects of education in this country. The University generally carries on higher teaching work in science, in arts, in humanities, in medicine etc.

Mr. Deputy-Speaker: That relates to functions of the Commission. The terms and conditions of services of whosoever is appointed is one and the functions and duties of the Commission is another. I understand the hon. Member to say that it ought not to be a merely co-ordinating or inspecting body but it should have, as he suggested, some other members who are qualified as scientists and so on. That is what he has in view. He wants to give effect to that by introducing suitable provisions in some clause of the Bill. But, this does not seem to be the appropriate place.

Shri T. S. A. Chettiar: If I may point out, there is no specific amendment to this clause, saying that there must be some other members who must be full-time servants. But the point of Dr. Saha is that considering the work of the Commission, some more members will have to be appointed full-time, and that he wants to do by sub-clause (4). It does not bar other full-time people being appointed. It only says that the Chairman should be full-time. It also says that the terms and conditions of service of the Chairman and other members shall be such as may be prescribed. They may be prescribed by rules. The rules may provide that some of the other members can also be full-time. He seeks to bring it to the notice of Government that when it comes to the matter of framing the rules they should say that when it is necessary some members may be appointed full-time. He wants that they should say that they would appoint some more members full-time in view of the work of the Commission under clause 12. That seems to be the idea of the distinguished Doctor and that requires consideration from the Government.

Shri Meghnad Saha: I think Mr. Chettiar has explained the point very finely and I have nothing to add to that except that I should say that it should state what should be the qualifications of these members.

Shri T. S. A. Chettiar: That will also come under the rules.

Pandit Thakur Das Bhargava: Yesterday, we discussed clause 5 and there was an amendment by Dr. Saha to that clause. But that clause was disposed of at the fag end of the day in the absence of Dr. Saha. As a matter of fact, the reply given by the hon. Minister was not quite satisfactory. He only stated that, as a matter of fact, the Government wanted to have only one whole-time man and wanted to pay him as they pleased. So far as payment and conditions and terms of service are concerned, they arise incidentally. If there are many whole-time paid people and experts as suggested by Dr. Saha, it is quite clear that they shall have to be paid on the same scale as the chief man because they will all be of equal rank and they will be doing executive work. Where the difference arises between those who think like Dr. Saha—for instance, myself—and the hon. Minister is this. We want that this should be an executive body and should consist of a Chairman and at least 4 experts and other people who will do executive work. They will roam about and find out what are the necessities in the country and then those persons will do something so far as higher education is concerned. Whereas as the idea of Government seems to be that there will be one Chairman and 8 or 9 other people, 3 vice-chancellors and so on who will sit round a table like ordinary directors in a company and will not do any executive work. They will transact whatever business is placed before them by the office. There was one redeeming feature and that was the hon. Minister said yesterday that after getting some experience they will consider the suggestions of Dr. Saha. According to me and Dr. Saha no experience need be gained. If you mean

business then appoint such people who will do the work assigned to them under clause 12. The Government is not accepting that. What is the use in mincing matters? If you do not select the proper men, how will it serve the country if the conditions and terms of service are favourable to them capacity, authority, or otherwise. We want such people to be fully capable of delivering goods in whose hands the destinies of the country will be placed. As a matter of fact, they will be persons who will do much executive work. Government's idea of the Grants Commission is absolutely different from what Dr. Saha thinks and I think it is a question of principle. If Government mean business they should have more whole-time people, say 4 or 5 at least. When we discussed this yesterday in connection with clause 5, the suggestion was not accepted. Now, all that we can do is to cut out some of the matters mentioned in clause 12 and make the Commission a debating society and not an executive body which will do something good to the country. I do not know how to incorporate Dr. Saha's suggestions at this stage even if the hon. Minister agreed to do so. He will have to bring in some amendment and see that clause 5 is changed if he means business. We are not as much concerned with the terms and conditions of service as with the functions, as you have been pleased to remark. The Government's idea is that they will not behave in the manner in which Dr. Saha wants them to behave. Therefore, I would respectfully submit that, according to Dr. Saha and some Members of this House who think like him, the Government must change their entire outlook so far as the work is concerned. According to clause 12, these persons have been charged with a very high duty and unless that duty is done in a proper manner it is useless to have this Commission at all.

Shri Meghnad Saha: Pandit Thakur Das Bhargava has clearly stated the point. I would like to go further and say this. There is need for more engineers and technicians in this country.

The standard of the Universities in engineering and technology is very low. Engineering has so many branches today. Twenty-five years ago, there was no communications engineering, no radio engineering.....

Mr. Deputy-Speaker: Order, order. The hon. Member will kindly resume his seat. Now, with all respect, I think it is foreign to the scope of this particular clause or even sub-clause (4). With regard to the terms and conditions of service, there is no intention to say it shall be Rs. 3,000, Rs. 4,000 or Rs. 5,000 or how long they will work. So far as qualifications and functions are concerned, they are in clause 12. Some suggestion has been made. The Government feels that this would restrict the scope of the Commission. There are various items mentioned by Dr. Radha Kumud Mukerjee in his minute of dissent; the important things for which the amount should be distributed and so on. If that is to be undertaken they will think of adding some Professors and others. All that I can say is that whatever has to be said has been said on clause 5 and the House voted against it. When we come to clause 12, if functions are imposed on the Commission they will be obliged to appoint other members from among the categories of persons mentioned in clause 5. There will be enough opportunity for the hon. Member in discussing clause 12 and not now. There is no use pursuing the matter further.

Now, there is one amendment of Shri V. P. Nayar, which has not been put to the House.

The question is:

Page 3—

(i) line 22—

for "Chairman" substitute "Secretary".

(ii) line 24—

for "Chairman" substitute "Secretary."

The motion was negatived.

Mr. Deputy-Speaker: Now, the question is:

"That clause 6, as amended, stand part of the Bill."

The motion was adopted.

Clause 6, as amended, was added to the Bill.

Clauses 7 to 11 were added to the Bill.

Clause 12—(Functions of the Commission).

1 P.M.

Mr. Deputy-Speaker: What are the amendments to this clause? Is Government moving its amendment No. 69?

Shri T. S. A. Chettiar: Government amendment is No. 1.

Mr. Deputy-Speaker: Let me have a list of all those amendments which hon. Members want to move and then I will give opportunity for hon. Members to move them.

Shri Ramachandra Reddy: Regarding the admissibility of amendment No. 1, I have to raise a point of order.

Mr. Deputy-Speaker: I will come to it later.

Shri T. S. A. Chettiar: My amendment is No. 12.

Shri K. C. Sodhia (Sagar): My amendment is No. 3.

Shri Shree Narayan Das: I wish to move No. 13 in some amended form and also No. 70 and No. 11.

Shri B. K. Das (Contai): My amendment is No. 46. I have also another amendment No. 71, notice of which I have given today.

Mr. Deputy-Speaker: Is the Government accepting it? I am not willing to admit an amendment which is sprung up on this House like this unless the Mover of the Bill is willing to accept it. Then it is placed before the House under those exceptional circumstances. Once bitten twice shy. Last time I gave permission to Dr. Lanka Sundaram to move his amendment and I know what happened. Hereafter no permission will be given

by me whatever others may do. Does the hon. Minister accept Shri B. K. Das's amendment No. 71?

Dr. M. M. Das: Government is willing to accept amendment No. 71.

Shri V. P. Nayar: My amendment is No. 69.

Mr. Deputy-Speaker: The House will take up these amendments along with clause 12 and discussion will proceed on these amendments, on all the sub-clauses and on the clause as a whole. Ultimately the amendments will be put to the vote of the House. If any hon. Member wants any particular sub-clause to be put separately from the other sub-clauses, I have no objection, and in the end the clause as amended or not amended will be put to the House. That is the procedure.

Shri Shree Narayan Das: Would you please permit me to move my amendment No. 13 in some slightly different form?

Mr. Deputy-Speaker: When he is allowed to stand up and move his amendment, we will think of that.

Let amendment No. 1 be moved now.

Dr. M. M. Das: I beg to move:
Page 4—

for lines 23 to 29, substitute:

"(b) allocate and disburse, out of the Fund of the Commission, grants to Universities established or incorporated by or under a Central Act for the maintenance and development of such Universities or for any other general or specified purpose;

(bb) allocate and disburse, out of the Fund of the Commission, such grants to other Universities as it may deem necessary for the development of such Universities or for any other general or specified purpose;

Provided that in making any grant to any such University,

the Commission shall give due consideration to the development of the University concerned, its financial needs, the standard attained by it and the national purposes which it may serve."

The provision is the same as it exists in the Bill. May I speak on this amendment, Sir?

Mr. Deputy-Speaker: What is the objection? A point of order is raised and so I am merely asking for a statement of facts.

Shri Ramachandra Reddi: A substantially identical amendment was brought forward before the Joint Committee and the Chairman of the Committee ruled it out as beyond the scope of the Bill itself. On page 25 of the Joint Committee Report, we find:

"A Government amendment proposing a new sub-clause (b) in substitution of the existing sub-clause was ruled out of order by the Chairman inasmuch as the same provided for grants to be made by the University Grants Commission for the maintenance of Universities established under a Central Act. The amendment was considered to be beyond the scope of the Bill."

The Bill in the preamble suggests only to make provision for the co-ordination and determination of standards in Universities. The same thing was followed by the Joint Committee also and the Committee repeated the same thing, namely, "to make provision for the co-ordination and determination of standards in Universities and for that purpose,....." But now Government wants to include the maintenance also under this Act—the maintenance of Universities that have been established or incorporated by or under a Central Act. The original Bill and the Bill as it emerged out of the Joint Committee were specific in their view that the amount of money that is already spent by the Central Government to

maintain some of those Universities that are centrally administered should not be covered by this Bill. Now maintenance grants are not being given or going to be given to any University and the Bill did not contemplate maintenance grants to be given to these four or five Universities that are administered by the Centre. So, this is a new idea and it should not be brought by way of an amendment into this Bill.

As regards the merits of the case, I will take it up later.

Mr. Deputy-Speaker: If I understand him correctly, what he says is that the centrally administered Universities established at Banaras, Delhi, Aligarh and Viswa Bharati do not come within the scope of the existing Bill. Is it so?

Shri Ramchandra Reddi: Yes, Sir.

Mr. Deputy-Speaker: Is it not for all the Universities established or incorporated by or under a Central Act or a Provincial Act? The definition of a University is.....

Shri Ramachandra Reddi: The question of co-ordination and determination of standards only is considered in this Bill, not the maintenance of any University. If the Universities administered by the Centre can be maintained, then I think the State Universities also may have to be maintained at the cost of the Central Government.

Mr. Deputy-Speaker: If it is mere co-ordination, where does money come in?

Shri Ramachandra Reddi: Money is given only for the purpose of co-ordination and determination of standards and not for the purpose of maintenance of any Universities.

Mr. Deputy-Speaker: What was the amendment that was ruled out?

Shri Ramachandra Reddi: The very same amendment.

Shri V. P. Nayar: The same amendment was brought by Government.

[Shri V. P. Nayar]

before the Joint Committee and was ruled out by the Chairman of the Committee there.

Mr. Deputy-Speaker: On the ground that it is beyond the scope of the Bill?

Shri Ramachandra Reddi: Yes, Sir. I would only refer you to page 25 of the Joint Committee Report, paragraph 3 of the minutes.

Dr. M. M. Das rose—

Mr. Deputy-Speaker: Why is the hon. Member in a hurry? Let me hear the hon. Member who is in possession of the House now. I am not going to come to a conclusion without hearing the hon. Member who is in charge of the Bill.

Shri Ramachandra Reddi: It is in paragraph 3 of the Minutes—page 25: "A Government amendment proposing a new sub-clause (b) in substitution of the existing sub-clause was ruled out of order by the Chairman inasmuch as the same provided for grants to be made by the University Grants Commission for the maintenance of universities established under Central Act. The amendment was considered to be beyond the scope of the Bill." The same amendment has been brought before the House now except for the omission of four words in the last paragraph of this amendment.

Dr. M. M. Das: Sir, may I speak a word?

Mr. Deputy-Speaker: Order, order. I will not allow the hon. Member to interrupt. What is this impatience? I am only asking the hon. Member to be somewhat patient; I will give him his chance.

Shri Ramachandra Reddi: If you want me to read that amendment, I shall do so. It is the same, word for word except for four words in the last line; almost an identical amendment is there.

Mr. Deputy-Speaker: What has the hon. Member to say?

Dr. M. M. Das: I wanted to draw your attention to the fact that the Chairman of the Committee has also opined this way. He says: "The Committee, however, feel that the matter should be left to be decided by the House." The hon. Member did not mention it.

Mr. Deputy-Speaker: Where is it?

Dr. M. M. Das: It is on page vi of the Joint Committee's report under the heading: 'Report of the Joint Committee'.

Mr. Deputy-Speaker: I am not able to locate it.

Dr. M. M. Das: It is on page vi—Roman characters.

Mr. Deputy-Speaker: Page vi, para 21, clause 22. But that is different.

Dr. M. M. Das: I am sorry, Sir. I have confused.

Mr. Deputy-Speaker: Therefore, we do not have any such opinion from the Chairman.

The Deputy Minister of Education (Dr. K. L. Shrimali): May I explain the actual position with regard to this clause? This amendment was moved at the Joint Committee and the Chairman ruled it out of order. I argued with him and discussed the matter with him; he was good enough to allow this discussion in the Committee. But the Members were not willing to accept this amendment and therefore by sheer majority this was not accepted. Later on the Chairman gave permission that if the Government liked they could move an amendment in the House and therefore this amendment has been moved.

May I have our permission to explain the purpose of this amendment? It does not go beyond the scope of this Bill. The main purpose of this Bill is to make provision for the co-ordination and determination of standards in universities and for that purpose to establish a University Grants Commission. The functions of

the Commission have been described as to allocate and disburse, out of the fund of the Commission, grants to universities for any general or specified purpose. So, the grants may be given for the maintenance of universities; grants may be given for the promotion and development of universities. So, I do not think that the maintenance of the Central universities is beyond the scope of this Bill.

Mr. Deputy-Speaker: What is the need for this amendment?

Dr. K. L. Shrimali: Since a doubt was raised by some Members, I thought it necessary to clarify the whole position. It is with that purpose that this amendment has been brought forward.

Mr. Deputy-Speaker: Then why was an amendment tabled before the Joint Committee? Was a doubt raised before it?

Dr. K. L. Shrimali: Yes, Sir.

Shri T. S. A. Chettiar: On the point of order and on the matter of substance, I wish to say a few words. The point of order is that this Bill authorises the University Grants Commission to pay grants to universities for specified or general purposes. But the amendment which is sought to be moved wants to give grants for maintenance purposes also. The facts placed before the House by Shri Ramachandra Reddi are substantially true. It is true that this amendment was moved and it was also true that the Chairman ruled it out of order as being beyond the scope of the Bill. Today the point is whether the new idea that is being imported is beyond the scope of the Bill.

According to the clause as it stands, it does not provide for maintenance grants. It simply says: 'to allocate and disburse out of the fund of the Commission grants to universities for any general or specified purpose'. This amendment seeks to give an example of a particular or specific purpose and that is the maintenance grant. The point of view before the

Joint Committee was this. There are only four Central universities while all the rest are State universities. By means of this provision, it may be that the Government of India may make use of the funds of this Commission to give their support to the Central universities. We thought that it would be better, if it was possible, to separate these two things. Money can be given by the Government direct, taking into consideration other matters. But the Government's point of view has been that since the university grants are to be dealt with by this Commission this matter of maintenance grants also may be left to them. If I can read from the Statement of Objects and Reasons, it says:

"It is therefore proposed to establish a University Grants Commission as a corporate body which will inquire into the financial needs of Universities and allocate and disburse grants to Universities for any general or specified purpose."

'Maintenance grant' is a specified purpose. I do not think that it is beyond the scope of the Bill.

It appears to my mind that the objection that was raised was two-fold—on substance as well as on a point of order. If we go through the Statement of Objects and Reasons, I do not see there is any difficulty with regard to the scope of the Bill.

With regard to the merits of the case, whether maintenance grants should be included and whether they should be given separately by the Government of India to these Central universities, it is a different matter. But with regard to the point of order, I think that there is no substance. If any specified grant can be given under the Bill as envisaged now and also in the original Bill, I do not think there should be any objection to incorporate any specific purpose and this matter of maintenance grants is only a specified purpose. I do not think it is a matter which is beyond the scope of this Bill.

[Shri T. S. A. Chettiar]

With regard to the substance if it is not the time to talk about substance.

Shri K. C. Sodhia: "Specific purpose" does not mean "maintenance". "Specific purpose" means some work which is specified and not for a maintenance grant which is an ordinary thing.

Mr. Deputy-Speaker: Then, what is "general"? It is said here: "general or specific purpose". Will not the word "general" include maintenance?

Shri K. C. Sodhia: The word "general" includes maintenance also; but, all the universities require to have maintenance.

Mr. Deputy-Speaker: There are State universities and there are also Central Universities. The Commission is to regulate the moneys put into use by the Central Universities. If anybody is prepared to give some more funds, it may be taken. Therefore does not the term 'general purpose' include this?

Shri T. S. A. Chettiar: If I may clarify, "specific purpose" means; supposing a grant is given to the Madras Government.....

Mr. Deputy-Speaker: Scientific laboratories, engineering implements, opening an engineering college and so on.

Pandit Thakur Das Bhargava: Sir, you may kindly see clause 12 and then the point of order will be still more clear. If says:

"....all such steps as it may think fit for the promotion and co-ordination of University education and for the determination and maintenance of standards of teaching, examination and research in Universities, and for purpose of performing its functions under this Act, etc."

These are the general duties and what follow are only specific instances of duties and how they are to be performed. In the present amendment instead of the words "maintenance of standards" the words

are "maintenance and development of such universities". Maintenance of universities is quite different from maintenance of standards. Here the emphasis seems to be more so far as the Central universities are concerned whereas in clause 12 the maintenance of standards in all the universities is mentioned. These Central universities being those which are financed by the Government of India it is apprehended that most of the money will go to them for their maintenance and when that is exhausted then the balance money will be distributed for the general purpose of maintenance of standards etc. in other universities. According to the statement of Objects' and Reasons as well as clause 12 the idea was that all the universities were to be treated alike and what was to be encouraged was the maintenance of standards of teaching etc. in all the universities. If you allow this amendment to be made that means that the specific purpose of the University Grants Commission will be to start with the maintenance and development of these Central universities and, subsequently, whatever is left may be divided for other purposes. It is not a question of merely a point of order, it is a question of very great substance. They are really changing the very basis on which the University Grants Commission is being appointed. Therefore, I support the point of order and I beg of you kindly to disallow this amendment.

Shri V. P. Nayar: Sir, I support the point of order but on a different basis I am not going into the substance of the amendment. I raise an objection based on the rules of procedure. I find that in the general rules of procedure there is a particular provision which would make it impossible to accept this amendment or to take a decision apart from what was decided in the Joint Committee. For your information, Sir, I will read out the relevant portion. It is rule 326 sub-rule (3) which says:

"An amendment on a question shall not be inconsistent with the

previous decision on the same question."

Here it is a decision made by the Chairman of a Joint Committee. A Chairman who functions in a Joint Committee almost exercises powers which the Speaker would have exercised had he been present in the Joint Committee. It is very clearly stated here on page 25 of the Report of the Joint Committee, which was pointed out by my hon. friend Shri Ramachandra Reddi, that the Chairman disallowed the amendment. Therefore, this is a matter which has been decided by a Committee of the Parliament appointed by a motion of this House the Chairman of which is supposed to have exercised powers and functions similar to those of the Speaker if the Speaker was present.

Shri T. S. A. Chettiar: There is no *res judicata*. The Speaker can change the Chairman's ruling.

Shri V. P. Nayar: I know what is *res judicata*. Unfortunately there is a rule in the rules of procedure which says that an amendment on a question shall not be inconsistent with the previous decision on the same question.

An Hon. Member: It was decided by a different House.

Shri V. P. Nayar: There is no distinction between this House and a Committee. The House is not capable of discussing it in its entirety and therefore the House appoints a Committee.

Mr. Deputy-Speaker: Does it not say: "decision made in the same session"?

Shri V. P. Nayar: No mention is made like that.

Pandit Thakur Das Bhargava: Sir, a Select Committee consists of only 40 persons whereas the House consists of 500 Members and the Speaker is the supreme authority.

Shri V. P. Nayar: If the Chairman of a Joint Committee does not exercise the same powers and functions as

delegated by the Speaker then the argument has force. What is the position of the Speaker.....

Mr. Deputy-Speaker: Hon. Members on a point of order will kindly state the reasons for or against it. Elaborate discussions are not necessary unless I am unable to understand the arguments.

Shri V. P. Nayar: I did not think so. My only objection is that this amendment is inconsistent with the previous decision and therefore it is not admissible under the rules.

Shri Syamnandan Sahaya (Muza�arpur Central): I think the whole question boils down to this, as to whether maintenance would be covered by the term "general purpose". Sub-clause (b) of clause 12 says:

"allocate and disburse, out of the Fund of the Commission, grants to Universities for any general or specified purpose".

Technically speaking the whole question boils down to this, whether maintenance of a university will be covered by the words "general purpose" or not. If it is covered then there can be no technical objection. The amendment could be ruled out on other grounds saying that it is not right, it is not proper or it is not feasible. You can even say that these universities will get most of the money and so on. But the question as to whether the whole amendment should be ruled out as not being within the scope of the Bill should and could be decided only on these two words "general purpose". My own feeling is: "general purpose" is a wide term and does cover maintenance of universities also. That is one point.

Pandit Thakur Das Bhargava: It is only maintenance of specified universities and not general maintenance.

Shri Syamnandan Sahaya: It is said: "for any general or specific purpose". The term "general purpose" will include everything. First of all

[Shri Syamnandan Sahaya]

the question is whether you agree to maintenance and secondly the question is whether you are to name the universities and say that their general maintenance will be covered. That is a different point. There cannot be any question of point of order on that. You can only say that in your speech to show that the amendment is wrong and it should not be accepted. You can argue as to why these universities should get prior consideration but you cannot rule out an amendment on that ground. That is my contention.

My second contention is whether it would be proper to rule out maintenance entirely. All the time that we have been discussing this Bill in this House, both when the Bill was introduced and for the last two days, great stress has been laid by all Members from all sections of this House that the less the interference or the power of the Central Government the better. In fact the charge has been that the University Grants Commission, as now likely to be formed under the recommendations of the Joint Committee, must also be quite above the interference by the Central Government. This is what we have been arguing all through at the time of sending the Bill to a Joint Committee and also during the debate on the Report of the Joint Committee. Now, if we say: "No, so far as these universities are concerned let the Central Government have the power of interference by making maintenance grant directly and let other universities be kept out of it". I submit it will not be proper. Once you accept a principle that there should be no interference from the Central Government let not the normal theory "He who pays for the piper calls for the tune" be applied in the case of universities even though they may receive grants. Then, my own opinion is that it will not be consistent—to put it very mildly—to say that these three or four universities should not be covered by this general principle. So far as they are concerned, let the

Central Government's interference be there, "but let not their maintenance be taken over by the Universities Grants Commission. That is the second point which I submit.

The last point which I desire to submit in this connection is that considering the trend of conditions, mostly financial, in this country, and if we are willing to take a little long-range view of things, with our socialistic pattern, it would be exceedingly difficult for universities, even within the next two or three years, to secure much of the help which they are now receiving from the propertied classes, if I may venture to use that term here. The universities will have to depend on them more and more, I say that even for the purposes of maintenance they must depend upon the public exchequer. That being so, even from the point of view of what ought to be in the larger interests of the universities, themselves, it would not be wise for this House to lay down that the functions of the University Grants Commission and its power to disburse funds should be limited to this, namely, that they shall not make any maintenance allowance. So, from these three considerations—the consideration as to whether it is technically correct, the consideration that we should leave these three or four Central Universities at the mercy of the Central Government and last but not the least, the consideration that maintenance grants also should be within the functions and powers of the University Grants Commission, and also considering what is likely to happen in the future and in the light of the expanding and progressively increasing needs of the universities, I think it would be desirable not only to allow this amendment to be moved but to give it a careful and sympathetic consideration.

Pandit Thakur Das Bhargava: I think you would allow us to speak on the merits. Only the constitutional issue is being considered now.

Mr. Deputy-Speaker: So far as it is right or wrong—in the sense that it is desirable or not—it is not for me to decide. To allow this or not is not within my jurisdiction. The only point is whether it is beyond the scope of the Bill, and if it is so, what is to be done. This is the simple point. The hon. Member who was just now speaking wanted to reinforce the argument for saying that it is within the scope of the Bill. He need not have made an elaborate argument. The simple point is, whether it is within the scope of the Bill or not. Of course, assuming that the powers are enlarged, it has to be considered whether they are so bad or inconsistent that it will become a new Bill that may have to be introduced within two or three years. It may also arise for consideration. There may be some ancillary or auxiliary or consequential points arising, but if those considerations are to be borne upon this, that is another matter.

Shri H. N. Mukerjee (Calcutta North-East): If you permit me to say, my submission will be that this amendment is definitely beyond the scope of the Bill and I support the point of order that has been raised. I intervene because I happened to be present at meetings of the Joint Committee, when after the Chairman had ruled a very similar amendment out of order, after some discussion, Government tried to reopen it and the Joint Committee, by a very large majority, refused permission for that matter to be reopened, because, to the Members of the Joint Committee, the question, was very plain. I need not take the time of the House because it has already been pointed out that we are going to have this Bill for certain very definite and specific purposes. As far as the central universities are concerned, their maintenance is a headache of Government in terms of certain statutory provisions which are already there. I do not see why in a roundabout fashion the question of expenses in regard to the maintenance of central universities, which is the responsibility of the Government to maintain, is being

brought in. The object of this legislation is, very obviously, to see that there is co-ordination and determination of standards in universities and for that purpose, Government is supposed to be generously allocating certain funds for certain very specified purposes—for laboratories, for equipment, for libraries, for hostels, for play-grounds and for Heaven knows what other educational amenities. Therefore, this way of introducing the question of the central universities appears to me to be extremely improper and particularly in view of the decision of the Joint Committee, the way in which Government has come forward somewhat surreptitiously appears to me to suggest also that something is wrong as far as this particular amendment is concerned. I feel, therefore, that in view of the very specific formulation of the purposes of this Bill and in view of what has happened in the Joint Committee, this amendment should be ruled out of order by the Chair.

Shri Altekar (North Satara) rose—

Mr. Deputy-Speaker: How many Members am I going to hear on this point of order?

Shri T. S. A. Chettiar: It is a simple matter.

Shri Altekar: I rose once.

Mr. Deputy-Speaker: As soon as a point is raised, I note down all those hon. Members who want to speak. Of course, as discussion goes on, some doubts and differences arise to everyone.

Shri Altekar: I only want to speak on the amendment and not on the point of order.

Mr. Deputy-Speaker: Then, he will have the opportunity to speak later.

Shri Mulchand Dube (Farrukhabad Distt.—North): I may draw your attention to line 3 of clause 12. In that line, the word "promotion" occurs. The clause says:

"It shall be the general duty of the Commission to take, in consultation with the Universities or

[Shri Mulchand Dube]

other bodies concerned, all such steps as it may think fit for the promotion and co-ordination of University education,....." etc.

If the word "promotion" is there, I suppose it will include maintenance.

Mr. Deputy-Speaker: Amendment No. 1 stands in the name of Government. The point that has been raised is that it is beyond the scope of the Bill in that the Bill is intended to establish a Commission for the purpose of allocation and distribution of funds for the purpose of bringing about a uniform standard or co-ordinating the efforts of the universities, and that this amendment relates to the day-to-day maintenance of the centrally administered universities. It was said in support of the point of order that this amendment ought not to have been allowed and it should be ruled out of order and that while this Bill was before the Joint Committee the same amendment was brought in to clause 12. It was sought to be introduced by the Government, and an objection was taken, and the Chairman ruled it out as it being beyond the scope of the Bill, as would appear from the printed copy of the report of the Joint Committee at page 25. It has also been stated that the Chairman of the Joint Committee is clothed with all the powers of the Chairman or the Speaker presiding over the deliberations of this Parliament in respect of the matter that comes up for discussion, and that the ruling of the Chairman of the Joint Committee is binding upon this House.

It was also stated that a decision taken at one stage—and that relates to an amendment and no such decision is conclusive—regarding the admissibility of an amendment is not open to revision at another stage.

So far as these two objections are concerned, I do not agree that the Chairman of a Joint Committee can block out his ruling on admitting or non-admitting an amendment, and I do not think he can prevent this House to go into this matter. It is

open to the House to come to a different conclusion, and even if that matter has been gone into by the Joint Committee, it is open to this House to send it back to the Joint Committee if it involves a consideration of facts and figures and various other considerations which could not be easily brought before this House. If the House thinks it advisable to refer the matter back to the Joint Committee, it will do so. The decision of the Chairman of the Joint Committee or even the decision of the Joint Committee as a whole is not binding on this House. Of course, the House proceeds with the proposals of the Joint Committee as the basis and then it comes to a conclusion of its own. Thus, whatever powers the Joint Committee may have, even if the Deputy-Speaker happens to be the Chairman of that Committee and if he gives a ruling there, sitting here it is open to him to say that that ruling is not binding on the House. Therefore, so far as that objection is concerned, that is a matter which can be taken into consideration, here, not for the purpose of blocking further proceedings in this House, but if the House as a whole takes a different view. I come to the other point, namely, whether a decision given at one stage ought not to be interfered with and is binding at another stage. If this House rejects one amendment, the hon. Member cannot bring in an amendment of the same kind in another clause of this Bill. That is what it relates to and nothing more than that. So far as these objections are concerned, I do not think there is any force and these cannot stand in the way of this amendment being allowed. But independently, this House can go into this question as to whether this is within the scope of the Bill or not. We have to bring to bear our own independent judgment. I have got some doubts. This is, in my opinion, an absolutely a different matter that is sought to be introduced by this amendment. If hon. Members will kindly refer to the Seventh Schedule of the Constitution, they will find that there are two

different entries under which power is given to the Central Government. Entry No. 63 says:

"The institutions known at the commencement of this Constitution as the Benares Hindu University, the Aligarh Muslim University and the Delhi University, and any other institution declared by Parliament by law to be an institution of national importance."

That is, the day to day maintenance of these institutions entirely depends on the Central Government, just as the State Universities are directly managed through the Syndicate, Vice-Chancellors etc. Whatever powers are exercised by the State Governments over the State Universities, similar powers are exercised by the Central Government over their Universities. This is about day to day maintenance. So far as co-ordination is concerned,—this Bill refers to co-ordination—the Central Government has jurisdiction over the State Universities also. Otherwise, this Central Government, whatever may be its importance in the Parliament, has no jurisdiction over the State Universities. It is only by virtue of entry 66 in the Seventh Schedule which says:

"Co-ordination and determination of standards in institutions for higher education or research and scientific and technical institutions."

Word for word this has been copied in the Preamble to this Bill. Therefore, the object of this Bill is co-ordination. The State Government continues to control the day to day management of the State Universities, but if for want of funds or for want of adequate personnel the standard is low, then the University Grants Commission wants to bring it to a uniform level. For this purpose of co-ordination, extraordinary power is given to the Central Government. Under entry 63, a normal, ordinary power is sought to be exercised by the Central Government with respect to its uni-

versities, just as the State Government exercises powers in relation to its universities. It is their institutions and they are bound to manage and look after the day to day administration. But this is an extraordinary power for the purpose of co-ordination. As far as this fund is concerned, not only the Central Government but any other person can contribute to it also; if I am wrong I may be corrected, but I think even the State Governments can contribute to it.

Dr. M. M. Das: Yes.

Mr. Deputy-Speaker: Therefore, whereas the Central Universities are the responsibility of the Centre, this fund is pooled from all sources for the purpose of bringing about co-ordination amongst all universities. Therefore, it is absolutely a different purpose for which some special agency is created. The various State Universities with their autonomies are prepared to submit themselves in the hands of this Commission for receiving some money. The Commission is given power also to check and impose a penalty by withholding whatever grant may be given. The two are absolutely different purposes. This will lead to some other consequences also. When the universities are being brought under the Commission, their autonomy will be destroyed. That is another matter. So far as co-ordination is concerned, the Universities have to suffer and lose whatever autonomy is destroyed, if they want money from the Commission. There is another thing. The Parliament has direct control through the Ministry over these universities. Is it contemplated in this that Parliament should hand over this also to the hands of the Commission? Are these people competent to go into the day to day management? This seems to be absolutely different from the other. The Education Ministry or the sponsors of this Bill want to create an indirect corporation for the purpose of managing the three institutions. This is not the object of this co-ordination. I wonder why this has been brought by way of management.

[Mr. Deputy-Speaker]

I feel that in all these matters, the Chairman never takes the responsibility of ruling out an amendment, but leaves it to the House with whatever opinions he has.

One other point has been raised, namely, that this can be brought under the term "general purpose". Clause 12(b) says:

"(b) allocate and disburse, out of the Fund of the Commission, grants to Universities for any general or specified purpose;" etc.

"General purpose" must be read in accordance with the Preamble that is given here. Therefore, "general purpose" does not stand all alone; it is general purpose consistent with the purposes that are set out in the Preamble. Clause 12 says:

"It shall be the general duty of the Commission to take, in consultation with the Universities or other bodies concerned, all such steps as it may think fit for the promotion and co-ordination of University education and for the determination and maintenance of standards of teaching....." etc.

The word "promotion" ought not to be taken away from the context; the words "promotion and co-ordination" and "determination and maintenance" go together. For the purpose of co-ordination, promotion may be necessary and for the purpose of promotion, co-ordination may be necessary. It is not for the purpose of starting and maintaining the show itself. If it is already there, embellish it, make it grow further. For the determination and maintenance of standards of teaching; determination of teaching; in a mathematical proposition, if it is A plus B x C, it is AB plus AC. Therefore, determination and maintenance of standards means determination of standards and maintenance of standards. Then, "examination and research in Universities, and for the purpose of performing its functions under this Act, the Commission may...." Therefore, this is

ejusdem generis. General purposes must be consonant with the purposes laid down in the earlier portion of clause 12. These are all the points which are apparent and which seem to go to the root of the matter. However, it is for the House to decide. I will allow these amendments to be moved. Then,.....

Shri Kamath (Hoshangabad): What about the point of order?

Mr. Deputy-Speaker: So far as the point of order is concerned, I do not accept the point of order. We are not bound by a ruling of the other House. That was the point of order raised. I rule out the point of order. As a matter of first impression brought before the House whether I ought to allow or ought not to allow, I have made my remarks. I do not take the responsibility. I leave it to the House to decide and to the Government to decide.

Shri T. N. Singh: Does it mean that just before we proceed with the discussion, the House should decide whether it is within the scope of the Bill or not? What is left to the decision of the House?

Mr. Deputy-Speaker: No, no. What will happen is, the House can debate. Every hon. Member will have an opportunity to speak on the amendments, clauses and sub-clauses and they have their say. Ultimately, in the matter of voting, it is open to hon. Members to say, it is useless and it ought not to be allowed. In voting, they may vote against.

Shri T. N. Singh: We individual Members do not know what is the mind of the House. We may be wasting the time of the House in discussion. Is it not proper to know the mind of the House?

Mr. Deputy-Speaker: No. The principle is very wrong. I would say 'yes' if the House wants to say 'No'; I would say 'No' if the House says 'Yes'. It is a curious way. Hon. Members are expected with to come

to their independent judgment on matters that arise, and try to persuade the whole House to their point of view. All the 499 Members may be against the hon. Member. The hon. Member has got persuasive eloquence. Even though he may be in a minority, he may be able to persuade the entire opposition. It is rather a curious thing.

Shri T. N. Singh: If we are to speak one after another and then it is decided that it is not within the scope and therefore the House should not consider, we need not go into the merits. Where will it lead us to?

Mr. Deputy-Speaker: No, no. I will put it to the House and we will know where we are.

Dr. K. L. Shrimali: May I be permitted to explain the point of view of the Government?

Mr. Deputy-Speaker: Let him speak on the Government amendment. All these amendments are before the House. Amendment Nos. 1, 3, 11, 12, 13, 44, 46, 69, 70 and 71. Amendment No. 71 is a new amendment. The clause, the sub-clauses and the amendments are before the House. Hon. Members may speak on all. They will not have another chance.

Shri Shree Narayan Das: Allow us to speak on our amendments.

Mr. Deputy-Speaker: First, I am allowing the hon. Deputy-Minister to speak on the Government amendment.

Shri Jhunjhunwala (Bhagalpur Central): We have not got amendment No. 71.

Mr. Deputy-Speaker: **Shri B. K. Das** will read his amendment because a copy of it has not been circulated.

Shri B. K. Das: My amendment reads thus:

Page 5, lines 7 and 8—

omit "if such information is asked for".

I shall explain it later.

Shri T. S. A. Chettiar: It is a formal amendment.

Mr. Deputy-Speaker: So all these amendments may be moved.

Shri K. C. Sodhja: I beg to move:

Page 4, line 31—

after "University education" insert "and finances"

Shri Shree Narayan Das: I beg to move:

Page 4, line 24—

add at the end:

"including the institution of free studentship, stipends, scholarships and fellowships to be awarded by them to deserving students;"

Shri T. S. A. Chettiar: I beg to move:

Page 4, lines 27 and 28—

after "the standard attained by it" insert:

"the measures undertaken by it for encouraging the development of any of the languages specified in the Eighth Schedule to the Constitution".

Shri Shree Narayan Das: I beg to move:

Page 5—

after line 4, add new sub-clause:

"advise the Central Government in regard to instituting or awarding any scholarship, fellowship or stipend, ad hoc or permanent, either for study in a foreign country or in India, which shall be referred to it by the Central Government."

Shri M. S. Gurupadawamy: I beg to move:

Page 4, lines 15 to 21—

omit all the words after the word "to".

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

Page 4, line 39—

after "if such advice is asked for" insert "or otherwise".

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

Page 4, line 19—

after "Universities" insert "and for the promotion and expansion of sports and physical culture among of the students and staff of the Universities".

Shri Shree Narayan Das: I beg to move:

Page 4, after line 41, insert:

"(ee) recommend to the President of the Indian Union for granting charters, provisional or permanent, for the establishment of a new University or for conversion of any affiliated or independent institution into a provisional or permanent recognised University:

"(eee) suggest, advise or recommend to the Central Government or any State Government for the establishment of institutions or rural Universities for the promotion of higher and advanced study in rural areas."

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

Page 5, lines 7 and 8—

omit "if such information is asked for".

Mr. Deputy-Speaker: All these amendments and the one moved earlier by Dr. M. M. Das are now before the House.

Dr. K. L. Shrimali: With all respect to the Members who have spoken on the subject, I would like to place the point of view of the Government. I would request them to give it due consideration.

I would like to remind the House about the history of the University Grants Committee. The University Grants Committee was established to

look after the Central Universities. Government have always felt, as far as the Universities are concerned, that it would be much better if there is an independent body, like a Grants Commission to look after the Universities so that their academic freedom may be maintained and there may not be day-to-day interference in their administration. The Central Government has direct responsibility for four Central Universities. The Universities Grants Committee, in the beginning, was looking after only the Central Universities. Later on, it was found that the functions of the and scope of the Universities Grants Committee should be expanded. That was quite right, because the Central Government have responsibility not only for the Central Universities, but some for the other Universities also. It was to discharge that duty that this whole Bill has been brought forward.

As far as the Central Universities are concerned, the Central Government have a responsibility and they cannot shirk it. Funds will be placed at the disposal of the Commission for the maintenance of the Universities. Suppose this amendment is ruled out of order or we do not accept, what would be the result? There will be two agencies, as far as the Central Universities are concerned. There will be the University Grants Commission which would look after the development of the State Universities as well as the Central Universities and there will be the Ministry of Education dealing with the maintenance of Central Universities.

[**PANDIT THAKUR DAS BHARGAVA** in the Chair]

It will not serve the interests of the Universities as a whole not to accept this amendment. It would be most unfortunate if there are two agencies dealing with the Central Universities. In any case we should not think that the Government have unlimited funds. If the University Grants Commission does not look after the maintenance of the Central Universities, naturally, funds meant for that purpose cannot be placed at

the disposal of the University Grants Commission. All that we can insist on is that funds meant for the maintenance of the Universities may be specified. But, I think it will be a very healthy convention if the University Grants Commission looks after the maintenance as well as the development of the Universities as far as the Central Universities are concerned and the development of the other Universities all over India.

This point was discussed at the Joint Committee and I tried to place this point of view before the Members. Unfortunately, there is a good deal of distrust and suspicion. It is with a view to remove all suspicion and distrust that I accepted all the amendments which were made in the Joint Committee. I think it is very important that the University Grants Commission should make a firm start that there is no rivalry between the Government and the University Grants Commission. There should really be a partnership. When there is a full partnership between the University Grants Commission and the Government, then only, University education will be promoted. I would therefore request hon. Members to remove all kinds of fears and apprehensions from their minds. The purpose of the Government clearly is to develop the Universities. If we do not place funds at the disposal of the University Grants Commission for the maintenance of the Central Universities, naturally, these funds will be taken away from the University Grants Commission. Is it not in the interests of the Universities that at least as regards the Central Universities, maintenance as well as development of the Universities should be looked after by an independent body? Government are only giving away or delegating certain powers to an independent body. I would request hon. Members not to have fears or suspicions in their minds as regards this amendment. It is only with a view to establishing healthy conventions and democratic traditions in our country that we are moving this amendment. I hope in course of time in the States

also they will delegate their powers to the University Grants Commission so that direct control by the State is taken away from the universities. It is only in that atmosphere of freedom, that the universities will have a healthy growth.

2. P.M.

Shri T. S. A. Chettiar rose—

Mr. Chairman: Before we proceed further, may I just submit one thing for the consideration of the House? The time at our disposal is very short. We have already taken nine or ten hours so far as the consideration stage is concerned, and four hours were to be devoted to this stage out of which some time was taken away yesterday by the hon. Minister's speech. We are now only on clause 12. There are other important clauses also. So, I would request every Member to be very brief so as to enable the House to finish this stage of the Bill by 2.30.

Shri T. S. A. Chettiar: With regard to the merits of the amendment that has been moved by Government, it is true that there is a general suspicion, because a lump sum is allotted to the University Grants Commission. If it so happens that a large part of the lump sum goes for maintenance also, the other universities will suffer. That is really the suspicion under which the Joint Committee did labour, and that was the main reason why they did not vote for that amendment. It is for the Government and the University Grants Commission to remove that suspicion by action, and when they do allot, I would request them to allot in two categories, namely maintenance and development, so that the other universities will feel that they are getting a proper deal.

Let me go to the amendment which stands in my name. I consider it a very important amendment. It says that money must be made available also for "the measures undertaken by it for encouraging the development of any of the languages specified in the Eighth Schedule to the Constitution".

[Shri T. S. A. Chettiar]

I think there is an unnecessary quotation mark after the words "undertaken by it". In this matter I am glad the Government have given a categorical assurance in their reply that it will be the job of the Central Government not only to develop one language which may be described as the official language of the Union, but also all the other languages, all the national languages belonging to this great country. I would suggest that grants must be made available to the universities for this purpose of the development of the various languages in this country. There has been a move and rightly, to make the regional languages—not only the regional languages, every language of the country to be the medium of instruction in the various colleges. There is also a fear that the introduction of this medium will bring down the standards, but if we are to avoid this fear, it is very necessary that we must prepare beforehand. We cannot make a language the medium of instruction unless it is developed and books are published, first-class works are written in it, and this will require a great deal of money. When we considered it at a recent committee meeting in Madras we calculated it will require many, many lakhs in each language, and the development of this country will largely depend on the development of its languages in these very fields, and I should consider that amendment like this will be pointing out the importance of this in matters of allotment of funds.

I am glad that an assurance has been given, and I hope that it will be confirmed by the Government even on this clause that in future particular attention will be paid to this aspect of the question, and that development of standards will really mean development of our languages also, not merely from the literary point of view, but from the point of view of content that is, that they must contain in themselves the highest works in all these subjects.

I do not like to take much of your time. I hope the idea will be accepted by the Government as in the past

Some Hon. Members rose—

Mr. Chairman: I am not disposed to call each and every Member. They must remember that we must finish the other clauses also by 2.30. I therefore request the hon. Member, Shri Nayar, to take as little time as possible.

Shri T. N. Singh: This is a very important clause.

Mr. Chairman: This is a very important clause, but clause 5 was equally important, and other clauses which are coming are also equally important.

Shri V. P. Nayar: Could I know how many minutes I can take.

Mr. Chairman: I have submitted that by 2.30 we have to finish.

Shri V. P. Nayar: I will take as little time as possible. My amendment is No. 69 and I want certain words to be added in the body of clause 12. I do not want to go into all the details. I do not want them to be repeated again because we have had a discussion during last session on certain matters relating to sports and games, but my contention is that if the object is co-ordination of university education and determination of standards in universities, the physical standards of students will also come in this.

To say the least of it, the physical standards of our university students is in a very bad condition and Government have done precious little about it all these years. In the draft of the First Five Year Plan there was a proposal to set up a Central Institute of Physical Culture. It remains even today after four or five years, merely a proposal and no step has been taken for the establishment of such an institution. Also you will find from the figures published by Government in its publication "Education in India" that physical education actually does not even cover three out of 1,000 students in colleges.

It is a very appalling state of affairs that such a very essential requirement in university education should be subjected to such gross neglect by the authorities. I cannot think of any co-ordination in the standards of universities unless an attempt is made to co-ordinate the standards of physical efficiency of the university students also. Therefore, I want these words to be specifically mentioned in clause 12.

The daily attendance of students in the colleges is a matter of very grave concern. From Government's figures it would appear that if we take the entire student population of India, about 50 lakh students do not find it possible to attend. They have to be absent. The daily attendance of college students I should think will be that about 20 per cent. at least will not be able to attend daily.

Shri T. N. Singh: We have all done proxies in our time.

Shri V. P. Nayar: You were very clever.

Twenty to twenty-five per cent. of college students will not be able to attend for various reasons. One important reason is lack of proper health. There are ever so many diseases which could have been avoided provided the universities gave them the proper facilities. As you observed yesterday, almost all universities and all colleges have inadequate facilities for physical exercises and for sports and games, although there is no laxity shown in the matter of collecting the athletic fees. It is a matter which must be tackled on an all-India level, and I think specific grants will have to be made for the better co-ordination of the physical activities of the university students.

Dr. M. M. Das: What is the number of the amendment?

Shri V. P. Nayar: 69. So, all that you have heard till now has no meaning.

Mr. Chairman: He knew the subject, he wants to know the number of amendment now.

Dr. M. M. Das: On a point of order. Games and sports, physical culture etc., are a State subject. The Central Government has got no right to legislate upon it. This Union Parliament is debarred from legislating upon sports and games etc., because it is entirely a State subject.

Shri V. P. Nayar: Education also, my hon. friend knows, is a State subject.

Dr. M. M. Das: But Entry No. 66 is there, on the strength of which we have this legislation before this House.

Shri V. P. Nayar: That reinforces what I said before, that my hon. friend has been hearing nothing. I said that the determination of standards must necessarily include the determination of physical standards, not merely the academic standards. I could understand my hon. friend's argument if in the Title, the phrase 'determination of standards' had been confined to determination of standards only in regard to academic attainments. But it has not been restricted like that. I think Dr. M. M. Das in his misplaced enthusiasm was referring to something which was not relevant.

I want Government to consider this matter in a more realistic way. It is no good coming here and telling us that it is a State subject. True, it is a State subject, but here we are trying to co-ordinate certain aspects of university life which is not confined merely to academic attainments. So, I once again request that Government may be pleased to accept this amendment of mine, so that the matter will be specifically mentioned in the Bill itself. Government seem to have an aversion at present to considering the case of the students getting more and more facilities for physical exercise, as is shown by the observations made by the hon. Parliamentary Secretary. So, unless it is specifically mentioned, there is a

[**Shri V. P. Nayar**]

chance, as we have seen now from what the reaction was, of the University Grants Commission not earmarking any amount for the better co-ordination of the physical standards of university students. That is the reason why I have sent in this amendment. At least my hon. friend Dr. K. L. Shrimali who is here happens to know some details about this matter, although the Minister himself does not. I hope that he will see his way to accept this amendment.

Shri Shree Narayan Das: Clause 12 lays down the functions of the University Grants Commission that is going to be set up under this measure. The University Education Commission has suggested a large number of measures for the reform, expansion, and promotion of university and advanced education in the country. And I think the University Grants Commission is the body that is meant to carry out the recommendations as far as the Central Government are concerned. I would therefore suggest that this body should be given sufficient powers for the purpose. They have been given the power of the purse to carry out the recommendations, and they have also been assigned certain functions.

But by my amendment No. 70, I want to add two more functions to the Commission. The first will be to recommend to the President of the Indian Union for granting charters, provisional or permanent, for the establishment of a new university or for conversion of any affiliated or independent institution into a provisional or permanent recognised university. Yesterday I spoke on this point at great length, and I wanted the new universities also to be included in the definition of the word 'university'. The hon. Parliamentary Secretary replied that they were included already in the provisions contained in clause 3. But the reason why I want to include this function specifically is this, namely that this Commission should give sufficient

attention towards the establishment of new universities or for the conversion of existing colleges or other institutions into new 'universities', as was suggested by the University Education Commission, from whose report I read out an extract yesterday.

I find from clause 12 that one of the functions of this Commission will be the promotion and co-ordination of university education. Item (3) in clause 12 refers to that function and says:

"advise any authority, if such advice is asked for, on the establishment of a new University or on proposals connected with the expansion of the activities of any University;".

And under item (f), if the Central Government or any State Government or any university refers any matter to this Commission for advice, then it will be the function of this Commission to offer their advice. My suggestion is that that is not sufficient. The Commission should be given still wider powers. Looking into the recommendations of the University Education Commission we find that this Commission should be responsible for the expansion and development of university and advanced education in this country, and it is for that purpose that they are going to be given sufficient funds. So, I would suggest that the Commission should be authorised to look into the question of the setting up of new universities as well.

The second function that I want to add is this. The Commission should be authorised to suggest, advise or recommend to the Central Government or any State Government for the establishment of institutions or rural universities for the promotion of higher one and advanced study in rural areas. A large number of hon. Members while taking part in the general discussion have already emphasised the importance of rural universities. So far, the rural areas

have been neglected, and practically all the funds that are spent on advanced or university education go only to the urban areas. The University Education Commission have devoted a lot of space in their report towards this particular matter, and have suggested that both the Central and the State Governments should take steps for the promotion and establishment of rural universities. So far as we know, only one or two universities in the rural areas are going to be set up. But that is not enough. I therefore suggest that the University Grants Commission should have this also as one of their functions, so that they could encourage and advise the State and Central Governments to take suitable steps for the establishment of rural universities.

By amendment No. 11, I want to emphasise that it should be one of the functions of this Commission to provide funds for the institution of free-ships, stipends etc. to deserving students. No doubt, item (i) reads:

"perform such other functions as may be prescribed or as may be deemed necessary by the Commission for advancing the cause of higher education in India or as may be incidental or conducive to the discharge of the above functions."

and this may cover this aspect too. But I want this matter to be specifically mentioned in the body of the Bill, and with that end in view I want to add at the end of line 24 on page 4, the following words:

"including the institution of free studentships, stipends, scholarships and fellowships to be awarded by them to deserving students;"

In this connection, I would like to refer to what the University Education Commission have stated in their report. In India not more than 10 per cent. of students only are getting free scholarships or studentships. This results in a very large number of meritorious students being debarred

from going to the colleges for higher education. Now that some funds are going to be placed in the hands of the University Grants Commission, I would suggest that they should allot funds to the universities for this purpose also, so that meritorious students may not be debarred from pursuing higher education.

I now come to my last amendment, namely amendment No. 13. With the permission of the Deputy-Speaker who was in the Chair earlier, I have made a small change in this amendment. Under item (f), the Commission is charged with the function of offering advice to the Central or State Governments or the universities on any question which may be referred to them. I want to add another item (ff) which reads as follows:

"advise the Central Government in regard to instituting or awarding any scholarship, fellowship or stipend, *ad hoc* or permanent, either for study in a foreign country or in India, which shall be referred to it by the Central Government;"

At present, a number of Ministries of Government are instituting or awarding scholarships, fellowships or stipends on an *ad hoc* or a permanent basis. But the University Grants Commission being an expert body will have in their possession information from all the universities on this matter, and therefore they will be better fitted to disburse the funds. I therefore suggest that any funds that are meant for this purpose should be placed in the hands of the Commission, and it should be left to the Commission to disburse those funds to the different universities in a proper manner.

If my amendments are accepted, they will only clarify the position further, and will also emphasise the importance of some of the functions which may be neglected otherwise. With these words, I commend my amendments for the acceptance of the House.

Some Hon. Members rose—

Mr. Chairman: I am sorry I cannot allow any more time. I would have liked to give opportunity to Members to speak further. But the difficulty is that now it is 2-20 P.M. and we have not got much time.

Shri T. N. Singh: I wanted to have at least one point clarified, since the Parliamentary Secretary is now going to reply. It is in regard to the determination of standards in Universities. It is rather a wide thing. We do not know whether the Commission has got the personnel to determine standards in Universities. There are various subjects, 30 or 40, ranging from economics, history, politics, geography and all kinds of things. We do not find anything in the Bill which entitles the Commission to have the personnel necessary for the purpose; we do not know what personnel the Commission will have from among themselves to determine standards in Universities. That is what was worrying me, whether the Commission has got the personnel to start the inquisition. So the hon. Parliamentary Secretary may kindly clarify this point.

Shri B. K. Das: I want to speak.

Mr. Chairman: On the amendment moved by the hon. Member.

Shri B. K. Das: I want to speak on amendment No. 46, not on No. 71.

Mr. Chairman: The difficulty is that then there will be no time for the hon. Parliamentary Secretary to reply and I shall have to guillotine all these amendments.

Shri K. C. Sodhia: I have to speak only for two minutes.

Mr. Chairman: He has already spoken on his amendment during the general discussion.

Shri K. C. Sodhia: I spoke then about the amendments, but I did not speak specifically about this.

Mr. Chairman: On the amendment about finances, the hon. Member has already spoken.

Shri K. C. Sodhia: I spoke generally about the amendments.

Mr. Chairman: My difficulty is that then there will be no time left for the hon. Parliamentary Secretary to reply. I would have liked to give full time to every Member.

Shri K. C. Sodhia: I will take only two minutes.

Mr. Chairman: Those two minutes will be taken from the time of the hon. Parliamentary Secretary. I propose to finish this by 2-30 P.M. I am very sorry to have to take up this attitude.

Dr. M. M. Das: I do not propose to waste the time of the House by discussing the pros and cons and merits and demerits of the amendments proposed by Government. Sufficient discussion has taken place and many hon. Members have spoken upon them. Now the House has to decide.

Regarding the amendment of my hon. friend, Shri V. P. Nayar, I have already said: that the amendment should be ruled out of order because there is item 33 of the State List which says: "Theatres and dramatic performances; cinemas subject to the provisions of entry 60 of List I; sports, entertainments and amusements". Thus, the Union Parliament has got no jurisdiction to legislate upon those subjects.

Shri V. P. Nayar: Does not education also come within that List?

Shri T. N. Singh: Parliament also comes under it, in that way.

Dr. M. M. Das: As regards amendment No. 70, it proposes to ask the Commission to recommend to the President for granting charters to Universities. Now, so far as this country is concerned, our Universities have been established and are at present being established by legislatures, namely, by State laws or Central

laws. Not a single University in this country has got a charter from the Governor General or the President. So it will create a new thing in this country so far as the establishment of a University is concerned.

Shri Meghnad Saha: The older Universities were also created by charter, for example, Calcutta, Bombay and Madras Universities.

Shri V. P. Nayar: Thank him for the information and proceed.

Shri Syamnandan Sahaya: He referred to charters. You were referring to a new thing. What is the use of bringing in things before 1857? Carry on.

Dr. M. M. Das: Here at present Universities are being established under Acts of the State Legislatures or the Central Legislature. In the amendment, it is proposed that the Commission will make a recommendation to the President to issue a charter establishing a University by-passing the State and Central Legislatures. I am sorry I cannot accept this amendment.

The second part of the amendment says that the Commission may suggest, advise or recommend to the Central Government or any State Government for the establishment of institutions or rural Universities for the promotion of higher and advanced study in rural areas. The House knows that the Government of India are going to establish very soon a Council on Rural Education. The Committee on Rural Education submitted their report only a few months back and Government have considered that report and are taking steps for the improvement of rural education. The Council, which will be an expert body that is going to be created very soon, will go into this question and give advice to the Government which will be implemented later. So we do not want that the University Grants Commission should be encumbered with this particular matter.

Shri Altekar: It is the function of the University Grants Commission to deal with Universities. What is the harm in giving this function to them and making a specific mention in the clause.

Dr. M. M. Das: At present, there is no rural University. When it will be established either by a State legislature or the Central legislature, it will automatically come within the purview of the University Grants Commission.

As regards scholarships and stips, a large number of scholarships has been instituted for special purposes, like giving encouragement to Scheduled Castes etc. and also for general purposes, for post-graduate training, practical training etc. Large sums of money are being spent every year by the Government of India on these scholarships. The University Grants Commission is going to be established for a definite purpose. We do not think that it will do any good by placing so many other functions upon the shoulders of the Commission.

So far as amendment No. 71 of Shri B. K. Das's, is concerned, as I have told you before, we are accepting it.

Mr. Chairman: Now, I shall put the amendments to the vote of the House. The amendments are Nos. 1, 12, 8, 13 (in the amended form), 71, 69, 44, 70, 11 and 46.

Shri V. P. Nayar: Amendment No. 69 may be put separately.

Mr. Chairman: Yes.

Dr. M. M. Das: Amendment No. 1 is a Government amendment.

Mr. Chairman: I propose to put amendments Nos. 1, 71 and 69 separately. If any hon. Member wants any other amendment to be put separately, I shall put it separately.

The question is:

Page 4—

for lines 23 to 29, substitute:

"(b) allocate and disburse, out of the Fund of the Commission,

[Mr. Chairman]

grants to Universities established or incorporated by or under a Central Act for the maintenance and development of such Universities or for any other general or specified purpose;

(bb) allocate and disburse, out of the Fund of the Commission, such grants to other Universities as it may deem necessary for the development of such Universities or for any other general or specified purpose:

Provided that in making any grant to any such University, the Commission shall give due consideration to the development of the University concerned, its financial needs, the standard attained by it and the national purposes which it may serve."

The motion was adopted.

Mr. Chairman: The question is: Page 4, line 19—

after "Universities" insert:

"and for the promotion and expansion of sports and physical culture among the students and staff of the Universities".

The motion was negative.

Mr. Chairman: The question is: Page 5, lines 7 and 8—

omit "if such information is asked for".

The motion was adopted.

Mr. Chairman: Now I will put the other amendments.

The question is:

Page 4, line 31—

after "University education" insert "and finances".

The motion was negative.

Mr. Chairman: The question is:

Page 4, line 24—

add at the end:

"including the institution of free studentship, stipends, scholar-

ships and fellowships to be awarded by them to deserving students;".

The motion was negative.

Mr. Chairman: The question is: Page 4, lines 27 and 28—
after "the standard attained by it" insert:

"the measures undertaken by it for encouraging the development of any of the languages specified in the Eighth Schedule to the Constitution".

The motion was negative.

Mr. Chairman: The question is: Page 5—
after line 4, add:

"advise the Central Government in regard to instituting or awarding any scholarship, fellowship or stipend, *ad hoc* or permanent, either for study in a foreign country or in India, which shall be referred to it by the Central Government;".

The motion was negative.

Mr. Chairman: The question is: Page 4, lines 15 to 21—
omit all the words, after the word "to".

The motion was negative.

Mr. Chairman: The question is: Page 4, line 39—
after "if such advice is asked for" insert "or otherwise".

The motion was negative.

Mr. Chairman: The question is: Page 4—
after line 41, insert:

"(ee) recommend to the President of the Indian Union for granting charters, provisional or permanent, for the establishment of a new University or for conversion of any affiliated or independent institution into a provisional or permanent recognised University;

(eee) suggest, advise or recommend to the Central Government or any State Government for the establishment of institutions or rural Universities for the promotion of higher and advanced study in rural areas."

The motion was negative.

Mr. Chairman: The question is:

"That clause 12, as amended, stand part of the Bill."

The motion was adopted.

Clause 12, as amended, was added to the Bill.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

THIRTY-NINTH REPORT

Shri Altekar (North Satara): I beg to move:

"That this House agrees with the Thirty-ninth Report of the Committee on Private Members' Bills and Resolutions, presented to the House on the 23rd November, 1955".

This is a Report in connection with the allotment of time for the Resolutions that are to be discussed today. Resolution No. 1 was allotted 3 hours, out of which 8 minutes have already been spent and 2 hours and 52 minutes remain. As a matter of fact, the whole of the time at our disposal today will be taken up by this Resolution. But if somehow or other discussion on this Resolution is finished earlier, there are the other Resolutions, the allotment of time for which is mentioned in the Report. I would not again read it out and I commend this Report for the acceptance of the House.

Mr. Chairman: The question is:

"That this House agrees with the Thirty-ninth Report of the Committee on Private Members' Bills and Resolutions, presented to the House on the 23rd November, 1955."

The motion was adopted.

RESOLUTION RE REGROUPING OF RAILWAYS

Mr. Chairman: Now, we will take up Private Members' Resolutions. Shri Raja Ram Shastri will continue.

श्री आर० आर० शास्त्री (जिला कानपुर मध्य) : मैंने पिछली बार आपने प्रस्ताव पर बोलते हुए यह बतलाया था कि मेरे प्रस्ताव का यह उद्देश्य है कि रेलवे का पुनर्संगठन जो अभी हुआ है उस पर विचार करने के लिये और उसमें सुधार करने के लिये एक कमेटी बनाई जाये। यह प्रस्ताव कोई मेरा निजी प्रस्ताव नहीं है। रेलवे मुहकमे में जो कर्पोरेशन है उसकी जांच करने के लिये जो कमेटी (समिति) बनाई गई थी सदस्यों की तरफ से उस कमेटी ने ही यह सिफारिश की है कि :

"The question of the existing size of the zones should be reviewed by a small high-power technical committee."

तमाम देश का दौरा करने के बाबू, काफी लोगों से जानकारी हासिल करने के बाद, कमेटी इस नतीजे पर पहुंची जिस पूरी समस्या पर फिर से विचार किया जाय। मैं कमेटी की रिपोर्ट को देख रहा था, उसमें एक जगह पर इस बात पर सन्तोष प्रकट किया गया कि ईस्टनं रेलवे (पूर्वी रेलवे) को दो हिस्सों में बांटा जाने वाला है और कमेटी के एसा लिखने के बाद मेरा यह स्थायी हुआ कि दूसरी रेलवे जॉन्स (रेलवे विभाग) भी इस तरह की हो सकती है कि जहां बकलोड (अधिक कार्य) है और जैसे ईस्टनं रेलवे में इस बात की ज़रूरत समझी गई कि उसके दो हिस्से कर दिये जायें, इसलिये सम्भव हो सकता है कि दूसरी रेलवे पर भी इतना बोझ पड़ गया हो जिसके लिये कि उन पर भी फिर से विचार किया जाय। इस बक्त में जो रेलवे की रिस्थापिता (पुनर्संगठन) हुई, हमारे देश का बेटवारा हुआ, देशी रियासतों

[भी भारत भारती शास्त्री]

का सातमा हुआ और रेलवे का राष्ट्रीय-करण हुआ, उन तमाम बातों की बजह से इस बात की आवश्यकता हुई थी कि रेलवे का पुनर्संगठन किया जाय लेकिन कमेटी ने भी इस बात पर जोर दिया है कि जिस दृंग से इस बक्त में पुनर्संगठन किया गया था वह जल्दीजी में हुआ और पूरी समस्या पर अच्छी प्रकार से गीर नहीं किया गया था और रेलवे की जो अलग अलग एक एक जोन बनाई गई है वह बहुत काफ़ी बड़ी है। मुझे इस बात की बड़ी खुशी है कि कमेटी की जो रिपोर्ट है उस पर रेलवे तथा परिवहन मंत्री के सभासचिव श्री शाहनवाज खां के भी दस्तखत है। आज मुझे बड़ा आश्वर्य होगा अगर श्री शाहनवाज खां जिन्होंने कि कमेटी में बैठ कर बहां से इस तरह की सिफारिश की है वह आज जब भी उस के लिये हाउस के सामने एक प्रस्ताव लाया हूँ तो वह मेरे प्रस्ताव के अमर्यन में स्पीच न दें। कमेटी में बैठ कर दो उस के लिये हमारा साथ दें और हमारी आवाज में अपनी आवाज भिलायें और उस की पूर्ति के लिये जब हम हाउस में प्रस्ताव पेश करें तो गवर्नरमेंट उसको न बाने, बहु एक बड़े आश्वर्य की बात होगी। मुझे ऐसा लोचना नहीं चाहिये क्योंकि मुझे पूरा विश्वास है कि माननीय सभासचिव मेरे प्रस्ताव का बहां हाउस में समर्यन करेंगे और यह वे इस का अमर्यन करेंगे तो मुझे पूरा विश्वास है कि हमारे रेलवे मंत्री महोदय उस सिफारिश को बहर स्वीकार कर लेंगे।

इस बक्त जो रेलवे की जोन है और जो विष्टली भारत पुनर्संगठन किया गया था, उनके साइर पर बारा और कर्तव्य। नार्वन रेलवे जोन का हट माइलेज (लाइन की तीलों में लम्बाई) ६०४० है। ईस्टन जोन के तो वो हिस्से हो गये। ईस्टन जोन का हट माइलेज ५६७५ और नार्वन ईस्टन जोन का ५८०१ जबकि सदन का ६०२४, सेंट्रल

का ५४२८ और वेस्टर्न जोन का हट माइलेज ५५५२ है। अगर आप दुनिया के दूसरे देशों से जहां रिपूर्पिंग हुई है उन से अपने जोन का मुकाबला करेंगे तो पायेंगे कि हमारे देश में हट माइलेज का साइर दूसरे देशों की बनिस्टब बहुत ज्यादा है और विद का लाजिमी नतीजा यह होगा कि उसकी बनिंग (कार्य संचालन) के अन्दर तरह तरह की खराबियां पैदा हो सकती हैं। इनक्षणार्थी कमेटी (आप सभित) ने इस बात पर भी खास तौर से ध्यान दिलाया है कि भौंदा बक्त में जो रेलवे का साइर (लम्बाई) है वह बहुत ज्यादा है और उस को देखते हुए इस पर विचार होना चाहिये। सिर्फ इतना ही नहीं, योड़ी देर पहले इस कमेटी के एक्सिशिएंसी ब्यूरो (कार्यकार्यता विभाग) ने जांच की थी कि जो रिपूर्पिंग हुई है उससे वकंलोड किताना बड़ा है उसने अपनी रिपोर्ट में लिखा है कि नार्वन (उत्तर) रेलवे में वकंलोड १२८ है, ईस्टन जोन में २३२ हुआ, नार्वन ईस्टन में ११८, सदन (दक्षिण रेलवे) में १३८, सेंट्रल (मध्य रेलवे) में १२८ और वैस्टन रेलवे जोन में वकंलोड १०५ हुआ। तो जो रिपूर्पिंग की गई और उसकी बजह से जो काम बड़ा और वकंलोड बढ़ता गया और हमें ईस्टन रेलवे को दो हिस्सों में बांदना पड़ा, आप इसेंगे कि ऐसी कोई रेलवे नहीं है जिस व वकंलोड न बढ़ गया हो और जब वकंल बढ़ जायगा तो मानी हुई बात है कि एक्सिशिएंसी पर उसका असर पड़ेगा। रिपोर्ट में इस बक्त पर काफ़ी जोर दिया गया है कि एक्सिशिएंसी पर इस वकंलोड का काफ़ी असर पड़ा है। कमेटी ने अपनी रिपोर्ट के तर्फे १०९ पर लिखा है :

"Due to the speed with which regrouping of the railways was effected, the question of co-ordination and proper supervision was ignored and the departmental systems were left untouched."

मैं माननीय मंत्री से सिफारिश करूँगा कि कोई काम किसी भौमे पर अगर जल्दी में हो गया हो और हम वह महसूस करते हैं कि उस की बहिरंगी वजह से हमारे काम में कोई अड़चन पड़ता है या नुकसान होता है तो यह कोई वजह नहीं मात्रा म पड़ती है कि जूँ कि एक जगह कायम कर दी गई है, इसलिए उसको किसी भी हालत में हम बैंच नहीं कर सकते। मैं माननीय मंत्री जी से इस बात की सिफारिश करूँगा कि वे इस बात पर भौर करें कि जो रेलवेज की रिपूरिंग हुई है, उस पर फिर से विचार करें और आवश्यक तबदीली करें। और मैं आशा करता हूँ कि हम जो कुछ यहां पर कह रहे हैं माननीय मंत्री जी उस को स्वीकार करें।

करपान कमेटी (भ्रष्टाचार समिति) की आप पूरी रिपोर्ट को पढ़िये उस में आप यायेंगे कि एडमिनिस्ट्रेशन की एफिशिएंसी के बारे में क्या लिखा है। बैंकलोड के बढ़ने का एफिशिएंसी पर कितना एडवर्स एंजीन (बुरा प्रभाव) पड़ा है यह आप को उस रिपोर्ट में पढ़ने को मिलेगा। हजारों कोस की दूरी पर बैठे हुए एक मैनेजर से आप जमीद करें कि वह अपनी नीचे के अमले में पूरी तरह से डिस्ट्रिन कायम रख सके और टीक तरह से काम की देखभाल कर सके और जांच कर सके, तो यह चीज कैसे हो सकती है, यह मुश्किल नहीं है। कमेटी ने इस की तरफ अपनी रिपोर्ट में व्याप दिलाया है और बतलाया है कि इस बैंकलोड के बढ़ने का क्या नतीजा हुआ है। हमारी सारी एकोनामी (अध्य व्यवस्था) और सारा दृष्टिकोण तो इस बात पर चलता है कि हम एक सेंट्रल पावर की डिस्ट्रिलाइज कर केने पक्षपाती हैं। हम समझते हैं कि किसी काम को जो मैं आन दी स्पोट (स्थानीय व्यक्ति) होता है, वह उसको अच्छी तरह से समझ पाता है और बखूबी अंजाम दे सकता है लाजिमी नतीजा इसका यह हुआ कि जिस अद्वितीय को काम करना है वह बिलकुल

बैटम (निचले स्तर) पर एक जगह है और जिनके स्तर (नियम), रेग्लेशन (विनियम) और जिन के आईंस (आदेश) चलते हैं वह हजारों कोस की दूरी पर बैठे हुए हैं, इन दोनों के बीच में आज आप देखते हैं कि कितना बड़ा भारी गैप (अन्तर) भोजूद है और उसके कारण में तो समझता है कि जो करपान है वह भनीमत है और यह तो बड़े ताज्जब की बात है कि करपान और इस से ज्यादा क्यों नहीं हूँ। कमेटी ने अपनी रिपोर्ट में बराबर इस बात के ऊपर व्याप दिलाया है और कहा है कि यह जो डिस्ट्रिलाइजेशन (विकेन्द्रीकरण) किया गया है यह नामुनासिक है और इस का बहुत बुरा प्रभाव पड़ा है। मैं उम्मीद करता हूँ कि कमेटी की इस बात पर गौर किया जायगा और इस बात की कोशिश की जायगी कि रेलवेज के साइज को बरा कम किया जाय। उदाहरणार्थ कमेटी ने अपनी बात को घब्बूत करने के लिये एक जगह पर लिखा है कि अभी हमारे देश का रेलवे का डेलिगेशन (शिष्टमंडल) सोवियट यूनियन (रूस) गया हुआ था और उसके बारे में कमेटी ने यह लिखा है :

"In this connection the Indian Railways Delegation that recently visited Russia reports that the total route mileage in Russia is about 75,000 miles which is worked by 41 administrative units and that the route mileage per unit varies approximately between 1200 to 2000 miles."

आखिर को जब हमारा डेलिगेशन किसी जगह जाता है और वहां पर स्टॉप करने के बाद किसी नतीजे पर पहुँचता है और देश की भलाई के खातिर किसी चीज को अपनाने की सिफारिश करता है तो हमें उसकी बात पर व्याप देना चाहिये और उसकी विकारिश को अपनाना चाहिये। हमें दूसरे देशों के तजुर्बों से फ़ावदा उठाना चाहिये और उनसे सबक लेना चाहिये। हमने जब रेलों का रिपूरिंग किया था और

[श्री आर० आर० शास्त्री]

६ यूनिट्स (विभाग) बनाई थीं तो इसलिये बनाई थीं कि क.म बहुत बढ़ गया था और बर्कलोड को कम करना दरकार था और पिछ्की दफ़ा जब कमेटी की रिपोर्ट निकली थी उस में यह कहा गया था कि जब भी रिप्रिपिंग की जायगी तो उस पर विचार किया जायगा और हम को और इस सदन को विचार करना है कि थोड़ी सी यूनिट्स हों जो सेंट्रलाइज़ (केन्द्रित) हों और ज्यादा दूर तक के एरियाज (क्षेत्रों) को देखें, इस से एफिशियेंसी बढ़ सकती है या ज्यादा यूनिट्स हों लेकिन साइज़ छोटा हो ताकि बड़े बड़े अफसरान सारी कार्रवाही को ठीक तौर से देख सकें।

इन दोनों में से मेरा अपना ख्याल है कि छोटा साइज़ हो जाय और ज्यादा यूनिट्स बन जायें तो कोई नुकसान नहीं है। हमें इस ट्रॉफिकोन से इस चीज़ को देखना पड़ेगा। इस सम्बन्ध में मैं सदन का ध्यान इस ओर भी दिलाना चाहता हूँ कि ट्रैक्स-डेन्ट्स एन्वायरी रिप्यू कमेटी (दुर्घटना पूछताछ पुनर्विलोकन समिति) और रेलवे करपान एन्वायरी कमेटी दोनों की एक राय है और वह राय यह है :

"Under present conditions, the jurisdiction assigned to different categories of Inspectors is in many cases excessive. This jurisdiction should, therefore, be suitably revised."

कमेटी भी इस नतीजे पर पहुँचती है कि जो प्रेसेंट कंडीशन्स हैं, इस बक्त जो हालत चल रही है, उस को देखते हुए आप को उस पर ध्यान देना होगा और ठीक करना पड़ेगा।

१९४७ में जो इंडियन रेलवे एन्वायरी कमेटी बनी थी उस की इस राय की ओर भी मैं माननीय मंत्री का ध्यान दिलाना चाहता हूँ :

"The question of what is the most suitable system of organisa-

tion for Indian Railways will, however, become one of first importance in a few years' time when the problem of regrouping is seriously examined. It will then have to be decided whether this regrouping should be on the basis of a small number of large divisionalised Railways or of a large number of departmentalised Railways of limited size."

मैं यह समझता हूँ कि तमाम एन्वायरी कमेटी की रिपोर्ट इस बात पर हिज होती है कि जो रिप्रिपिंग किया गया है वह ज़हरी था। मैं भी कहता हूँ कि रिप्रिपिंग ज़हरी है, लेकिन जिस ढंग से किया गया और जो तरीका अस्त्यार किया गया है वह तरीका इस तरह का नहीं है जिस से हमारा काम चल सके। जो एफिशियेंसी हम लाना चाहते हैं उस को देखते हुए यह रिप्रिपिंग ठीक नहीं है। इसलिये इस चीज़ की आवश्यकता महसूस होती है कि जो कुछ मैं कह रहा हूँ उस को मान लिया जाय।

अभी कुछ दिन पहले मैं समाचारपत्र पढ़ रहा था कि रेलवे बर्कस की एक कॉफेस हो रही थी और उस में इस सदन के एक माननीय सदस्य श्री फैंक एन्वर्नी ने इसी सब्जेक्ट पर बोलते हुए अपनी यह राय दी थी :

"He suggested that the whole subject of regrouping of Railways should be reviewed in view of the targets set in the second Plan.

Because of the unwieldy nature of the zones and the increasing gap between officers and other staff there had been a definite decline in operational efficiency".

मेरा ख्याल है कि यह बहुत सही बात है। जो लोग इस सब्जेक्ट का अध्ययन करते हैं उन का कहना यही होता है कि जो तरीका अस्त्यार किया गया है, उस से काम की एफिशियेंसी कम हो रही है। ठीक

बात है। जहां तक माननीय मंत्री जी का साल्लुक है और जो काम उन को करना पड़ता है, उस को देखते हुए वह सन्तुष्ट हो सकते हैं कि जो काम हो रहा है वह सही तौर से हो रहा है, यह तो अपने अपने विचार का फर्क है। मैं समझता हूं कि जो चीज मैं कह रहा हूं वह अच्छी चीज है और इस को आप को मानना पड़ेगा। इस बक्त हमारे समने सेकेन्ड फाइव इमर प्लैन (द्वितीय पंचवर्षीय योजना) आ रही है, हैंडी इंडस्ट्रीज (बड़े उद्योग) के ऊपर काफी जोर है, आज हम देखते हैं कि तीन स्टील प्लैन्ट (इस्पात संयंत्र) बनेंगे, स्टील प्लैन्ट बनने पर कोल (कोयला) को इधर से उधर ले जाना पड़ेगा, सीमेंट का प्रोडक्शन (उत्पादन) बढ़ेगा, एपिकल्चर (कृषि) का भी प्रोडक्शन बढ़ेगा। जब देश के अन्दर एपिकल्चर का प्रोडक्शन, इंडस्ट्रीज का प्रोडक्शन और सारी दूसरी चीजों का प्रोडक्शन बढ़ता चला जायेगा तो मानी हुई बात है कि रेलवेज पर उतना ही ज्यादा बोझ बढ़ता जायेगा। अगर रेलवेज के अन्दर किसी तरह से भी एपिशियरेंसी की कमी हुई तो हो सकता है कि कुछ समय बाद हम इस नतीजे पर पहुँचें कि इस का प्रभाव हमारी सेकेन्ड फाइव इमर प्लैन की सफलता पर भी पड़ा है। अगर इस चीज पर हम पहले से विचार कर लें तो हो सकता है कि जिस जगह पर हमें कमी नजर आये उसे हम दूर कर सकें।

हमारे देश के अन्दर जो विकास कार्य हो रहा है उस में हमें बहुत से कार्य करने हैं, बहुत सी बैंकवड़ एरियाज (पिछड़े हुए क्षेत्र) हैं उन को हमें दूसरी एरियाज से मिलाना पड़ेगा, हमें रेलवेज के माइलेज को बढ़ाना पड़ेगा, वाटरबेज (जल पक्ष), रोडवेज (सड़कें) और रेलवेज (रेलें) यह जो तीनों तरीके परिवहन के हैं उन सब को हमें अपने विकास के लिये को-ऑपरेटर (समन्वय) करना पड़ेगा। पृ०

जो सारी समस्यायें हमारे सामने हैं उन के लिये हमें एक लांग रेन्ज व्यू (द्वारदर्शी दृष्टिकोण) लेना पड़ेगा और सारी समस्याओं पर एक साथ विचार कर के स्थायी रूप से उन का हल सोचना पड़ेगा। मैं समझता हूं कि अगर कोई एक्स्पर्ट कमेटी (विशेषज्ञ समिति) बैठेगी और वह सारी समस्याओं पर विचार करने के बाद रिपोर्टिंग के सम्बन्ध में, रेलवें में एपिशियरेंसी लाने के सम्बन्ध में और सेकेन्ड फाइव इमर प्लैन के बारे में कोई सिफारिश पेश करेगी तो उस से रेलवे डिपार्टमेंट के बास्ते और देश के बास्ते, हर इंट्रिकेशन से फायदेमन्द होगा और कोई बजह नहीं मालूम होती कि इस चीज को स्वीकार न किया जाये।

मैं इस बात को मानता हूं, और ठीक ही कहा जाता है, कि पारिशन (विभाजन) के कुछ ही समय बाद रेलवेज के सामने जो समस्यायें आईं वह बड़ी कठिन थीं। मैं यह भी स्वीकार करता हूं कि उन समस्याओं को हल करने के लिये काफी तौर से कोशिश की गई और की जा रही है। मैं तो केवल इतना ही जोर देना चाहता हूं कि जो समस्यायें हमारे सामने आये आने वाली हैं वह बहुत बड़ी समस्यायें हैं और रेलवेज की सफलता पर ही बहुत कुछ हमारा भविष्य निर्भर करेगा। ऐसी हालत में मैं माननीय मंत्री जी से केवल इतना ही कहना चाहता हूं कि आप आप मेरे इस प्रस्ताव को मानें या न मानें, या रद्द कर दें, लेकिन इतना याद रखें कि अगर किन्हीं बजूहात से सेकेन्ड फाइव इमर प्लैन में किसी जगह कोई कमी आई तो उम्मीद की तमाम जिम्मेदारी रेलवे विभाग रर ढाल दी जायेगी और यह कहा जायेगा कि हम तो फलानी चीज की तरक्की करना चाहते थे, फलानी इंडस्ट्री को बढ़ावा द्या है, इस जगह का माल उस जगह के जाना चाहते थे, लेकिन चूंकि रेलवेज म पूरी एपिशियरेंसी नहीं आ सकी इसलिये हम इव कामों को नहीं कर सके। और

[श्रो भार० भार० शास्त्री]

सारी जिम्मेदारी रेलवे विभाग पर ही पड़ जायेगी। इसलिये मुझे उम्मीद है कि इस सदन के अन्दर जो भी विचार और सुशाव धेश किये जायें उन पर माननीय मंत्री जी विचार करेंगे। आज हम इस पर विचार नहीं कर सकते हैं कि यहां पर लोग क्या सुशाव धेते हैं जिस के ऊपर कि काम हो, यहां पर सीधा सवाल यह है कि एन्क्वायरी कमेटी की जो सिफारिश थी कि एक एक्स्प्स्ट कमेटी बनाई जायें जो पूरी समस्या पर विचार करे और बतलाये कि हमारे सामने जो समस्याएँ हैं उन को हल करने के लिये हमें क्या करना है, उस को कार्यान्वित किया जाये।

मैं उम्मीद करता हूँ कि जो रेजोल्यूशन (संकल्प) सवन में पेश किया गया है उस पर सरकार सहानुभूतिपूर्वक विचार करेगी और उस को स्वीकार करने की कृपा करेगी, वाकि जो हमारी सेकेन्ड फाइव इम्प्रेस्न है देश के निर्माण का काम है उस में हम रेलवे की एफिशियंसी की बजह से पूरी अफलता प्राप्त कर सकें।

Mr. Chairman: Resolution moved:

"That this House is of opinion that a Committee consisting of Members of Parliament and experts be appointed at an early date—

- (1) to examine the whole question of regrouping of Railway and to recommend to the Government measures for improving the administrative efficiency of the Railways; and
- (2) to consider the proposals for the expansion of railway transport in order to meet the increased demand on it during the Second Five Year Plan."

I have received notice of an amendment from Shri Shree Narayan Das and also Shri Radha Raman. I would like to hear the hon. Members how this amendment can be moved. I may

just indicate that, according to me, the first point that is raised in the resolution is about the regrouping of Railways, and so far as the amendment is concerned, it does not say a word about the regrouping of Railways. So far as the efficiency of the Railways is concerned, there is no difference in the wording and principles adopted in the resolution as well as in the amendment. So far as the question of expansion of Railways is concerned, there is no difference in principle in both; it is more or less the same. I would like, therefore, to be convinced how the amendment can be allowed to be moved.

Shri Shree Narayan Das (Darbhanga Central): I have just removed the first part of the resolution and have kept only the second part. By removing that part, I think the subject matter of the resolution is in no way less than that of the original resolution, because the committee that will be appointed will examine the working of the Railways, and the working of the Railways means the working of the regrouped Railways. Whether you mention the question of regrouping or not, the enquiry will be made through the working of the Railways. My purpose in removing this part is this. We have practically accepted regrouping; it was accepted by Parliament some time ago and I understand that it is not going in any way to be altered.

An. Hon. Member: Why not?

Shri Shree Narayan Das: Because Parliament has accepted it and every year we accept it and allot funds for that purpose. Therefore, the whole question of the working of the railways should be enquired into and hence I submit that this amendment is in order.

Mr. Chairman: I am very sorry I stand unconvinced by the speech of the hon. Member. According to me, so far as regrouping is concerned, it is really the important part of the Resolution. In respect of that there is no amendment proposed. The rest of the

Resolution and the amendment are the same. If he is against the Resolution, he can speak against it. But I do not see how I can allow this amendment and so I disallow this amendment.

Shri S. V. Ramaswamy (Salem): The resolution is in two parts. With regard to the first part, it is premature and with regard to the second part it is unnecessary and on both counts the Resolution should be voted out.

While inaugurating the regrouping of the Southern Railway, the then Minister of Railways, Shri Gopalaswami Ayyangar, said on the 14th April, 1951:

"The economic front is bristling with challenges. The intensified effort so badly needed in this direction must result in increased production and the benefits of such development cannot materialise or be fully realised without a rapid rationalisation and expansion of transport facilities. The implications of economic transformation and progress in terms of rail transport are more adequate and more efficient transport facilities than can be afforded by the resources of small systems confined to their respective restricted areas. Efficient and improved transport at an economic cost can be assured only by the larger capacity of an integrated wider organisation."

This was only in 1951. Subsequently other groupings took place in 1952 and 1953. But as I said, it is too early to assess the working of these groupings.

Possibly, this Resolution has been inspired by certain remarks made by the Corruption Enquiry Committee. The Committee have broadly stated thus:

"The Committee is stated to be of the view that the zonal system of railways had led to the absence of proper supervision and the

personal touch between the officers and their subordinates had been lost altogether. As a result of the lack of supervision, the chances of people becoming corrupt and inefficient had increased. It, therefore recommended that a committee of experts should go into the question of revising the existing six zones in order to have more sizeable zones for effective administration."

Regrouping was not done in a haphazard manner. It was done on certain sound principles. Before I take you to those principles, I would like to submit that this regrouping is nothing new to the Indian Railways. It has been taking place over a long period of time in the UK and USA and also in Canada. The main point that they have urged is that the present regrouping is not sizeable. Six zones are divided roughly into 6,000 miles, the largest being the Southern Railway. When we look into the regrouping of railways in other countries, it does not appear to be correct. Take for instance, UK. The railway system there is not so extensive as ours but it took a large number of years to regroup the 16 railways into four zones; it was spread over a period from 1923 to 1947. The traffic there is heavy; the country is small but still it took a long time for them to integrate the railways.

We have regrouped only recently and I think it is too early to have a committee to enquire into the working of the regrouping. Take another instance—the case of USA. Somehow those railways are very big. There were 56 railway systems and they were divided into 29 groups. Take for instance the Pennsylvania Railway which has got over 10,000 miles. That alone carries more than the entire Indian railway system's passenger and goods traffic. That is considered a feasible proposition and with its 10,000 miles of tract it is working quite efficiently. Take the Southern Pacific Railway. It has, I think, about 14,000 miles, extending from San Francisco down to the south and even that is working efficiently.

[Shri S. V. Ramaswamy]

With regard to Canada, the position is even worse. There are only two systems; 4-5 systems have been grouped into two: the Canadian Pacific and Canadian National. The latter has, I believe, about 23,000 miles whereas the former has 17,000 miles. None of our systems here have such an extensive area of mileage. Yet those systems seem to be working very efficiently.

As I said earlier, in regrouping these railways, certain principles had been enunciated. These principles were stated in the Memorandum on the formation of the Southern zone.

'There is no clear-cut formula or principle to decide what is the optimum size of a railway system and there are several factors to be considered in determining the economic size for proper management. Firstly, the extent of the area served by the system is an important point to be borne in mind. Secondly, the route mileage and track mileage of the consolidated system have to be taken into account. Thirdly, the equipment which must be employed for operating it—the number of locomotives, wagons, coaching vehicles,—affords another means of assessing the magnitude of the system. Fourthly, the volume of traffic likely to be handled by the unified system is of paramount importance. Fifthly, the number of employees on its pay roll suggests a further line of approach to the question of optimum size. Finally, financial aspect is of vital importance.'

These are six solid principles on which they thought that regrouping should be done. They also suggested that this will result in large economies, which they have assessed on various grounds. On page 18, they have said:

'More important are those economies which result from the very functioning of a combined

larger system in place of separate units, each working by itself.'

3 P.M.

The sources of such economies, they indicate, are firstly, the elimination of dual control at points where different railways meet, such as interchanged junctions, etc. There is next the possibility of more intensified utilization of power and other equipment. Thirdly, they have said, economies here will lead not only to saving in capital but also in the fixed charges and the expenditure on the maintenance of these assets. Fourthly, there are opportunities for improvements in routing and scheduling of the train services when they are planned for the whole zone. Fifthly, the unification will facilitate the programme of rationalisation of workshops and of workshop capacity. Sixthly, the centralization of purchases, handling and maintenance of stores materials will make for large savings. Lastly, the cumulative effect of the changes and improvement just enumerated will react on the general administrative machinery.

[SHRI BARMAN in the Chair]

They have published not only the memorandum on the Southern Zone but they have also published three other books on the memorandum for the formation of the Northern Zone, North-Eastern and Eastern Zone, and memorandum on the formation of Central Zone. In all these books the concluding paragraph is of the same pattern. For instance, in the memorandum on the formation of the Northern, North-Eastern and Eastern Zones, on page 41 they have said:

'What has been stated to the foregoing paragraphs is only a brief indication of the character of the economies from regrouping. The results of detailed investigations which will be undertaken prior to, and during the process, of regrouping have to be awaited before the ~~www~~ economies

from the unification may be estimated. It should be recognized that when the integration of the new railways is completed and when each system starts operating as an organic unit, the general efficiency of the system should substantially improve and the scope for economy will materially increase."

They have not only stated this but they have also stated that the benefit of this regrouping cannot be assessed immediately. For instance, they have stated that they anticipate three stages after which only they can assess the results of such regrouping. They have said on page 19 of the memorandum on the formation of the Southern Zone:

"The aggregate economies which may be expected to accrue from regrouping of the Southern Railways will thus be considerable. But it should be recognized that all these economies will not materialize immediately. Three stages may be distinguished for the realisation of the economies."

Firstly, they have said:

"In the primary stage the savings expected will be limited to such reduction of staff and redundant administrative establishments as could be effected immediately."

Secondly, they have said:

"The secondary stage sets in when the amalgamation process is completed. During this phase, a year or two at the outside, the greater co-ordination that comes under a unified management facilitates reorganization of train services and other related aspects of working. Economies from these changes are likely to be much larger than those observed, in the earlier phase."

Then, comes the final stage where they say:

"In the final stage, when the individuality of the different

units gets effected and planning of railway operations is based on the Zone as main unit, it is possible to effect major changes which will be productive of greater efficiency and economies."

So, in this report they have contemplated three stages. At best we can say we are only in the second stage. Therefore, I submit it will be too premature to assess the results of regrouping unless we pass through the third stage which the memorandum has mentioned. That will take some time and now to say that the whole question of regrouping be gone into and to recommend measures to improve the administration of railways is somewhat out of tune and premature.

Having said that I would like to submit that all is not satisfactory with the working. That is inherent in the great system of railways. I have heard one General Manager say that he has got a jurisdiction over 6000 miles and he is not able to cover the entire area. Even if he travels all the 25 days in a month sitting in a saloon he says he is not able to cover the area. There, is, therefore, some difficulty.

Then again, the regrouping has got the old company ideas which still seem to persist. After the regrouping even though all the railways are unified into the Indian Railway System still I find that the old company ideas persist. For instance, I travelled last month and the month before for about 4000 miles each month by the Indian Railways. I am submitting, Sir, that not one train—I am sorry to say this—ran to time. Whenever I asked the Guard or the Station Master the reply was that the lateness was in the other railway as if he was not interested in knowing why it was late. His loyalty seems to get divided, for instance, at Kharagpur or some other point where the new Zone takes effect.

Now, these are all matters which must be looked into. The railway servants still feel that they are still

[Shri S. V. Ramaswamy]

in the old companies owing loyalty to a particular group. They hardly realise that they belong to the Indian Railways and that they are servants of the nation. These and several other matters have got to be improved. They can only be improved as days pass on and as leaders of public opinion and representatives of the people in this House tell those officers and staff that they are servants of the nation and that they must realise and act as such. It is only then that the feeling of national railways will grow and the servants will feel that they are servants of the people. I do believe that as days go on things will improve.

I might mention in passing—I think the hon. Minister will tell us how this happened while replying—that from the Budget for 1955-56 I find that of the 6 railway systems two are working at a loss. In the North Eastern Railway there is a loss of Rs. 6 crores.

Shri Debeswar Sarmah (Golaghat-Jorhat): Why?

Shri S. V. Ramaswamy: I am only asking the hon. Minister for a reply. I am not on the Treasury Benches to give a reply to that question.

The Southern Railway seems to show a loss of Rs. 4 crores. I do not know why the loss is accruing in two of these railways. In his budget speech the hon. Minister said that an Efficiency Bureau has been set up. We do not know whether the Efficiency Bureau has been working and we have not received any report as to the steps taken by this Bureau. We would, therefore, like to be enlightened on this point and I am sure the hon. Minister will tell us all the steps that he is taking to improve the working of the railways.

Sir, I oppose the motion.

Shri T. R. Vittal Rao (Khammam): While rising to support the resolution moved by my friend Shri R. R. Shastri I feel, or rather I am tempted to think, that the Railway Minister

would accept the resolution. Of all the Railway Ministers who had occupied that position so far I find our present Railway Minister is one who is in the habit of appointing committees wherever it is thought necessary to do so. During his period of 3 or 3½ years I have been closely watching the developments in this Ministry and there has been not a single Minister previously who has appointed so many committees as the present Railway Minister. That goes to show that our present Minister depends on expert advice and he does not like to do things of his own will. With that background I feel that the Railway Minister will accept this resolution.

The question of regrouping is the next point. Wherever we go, wherever we travel, whether it is Calcutta, Delhi, Madras or any other place, the common man says that the efficiency of the railways has gone down due to regrouping. He is not convinced that regrouping has really increased the efficiency. Of course, I do no hold such an opinion. I am all too conscious of the problems the Railway Ministry had to grapple with since the dawn of independence. We have been able to make some progress. We have been able to an extent to rehabilitate. It may not have been as much as one would have desired. But we have indications that some improvement has taken place. It may not be in commensurate with the needs and developments at present. The railways have not yet become geared up to the economic development of the country. The industrial production during the last eight years has increased by 50 per cent. over the 1939 level. There has been increased production in agriculture also in recent years. But have the railways improved to that extent? They have not improved to that extent. There are several reasons. If I put them to the Railway Minister, he will easily say, "What can I do?" He will say that there is shortage of steel in the country and unless we can double the supply of steel, we cannot go ahead. But there is one thing, and

that is, whether the efficiency of the railways can be increased to the extent to which it can be done. It may be that the efficiency of the railways has increased to a little extent but it is not commensurate with the capabilities of those who manage the Railway Board or the various departments of the railways.

One thing strikes me. This whole question of regrouping of railways has been all too sudden. We have just thought of having only six zones—recently it was increased to seven—for 33,000 miles of railways. Then again, the various zones do reflect the uneven development of the railway system in our country. There is no proper rationalisation. Some zones have 6,000 miles, some have 3,000 and odd miles and some have 5,000 miles.

What is the next thing that we are told? We are told that we need not take into consideration the route mileage of the zones and that what we have to take into consideration is the workload of the various railways. Even regarding the work-load I am sure the Railway Minister will come forward with a plethora of figures, and we too know of those figures. The figures are there. But what we are amazed at is, with all these improvements, we have not advanced to a great extent. So, there seems to be something wrong. The Railway Corruption Enquiry Committee—though the question of zones was not among the terms of reference to the Committee—did say that the question of Zones should be re-examined. They did say that corruption cannot be effectively prevented when zones of large size are there.

We also find that in the countries of Europe—in the continent—we do not find such big zones as we find here. The Minister may say that some countries do not even have a total route mileage of 6,000 miles. But that is not the point. Even where there is a longer route mileage on the whole, those countries do not have such big zones. For example, in the Soviet Union, they do not have such a big

zone having 6,000 miles. They have only 2,000 to 3,000 kilometers which is roughly 2,000 odd miles. In many ways, such short mileage will effectively prevent corruption.

Mr. Chairman: Order, order. The hon. Members should remember the rule that when a Member is speaking, there should be no interruption between the Chairman and the Member who is speaking.

Dr. Jaisooriya (Medak): I am sorry.

Shri T. B. Vittal Rao: Regarding goods traffic, passenger traffic or the suburban traffic, the needs of the country have not been fulfilled. Why is it? Even today we have three million tons of coal lying at the pitheads. It forms ten per cent of the total production of coal. Every month, we have at the coal-mines' pithead, stocks of three million tons. Why is it that we are not able to transport them? There are some industries which are likely to be closed down due to short supply of coal. This frequently happens. We read in the newspapers only recently—two months ago—that in Kanpur there was a threat of the mills being closed due to short supply of coal. Similar was the case in Indore. Why is it? Can we not utilise the present fleet we have got and try to remove the difficulty? There seems to be something wrong, and that defect, I feel definitely, lies in this zonal system. Let an expert committee go into all aspects of this question and suggest measures. If such a committee says that there need not be any further increase in the number of zones, we shall accept that decision. There is nothing wrong. When we feel a little suspicious, a little doubtful about the present zonal system being the cause for inefficiency, if an expert committee goes into the matter and says that it has gone into the whole question and found that the present zonal system need not be changed, we will accept that decision. So, I would earnestly urge on the Government to accept this resolution and straightway appoint a committee.

[Shri T. B. Vittal Rao]

There are other aspects of the resolution. I was studying the administration of the railways in relation to the developmental needs of the country. During the first Plan period we have noticed that the transport bottleneck has been impeding the progress of our industrial development. No doubt I know that the Railway Minister has said in the budget session in the month of March last that wherever there is something wrong they try to shift it on to the railway transport system. But we should really examine this point. What is it? Why should the Railway Ministry give a chance to other industries to say that they are behind because of the railway transport? It is an accepted principle that the railway transport system should be geared up to the economic or industrial development in the country. What is it that prevents the railways from removing the difficulties? No doubt there is short supply of steel. But the Minister who allocates steel to the railways and has been going about the country and telling the people about industrialisation—our indispensable Minister of Commerce and Industry who is also the Minister of Iron and Steel—says that the railway development in an under-developed country like India should develop in geometrical progression and not in an arithmetical progression. So, we can ask him to allocate more steel for our railways.

In connection with the second Five Year Plan, I would strongly urge upon the Railway Minister to speed up the survey and start the construction straightaway of the rail link between Kazipet and Gudur. A survey has already been undertaken. The Kazipet-Madras line has reached saturation point. Bezvada has become a bottleneck so far as goods traffic is concerned. We cannot move more than what we are moving today. It is very essential that in the second Five Year Plan, priority should be given to the construction of a railway line between Kazipet and Gudur. This

railway line between Kazipet and Gudur will also reduce the distance from Hyderabad to Madras by 120 miles. Also, in the coming years of the second Five Year Plan, I do not know what will be the needs of the South in the matter of coal. Today the needs of the South regarding coal are 3 million tons per year and because this coal is brought by the industrialists by the sea, they pass on the increased freight charges by sea to the consumer. So, unless and until this railway line is constructed, we cannot make headway in industrial development in the South, where we have to depend upon thermal power because hydro-electric power is not available in abundance. And, coal is essential for thermal power and for industrial development.

Before I conclude, I would like to draw the attention of the hon. Minister to suburban traffic. As far as suburban traffic in various big cities like Bombay, Madras and Calcutta is concerned, it is true that a Committee has been appointed. But there are certain other places like Hyderabad and Secunderabad where the suburban trains are very bad. They are not punctual and they do not run regularly. This is affecting the lives of the wage-earners especially in the low-income group and the middle-class. These people have to travel in these suburban trains with season tickets and their economy is greatly affected.

Shri Frank Anthony (Nominated—Anglo-Indians): I rise to give my whole-hearted support to this Resolution. I wish to deal with the first part of the Resolution which says that a Committee should be appointed.

“to examine the whole question of regrouping of Railways and to recommend to the Government measures for improving the administrative efficiency of the Railways.”

I feel that this is a matter in which we should all be on common ground.

Frankly, I was unable to understand the approach of my hon. friend, Mr. Ramaswamy. He seemed to be reading from all kinds of books, mostly irrelevant, trying to resist what would appear to him to be something in the nature of a censure motion of Government. As far as this regrouping of railways is concerned, no one can point his finger at the present Railway Minister and say that this was his baby. We should consider that this is a matter of vital national urgency. I was one of those who opposed in the very beginning any scheme for whole-scale regrouping. I said that a certain amount of rationalisation was essential and I had said that at least for a period of 15 years or so, we should content ourselves with merely merging the former Indian State Railways into the large existing unit. I feel that what I said then has been largely, but unfortunately, justified by events. I felt that if we undertook regrouping as a whole, it would introduce elements which might create great chaos not only so far as operational efficiency is concerned, but even with regard to other problems. Unfortunately, Members on this side are usually not listened to. Unfortunately for Government, the democratic practice of having standing committees has recently been abolished and the Government has not got the advantage of having the advice and experience of many Members of this House.

What has been the net effect of regrouping? Unfortunately, it is difficult to get precise information. When the Minister or the Deputy Minister replies I expect him to say that my figures are wrong and unacceptable. In this matter of regrouping, even the Minister, I submit with respect, is non-committal. We have not been able to get a clear picture at all. On the other hand, the picture has been blurred. There has been a certain amount of mystery shrouding the precise performance of the railways since in regrouping. Regrouping was brought into effect in 1951. I am

prepared, more than prepared, to make ample allowance for a period of inevitable dislocation and even disruption. But I feel that in 1955 this plea cannot be made by way of a justification. My own estimate is that operational efficiency has come down and that we have not even today regained the operational efficiency of the pre-regrouping period. I was looking at the figures purporting to have emanated from the Efficiency Bureau which has been set up by the Railway Minister. According to those figures, it has been clearly indicated that there was a very steep decline in operational efficiency in the year 1952. These figures are very significant and revealing. According to the figures of the Efficiency Bureau, in 1949, 1950 and 1951, i.e. before regrouping, the railways maintained an annual improvement of 6.9 per cent. That was before regrouping. Immediately after regrouping, there was a sharp decline in 1952 and there was another sharp decline in 1953. In 1954 there was a slight improvement, but still, according to the Efficiency Bureau, there was a difference of 12 per cent. between the operational efficiency in 1954 and the pre-regrouping operational efficiency. These are the figures which have been communicated by the Efficiency Bureau. This means that after three years of regrouping, operational efficiency is 12 per cent. below the pre-regrouping operational efficiency. This, evidently, is a direct consequence of regrouping. In the second Five Year Plan, they are envisaging a 10 per cent. improvement. I have seen the figure somewhere, but I am open to correction. That means in 1960, because we are 12 per cent. behind, we will still be behind the pre-regrouping period even in 1960.

The Minister of Railways and Transport (Shri L. B. Shastri): In the second Five Year Plan, we are providing for a 50 per cent. increase in capacity. Perhaps the hon. Member has not seen the latest figures.

Shri Frank Anthony: My figures are a few months old, but I am not.

[Shri Frank Anthony]

speaking of capacity. So far as operational efficiency is concerned, I have published figures in this journal of mine; it is distinctly stated that so far as operational efficiency is concerned, they are envisaging a 10 per cent. increase in the second Plan period. That means, according to these figures of the Efficiency Bureau, even in 1960, at the end of the Second Five Year Plan, we will still be 2 per cent. below the operation efficiency which was obtaining before regrouping. I feel that this was a gratuitous price to pay for regrouping.

I want to make a plea that so far as the Railways are concerned, let us not be too ready to sweep clean. I know it is human, when people are new, they want to assume the functions of new brooms. But, in seeking to build a monument on the Railways over and over again—not in the case of the hon. Minister, but others, perhaps those who preceded him succeeded in establishing some kind of monument to destruction—not destruction—I was going to say monument to stupidity—the price that we have paid is this. We have put the Railways back 10 years by regrouping from the point of view of operational efficiency.

As I said, these figures are a little mystic. Whether they come from the hon. Minister, or come from me or other quasi-authoritative sources, nobody can insist that his figures are the only figures. That is another reason why I feel we should have a composite Committee of this kind. I myself am more than a little afraid of the word expert. Somebody has said that an expert is a person who learns more and more about less and less. I feel I should import some balance into the perspective of these experts and say that we should have some Members of Parliament associated with that Committee.

I was also looking at the figures with regard to what is happening

since regrouping which were given by an ex-Chief Engineer of the East Indian Railway. According to this retired senior railway official, he struck a comparison between the working statistics of 1950-51 and the working statistics of 1953-54. According to him, the operation ratio has gone up from 81.02 to 85.2 per cent, that is, there has been an inverse decline. The speed of goods trains in the broad gauge has gone down from 10.8 to 10.2 miles, per hour I think. There is this notable feature. Fuel consumption has increased from 9.2 million to 9.9 million tons. Perhaps, the last but the most important of his comparisons is this: that the cost of administration has gone up as a result of regrouping. My hon. friend over there had some kind of tripartite formula: in the first year the result of regrouping is economy, in the second year efficiency. Here, after three years, according to this official, the cost of administration has gone up from Rs. 23.36 crores to Rs. 27 crores. That is, three years after regrouping, we have nearly a 10 per cent. increase in the administrative costs as against an almost 10 per cent. decrease in operational efficiency. The Efficiency Bureau has underlined this by giving certain illustrations. They have said, it is all very well—they have said it, I have not said. I am not blaming any one. But, sometimes, we tend to quote theories and draw geometrical patterns either in the air or in offices. It is all very well to say, 6000 miles, etc. It looks symmetrical and geometrical. I do not claim to know more about these matters than the hon. Minister. I am pointing objectively to certain consequences. I was indicating certain illustrations to show how instead of the expected economy there has been an increased expenditure. The Efficiency Bureau has illustrated what has happened. Instead of 8 main Railways, you have 6. You have saved the salary of two General Managers. You have saved Rs. 7000. Instead, you have appointed 6 senior Deputy General Managers. You save Rs. 7000 on the one hand and you spend

Rs 18,000 on these senior Deputy General Managers. This same story of expenditure rather than economy comes right down. When I was speaking on the Railway Budget in 1954, I had analysed the figures. I had suggested without wanting to cast any reflection, although it is inevitable,—people in power do take advantage of these things—I had suggested—I may be wrong; that is a matter that I wanted to be investigated—I had suggested that Class I officers had availed themselves of regrouping to make it a Roman holiday. I gave figures. I said that officers in the Railways are like the Delhi police; they are falling over one another. More officers, less efficiency, more confusion I gave figures.....

Shri B. D. Pande (Almora Distt.—North East): Would you give us your cost of the regrouping that you have in your mind? More money certainly.

Shri Frank Anthony: I am merely giving the actual cost of the regrouping. When the Minister seeks my opinion, I shall study the problem posed.

I was on this point. In 1950 we had 1717 officers. In 1953, that number was increased by 717. That is, three years after regrouping, apart from there being no economy, you have increased the number of officers by 42 per cent. Where was the question of any rationalisation?

I want to deal with another aspect. I referred to certain figures. I say it not as a criticism. I am only referring to these as matters of fact. I am not blaming the Minister. He has probably done exceedingly well. When the whole question of regrouping was thrown into his lap, he has done his best. The aspect to which I wish to draw attention is decline in efficiency with regard to staff. Here, I am not prepared even to refer to the opinion

of the hon. Minister. I meet the staff. I do not know, perhaps, in some ways in much larger numbers than the Minister sees them. In every part of the country, wherever I go, the complaint is this. As a direct result of the regrouping, staff problems were definitely reduced to chaos. An attempt, a commendable attempt, an attempt which has partially succeeded has been made to redress this. The conditions are still terribly unsatisfactory. With the best of intentions in the world, I know that the Minister is very sympathetic. I know that the Member for staff is very helpful, but they cannot tackle these problems personally. What is happening today? This has been the greatest consequence and the worst consequence of regrouping. The element of personal contact has been destroyed. That is the complaint everywhere. The General Managers, heads of departments, because of regrouping, not only because of the size, but also because of increased file and desk work that has been imposed on them, have completely lost contact with the man. Contact is now left to be effected by the junior officers. I say this with regret that the junior officers—I do not blame them, they have not got the experience—do not know how to handle their men. The Upper Subordinate class railwaymen today are desperate. They are frustrated. All communities among the senior subordinates, if they were given the chance, would resign en masse. They do not know how to deal with the junior officers and the junior officers do not know how to deal with these men. The young officers do not understand human nature. For the smallest things, they issue savage sentences. This is what I say. If you want to introduce efficiency, the first thing is to re-introduce or recapture this lost personal touch. Senior officers, people who have experience, who know how to handle the men, they have to do it. You cannot leave it to the junior officers. They are playing duck and drakes with the men. Nobody knows where to stand: the junior officers issue orders and their orders are just

[Shri Frank Anthony]

endored. They endorse all kinds of orders. I wanted to refer to some of these orders, but the bell has been rung. I would ask that this whole matter should be gone into. I am distressed at this widening gap between the officers and men, and there are elements in this country that are taking advantage of this, and it is a widening gap.

Mr. Chairman: Is that due to the re-organisation?

Shri Frank Anthony: Yes, the direct result of re-organisation.

Mr. Chairman: Anyway, he should conclude now.

Shri Frank Anthony: I am coming to the end.

I would ask the Minister to remit as a specific term of reference to this Committee this point as to how we can re-establish the personal contact between the officers and men. In passing I might suggest smaller units, you might have the district system that used to work fairly well before, but that is only a suggestion.

There is one other matter which perhaps is, I do not say of direct but perhaps may be indirect consequence of re-grouping, and that is a matter which is causing me the utmost of regret. It is tremendously dispiriting, and I would ask the Minister to look into it. There is a tremendous growth in recent months of the spirit of regionalism and parochialism, and if this committee is appointed, it should be asked to consider specifically as a term of reference measures for resisting this growth. The railways had a commendable record, a tradition of camaraderie, of brotherhood and unity, but now regionalism is growing. I am not pointing at any one, but people say, that if there is a Madrasi officer he will get all Madrasis around him, if he is a Bengali He gets all Bengalis around him. If he is U.P. man he gets all U.P. people around him. This has never been heard of.

Shri B. D. Pande: And an Anglo-Indian gets around him Anglo-Indians.

Shri Frank Anthony: No, we have this tradition of being completely even-handed. Anglo-Indian do not know what it is to discriminate between community and community. That is something which members of other communities will also testify to.

This is a matter for regret. And that is why in all these schemes I would ask the Minister to bear in mind that he should not make any concession to recruitment on a regional or parochial basis. And so far as officers are concerned, he should have a convention that a certain percentage of the officers shall not serve in their own States, because if this poison of parochialism grows—and of course we are going to feed it through the S.R.C. Report—then your railways will be destroyed, their whole spirit of camaraderie their *esprit de corps*, all that will be under-mined.

I want to end with a very brief reference to the second part of the resolution about plans to meet the needs of the Five Year Plan. I had a lot to say on this matter, but I feel that there is need for further enquiry. I do not say that the railways have not enquired into this matter sufficiently, but still, what was the first estimate of the Railway Ministry? It was Rs. 800 crores—palpably inadequate. I think it is today about Rs. 1,480 crores, but still I feel that this estimate errs on the side of conservatism. I will give only two illustrations and then sit down.

Mr. Chairman: I propose to give him only two minutes more.

Shri Frank Anthony: What is the provision for general goods traffic. As far as I can make out, the railways intend to carry 65 million tons more in 1960-61 according to the figures I have got, 47 million tons will be accounted for by the carrying of coal, cement, steel and food-grains. That means, so far as your general goods traffic is concerned,

during the Second Five Year Plan period the railways only envisage 18 million tons of traffic for all the other demands,—the massive industrial expansion, irrigation, power, export, import etc. Does the Minister think that he will be able with this target to meet these increased demands in the Second Five Year Plan period?

Then, take the plan with regard to passenger traffic. Here again, the railways envisage a six per cent. increase each year. Half of this only will go to meet the increase in traffic, the other half will get to relieve congestion. That means a three per cent. increase each year, and yet the Plan as a whole envisages that there will be a 25 per cent. increase in national income and 10 million more jobs. I feel that this is also a matter—I am trying to help the Minister—which is urgent, and this is the appropriate time, because we also envisage adding 3,000 miles of railway track. So, the whole thing can be, I think, very appropriately and opportunely undertaken at this particular time by a committee of this character.

Incidentally the minister knows that the Efficiency Bureau have recommended eight zones, that the Anti-Corruption Enquiry Committee has recommended ten zones. So, I feel since all these matters are in the melting pot, since we are at the beginning of the Second Five Year Plan, this is an extremely appropriate time for adopting a resolution of this sort and appointing a composite committee.

Shri Debeswar Sarmah: I submit that this resolution is very timely and opportune, and I should also request the hon. Minister of Railways to accept the principle of this resolution gracefully; and if it is accepted, I think, it casts no reflection on any quarter, whatsoever. It is time that we think it all over again.

The time at our disposal is very short. I will not traverse the matters which have already been discussed

by my predecessors. I could not agree with my hon. friend Shri Ramaswamy when he stated that it was too early to go into the matter of regrouping. I fail to see how it is too early. Already the Eastern Zone has been split into two. This conclusively proves that reconsideration of the whole matter is not at all early. If the resolution is accepted, it does not mean that the whole matter will be gone into tomorrow or the day after even, but it means it is time that we all think it all over again and the hon. Minister arranges for a high-power committee with experts to go into all details so that we rearrange grouping for better efficiency and at the same time do not commit grievous errors.

I wish to explain why I want reconsideration of the whole matter and the regrouping of railways into more zones by inviting attention to two specific illustrations.

Let us take the example of the North-Eastern part of India. This part of India is served by railways no doubt, but it will be recalled by hon. Members that for nearly three months in the year, almost every year, the railways go off and communication is interrupted. They collapse. By saying this I do not blame the Railway Minister. He does not lack sympathy and he has not got the Alladin's lamp to produce wonders out of nothing. We all appreciate the difficulty faced by the hon. Railway Minister. But if for the last seven, eight or ten years, and particularly after the great earthquake of 1950, the vital life line of this part of the country, that is North Bengal, Assam, NEFA and the whole region—that is also the North-Eastern frontier—snapped, it is time that we devise ways and means as to how to remedy matters. If new alignments have to be taken, they have to be taken. After all, this state of affairs cannot be allowed to go on like this for any very great length of time.

As everybody knows it is only the railway that feeds this big and strategic part of India. The steamer ser-

[Shri Debeswar Sarmah]

vices belong to non-Indians, British and Scotch companies, and the steamers also pass through Pakistan. These foreign companies, whenever the railway collapses due to floods or earthquake take advantage and raise the tariff rate, and the consequence is, as you know to your cost, Mr. Chairman.....

An Hon. Member: Why to his cost?

Shri Debeswar Sarmah: I repeat it, yes, to his cost.

An Hon. Member: How much?

Another Hon. Member: Illustrate.

Shri Debeswar Sarmah: The cost of all necessities of life goes up. As a matter of fact, even in normal times when the railways function properly, the essential necessities of life, of building and all other materials are more costly in this part of the country than elsewhere in India. For instance, a bag of cement costs something like Rs. 5-11-0 in Bihar or in Calcutta, but in our part of the country usually we get it only for about Rs. 11 or so. The same is the case with dal, sugar, cloth, paper and other necessities. Galvanised iron sheets are in short supply, and the middle class and the poor class people have got to use only thatching grass for their residential houses the price of which also has gone up abnormally after the war. The condition of the railways and the steamer service being what it is, there are no proper transport facilities, and even Government work is hampered thereby. People cannot get the essential articles even at a high price because of this transport bottle-neck. During the floods, the position becomes even worse. Even at normal times, the air freight from Calcutta to Gauhati which is the nearest airport to Assam, is 4½ annas per lb. and the freight on the return route is 3 annas per lb. The unimaginative officers of the Airlines Corporation are also miserly in the supply of aircraft to that part of the country. As hon. Members are aware, the hill areas are served only by air-dropping. But if the rail head

up to the boundary of NEFA is normal for all the year round, then things would have been much better both for Government as well as the People.

As I have already stated, the hon. Minister of Railways is no doubt seeking to do his best. I cannot say that he lacks in sympathy. All the same, when we make importunities and requests and submit our grievances to him, the replies which are drafted for him and signed by him are heart-breaking. I wish I could resist saying this, but after all these two and a half years' correspondence and communication, I am constrained to say that a little more imagination should be brought into the replies by those who draft them and place them for his signature.

Now, what is the position of the railways in that part of the country? When we talk of regrouping and ask for a zonal headquarters at Pandu, it is said that the length of lines does not justify that. We are not able to exploit the Garo Hills coal, because there are no proper transport facilities. As you know, Sir, there are inexhaustible sources of coal in Assam and Garo Hills. Assam is very rich in natural resources. So is the case with the hill areas and in North Bengal also. If we ask the Production Ministry to do something to exploit these resources of the country, the reply is that there is no proper communication to these places, and therefore they cannot do anything there. If there are no railways, they ask, how can we carry our heavy prospecting and other equipments? When we go to the Railway Ministry, they say, well, the traffic does not justify our opening new railways. One is reminded in this connection "the Groans of Britons" "the barbarians drive us to the seas and the seas drive us back to the barbarians". That is the plight we are facing in respect of transport. There is no zonal headquarters at Pandu or in that zone, because the total length of the railway mileage does not justify it; and there is no railway there

because the traffic does not justify with the result that there is no expansion there. Thus, we are in a vicious circle and there is no progress.

How does this come in when the question of regrouping or re-zoning is considered, one may ask. Let me cite the illustration of the railways once again. Originally, it was the Assam Bengal Railway that was serving this area. Then, it became the Bengal Assam Railway. Then it became the Assam Railway. And now, it became part of the North-Eastern Railway, formerly with headquarters at Calcutta, and later on with headquarters at Gorakhpur. When the headquarters were at Calcutta, we used to get replies to complaints from the General Manager or somebody at the head offices. But after the headquarter has been removed to Gorakhpur, even our letters are not replied to.

As regards efficiency, anyone who is used to travel in that part of the country would find that the efficiency has gradually deteriorated. During the British days, of course, the speed of the trains was not great; but at any rate, there was some cleanliness, and there was some discipline amongst the railway employees. Then the war came, and it must be admitted that it shattered the railway system there. After the war, there was some effort at improvement. Now, we only read in brochures circulated by the Ministry of Railway that very considerable improvement has been effected. And those of us who come by the Howrah-Delhi Mail do find some—improvement. But with all this, you, Mr. Chairman, will agree with me that the catering has gone down appreciably since Government took it over. You and I found what it was when we were travelling together the other day.

Shri Kamath (Hoshangabad): You bad to starve?

Shri Debeswar Sarmah: In my presence, when you asked the caterer to bring some food, he replied 'bada

sahab ko deta hai' and he would not bring us any food.

Shri Kamath: Who was the **bada sahab?**

Shri Debeswar Sarmah: This is what has happened after Government have taken it over. I would not like to take up the time of the House with trivial matters except saying that the man in charge of the restaurant car was sitting before us and helping himself. During the days of company management, at least he would come and enquire whether the passengers were served properly or not. Our Chairman here was looking aghast at him, but he was sitting in a front seat and helping himself. This is the changeover that we have seen from the company days to Government management; for when it comes under Government administration, the caterer knows that whatever may be his demeanour or efficiency, he cannot be removed from service.

The question of a comparison with other advanced countries like the U.S.A. or Canada does not arise in our case at all. We are still in a transitional period, and we have yet to build up our railways. The First Five Year Plan period is almost coming to an end, but in that part of the country, people will be thankful if at least 50 per cent. of the Plan could be completed. I know that the Assam Government will be blamed for it. It will be said that we are giving money, but you are not able to spend it. If the requisite materials cannot be moved to those places, and there is no proper transport system, how can we expect the Five Year Plan to be achieved in that part of the country?

The Second Five Year Plan is now on the anvil, and I understand that that Assam is being given about Rs. 65 crores or so; and perhaps a little more will be given for community projects etc. But how can this amount be expended, if there are no proper railway facility, and if

[Shri Debeswar Sarmah]

industries cannot be built-up for want of transport. There is no cement factory there, there is no paper factory there, and there is no industry whatsoever. For everything, we want communications. Even for prospecting one has to carry heavy equipment to that area. How can all this be done in the absence of transport facilities, and how can the Five Year Plan materialise in that part of the country?

What are you going to do with that part of India, which is the north-eastern door, so to say? If that is allowed to remain as the weakest link, then would not the entire chain become weak? Plenty of oil has been found in the Naharkatiya area which is in upper Assam, and speaking subject to correction, nowhere else in India has oil been found. But how is that oil to be brought to the consumers in the rest of India? For that also, transport is necessary. Instead of the railway system being built up, I hear that an effort is being made to bring the crude oil by pipe lines to outside Assam. What is going to be the position there with regard to employment? There is no industry there for want of transport facilities. If that is so, then how can you provide employment to the people, particularly to the educated young people of that State? If you cannot provide employment to them, I want you to visualise what is going to happen to that corner of India? May I sound, in all humility, a note of warning that communism or anti-social feelings would not come from outside India, but if a whole area is neglected, and the educated people do not get sufficient employment, then God help India, and God help us?

4 P.M.

Therefore, I submit that the Railway Ministry do apply its mind to zonal regrouping with an eye to provide adequate railway transport to that part of the country.

पंडित डॉ० एन० तिवारी : (सारन दक्षिण) : मैं श्री शास्त्री जी के इस प्रस्तवि !

का समर्थन कर रहा हूँ। आज प्रश्न इस का नहीं है कि रिपुर्पिंग (पुनर्गठन) अच्छी चीज़ है या बुरी। प्रश्न यह * कि जैसी रिपुर्पिंग हुई है उस से हमारी मशा सब रही है या नहीं, हम जो चाहते थे कि रेलवे में ज्यादा एफिशियंसी आवे, वह काम ज्यादा करे और जो बुराइयां उसमें घुस गई हैं वह दूर हों यह सब बातें सफलभूत हो रही हैं या नहीं।

मुझे सब रेलों का ज्ञान तो नहीं है, लेकिन जिस जोन में मैं रहता हूँ उस का नाम है नार्थ ईस्टने रेलवे। उस का ज्ञान मुझ को है। मैं जानता हूँ कि वहां क्या हो रहा है। पहले जब उस का नाम बी० एन० डब्ल्यू० रेलवे था तो और रेलों के मुकाबले मैं उसका इन्तजाम कुछ बुरा जरूर था, लेकिन लोगों को यह सत्तोष था कि दूसरे रेलों के मुकाबले में उस में भाड़ा कम लगता था और लोग यह सोचते थे कि इस रेलवे में एमेनटीज कुछ कम हैं तो पैसा भी तो कम लगता है। लेकिन जब उस का किराया उतना ही देना पड़ता है जितना कि और रेलवेज में, तो यह देख कर कि वहां इन-एफिशियंसी है और एमेनटी में इतनी कमी है, दिल में कुछ दुःख होता है। वहां इसलिये नहीं इनएफिशियंसी है कि चीजों की कमी है बल्कि इसलिये कि रेलवेज के अफसर उस तरफ ध्यान नहीं देते *। क्यों विशेष ध्यान नहीं देते, इस के भी कारण है और उन में से एक कारण यह भी है कि आज जो जोन बने हैं वह इतनी अनवील्डी हैं इतने बड़े हैं कि बड़े अफसरान वहां पहुँच नहीं सकते हैं। एक रीजन पांडु से लेकर कानपुर तक बना है।

एक माननीय सदस्य : पांडु से भी दूर है।

पंडित डॉ० एन० तिवारी : इस का मुझे खुद अनुभव है कि यदि एक चिट्ठी जेनरल मैनेजर को लिखी जाय तो उस का जवाब आता है दो महीने बाद।

एक माननीय सदस्य : नहीं आता है ।

Shri K. K. Basu (Diamond Harbour): You are lucky.

पंडित डी० एन० तिकारी : कैसा जवाब आता है कि “दि मैटर इज़ रिसोर्वेंग एंटेन” (विषय पर विचार किया जा रहा है) उस के बाद चार, छः महीने बाद उस का असली जवाब आता है । एक उदाहरण आप को दूँ । १६५३ में मैंने एक टी० टी० ई० के सम्बन्ध में कम्प्लेंट मिसिंगिंगियर के बारे में की थी, लेकिन वह मामला आज तक हल नहीं हो सका । अन्त में मुझे मिनिस्टर साहब के पास आना पड़ा । मिनिस्टर साहब की मार्फत जाने पर भी तीन तीन, चार चार महीने तक जवाब नहीं मिलता है । मैं उन अफसरों को दोष नहीं देता । कारण कि उन के पास काम इतना है कि इतना बड़ा जोन वह सम्भाल नहीं सकते । तो हम को रियुपिंग इसलिये नहीं करना था कि कुछ रुपया बच जाये, बल्कि इसलिये करना था कि एडमिनिस्ट्रेटिव एफिशिएंसी (प्रशासन अमता) बढ़ जाय और उस के साथ साथ आपरेशनल एफिशिएंसी भी हो । लेकिन यह दोनों ही चीज़ मिटती जा रही हैं ।

आप यह भी देखेंगे कि रेलवे में एव्वाइंट-मेन्ट्स बहुत हो रहे हैं । पहले जब कम्पनी का जमाना था तो बड़े स्टेशनों पर भी शायद एक या दो स्वीपर्स रहते थे सफाई के लिये, लेकिन अब बड़े बड़े स्टेशनों पर १०, २० और ५० स्वीपर्स तक होते ह । पर काम की हालत यह है कि कोई उन्नति नहीं हुई है ।

एक माननीय सदस्य : पहले से ज्यादा बढ़नी है ।

पंडित डी० एन० तिकारी : माफ कीजियेगा, आप शायद गोरखपुर, में होंगे जो मालूम पड़ेगा कि गोरखपुर में जितनी सफाई पहले रहा करती थी उतनी में आज नहीं है । यही नहीं कि सफाई एक सिंकी चीज़ में

इम्प्रूवमेंट (सुधार) नहीं है । ऐमेनिटीज (सुविधाओं) के अलावा आप देखेंगे कि जो कंट्रैक्टर्स (ठेकेदार) केटरिंग (भोजन व्यवस्था) करते हैं और जो कंट्रैक्टर्स के फेरी वाले सामान बेचते हैं उन की सबलेटिंग (द्रवरों को दे देना) पहले बहुत कम होती थी, लेकिन आज बहुत हो रही है । कारण है केवल सुपरिंजन (अधीक्षण) की कमी । और वह छोट छोटे अफसरान के ज़रिये होती है । बड़े अफसरान को जो इस को ठीक कर सकते हैं, उन को समझ नहीं है कि वह उस पर ध्यान दे सके । मैं देखता हूँ कि हमारे यहां सोनपुर स्टेशन है गोरखपुर भी है । वहां के वन्हर्स (फेरी वालों) से बात कीजिये तो वह कहते हैं कि हम खराब चोज़ न दें तो करं क्या ? हम को तो पैसा अफसरों को देना पड़ता है । इस सब का कारण इपरिंजन की कमी है । केवल गही नहीं कि दिसेंजर्स को इकलीक होती हो चन्द घटे वह ट्रेन में रहते हैं, उस के बाद आराम पा जाते हैं, लेकिन जो स्टाफ वहां काम करता है उन को भी दिक्कतें हैं । आप अगर रेलवे स्टाफ में दिलचस्पी लें तो मालूम होगा कि जो उनके इमिजिएट बास (प्रत्यक्ष अधिकारी) होते हैं अगर वह नाराज हो गये तो उन को कहीं कोई ठिकाना नहीं है । अगर स्टाफ वाले बड़े अफसर के यहां दरब्बारस्त देते हैं तो चूँकि उन के पास उस को देखन का समय नहीं है इसलिये वह भी नीचे के अफसर को डिटो कर देते हैं । कलर्कों के केस को रिप्रोजेंट करने का मोका मुझे मिला है, १०, १२ महीने की लिखा पड़ी के बाद अगर दो चार केस तय हुए तो हुए नहीं सब पड़े रहते हैं । अन्य रेलवे स्टाफ के साथ भी यह बताव है ।

रेलवे पे कमिशन (रेलवे वेतन आयोग) का नियम है कि कुछ कलर्क्स हर साल अप्रेंड (उच्च पद पर) होंगे, लेकिन अफसरों को समय नहीं है कि वह इस तरफ ध्यान दे सकें । उन के पास इतना काम है कि वह

[पंडित डॉ एन० तिवारी]

उस को पूरा नहीं कर सकते। कई व्यक्तियों का १६५३ तक अप्रेंडिंग नहीं हो सका। बहुत लिखा पढ़ी करने के बाद जबाब आता है "दि मैटर इज अन्डर कंसिडरेशन"। यह सब आखिर कैसे दूर हो। यह कोई नहीं कहता कि रिपुर्पिंग खराब है और उस को बदल देना चाहिये, मैं इस मत का नहीं हूं कि रिपुर्पिंग न हो, लेकिन जोन्स (विभाग) कुछ अधिक बनाये जायें, जिस में काम ठीक से चल सके।

अब मैं एक बात कह कर समाप्त करूंगा। हम लोगों को जो नार्थ ईस्टर्न (पूर्वोत्तर) रेलवे बाले हैं इस रिपुर्पिंग से बड़ी हानि हो गई है। न.र्थ (उत्तर) बिहार में जब रिपुर्पिंग नहीं हुआ था तो कुछ चीजें समय पर और जल्दी से मिल जाया करती थीं। आज यह देखते हैं कि नार्थ बिहार गंगा के उस पार होने के कारण ट्रान्स्पोर्ट की डिफिकल्टी है, लेकिन इस का इन्तजाम किया जा सकता है और इन्तजाम करने का तरीका भी है। पर इन उपायों को टैकल (काम में लाना) नहीं किया जाता। हमारे यहां हर साल बाढ़ आती है, लेकिन बाढ़ के बाद मकान बनाने का जो सामान होता है वह कहीं नहीं मिलता। मरवाड़ीह में सामान का ट्रान्स्पोर्ट होता है लेकिन मरवाड़ीह से हम लोगों के यहां तक या छपरा और गोरखपुर की तरफ वह नहीं भेजा जाता। लोगों को वहां पर जा कर चीजों को लाना पड़ता है और उस में उन को बहुत लंबे पड़ जाता है। हम को नार्थ बिहार में नावों से साउथ बिहार का सामान लाना पड़ता है, इसलिये उस की कीमत दूनी हो जाती है। कम्पनी के जमाने में इन सब चीजों की सुविधा अधिक थी बनिस्वत आज के। मैं समझता हूं कि शायद लोग यह समझेंगे कि मैं ऐसी बात कह रहा हूं जो मानने के लायक नहीं है लेकिन कोई अफसर मेरे साथ चल कर यह वहां देख ले। मैं उन के साथ ही बदल चीजों को संबंधित कर सकता हूं।

अब मैं यह बताना चाहता हूं कि बिहार में रेलवे की तरफ से कोई सर्विस कमिशन (सेवा आयोग) नहीं है। इस तरफ ध्यान देने के लिये अफसरों को फुरसत ही नहीं है। मैं चाहता हूं कि आप को समय मिलना चाहिये कि आप इस तरफ भी ध्यान दें। एक सर्विस कमिशन लखनऊ में है और एक कलकत्ता में है। बिहार के कैंडिडेट्स (उम्मीदवारों) को इंटरव्यू (प्रौद्योगिक परीक्षा) करने के लिये जब चिट्ठी आती है तो उन के आने जाने में पवारों द्वारा लंबे हो जाता है। कई कई बार तो ऐसा भी होता है कि जो चिट्ठी आती है वह उन्हें उस समय मिलती है जबकि इंटरव्यू हो चुकती है। इस के बारे में बिहार के संसद सदस्यों ने लिख कर मिनिस्टर (मंत्री) साहब को भी एक चिट्ठी दी थी कि बिहार में एक सर्विस कमिशन होना चाहिये और बिहार असेम्बली की ओर से एक सर्वेसम्मति से पास हुआ प्रस्ताव भी उन के पास आया था। लेकिन उस तरफ कोई ध्यान ही नहीं दिया गया है। मैं भानता हूं कि मिनिस्टर साहब तो चाहते हैं कि वहां पर एक सर्विस कमिशन हो लेकिन जब वह कागजात नीचे जाते हैं तो नीचे वालों को फुरसत ही नहीं होती कि वह उस पर विचार कर सके।

अब मैं रेलवे के टाइम टेब्ल (समय सारिधी) पर आता हूं। रेलवे के टाइम टेब्ल के बारे में लोगों से सजेशन (मुझबाव) मांगे जाते हैं और लोग सजेशन लिख कर भेजते भी हैं लेकिन अफसरों को टाइम (समय) ही नहीं मिलता कि वह उन सजेशन्स पर विचार कर सके। उन को उन सजेशन्ज को एंजेमिन (जांच) करने का समय ही नहीं मिलता है। ऐसे ऐसे सजेशन जोकि एक लेपैन भी समझता है कि वह ठीक है माने नहीं जाते हैं। वह सजेशन जो थोड़ी ही दूर के लिंक के बारे में दिये जाते हैं वह भी नहीं माने जाते हैं। इस का जो कारण मुझे दिलाई देता है वह, यहां है कि अफसरों को इन-

को एम्बेमिन करने का समय ही नहीं मिलता है।

इन सब कारणों से मैं आप से कहूँगा कि आप रिप्रूपिंग पर विचार करें और इस भाष्मले को छोड़ न दें, इस को हृ आवे न करें। मैं चाहता हूँ कि आप जोन बढ़ायें जिस से कि ओपरेटिव एफिशियेंसी और एडिमिनिस्ट्रेटिव एफिशियेंसी बढ़ सके।

Shri V. Muniswamy (Tindivanam): The resolution is for the appointment of a committee to examine the regrouping system and to give suggestions for efficiency wherever necessary and also with regard to the Second Five Year Plan. I do not propose to take much of the time of this House; but, I will give only one or two instances to show how this regrouped system has disappointed many of us.

We have stated on many occasions that because of this regrouping delays have become almost common in all the zones. We can give many instances of this. We expected some uniformity after this regrouping; but, as a matter of fact, there is no uniformity at all in many of the regrouped railways. For example, take the Southern Railway. The South Indian Railway, the M. & S. M. Railway, and the Mysore Railway, these three have been grouped together. Even at present these railways are working independently as they were working before the regrouping. There is no uniformity among the staff. For the information of the hon. Minister I can say this. When an officer of one of these ex-railways comes to an administrative post, he takes a fancy to introduce the rules which were in existence before in his railway; when another officer of another ex-railway succeeds he takes a fancy to introduce the rules which were followed in his railway, thereby creating confusion. If you examine the medical side, the interlocking side, everywhere there is this confusion. I must earnestly state that in the interests of the railways a committee is quite necessary.

After regrouping, railway staff are transferred from one place to another, from one ex-railway to another ex-railway. There is discontent because there are two scales of pay. An ex-employee of the S. I. Railway gets a different pay than an ex-employee of the M. & S. M. Railway. It is due to the C.P.C. The Central Pay Commission introduced different scales; some were operating in some zones and in certain railways they became inoperative. Even for Sanitary Inspectors certain pay scales which were introduced by the Pay Commission were inoperative on the Northern Railways whereas they became operative in the Southern Railway. Thus, discontent is becoming a common feature after regrouping. I think it is time that a committee consisting of Members of Parliament as well as members of the public should be appointed to go into this question.

Taking the locomotive side, shifting of responsibility has become common after regrouping. People who have got personal contacts with railway employees and those who know the day to day administration will easily understand the difficulties which the engine drivers are experiencing. As a matter of fact, I know that engines in the Southern Railway have become hopeless. I am very sorry to use that word. Nobody takes interest to find the conditions of engines. When it was brought to the notice of the D.M.E. and the A.M.E., they simply negatived the complaints and said that the engines were perfect. Telegrams after telegrams were sent out by the drivers to the engineers that the engines were jumping.

Shri K. K. Basu: Jump before the Railway Minister.

Shri V. Muniswamy: This is the expression used in the railway. That is why I take this opportunity to impress upon the Minister the necessity of appointing a committee for improving the efficiency if he really wants that efficiency should be improved. I

[Shri V. Muniswamy]

do not want to take much time of the House and I think the hon. Minister will seriously take this matter into consideration and appoint a committee.

श्री बी० डी० शास्त्री (शाहडौल-सीधी) : यह जो प्रस्ताव राजा राम शास्त्री जी ने प्रस्तुत किया है, वह वस्तुतः आज के समय की पुकार है। रेलवे में जो अष्टाचार देखा जा रहा है और साथ ही यह भी देखा जा रहा है कि रेलवे के अधिकारी उस पर पर्याप्त नियंत्रण नहीं कर पा रहे हैं, रेलवे का जो सामान बर्बाद हो रहा है, उसमें भी सुधार उत्तरे की क्षमता उनमें नहीं है उसका केवल यही कारण है कि रेलवेज को केवल छः जोन में विभाजित कर दिया गया है। जितने भी माननीय उदस्थियों ने आज अपने भाषण दिये हैं उन में उन्होंने इस बात पर जोर दिया है और इसको माना भी है कि अगर जोन को छः की बजाय ज्यादा जोन में विभक्त कर दिया जाय तो सम्भवतः रेलवे की ताकत और रेलवे अधिकारियों की शक्ति आज के मुकाबले में अधिक हो सकती है। अष्टाचार समिति ने जो रिपोर्ट दी थी उसमें भी उसने इस बात पर जोर डाला था कि आज रेलवे में अष्टाचार इसलिये है कि जोन बहुत थोड़े हैं।। अगर ६ से बढ़ा कर १२ मण्डल कर दिये जायें तो रेलवे के अधिकारियों की निरीक्षण की शक्ति बहुत बढ़ जायेगी। आज एक अधिकारी को बहुत बड़े जोन का निरीक्षण करने पर अपनी शक्ति लगानी पड़ती है। इसलिये देखभाल अच्छी तरह से नहीं हो सकती। जब वही शक्ति वह एक छोटे मण्डल पर लगायेगा तो वह ज्यादा अच्छी देखभाल कर सकेगा, मुमाफिरों की तकलीफों को ज्यादा अच्छी तरह सुन सकेगा, व्यापारियों की दिक्कतों को ज्यादा अच्छी तरह दूर कर सकेगा। रेलवे की जो मशीनें हैं, इंजिन हैं उनको और जो चीजें बरबाद हो रही हैं उनको अच्छी तरह से देखभाल सकेगा। अगर १२ मण्डल बना दिये जायें तो काफ़ी अच्छा काम

हो सकता है। एक जनरल मैनेजर से किसी सदस्य की बात हुई थी तो उसने बतलाया कि अगर जोन छोटे कर दिये जायें तो अनन्त बढ़ जायेगी।

जब छः मण्डल बनने वाले थे उस समय व्यापारियों ने इसका बहुत विरोध किया था और कहा था कि इससे व्यापारियों को बहुत असुविधा होगी। और वही अब हो रहा है कि व्यापारी असुविधा से दुःखी हैं। यदि और जोन बढ़ा दिये जायें तो उनकी यह असुविधा दूर हो सकती है।

रेलवे की पुनर्गठन की जांच समिति ने पांच बर्षों तक पुनर्गठन के स्थगित करने की जो सिफारिश की है और उसमें पुनर्गठन के जो कारण दिये हैं वे बहुत मौजूद नहीं मालम देते। इसमें अमरीका के एक उच्च रेलवे अधिकारी श्री एन० डी० वेलेंटाइन का सहयोग नहीं प्राप्त किया जा सका। उनकी अमरीका की रेलवेज में बड़ी धाक है। हमको ऐसे उच्च अधिकारी का सहयोग अपेक्षित था। उनके जैसा और कोई अनुभवी व्यक्ति नहीं मिल सका जो कि उचित कारणों पर प्रकाश डालता। लिहाजा जो कारण उस समिति ने दिये हैं वे बहुत मौजूद नहीं हैं।

आज हमारे देश में कुल ३४,४०६ मील की रेलवे लाइनें हैं। आगामी पांच वर्षीय योजना में अन्दाजा है कि चार या पांच हजार मील लम्बी लाइनें और बड़े जायेंगी। इस तरह से हमारे देश में करीब ३८ हजार मील लम्बी रेलवे लाइनें हो जायेगी। अगर अब इतनी लम्बी रेलवे लाइनें का हम पांच सात जोन्स में बंटवारा करेंगे तो हमको बड़ी दिक्कत का सामना करना पड़ेगा। उस हालत में एक जोन ६ से ७ हजार मील का लम्बा होगा और फिर वही दुरवस्था रहेगी जिसके कारण आज भी रेलवेज में रोना पड़ रहा है। रस में दो हजार मील तक के अधिकतम जोन बनाये गये हैं। उनकी जो सीमा निश्चित की

गई है वह २००० मील से ज्यादा नहीं है। रूस में कुल रेलवे लाइन ७५ हजार मील लम्बी है और उसमें ४१ मण्डल हैं । यह ७५ हजार मील लम्बी रेलवे लाइन ४१ मण्डलों में विभाजित की गई है।

एकवर्ष कमीशन (आयोग) के सामने गवाही देते हुये रेलवे के एक विशेषज्ञ, श्री हिंडले, ने कहा था कि किसी दशा में भी ५००० मील से ज्यादा का एक मण्डल नहीं होना चाहिये । उन्होंने कहा था कि चाहे कोई अफसर कितना भी कुशल क्योंन हो उसके लिये यह असम्भव होगा कि वह ५००० मील से ज्यादा बड़े मण्डल का ठीक से नियंत्रण कर सके ।

एक माननीय सदस्य : तीन हजार ।

श्री बी० डो० शास्त्रीः आपने बतलाया कि ३००० । तो इतना ही होगा । आज हमारी मध्य रेलवे ५-६ हजार मील से ऊपर है, और इसी तरह से दूसरी रेलवेज हैं । सभी मण्डल काफी बड़े हैं और इसीलिये उनके काम में उतनी क्षमता नहीं है ।

इंगलैंड रेलवे का जनक है । उसने ही सब से पहले रेलवेज का अविकार किया था । पहले वह भी बड़े जोनों के पक्ष में था । लेकिन अब उसने भी अपने यहां छोटे छोटे जोन बनाये हैं और यह मानने लगा है कि जितना एडमिनिस्ट्रेटिव दायरा छोटा होगा उतना ही निरीक्षण ज्यादा अच्छा होगा । कांस में भी यही बात है । इसी तरह से जर्मनी और प्रमरीका में भी यही बात है । इसी तरह से यदि यहां भी छोटे छोटे जोन बनाये जायें तो हमारे रेलवे विभाग की कायेक्षमता में बहुत बढ़ि हो सकती है ।

मेरे स्थाल से दक्षिण में तीन जोन बनाये जा सकते हैं । सन् ५१ के पूर्व, जब जिंदियां रेलवेज का पुनर्गठन किया गया; दक्षिण में ११ रेलवेज थीं जो १५०० मील के हेर फेर

में थीं और शेष ६ रेले ५५ से ८८३ मील लम्बी थीं । यह जो बड़े मण्डल बने हैं ये दूसरायी सावित हो रहे हैं । क्षमता विभाग ने भी इस विषय में अपनी सिफारिशें दी हैं जो कि गोपनीय रखी गई हैं । लेकिन अन्दराजा है कि उसने भी ६ या १० मण्डलों की सिफारिश की थी । दक्षिण में हम पुरानी साउथ इंडियन रेलवे का एक मण्डल बना सकते हैं । उसकी लम्बाई २३४६ मील है और उसकी आमदनी १७ करोड़ है । आगामी पंचवर्षीय योजना में सन् १६६१ तक उसकी लम्बाई ३ हजार मील हो जायेगी और उसकी आमदनी २३ करोड़ हो जायेगी । दूसरा मण्डल पुराना मद्रास सदर्न मरहठा रेलवे लाइन का बनाया जा सकता है जिसकी लम्बाई शायद २६३८ मील है और आमदनी सवा २२ करोड़ है । आगामी पंचवर्षीय योजना में यह लाइन ३२५० मील लम्बी हो जायेगी और इसकी आमदनी २७ करोड़ हो जायेगी । तीसरा मण्डल पुरानी निजाम रेलवे का बनाया जा सकता है जो कि अभी १४३२ मील लम्बी है और जिसकी आमदनी ७ करोड़ है । आगामी पंचवर्षीय योजना में यह लाइन १८०० मील लम्बी हो जायेगी । और इसकी आमदनी १२ करोड़ हो जायेगी । ये तीनों मण्डल क्रमशः अपने कारखाने गोल्डन रोक, पैराम्बूर और सिक्किम बाद में बना सकते हैं ।

इसके अतिरिक्त उत्तरी भारत में मध्य भारत का साथ ले कर ६ या ७ मण्डल बनायें जायें । दो मण्डल पश्चिम में बनाये जा सकते हैं और एक या दो मण्डल पूर्वी गंगा में भी बनाये जा सकते हैं । इस तरह से कुल १२ या १३ मण्डल होते हैं । अगर हम अपनी रेलवेज को १२ या १३ मण्डलों में विभाजित कर दें तो इसमें कोई शक नहीं कि शासन को व्यवस्था बहुत अच्छी हो जो खासियां आज दिखायी देती हैं उनको दूर किया जा सकेगा ।

Shri L. B. Shastri: I have not spoken for a long time in the House in Hindi, and so I shall speak in Hindi today.

चेशरमैन साहब, जो प्रस्ताव रखा गया है मुझे उस प्रस्ताव के रखने वाले सज्जन के विचारों के खिलाफ कोई बात नहीं कहनी है और जिन भेम्बरों ने इस बात पर जोर दिया है कि रिपूर्पिंग (पुनर्गठन) पर फिर से विचार होना चाहिये

Dr. Jaisoorya: On a point of order, Mr. Chairman, there was a ruling in this House against any hon. Minister replying in Hindi, but I would request the hon. Railway Minister to go on with his speech in Hindi now.

Shri L. B. Shastri: I do not think there has been any such ruling. The hon. Member is misinformed.

Dr. Jaisoorya: There is a definite ruling, I can tell you that.

Shri L. B. Shastri: That point can be decided later. The hon. Member knows Hindi perfectly well.

तो मैं यह तो नहीं कहना चाहता कि गवर्नरमैट रिपूर्पिंग के सवाल पर विचार ही नहीं करना चाहती। हम गैर करना चाहते हैं, हम विचार करना चाहते हैं। मैंने हमेशा यह कहा है कि रिपूर्पिंग के सवाल पर मैंने कभी अपना दिमाग बन्न नहीं किया और अभी हाल में ग्रापे ने देखा कि ईस्टर्न रेलवे को हमने दो रेलवेज में बांटा, ईस्टर्न रेलवे (पूर्वी रेलवे) और साउथ ईस्टर्न रेलवे (दक्षिणी पूर्वी रेलवे)। पिछली बार भी जब श्री मुख्यमंत्री ने यहां माध घटे की डिबेट रखाई थी उस समय भी मैंने कहा था कि रिपूर्पिंग के सवाल पर हम विचार करने को तैयार हैं। लेकिन हाउस को इस बात को अच्छी तरह से समझना चाहिये कि मिस्टर एन्थनी ने जो स्टाफ के बारे में कहा कि रिपूर्पिंग ने स्टाफ के सवालों को बहुत बढ़ा दिया है, तो वही

बात इस समय भी उन्हें सोचनी चाहिये कि आज रिपूर्पिंग नये सिरे से हम करें और सारी रेलवेज में तबदीली करें, परिवर्तन करें तो स्टाफ के प्रश्न बहुत बढ़ जायेंगे और समस्याओं की कोई कमी नहीं रहेगी।

हाल में ईस्टर्न रेलवे को हमें ईस्टर्न रेलवे और साउथ ईस्टर्न रेलवे इन दो डिवीजनों में बांटना पड़ा और उस सिलसिले में स्टाफ के कुछ सवाल हमारे सामने पेश आये। बहुत योड़े लोगों को २, ३ हजार आदमियों का मामला था, नार्थ ईस्टर्न रेलवेज के दो हजार के करीब आदमियों का मामला था लेकिन मैं आपको बतलाऊं कि उनका भी सवाल हल होना एक काफी कठिन काम हो गया। ऐडमिनिस्ट्रेटिव और दूसरे सवाल हमारे सामने आये। तो यह एक बात हमेशा ख्याल में रखनी चाहिये कि जिस तरह की बात आप कह रहे हैं कि एक कमेटी मुकर्रर की जाय और रेलवे का पुनर्संगठन हो, तो अभी तो आपने एक स्टेट्स रिप्रार्ट-नाइजेशन कमिशन (राज्य पुनर्गठन आयोग) की रिपोर्ट को देखा है कि उसकी रिपोर्ट के कारण एक अजीब सी हालत मुल्क में पैदा हो गयी है, तो यह जो आप सारी रेलवेज का पुनर्संगठन करना चाहते हैं और उसके हेतु जो एक कमेटी बनेगी तो मैं आपसे कहता हूँ कि रेलवे के प्लान में, यह जो हमारा अगला पांच साल का प्लान है, उसका बहुत सारा काम बिगड़ जाने वाला है। आज नई नई रेलवे बनाने के मानी क्या है? नई नई रेलवे बनाने के मानी होंगे नये नये हेडकवार्टर्स (मुख्यालय) बनाना और लाखों रुपये हमारे इमारतों के बनाने में लंबे आयेंगे। इसके साथ ही हमारे हजारों स्टाफ के लोगों के एक जगह से दुसरी जगह बदलना पड़ेगा, उनके लिये क्वार्टरों का इन्टजाम करने का भी मसला हमारे सामने पेश आयेगा क्योंकि कहीं पर हमारे स्टाफ के पास क्वार्टर्स हैं तो कहीं पर क्वार्टर्स नहीं हैं और जब हम क्वार्टर

बाले स्टाफ को ऐसी जगह तबदील करते हैं जहां उनके लिये क्वार्टर मौजूद नहीं हैं तो क्वार्टर देने के बास्ते भी हम इन्तजाम करता पड़ेगा और सैकड़ों और हजारों की तादाद में हमें क्वार्टर बनाने पड़ेंगे। इस तरह के और भी किन्तने ही सवाल हमारे सामने उस बहुत पेश आयेंगे। इसके अलावा स्टाफ की सीनियारिटी (वरिष्ठता) का भी सवाल हमारे सामने होगा और साथ ही जिस काम में मैं अपनी मौजूदा जगह पर लगे हुये हैं वही काम दूसरे डिपार्टमेंट में वह करने को पा सकेंगे कि नहीं या उनको नये काम पर लगा दिया जायेगा। इतनी समस्यायें, इतने सारे सवालात एक साथ पैदा हो जायेंगे तो सारा स्टाफ परेशानी में रहेगा और एक बेंचीनी की हालत देहेगी। मैं पूछना चाहता हूं कि क्या ऐसी हालत में हम अपने दूसरे पंचवर्षीय प्लान (योजना) को जिस पर कि हमने बहुत जोर दिया है, ठीक से चला सकेंगे अगर जो लोग उसको चलाने वाले हैं, उनके दिमागों में शान्ति न हो और उनकी शिकायतें हों? इसलिये मैं चाहता हूं कि आप जब इस तरह का प्रस्ताव करते हैं तो आपको इस बारे में सोचना चाहिये कि इसका आखिर नतीजा क्या होगा। मैं ऐसा बिलकुल किसी विरोध के खिलाल से नहीं कहता लेकिन आपको यह देखना चाहिये कि आया इस काम को आज इस मौके पर करने से फायदा ज्यादा होगा या उससे नुकसान होने का डर है।

दूसरी बात यह है कि रिपूर्पिंग की बात भूज इस बिना पर करना कि चूंकि करपान ज्यादा बढ़ गया है, मैं कुछ मुनासिब नहीं समझता। । । एंटी करपान इनकावायरी कमेटी (भ्रष्टाचार विरोधी पूछताछ समिति) ने एक माने में एक सवाल पर अपनी राय दी और ठीक दी लेकिन मैं समझता हूं कि करपान का रिपूर्पिंग के साथ बहुत नजदीक का सम्बन्ध नहीं है। रिपूर्पिंग का काम की अच्छाई पर असर तो हो सकता है लेकिन यह कहना कि रिपूर्पिंग ठीक न होने के कारण

करपान ज्यादा बढ़ गया है, मैं ठीक नहीं समझता, कुछ हद तक तो, उनकी वह बात ठीक हो सकती है, लेकिन मैं पूछना चाहता हूं कि क्या रिपूर्पिंग से पहले करपान नहीं था? अगर करपान रेलवे म है या या तो वह पहले भी था जब कि रिपूर्पिंग नहीं हुई थी और अब भी मौजूद है, साथ ही यह भी कहना कि पहले करपान का ग्राहक कम या, अब बढ़ गया है, ठीक नहीं है, करपान की प्रतिशत ऐसे निकालना ठीक न होगा। एंटी करपान इनकावायरी कमेटी की सिकारिशों से जो उन्होंने सुझाई है, हम बहुत सारी सिफारिशों से सहमत हैं, उनसे इतिकाक करते हैं और हम उनको जल्दी से जल्दी अमल में लाने की कोशिश कर रहे हैं, लेकिन यह एक ऐसा विषय है जिसमें आम तौर पर तो मैं मानता हूं कि हमें हमेशा अपना दिमाग सुना रखना चाहिये और जाहिर है कि अगर रेलवे का काम बढ़ता जायेगा और विस्तार होता जायेगा तो हम नई रेलवे बनाने से इकार नहीं करेंगे लेकिन आज यह कहना कि सिर्फ करपान के खिलाल से चूंकि वह अधिक है, इसलिये नई रेलवे ग्रीष्म नये ज्ञान बनायें, मेरी राय में यह बात ठीक नहीं लगती। करपान के सवाल पर हर हालत में हम सुधारना पड़ेगा, उसे हमें हल करना होगा।

दो, एक बातें श्री फैक एन्थनी ने कहीं, मैं उनसे इकार नहीं करता। जहां तक खर्च कम होने की बात है, यह बात भी मैं मानता हूं कि थोड़ी बहुत एक, दो रेलवे म रिपूर्पिंग करने के बाद कुछ कमी हुई है लेकिन वह नाम मात्र को है और वह भी दो ही तीन रेलवे में हुई है। लेकिन आम तौर पर मैं यह मानता हूं कि कोई खास कमी जिसकी कि आशा की जाती थी, कि रिपूर्पिंग से होगी, नहीं हुई। यह कहना कि रिपूर्पिंग की वजह से अफसरों की तादाद बढ़ गई है, रास्ता बढ़ गई है, यह बात भी ठीक नहीं है। जो सीनियर डिप्टी जनरल मैनेजर वरी बात कही, वह मैं मानता हूं, वह एक पोस्ट है जो

[Shri L. B. Shastri]

रिपूर्पिंग के बाद बनाई गई है लेकिन मैं यह भी उनसे कहना चाहता हूं कि अब भी साउथ ईस्टन रेलवे पर हमने कोई सीनियर डिप्टी जनरल मैनेजर नहीं रखा और मुमकिन है कि हमारा उस पर ऐसा विचार भी हो कि वहां पर सीनियर डिप्टी जनरल मैनेजर (वरिष्ठ उप-महाप्रबन्धक) का कोई कार्य नहीं है तो कोई वजह नहीं है कि हम इसकी खामखाह एक पोस्ट बना कर रखें। यह जो अफसरान की तादाद रेलवे में बढ़ी हुई है वह कई कारणों से बढ़ी थी। इसी जमाने में सारी स्टेंट्स रेलवेज इसमें मिली हैं और इनके मिलने से काफी संस्था अफसरों की और दूसरे लोगों की रेलवे में आ गई है। यह भी ध्यान में रखना है कि रेलवे के बढ़ते हुये काम की वजह से भी स्टाफ और अफसरान में काफी नम्बर बढ़ा है। इसके अलावा मैं यह भी निवेदन करना चाहता हूं कि हमें अभी अपने अफसरों और काम करने वालों की तादाद काफी बढ़ानी पड़ेगी और उनकी तादाद हर साल बढ़ती ही जायगी क्योंकि अगर रेलवेज का विस्तार होना है और वह होना ही है तो उसमें अगर हम अफसरान और स्टाफ की संख्या न बढ़ायें तो जो हमारा काम बढ़ेगा उसको कौन करेगा। आपने देखा होगा कि हमने सेंकेंड फ़ाइव इयर प्लान के सिलसिले में आज से भरती करना शुरू कर दिया है और लगभग ६० इंजीनियर्स हमने भरती किये हैं और हमें हाल ही में शायद ६० या १०० इंजीनियर्स तक भर्ती करने पड़ेंगे, बल्कि हो सकता है कि उससे भी ज्यादा हमें भर्ती करने की आवश्यकता महसूस हो। जहां जरूरत आज इस बात की है कि हम अपनी संस्था बढ़ायें वहां आप यह न समझें कि मेरे दिमाग में यह बात नहीं है कि हमें एकोनामी का खायल नहीं रखना है लेकिन आज उसकी तरफ ध्यान देते हुए हमारे लिये यह ज़रूरी है कि हम काम की और विस्तार की तरफ ज्यादा ध्यान दें। अब ऐसी सूरत में यह ऐतराज करना कि साहब

आप स्टाफ बढ़ा रहे हैं, कुछ ठीक नहीं बैठता। आपने यह बात भी कही कि आज अफसरान और जो उनके नीचे स्टाफ काम करता है उनके बीच में सम्पर्क नहीं है। आप जो यह बात कह रहे हैं, मेरी उससे हमदर्दी है क्योंकि मैं चाहता हूं कि हमारे रेलवे के अफसरान और उनके साथ जो हमारे स्टाफ के दूसरे भाई काम करने वाले हैं, उनके बीच में आपस में एक भाई चारे भी भावना होनी चाहिये, उनमें सम्पर्क बना रहना चाहिये क्योंकि मैं स्वयं इस बात को बहुत मुनासिब नहीं समझता कि अफसरान कुछ अपने को अलग रख कर एक किले से में अपने को बन्द रखें और दूसरे जो उनके साथ स्टाफ में काम करने वाले हैं, वे उनसे अलग रहें। मैं खुद इस अलगाव में विश्वास नहीं करता और मैं हमेशा बात पर जोर देता आया हूं कि हमारे अफसरान और स्टाफ में सम्पर्क बढ़ता चाहिये। यह ठीक है कि जनरल मैनेजर और हेडस आफ दो डिपार्टमेंट में अग्रर हम रेलवे को जोन छोटी कर दें तो उनका सम्पर्क बढ़ सकता है। आज उनका सम्पर्क कम हो पाता है। छोटे छोटे जोस बनाने से ऊपर के लोगों का अर्थात् जनरल मैनेजर और हेड्स आफ डिपार्टमेंट्स जो होते हैं उनका कुछ सम्पर्क तो जरूर हो जायेगा लेकिन जितना आप चाहते हैं कि वायुमण्डल में परिवर्तन हो प्रौद्र सचमुच कुछ सम्पर्क हो सके, मिलना जुलना हो सके, तो वह तो तभी होगा जब हमारी भावना बदले, अफसरों के अन्दर की मनोवृत्ति बदले, उनके अन्दर इस बात का विचार हो कि हमें लोगों के साथ मिल कर के, उनसे बात-चीत करके, उनकी मदद ले कर के काम करना है।

मैं आपसे इतना जरूर कहना चाहता हूं कि मुझे एक बात बिलकुल ठीक लगती है कि जल्दी से जल्दी हमको रेलवे को डिवी-जनल पद्धति पर संगठित करना चाहिये,

यानी उनका इस दबिं से पुनर्संगठन हो। आप जानते हैं कि कई रेलवे में रीजनल सिस्टम हैं, डिवीजनल सिस्टम हैं, कुछ जगहों पर डिस्ट्रिक्ट सिस्टम है। इनकी वजह से, मेरे खाली में, काफ़ी दिवकर पैदा होती है और रेलवेज में अलग अलग सिस्टम के काम करने से, खास तौर से रीजनल सिस्टम में, अफसरों का जो अन्तर्सम्बन्ध होना चाहिए, वह नहीं होता है। मिकैनिकल, सिविल और ट्रान्सपोर्टेशन, सब के अलग अलग स्वतन्त्र अफसर रहते हैं। अब हम यह कदम उठाना चाहते हैं कि जहां रीजनल सिस्टम है वहां हम एक आदमी को इन्वार्ज कर दें जो कि रीजनल सुपरिन्टेंडेन्ट हो, या उसका और जो चाहे नाम रख दिया जाय। जैसे डिवीजनल में एक डिवीजनल सुपरिन्टेंडेन्ट इन्वार्ज होता है जो अन्तर्सम्बन्ध बनाये रखता है ट्रान्सपोर्टेशन, मिकैनिकल और सिविल शाखाओं को। इस बक्त तो हम फ़ौरन यह करने जा रहे हैं कि रीजनल सिस्टम का सुधार हो, लेकिन इससे मुझे सन्तोष नहीं। मैं यह चाहता हूँ कि जल्दी से जल्दी रेलवे में डिवीजनल संगठन कायम हो, जैसे कि ईस्टन रेलवे में है। ईस्टन रेलवे में तो वह है ही, सेन्ट्रल रेलवे को भी हम पूरी तरह से डिवीजनल सिस्टम पर बहुत जल्दी करने जा रहे हैं। इसकी स्कीम तैयार हो रही है। शायद कुछ थोड़े बहुत परिवर्तन बाद में हों। इसके लिये मकानों की ज़रूरत ज़रूर है, लेकिन हमने कहा है कि हम इसका बहुत ज्यादा इन्तजाम इस समय नहीं करेंगे। हम सिफ़ेसी इमारतें इस बक्त बनायेंगे जो कि दस, पन्द्रह साल काम दे जायें। उसके बाद जैसे जैसे ज़रूरत पड़ती जायेगी हम बनाते जायेंगे। इस तरह हम इमारतों पर ज्यादा रुपया खर्च न कर के रेलवे को डिवीजनल सिस्टम पर जल्दी से जल्दी ला सकेंगे। हमारा इरादा यही है कि हो सके तो हम इस काम को दो, तीन वर्षों में पूरा कर लें। हालांकि ठीक समय तो मैं नहीं बता सकता हूँ।

इसी तरह से हम वेस्टर्न रेलवे, नार्थ ईस्टर्न रेलवे में और सदर्न रेलवे को भी डिवी-जनल संगठन पर लाना चाहते हैं। सदर्न रेलवे में हम इस काम को जल्दी उठाना चाहते हैं और हमने सदर्न रेलवे से कहा है कि वह जल्दी से जल्दी अपने प्रस्ताव इस बारे में भेजे क्योंकि सदर्न रेलवे लम्बी रेलवे है, शायद छः हजार मील है, मैसूर और हुबली के रीजनल बहुत बड़े हैं और दूर दूर हैं। हम चाहते हैं कि इस काम को शुरू करने के लिये हम पहले मैसूर और हुबली में डिवी-जनलों पर विचार करें और इस तरह से धीरे धीरे हम सारी सदर्न रेलवे को डिवीजनल संगठन में बदल दें।

रेलवे बोर्ड ने कहा है कि शायद यह सारा डिवीजनल संगठन जो हम नार्थ ईस्टर्न रेलवे में करना चाहते हैं वह १६५८-५६ तक पूरा होगा। लेकिन मेरी राय है कि इसको और जल्दी करना चाहिये। मुमकिन है कुछ टेक्निकल कठिनाइयां हों, लेकिन हम चाहते हैं कि १६५८-५६ से पहले ही इस रेलवे में डिवीजनल संगठन कायम किया जाय और डिवीजनल सुपरिन्टेंडेन्ट रख दिये जायें। वह करीब करीब जनरल मैनेजर ही होता है। जिस तरह से जनरल मैनेजर होता है उसी तरह से डिवीजनल सुपरिन्टेंडेन्ट भी जो कि एक छोटा जनरल मैनेजर होता है, काम करता है। वह वही काम करता है जो कि जनरल मैनेजर हेडक्वार्टर्स पर करता है।

मेरा आप से कहता है कि यह जो डिवी-जनल सिस्टम में तबादला होगा उससे अच्छे काम करने की योग्यता भी बढ़ेगी और काम में आसानी हो जाएगी। मैं आपसे कहना चाहता हूँ कि अगर आगे चल कर रेलवे का विस्तार करना है, और जैसा मैंने कहा है कि पांच साल में हम पांच, छः हजार टील की डबलिंग और नई लाइनें हम बनाना चाहते हैं तो उम्मीद है कि काफ़ी काम बढ़ेगा, प्रगति

[Shri L. B. Shastri]

ट्रैफिक ५०, ६० फी सदी बढ़ा तो उसका भी इन्तजाम करना पड़ेगा । अगर रेलवे के काम का बोझ बढ़ा तो उस हालत में डिवीजनल सिस्टम होने से नई रेलवेज के बनाने भी आसानी होगी । डिवीजनों के बनने के बाद स्टाफ की जो एक बड़ी समैस्या होती है वह भी कुछ कम हो जायेगी । अगर हम इस डिवीजनल संगठन को बना लें और उसके बाद हमें नई रेलवे बनानी पड़े तो उसमें बहुत मुश्विधा हो जायेगी और इतनी कठिनाइयां नहीं पैदा होंगी ।

आप कमेटी की बात कहते हैं, लेकिन हमने एक एफिशिएन्सी ब्यूरो भी बनाया है, रेलवे मिनिस्ट्री ने कायम किया है । इस एफिशिएन्सी ब्यूरो की सदा जांच पड़ताल और देखभाल रहती है, उसने काफी अच्छा काम किया है । वह इस बात को देखती है कि कहां पर ट्रैफिक और काम का बोझ बढ़ रहा है और वहां पर किस तरह का इन्तजाम होना चाहिये । तो अगर आप इस बात को रेलवे पर छोड़ दें तो मैं यह बात कह सकता हूँ कि रेलवे के खायाल से और देश के खायाल से कोई नुकसान नहीं होगा और मैं हाउस को इसके लियाल शिकायत का मौका नहीं दूंगा । । जैसे हमने ईस्टर्न रेलवे को बांटा, अगर हमको और रेलवेज में भी करना पड़ा तो हम पीछे रहने वाले नहीं हैं ।

मेरे पास ज्यादा समय नहीं है, लेकिन मैं एक चीज और कहना चाहता हूँ । जहां तक एफिशिएन्सी बर्यरह की बात है उसमें जो आपने आपरेशनल रेशियो (सचालन अनुपात) की बात कही उसके बारे में इस समय कुछ कह सकता तो बड़ा मुश्किल है क्योंकि उसके आंकड़े मेरे पास नहीं हैं । आपरेशनल एफिशिएन्सी तो देखने की बात है । लेकिन मेरा अपना खायाल यह है कि यह कहना कि रेलवे की

एफिशिएन्सी कम हो गई है, यह ठीक बात है । हमारा जो सारा काम है वह ट्रान्स्पोर्टेशन (पारिवहन) का है और वह बराबर सुधरता जा रहा है । मैं आपको सिर्फ दो तीन आंकड़े बतलाना चाहता हूँ । १६५५ के नवम्बर के पहले दस दिन के जो आंकड़े मेरे पास आये वह तीन रेलवेज के थे ब्राडगेज और मीटर गेज दोनों के । सेन्ट्रल (मध्य) रेलवे में १३ परसेन्ट (प्रतिशत) बड़ा ब्राड गेज में और १२ परसेन्ट मीटर गेज में । बेस्टर्न में १६५५ में २२ पर सेन्ट्रल ज्यादा हुआ १६५४ के अनुपात से । सदर्न रेलवे में ६ प्रति शत ज्यादा हुआ ब्राड गेज में और ८ प्रतिशत मीटर गेज में । तो मैं आपसे कहना चाहता हूँ कि जहां तक हमारे पर्फर्मेन्स की एफिशिएन्सी का ताल्लुक है उसमें बराबर तरक्की होती जाती है । १ नवम्बर तक हमने कोशिश की कि हम आपने लाइनों की क्षमता बढ़ाने का काम कर लें जिसमें २० प्रतिशत हमारी शक्ति बढ़ जाये । वह काम हो रहे हैं और वह नवम्बर के अन्त तक पूरा हो जाने वाला है ।

पिछली बार जब कि एक सवाल इस सदर्न में उठा था और मिस्टर मुकर्जी ने वह उठाया था उसमें मैं ने कहा था कि कलकत्ता आफिस में नार्थ ईस्टर्न रेलवे पर दूसरी रेलवेज के मुकाबले में बहुत कम काम हुआ है । नार्थ ईस्टर्न रेलवे सब से इसमें पीछे रही । मैं ने कहा था कि मुझे अफसोस है कि यह एसा है । लेकिन मेरी इस बात पर स्टाफ ने बहुत ही ज्यादा विरोध किया और नाराजगी का इजहार किया । इस पर मैं ज्यादा न बोलते हुये इतना ही कहना चाहता हूँ कि नार्थ ईस्टर्न रेलवे पर एक महीने में एक आदमी द्वारा श्रीसत नम्बर जो कैसे पूरे किये गये वह सिर्फ पांच थे १६५४-५५ में । इस संस्था को अगर आप दूसरी रेलवेज से मिलान करे तो नारदर्न में ६.५ थे, ईस्टर्न पर जो कि उनके बगल में हैं ११.१,

सदर्न पर १२.२ संट्रल पर १३ और १५.४ बेस्टर्न रेलवे पर । नार्थ ईस्टर्न रेलवे का स्टाफ कलकत्ते में विरोध और प्रदर्शन करने में आगे रहा है और इसका नतीजा यह निकलता रहा है कि काम पीछे पड़ता रहा है । आंकड़े हमारे सामने हैं । मैं इतना और भी बतलाना चाहता हूँ कि अगर आप केवल नार्थ ईस्टर्न रेलवे के कलकत्ता आफिस को ही से तो वहाँ का भौमत ६.६ का निकलता है जब कि ईस्टर्न रेलवे का जो कि उनकी बगल में है ११.१ रहा है । तो यह एक स्थिति पैदा हो जाती है स्टाफ के बारे में जिस बक्त कि आप यह तमाम चर्चा रिपूर्पिंग बर्गरह की करने लगते हैं ।

मुझे आज सब से ज़रूरी जो चीज़ मालूम होती है वह है दूसरी पचवर्षीय योजना और उसका पूरा करना । मैं चाहता हूँ कि चाहे वह प्लानिंग कमिशन हो चाहे कोई दूसरा, सब इस बात को अनुभव करें, कि आज के बक्त में रेलवेज की कितनी आवश्यकता है, जो १४६० करोड़ रुपये की बात हमने कही है उसके बारे में अक्सर लोग कहते हैं कि यह बड़ा हुआ अनुमान है । मैं ऐसेनी साहब से सहमत हूँ कि यह बड़ा हुआ नहीं है यह तो कम की ओर हो सकता है । मैं चाहता हूँ कि इस बात को समझ लिया जाये कि अगर पूरे प्लान ने रेलवे की बजह से ट्रांसपोर्ट की कमी की बजह से नुकसान उठाया तो यह एक अफसोस की बात होगी । जैसा कि यहाँ पर इस हाउस में कहा गया और मैं भी उसे पूरी ताकत से कहना चाहता हूँ कि जिस बात की ज़रूरत है वह यह है कि ट्रांसपोर्ट को अधिक से अधिक महत्व दिया जाय ।

यह कहा जाता है कि बहुत पुराने इंजिनों से काम लें बैसे ही वैगन से काम लें और पुरानी लाइनों को न बदलें । जब ऐसी बात होती है तो उसकी बजह से मैं यह देखता हूँ कि कमी कमी हमारे प्लान में और रेलवे बोर्ड के काम में बड़ी दिक्कत पड़ जाती है ।

मैं चाहता हूँ कि प्लानिंग कमिशन आपना विचार इस सम्बन्ध में निश्चय करे । आखिर यह सब सवाल इस बक्त कैसे उठ सकते हैं । एक तरफ तो हम तेजी बढ़ाने की बात करते हैं क्षमता बढ़ाने की बात करते हैं और साथ ही यह कहते हैं कि प्लान बड़ा होना चाहिये और दूसरी तरफ रिपूर्पिंग के सवाल को अगर हम उठाते हैं तो यह ठीक मालूम नहीं देता । मेरा निवेदन है कि मेहरबानी करके इस सवाल को इस बक्त आप न उठायें । जैसे जैसे ज़रूरत होगी इस पर हम गौर करेंगे । मेरी दररवात है कि राजा राम जी इस प्रस्ताव को बापस ले लें । मैं उनको विश्वास दिलाता हूँ कि मैं इसके लिलाफ नहीं हूँ लेकिन बक्त को देखते हुये यह मुनासिब है कि इसे बाप्त ले लिया जाय क्योंकि इस सवाल को इस बक्त उठाने से न उनको फायदा होगा और न रेलवेज को ही फायदा होगा ।

श्री राजा राम शास्त्री : बास्तव में मेरे प्रस्ताव का खास उद्देश्य यह था कि समस्या की ओर सरकार का ध्यान दिलाया जाय । इस प्रस्ताव का न सिर्फ विरोधी पक्ष की ओर से बल्कि कांग्रेस की ओर से भी समर्थन किया गया है । यह देख कर मुझे कुछ योड़ा सा आश्चर्य ज़रूर हुआ है कि कांग्रेस के सदस्यों ने भी इस का समर्थन किया है । न सिर्फ इन्वायरी कमिटी (पूछताछ समिति) और उसके तमाम सेम्बरों ने बल्कि और जितने भी सेम्बरों के यहाँ पर भाषण हुये हैं उन्होंने भी इस प्रस्ताव का जो सिद्धान्त है उसका समर्थन किया है । मुझे इस बात की भी खुशी है कि माननीय मंत्री जी ने यह कहा कि रिपूर्पिंग की तरफ उनका ध्यान है । मेरा उद्देश्य केवल यह था कि दूसरी पचवर्षीय योजना की सफलता में कोई स्फावट न पड़े और रिपूर्पिंग की समस्या पर अगर एक सपर्ट कमिटी विचार करे तो उससे इस प्लान को सफल बनाने में मदद मिल सकेगी । सभापति जी, मंत्री

[Shri L. B. Shastri]

जी के इन सब बातों के कहने के बावजूद भी मैं चाहता हूँ कि आप मेहरबानी कर के एक एक्सपर्ट कमिटी (विशेषज्ञ समिति) बनाये और उसके मेम्बरों पर भरोसा रखिये, उस की सद्भावना पर विश्वास कीजिये। उनका उद्देश्य यह हरिंगज नहीं होगा कि रेलवे की व्यवस्था में गड़बड़ पड़ जाये और इससे आपको कोई हानि नहीं होगी। कमिटी न बना कर आप समस्या पर अकेले ही दिमाग लड़ायेंगे और मैं समझता हूँ कि इससे कहीं बेहतर यह होगा कि ज्यादा लोग समस्या पर विचार करें और जो हल वह सुझायेंगे वहां कहीं अच्छा होगा। इस लिये मैं अब भी कहता हूँ कि माननीय मंत्री इस पर जिद न करें, जो कुछ मैं ने कहा है उसको व्यान में रखते हुये इस प्रस्ताव को स्वीकार कर लें। मेरा पक्का विश्वास है कि इस प्रस्ताव को स्वीकार कर लेने मेरे किसी किस्म की रेलवे की व्यवस्था में अड़चन नहीं पड़ेगी। क्योंकि दूसरा प्रस्ताव पेश होने वाला है इस लिये मैं और ज्यादा न कहते हुये इतना ही कहना चाहता हूँ कि वह इसे ज़रूर स्वीकार कर लें।

श्री डॉ सौ. शर्मा (होशियारपुर) :
आप इसे विदड़ा (वापस) नहीं करते।

Mr. Chairman: I shall put the resolution to the House.

The question is:

"This House is of opinion that a Committee consisting of Members of Parliament and experts be appointed at an early date—

- (1) to examine the whole question of regrouping of Railways and to recommend to the Government measures for improving the administrative efficiency of the Railways; and
- (2) to consider the proposals for the expansion of railway transport in order to meet the

increased demand on it during the Second Five Year Plan".

The motion was negatived.
RESOLUTION RE. INDUSTRIAL SERVICE COMMISSION

श्री एम० एल० द्विवेदी (जिला हमीरपुर) : सबसे पहले मैं माननीय मंत्री जी और श्री राजा राम शास्त्री को इस बात के लिये धन्यवाद देना चाहता हूँ कि उहोंने ज्यादा न बोल कर और दूसरे मेम्बरों ने जो कि इस प्रस्ताव पर जो कि अभी हाउस के सामने पेश था बोलना चाहते थे, न बोल कर, मुझे यह भौका दिया कि मैं अपने प्रत्यावरों पर यहां पर पेश कर सकूँ। इससे पूर्व कि मैं और कुछ कहूँ मैं चाहता हूँ कि पहले अपने प्रस्ताव को हाउस के सामने प्रस्तुत कर दूँ। मेरा प्रस्ताव इस प्रकार है :

"इस सभा की यह राय है कि सरकारी कारखानों, उद्योगों और अन्य संस्थाओं के लिये योग्य और उपयुक्त व्यक्ति भर्ती करने के लिये यूनियन पब्लिक सर्विस कमीशन (संघ लोक सेवा आयोग) की तरह एक औद्योगिक सेवा कमीशन स्थापित किया जाय्।"

यह प्रस्ताव जैसा कि इसके शब्दों से प्रकट है, एक बहुत ही महत्वपूर्ण प्रस्ताव है। हमारे देश में औद्योगिकरण की जो प्रगति हो रही है वह इतनी विशाल है और इतनी महत्वपूर्ण है कि इस प्रश्न पर ठंडे होकर बैठे रहना और गड़बड़ी पड़ने का भौका देना उचित नहीं है। आज हमारे देश में राज्य सरकारों की ओर से जो कारखाने और उद्योग चलाये जा रहे हैं उनमें दो हजार करोड़ से भी ज्यादा की रकम लगी हुई है और जब उन उद्योग धंधों की ओर हम देखते हैं वहां पर अव्यवस्था और गड़बड़ी ही पाते हैं और इसका एक मुख्य कारण लोगों में दक्षता की कमी है। यही कारण है कि प्रगति दीमी है। मैं कई उदाहरण दे सकता हूँ कि जहां जहां भी कारखाने

खुले हैं वहां बड़े बड़े स्कैडल्ज़ (गडबड़) होने की घटनायें हुई हैं। आपको मालूम है कि हिन्दुस्तान हाउर्सिंग फैक्टरी (हिन्दुस्तान भवन निर्माण कारखाना) किस तरह से शुरू हुई और उसका इन्तजाम समय समय पर बदलता गया और आज उसकी क्या अवस्था है। हमारे उत्पादन मंत्री जानते हैं कि उनको उस फैक्टरी को छोड़कर मिनिस्टरी आफ वर्स्ट हाउर्सिंग एण्ड सप्लाई (निर्माण, आवास और संभरण मंत्रालय) के मुपुर्दं करना पड़ा है आपको मालूम ही है कि अभी पिछली बार अम्बरनाथ मशीन टूल फैक्टरी के सम्बन्ध में ही यहां पर वादविवाद हुआ था और वहां पर कितनी दुर्घटनाया रही और उत्पादन समय पर शुरू नहीं हो सका। बंगलौर में जो कारखाने खुले हैं और जिसमें टैलीफून इंडस्ट्रीज़ (टेलीफोन उद्योग) एक है वहां पर आप ने देखा होगा कि मैनेजिंग डायरेक्टर ने अपने रिस्टेवारों को रख कर गडबड़ी पैदा की और काम की प्रगति में बाधा डाली। जो प्रस्ताव में ने पेश किया है उस पर बड़े व्यान से गौर करने की आवश्यकता है और इसको मानकर सरकार का जो उद्देश्य उद्योग धंधों को चलाने का है वह पूरा हो सकता है। हम सब चाहते हैं कि हमारे देश में उत्पादन बड़े और कारखानों का

इन्तजाम दक्ष लोगों के हाथ में हो। मैं पूछता हूँ कि क्या कारण है कि आज जो सरकार उद्योग चलाती है वह सफल क्यों नहीं होते हैं और क्या कारण है कि उनके मुकाबले में निजी उद्योग धंधों सफलता पूर्वक चलते हैं। यह जो निजी उद्योग धंधों और सरकारी उद्योग धंधों में अन्तर है इसका क्या कारण है...

Shri U. R. Bogawat (Ahmednagar South): Bureaucratic sector.

श्री एम० एल० ड्विवेदी : तो यह निश्चित है कि हमारे उद्योगों में जो जोग रखते जाते हैं वह अपना काम ठीक तरह से नहीं करते हैं और उनमें ग्राह्यतावाली व्यक्ति रख लिये जाते हैं। इस वास्ते आवश्यकता इस बात की है कि हमारे उद्योग धंधों का नवीनीकरण हो और उनमें दक्ष और योग्य व्यक्ति भरती किये जायें। यदि ऐसा नहीं होता है तो इन उद्योग धंधों का बहुत बुरा हाल होगा और हमारी सरकार को असफलता का सामना करना पड़ेगा.....

Mr. Chairman: Order, order, The House stands adjourned till 11-0 A.M. on Monday.

The Lok Sabha then adjourned till eleven of the Clock on Monday, the 28th November, 1955.

[Friday, 25th November, 1955]

COLUMNS

PAPERS LAID ON THE TABLE

521-22

The following statements, showing the action taken by the Government on various assurances, promises and undertakings given by Ministers during the various Sessions shown against each, were laid on the Table:

- (1) Supplementary Statement No. II—Tenth Session, 1955 of Lok Sabha.
- (2) Supplementary Statement No. VIII—Ninth Session 1955 of Lok Sabha.
- (3) Supplementary Statement No. XII—Eighth Session, 1954 of Lok Sabha.
- (4) Supplementary Statement No. XVI—Seventh Session, 1954 of Lok Sabha.
- (5) Supplementary Statement No. XXII—Sixth Session, 1954 of Lok Sabha.
- (6) Supplementary Statement No. XXVII—Fifth Session, 1953 of Lok Sabha.
- (7) Supplementary Statement No. XXXII—Fourth Session, 1953 of Lok Sabha.
- (8) Supplementary Statement No. XXXVII—Third Session, 1953 of Lok Sabha.
- (9) Supplementary Statement No. XXXV—Second Session, 1952 of Lok Sabha.
- (10) Supplementary Statement No. XXXIII—First Session, 1952 of Lok Sabha.

REPORT OF BUSINESS ADVISORY COMMITTEE ADOPTED

522-29

Twenty-seventh Report of the Business Advisory Committee was adopted with the following modifications—

- (i) that the Private Members' Business on Friday, the 16th December, 1955 shall not be dispensed with;
- (ii) that the two and a half hours thus lost from the total time of 54 hours allotted for the discussion of the States Reorganisation Commission's Report shall be made up by the House sitting for longer hours on certain days to be announced by the Speaker from time to time.

CONSIDERATION OF BILL

529-89

Further clause-by-clause consideration of the University Grants Commission Bill was continued. Clauses 6 to 12 were adopted. Clause-by clause consideration was not concluded.

REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS ADOPTED

589

Thirty-ninth Report was adopted.

PRIVATE MEMBER'S RESOLUTION NEGATIVED—

590-62

Resolution re. Regrouping of Railways moved by Shri R. R. Shastri on the 23rd September, 1955, was discussed and negatived.

PRIVATE MEMBER'S RESOLUTION DISCUSSED...

652-54

Resolution re-Industrial Service Commission was moved by Shri M. L. Dwivedi and his speech was not concluded.