

Friday, February 24, 1956

LOK SABHA DEBATES

(Part I—Questions and Answers)

VOLUME I, 1956

(17th February to 15th March 1956) .



सत्यमेव जयते

TWELFTH SESSION, 1956

(Vol. I contains Nos. 1 to 20)

LOK SABHA SECRETARIAT
NEW DELHI.

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LOK SABHA

Friday, 24th February, 1956

The Lok Sabha met at Eleven of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

ORAL ANSWER TO QUESTIONS

TYPEWRITERS

***211. Shri Bansal:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any agreement has recently been entered into between an Indian and a Swedish firm for the manufacture of Halda Typewriters in this country; and

(b) if so, how many typewriters will be manufactured by this new company per annum?

The Minister of Industries (Shri Kanungo): (a) Yes, Sir.

(b) The sanctioned capacity is 6,000 Typewriters a year. The factory has not yet gone into production.

Shri Bansal: May I know if the Indian concern is an "(India) Limited" concern or is it a purely Indian concern?

Shri Kanungo: It is an Indian concern. It has got technical co-operation with a foreign firm.

Shri Bansal: What is the capital of the Indian firm and the Swedish firm in this new venture?

Shri Kanungo: Notice.

Shri Kasliwal: May I know whether they are going to produce typewriters only in English or in Hindi and other languages of India also?

Shri Kanungo: These are mainly for typewriters in English.

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Shri Bansal: The hon. Minister said that the factory has not yet gone into production. Will he kindly let us know what is the phased programme of this factory?

Shri Kanungo: The phased programme covers a period of 4 years.

Shri Joachim Alva: What is the policy of the Government in regard to typewriters at least? Has the Government not made up its mind about seeing that only Indian firms handle completely the Indian capital for the manufacture of typewriters?

Shri Kanungo: The total requirement is 30,000. There are two Indian firms operating in that sector, according to their capacity. In order not to starve the country, another firm, which has been in the market is also producing.

Shri Bansal: May I know what is the capacity of the two Indian firms and whether their phased programme would not have satisfied the entire demand of the country in about 3 years?

The Minister of Commerce and Industry and Iron and Steel (Shri T. T. Krishnamachari): It is a matter of judgment. A committee went into this matter and decided to give permission to three people to manufacture. One was a purely Indian concern and another was a concern which has been in the market. It has been producing very efficient typewriters. The third was a new concern. In this new concern, so far as information that we have in our possession goes, there is no capital participation. But, I am not quite sure about it because the information does not disclose any capital participation. The matter has been examined at full length by a competent committee and this is the conclusion that we have arrived at. If

my hon. friend thinks that the conclusion is wrong, he is entitled to that opinion. I am afraid I cannot add anything more to what my hon. colleague has already said in this matter.

Mr. Deputy-Speaker: Next question.

Shri Bansal: One more question. Sir, about phased programme.

Mr. Deputy-Speaker: No. I have already allowed six supplementary questions.

EXPORT OF HANDLOOM CLOTH

***212. Shri Shree Narayan Das:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether there has been any appreciable export of handloom cloth to the U.S.A. so far; and

(b) whether any and, if so, what efforts have been made to ascertain the taste and fashions in vogue in that country to make handloom cloth according to U.S. specifications?

The Minister of Industries (Shri Kanungo): (a) Exports during the 12 months November 1954—October 1955 averaged only about 16,000 yds. a month.

(b) A statement of the steps taken to promote marketability of handloom cloth is laid on the Table of the Lok Sabha. [See, Appendix II, annexure No. 9.]

Shri Shree Narayan Das: From the statement it appears that one expert from the U.S.A. has been obtained through the Ford Foundation. I would like to know whether he has offered any suggestion and if so, the nature of the suggestion?

Shri Kanungo: She has just joined her work and she is surveying the production capacity. Her advice regarding the qualities which will be exportable will depend upon error and elimination because her advice will have to be tested in the market.

Shri Shree Narayan Das: From the statement it appears that a trade centre has been opened in New York. What

is the expenditure that has been involved in this?

Shri Kanungo: The trade centre is not only for handlooms but for all manufactured products. I am sorry I have not got the exact figure of expenditure.

Shri Kamath: Am I to understand that an effort is being made to ascertain the tastes and fashions in vogue in the U.S.A. only as per statement laid on the Table of the Lok Sabha or is it that an effort is being made to ascertain tastes and fashions in respect of Indian handloom cloth in European countries too particularly in the U. S. S. R. which has subscribed to Panch Shila, one of whose tenets is mutual aid and benefit?

The Minister of Commerce and Industry and Iron and Steel (Shri T. T. Krishnamachari): The question is merely confined to what we are doing in the U.S.A.

Shri Krishnacharya Joshi: May I know whether the American Trade delegation that visited the Industries Fair in Delhi last year have made any proposals in respect of handloom cloth suiting the market in the U.S.A.?

Shri Kanungo: Those gentlemen were not interested in handloom products.

MIDDLE-INCOME GROUP HOUSING SCHEME

***213. Shri Radha Raman:** Will the Minister of Works, Housing and Supply be pleased to refer to the reply given to Starred Question No. 994 on the 20th December, 1955 and state:

(a) whether Government have finalised the terms and conditions of Middle-Income Group Housing Scheme;

(b) if so, its final nature and when it will start operating; and

(c) the total estimated amount to be set aside for this and its allocation Statewise?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) to (c). The decision to nationalise life

insurance has necessitated a reconsideration of this scheme and until this review is over it is not possible for me to say anything further at this stage.

Shri Radha Raman: May I know whether, while the scheme was under contemplation of the Government it was sent to the various States and their opinions were invited, if so, which States have replied and in what form?

Sardar Swaran Singh: This scheme was to be operated jointly by the Central Government and the insurance companies. I do not remember whether it was circulated to the States. If it was, it may have only been done for information rather than for taking any concrete action because there was nothing specific to be done by the State Governments in this connection.

Shri A. M. Thomas: May I enquire, in case there are not sufficient funds forthcoming in the insurance sector, whether the entire scheme will be dropped?

Sardar Swaran Singh: I am sorry, I cannot make a guess on that score because it will depend on the investment policy of the new corporation. But, it is hoped that they would be able to spare some funds for this purpose also.

श्री भक्त दर्शन : क्या मैं जान सकता हूँ कि केवल इन्श्योरेंस कंपनियों की सहायता से ही यह स्कीम क्यों चलाई जा रही है तथा क्यों राज्य सरकारों की सहायता नहीं ली जा रही है ?

सरदार स्वर्ण सिंह : राज्य सरकारों के पास, मेरे विचार में, इन स्कीमों में लगाने के लिये कोई पैसा नहीं है। अगर कोई ऐसी राज्य सरकार है जिस के मूताल्लिक ग्रानरेबल मैम्बर की पता हो कि वह पैसा लगा सकती है तो मैं बड़ी खुशी से उससे पैसा लेने को तयार हूँ।

Shri Radha Raman: May we hope that in the next Five Year Plan there will be a scheme whether the original one or in a modified form for providing housing privileges to the low income group people?

Sardar Swaran Singh: There is going to be definitely a scheme for providing some financial assistance in the form of loans to the low income group people. This question relates to the middle income group for which I have attempted an answer.

Shri Radha Raman: I am sorry, I want information only for the middle income group.

Sardar Swaran Singh: Let us hope so.

COAL STOCK

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

(a) the quantity of pit-head stocks of coal lying at the end of the 31st December, 1955;

(b) whether there are any reasons for the accumulation of the stock other than inadequate transport facilities; and

(c) if so, what are they?

The Deputy Minister of Production (Shri Satish Chandra): (a) 3.6 million tons.

(b) and (c). The accumulation of stocks is mostly in lower grades of slack coal, in the Bengal/Bihar fields. Apart from inadequate transport facilities the relatively inferior quality of lower grades of coal is also a reason for the accumulation of stocks.

Shri T. B. Vittal Rao: May I know whether the Government have considered the report of the Estimates Committee that the question of allocation of wagons to the coal fields should be made over the Railway Ministry?

Shri Satish Chandra: That recommendation of the Estimates Committee is still under consideration. We have to consult the Railway Ministry.

Shri T. B. Vittal Rao: May I know whether the region-wise rationalisation

of transport has been successful from the point of view of the Production Ministry?

Shri Satish Chandra: As far as possible, industrial areas in the south receive their supplies from coal fields in Hyderabad, Madhya Pradesh and Vindhya Pradesh. The higher grades of coal which are not available there, have to be transported from Bengal and Bihar fields.

Shri P. C. Bose: What was the stock position in the previous year? What is the quantity that is considered to be by the Government as normal stock?

Mr. Deputy-Speaker: Has the hon. Minister any information?

Shri Satish Chandra: I will require notice.

Shri Bansal: May I know if the Minister is aware that a large number of brick kilns are standing idle on account of the lack of inferior quality coal?

Shri Satish Chandra: Brick kilns generally consume inferior quality of coal. I could not understand the question.

Shri Bansal: The question is this. The hon. Minister just now said that the very fact that it is inferior quality of coal is responsible for this accumulation of stocks. My question is that if it were so, the brick kilns would not be standing idle.

Shri Satish Chandra: I said that the difficulty of transport and the lesser demand for inferior qualities—both factors put together—are responsible for accumulation of stocks.

Shri T. B. Vittal Rao: May I know the quantity of coal transported by rail and sea during 1955? How does it compare with 1954?

Shri Satish Chandra: I will require notice.

SMALL SCALE INDUSTRIES

***215. Shri Krishnacharya Joshi:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have launched any scheme of hire purchase to provide essential machines to aid Small Scale Industries in the country; and

(b) if so, what are the conditions prescribed for such hire purchase schemes?

The Minister of Industries (Shri Kanungo): (a) Yes, Sir.

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix II, annexure No. 10.]

Shri Krishnacharya Joshi: What are the various types of machines supplied so far, and what is the total cost?

Shri Kanungo: The demand so far, over a period of three months, has been of the order of Rs. 7 lakhs. and the machines are mostly for wood and metal working.

Shri Krishnacharya Joshi: From the statement it appears that the earnest money is liable to be forfeited if the hirer refuses to accept delivery. May I know in how many cases money has been forfeited?

Shri Kanungo: Not yet, and I hope there will be none.

Shri S. V. Ramaswamy: May I know if the attention of the Government has been drawn to the fact that men of small means and even social welfare institutions want to buy these machines and they are unable to get even any information about them? If that is so, are Government taking any steps to set up any institution for furnishing such information, for importing such machines and supplying them?

Shri Kanungo: That is exactly the object for which the regional institutions are meant. They have been getting plenty of enquiries, and the relevant parties may be referred to them.

Shri S. V. Ramaswamy: May I know whether these institutions stock any small-scale machines imported, for instance, from Japan, Switzerland and Norway, and whether they are sold to the parties who are in need of them?

Shri Kanungo: They do not stock them yet, but they give them advice about the right type of machine and get it for them from wherever it is available.

Shri Kasliwal: May I know whether the scheme of hire-purchase is applicable only to industrial estates or other areas also?

Shri Kanungo: To everybody.

सेठ अचल सिंह : क्या सरकारर यह मूनासिब नहीं समझती है कि छोटी छोटी इंडस्ट्रीज के बास्ते मशीनें बनायी जायें और लोगों को दी जायें ताकि लोगों को रोजगार मिले ?

श्री काननगो : हमारे मुल्क में कुछ ऐसी मशीनें बनती हैं और प्रायन्दा नई मशीनें बनाने की कोशिश की जायेगी ।

TRANSGRESSION BY PAKISTAN PLANES

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

(a) whether it is a fact that two Pakistan Air Force planes had transgressed the Indian territory near Khalra border 30 miles from Amritsar; and

(b) if so, what action Government have taken in the matter?

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

(b) A protest has been lodged with the Government of Pakistan.

Shri Joachim Alva: Has Government noted the statement of Air Marshal Gamun, the British Chief of the Pakistan Air Force, sometime towards the end of last year that the intensity, range and the fire power of the Pakistan Air Force had reached their highest point?

Shri Anil K. Chanda: I submit that has nothing to do with this question.

Mr. Deputy-Speaker: This is about a transgression by Pakistani planes.

Dr. Ram Subhag Singh: May I know whether Government takes any precaution after making a protest to the Government of Pakistan because in the case of Chhad, during the last session a reply was given that the Government had made a protest to the Government of Pakistan, but after that another incident occurred on the 17th?

Shri Anil K. Chanda: There have been several such incidents on the West Pakistan border of this nature. On the 24th January we made a formal protest to the Pakistan Government with regard to this particular case. We have not yet received their reply.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): I just wish to say that with regard to a plane flying over our territory, it is difficult to prevent the plane flying over; you must shoot it down. These things might occur accidentally. But why we protested was, if this kind of thing occurs repeatedly, then it is not so much of an accident. Then there appears to be perhaps some deliberation about it.

Shri Joachim Alva: Has Government noted a dangerous tendency that is now prevalent—and the tendency may have very harmful consequences on our own territory from Pakistan—with regard to the flying of balloons from one territory to another and the protests that are taking place in some parts of the world?

Shri Jawaharlal Nehru: No balloons have come to India.

Shri D. C. Sharma: May I know if any attempts have been made by Government to ascertain the causes of these accidental or deliberate trespasses over our territory?

Shri Jawaharlal Nehru: I do not know what the hon. Member means.

by the causes of an accidental flying over. An accidental flying over can be accidental. It takes but a minute or two minutes to fly a few miles, ten or twenty miles. An aircraft may go at 250 miles an hour or 300 miles an hour, and the slightest diversion may bring it. It may be quite an accident. But as I ventured to say if the accident happens to occur several times we suspect it is not an accident.

Shri Kamath: There have been innumerable land transgressions by Pakistan into Indian territory, but since when did air transgression by the Pakistan Air Force start?

Shri Jawaharlal Nehru: There is no "since when" about it. As I said, these have occurred sometimes in the past few years across the border. Some of them may have been pure accidents, because it is very difficult for an aircraft flying to know exactly. In a minute they are across and over; any pilot will not know. This has happened sometimes in the last few years. As I said, if it happens several times running, then one suspects it is not an accident.

BOUNDARY DISPUTES

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

(a) whether any communication has been received recently from the Pakistan authorities desiring to discuss the eight-year old boundary disputes between the two Punjabs; and

(b) if so, what is the reaction of our Government?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). No, Sir.

Sardar Hukam Singh: Was there a proposal by the Pakistan Government recently, and was a letter addressed to the Punjab Government that a conference be held to settle these disputes as early as possible?

Shri Anil K. Chanda: The position is this. Ever since the Indo-Pakistan Agreement of 1948, the Financial

Commissioners of the two Punjabs have been meeting from time to time to decide on issues which are already before them, but this question, I presume, refers to the agreement which was arrived at between our Home Minister and the Minister of the Interior of Pakistan some time in May last that all these questions should be taken up at one sitting. But before that the demarcations of the boundaries should have to be made, but that has not been done.

Sardar Hukam Singh: Was there a meeting scheduled to be held in December between the two Governments and is it a fact that it had to be postponed at the initiative of Pakistan?

Shri Anil K. Chanda: I am not aware of that. The Financial Commissioner of our Punjab and the Member of the Board of Revenue of West Pakistan are meeting on the 6th March on this matter.

Sardar Hukam Singh: Are there any strips of territory on this border between the two Punjabs where Pakistan has transgressed and taken possession of certain parts but has still not restored them to India up till now?

Shri Anil K. Chanda: There are eleven major issues before the Financial Commissioners of the two Punjabs.

COFFEE PLANTS

***220. Dr. Rama Rao:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government are taking steps to grow in any Experimental Station coffee plants of the varieties grown in Africa that "thrive near sea level on cheap land";

(b) if so, for how long and with what results have these experiments been tried; and

(c) which areas are considered suitable for this variety?

The Minister of Commerce (Shri Karmarkar): (a) Yes, Sir; at the Coffee Research Station of the Coffee Board at Balehonnur.

(b) and (c). Seed materials have been imported since 1953 and the plants out of these are under field observation at the Research Station. It is too early to assess results or define suitable areas, where they could be grown.

Dr. Rama Rao: Since there seems to be a fair chance of developing this variety of coffee, have the Government tasted this variety?

Shri Karmarkar: The very testing is going on. We have planted them. As my hon. friend knows, coffee requires a little time to grow on an economic basis and a few years have to elapse. Therefore, we have planted these varieties and are testing them at our research station at Balehonnur—not tasting but testing.

Dr. Rama Rao: I wanted to know whether Government have tasted this coffee to see whether it is good coffee or not.

Shri Karmarkar: Government have not done so; I do not know whether my esteemed colleague has done so.

Mr. Deputy-Speaker: Next question. Shri Ibrahim. I think the hon. Member is absent.

COFFEE BOARD

***221. Shri Ibrahim:** Will the Minister of Commerce and Industry be pleased to state the number of registered Coffee Planters who are members of the Coffee Board and who own estates to the extent of (i) 5 acres and less, (ii) between 5 and 50 acres and (iii) 100 acres and above?

The Minister of Commerce (Shri Karmarkar): A statement is laid on the Table of the Lok Sabha. [See Appendix II, annexure No. 11.]

An Hon. Member : The questioner namely Shri Ibrahim, is absent. But the answer has been read out.

Mr. Deputy-Speaker: Very well: it has been read already.

FORWARD TRADING IN COTTON

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

(a) whether Government have studied the reactions of their action in suspending hedge trading in cotton on the forward market as well as on the industry and supply;

(b) whether they feel that there is need for the change in the policy; and

(c) if so, what is it?

The Minister of Commerce and Industry and Iron and Steel (Shri T. T. Krishnamachari): (a) to (c). The Forward Markets Commission were compelled to take the action that they did to safeguard the interests of all concerned. The decision of the East India Cotton Association in accordance with the advice given to them by the Forward Markets Commission is challenged in a Court of Law. Government do not think that there is any need for change in the policy.

Dr. Ram Subhag Singh: Government have suspended forward trading in cotton to safeguard the interests of all concerned. May I know whether the ceiling prices of cotton had been reached at that time? May I know also in what way the interests of cotton-growers were safeguarded by suspending forward trading in cotton?

Shri T. T. Krishnamachari : In the case of standard varieties of cotton, the floor is Rs. 495; that is for Jarilla; and the ceiling is about Rs. 800. So, the margin is a very big margin. The prices which were ruling at the time the Forward Markets Commission took action were well above Rs. 700, and Government are of the view that an increase of 40 per cent. on the floor price was a good enough safeguard for the grower.

Dr. Ram Subhag Singh: My question was to what extent the growers have been hit on account of the suspension of trading. What was the floor price of cotton in Amraoti or other cotton-growing centres at that time, and what is the price now?

Shri T. T. Krishnamachari: It is not quite so easy to explain this matter, for the reason that the growers are not really concerned in this speculation. The cotton on which there was speculation, and the prices rose by about Rs. 100 in the course of three and a half weeks, was a type of cotton which was not available to the extent to which it has been sold. The 13/16 variety was a short crop this year, and the speculation was in the 13/16 variety cotton. The people knew that it would not be available. So, they started speculating on it.

If my hon. friend thinks that the grower has suffered merely because that cotton which was not available in adequate quantities was not allowed to go beyond a particular price, I am afraid he is mistaken. In any event, the grower must have got well over Rs. 650 for his cotton.

Dr. Ram Subhag Singh: The Minister has just stated that the grower must have got well over Rs. 650. But the position is that the floor and ceiling prices of cotton are not meant for the growers; they are meant for bales, for kandies only; the growers bring their cotton in their bullock-carts only, and in that way may I know to what extent they have been hit and what steps do Government propose to take to improve their lots?

Mr. Deputy-Speaker: We are not to argue that point now.

Dr. Ram Subhag Singh: I am asking that because it relates to parts (b) and (c) of the question, which read as follows :

“(b) whether they feel that there is need for the change in the policy; and

(c) if so, what is it?”

In that respect, may I know what action Government propose to take to safeguard the interests of the growers, interests of the growers, because the floor and ceiling are not meant for the growers? May I know whether the

State Governments also will be consulted before in suspending such markets, because ‘the immediate effect of such suspension comes on the growers?’

Shri T. T. Krishnamachari: It is all very interesting. But I am afraid it is an extremely complicated business. It does not relate to one particular type of cotton.

The cotton in regard to which we had to take action is practically exhausted; and new cotton of a higher quality is coming in. And so far as the ceiling is concerned, the ceiling is a national ceiling only; and even as it was, the spot cotton prices were ruling high. So, Government have to take a number of factors into consideration. The information that Government possess does not exactly tally with the information that my hon. friend has.

So far as the change in policy is concerned, we do not propose to permit any gambling in the forward market on cotton in the East Indian Cotton Association to any extent.

कागज उत्पादन

*२२३. श्री भक्त दर्शन : क्या वाणिज्य और उद्योग मंत्री २३ दिसम्बर, १९५५ को दिये गये तारांकित प्रश्न संख्या ११८७ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या इस देश में कागज उत्पादन सम्बन्धी विषयों पर सम्मति देने के लिये जिन जर्मन व इटालियन विशेषज्ञों को बुलाया गया था उन्होंने अपने प्रतिवेदन प्रस्तुत कर दिये ह, और

(ख) यदि हां, तो क्या उन प्रतिवेदनों की प्रतियां सभा के टेबल पर रखी जायेंगी ?

उद्योग मंत्री (श्री कानूनगो) : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

श्री भक्त दर्शन : क्या मैं जान सकता हूं कि उन विशेषज्ञों के प्रतिवेदन सरकार को कब तक प्राप्त हो जाने की आशा है ?

श्री कानूनगो : जमन विशषज्ञों हमारे देश का दौरा करके वापिस चले गये हैं और उन्होंने अपनी रिपोर्ट हमें दी है। हमें इस बारे में जानकारी देनी चाहिए।

Shrimati Tarkeshwari Sinha: May I know whether the German experts did not submit any interim report and they just went to their country, and Government are waiting for a final report from them in the matter?

The Minister of Commerce and Industry and Iron and Steel (Shri T. T. Krishnamachari): It is true that these experts whom we get do give us some reports, sometimes oral and sometimes written. But I am afraid that until we get the full picture, we are not in a position to lay all those reports on the Table of the Lok Sabha or give my hon. friend the information that she requires.

श्रीमती कमलेश्वरी सिन्हा : क्या सरकार उन प्रतिवेदनों के प्राप्त हो जाने पर इस बात पर विचार करेगी कि ऋषिकेश नामक स्थान पर जोकि देहरादून जिले में स्थित है और जहाँ पर कि लकड़ी का एक बड़ा भारी डिपो है और चारों तरफ से पहाड़ों से गंगा और यमुना में लकड़ी बह कर वहाँ पहुँचती है, उस स्थान पर एक पेपर फैक्टरी बनाने के लिये आवश्यक कदम उठायेगी ?

Shri T. T. Krishnamachari: All these places have been visited. Whether the raw material available there can be utilised successfully and effectively for paper production depends upon a number of contingencies, particularly on the royalty that the State Governments will collect from the paper factories.

Shri Kamath: May I now what percentage approximately, if not exactly, of our requirements of paper is at present manufactured in the country, and how much is imported?

Shri T. T. Krishnamachari: We can say about 2 and 1.

Shri Kamath: 2 and 1?

Shri T. T. Krishnamachari: 2 (internal, 1 (imported).

श्री भक्त बशान : अभी मंत्री महोदय ने बताया कि जर्मन विशेषज्ञ अपनी रिपोर्ट सौंप देने वाले हैं तो मैं यह जानना चाहता हूँ कि इटालियन

विशेषज्ञों ने देश के किन किन भागों का अब तक दौरा किया है और वे कब तक अपनी रिपोर्ट देने वाले हैं ?

श्री कानूनगो : इटालियन विशेषज्ञ अभी दौरा कर रहा है भारत में वे हाल ही में पहुँचे हैं।

Shrimati Tarkeshwari Sinha: The Minister has said that the German experts have left for Germany, and they will prepare their report there. May I know why they could not prepare the report here in India?

Shri T. T. Krishnamachari: That is a question that must be addressed to the German experts.

EVACUEE PROPERTY AGREEMENT

***224. Shri D. C. Sharma :** Will the Minister of Rehabilitation be pleased to refer to the reply given to Starred Question No. 856 on the 15th December, 1955 and state the further steps, if any, taken by Government after the ratification of the Evacuee Property Agreement with Pakistan during May, 1955 for the transfer of moveable evacuee property?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): The *en bloc* change of lists due on 31st December, 1955, could not take place on that date. The matter was further discussed with the representatives of the Government of Pakistan at Karachi, on the 14th February, 1956. It was decided that the bulk of the lists should be exchanged on the 29th February, 1956 and for the outstanding lists the West Pakistan Government would suggest the final date. It was also agreed that cheques on account of the sale proceeds etc. covered by the lists already exchanged should be exchanged on the 29th February, 1956.

Shri D. C. Sharma: May I know for how long this agreement will be valid, and whether any suitable machinery has been set up for its implementation?

Shri J. K. Bhonsle: Yes. I take it that it will go on till the end of the year. And in order to see that its implementation is carried on as speedily as possible, both Governments have suggested a high-powered committee to be set up to remove any bottle-necks which may be preventing the implementation of the agreement.

Shri D. C. Sharma: May I know whether the high-powered committee which has been suggested by both the Governments has since been set up, and if so, the personnel of the committee and their functions?

Shri J. K. Bhonsle: This has just been suggested on 14th February; and the personnel are likely to be either a joint secretary or secretary of the Ministry of Rehabilitation, and perhaps the secretary of the Rehabilitation Ministry, Pakistan. Their functions would be to remove any bottle-necks. The committee would be meeting every second month in India as well as in Pakistan.

Shri D. C. Sharma: May I know what are the bottle-necks so far as India is concerned and what are the bottle-necks so far as Pakistan is concerned and whether our bottle-necks outnumber their bottle-necks or their bottle-necks outnumber ours?

Shri J. K. Bhonsle: There may be some bottle-necks and difficulties in the implementation of this scheme and the object is to remove them.

SINDRI FERTILIZER FACTORY

*225. **Shri M. L. Agrawal:** Will the Minister of Production be pleased to state:

(a) whether the work of expanding the Sindri Fertilizer Factory by 60 per cent had been entrusted to the experts of an Italian firm; and

(b) if so, who are the Italian personnel and what are the terms of their appointment?

The Deputy Minister of Production (Shri Satish Chandra): (a) A contract for the supply, erection and commissioning of the plant for the expansion

scheme of Sindri Fertilizers and Chemicals Ltd., has been awarded to Messrs. Montecatini of Italy.

(b) The contract has been awarded on a "turn-key" basis (completely erected and fully commissioned by the Company) at an all-inclusive price of £ 5,266,500 (approximately Rs. 7 crores), and the details of the organisation and personnel employed by the Italian firm for the performance of the contract are matters for them to decide purely within their discretion.

Shri M. L. Agrawal: Could we not get Indian personnel to do the job on the same terms?

Shri Satish Chandra: No, Sir.

Shri Bansal: Now that this factory has been with us for about 10 years may I know if there are any arrangements for a designing section in this factory so that all future expansion could be undertaken by the factory itself?

Shri Satish Chandra: It is not an expansion of the ammonium sulphate plant. We now propose to manufacture other types of fertilisers, other than ammonium sulphate. The factory is being expanded for the production of double salt which is ammonium sulphate nitrate and urea.

Shri A. M. Thomas: The question implies that the expansion contemplated is by 60 per cent. May I enquire what will be the percentage of increase in the capital investment, whether it will be proportionate to the present investment or different?

Shri Satish Chandra: The cost of expansion is Rs. 10 crores. Out of this Rs. 7 crores are being provided by Government as loan and Rs. 3 crores have been found by Sindri Factory out of its own resources.

Shri S. V. Ramaswamy: May I know when this new plant will go into production; and, if it will take a long time, what use is being made of the waste gases?

Shri Satish Chandra: It will be completed by the end of 1957; the work is in hand.

Shri T. B. Vittal Rao: May I know if the stepping up of the production capacity of Sindri will in any way stand in the way of our proposal to erect 3 fertiliser factories under the Second Five Year Plan?

Shri Satish Chandra: The decision to instal other factories is being taken now when the expansion has been almost halfway through.

Shri Bansilal: May I know whether any such scheme will be examined in order to put a fertiliser factory in Hanumangarh in Rajasthan?

Shri Satish Chandra: That matter, as the hon. Member is aware, has been thoroughly considered. There is no possibility of a factory being located at Hanumangarh in the next Plan.

Shri S. V. Ramaswamy: We have been informed that 10 million cubic feet, of gas is going waste. What use is now being made of that gas pending the completion of this new factory?

Shri Satish Chandra: It is being partly burnt. The expansion scheme has been undertaken with a view to utilise those gases.

Shri Bansilal: May I know whether it is a fact that fertilisers can be produced at a much cheaper rate at Hanumangarh than as it is proposed at Sindri?

Mr. Deputy-Speaker: That is an argument.

Shri Satish Chandra: That is not correct.

Shri T. B. Vittal Rao: The hon. Minister just now said that there will be no factory established at Hanumangarh. May I now where the other two factories will be installed—other than Bhakra-Nangal?

Shri Satish Chandra: That matter is under consideration.

भारतीय रंग उद्योग

*२२६. श्री को० सी० सोधिया : क्या वाणिज्य और उद्योग मंत्री यह बताने की कृपा करेंगे कि:
(क) क्या यह सच है कि भारतीय रंग उद्योग का व्यापक सर्वेक्षण करने के लिये सरकार

ने रंग बनाने वाली कुछ विदेशी कम्पनियों से इस उद्योग की भावी योजना बनाने के बारे में एक विस्तृत रिपोर्ट तैयार करने का अनुरोध किया है ;

(ख) यदि हां, तो क्या सरकार सभा के टेबल पर एक ऐसा विवरण रखेगी जिसमें उन कम्पनियों के नाम और पते दिये हों और यह भी कि उन्हें इस रिपोर्ट के लिये कितना पारिश्रमिक दिया जायेगा ;

(ग) रिपोर्ट कब तक मिलने की आशा है ; और

(घ) क्या सरकार इन कम्पनियों के सहयोग से रंगों के उत्पादन के लिये कोई कारखाना खोलने का विचार करती है ?

उद्योग मंत्री (श्री कानूनगो) : (क) जी नहीं।

(ख) तथा (ग). प्रश्न ही नहीं उठते।

(घ) जी नहीं।

श्री को० सी० सोधिया : पेंट्स तैयार करने के लिये कितने यूनिट्स देश में काम कर रहे हैं ?

श्री कानूनगो : १५० से २०० यूनिट तक काम कर रहे हैं जिनमें छोटे भी हैं और बड़े भी हैं।

श्री को० सी० सोधिया : देश की डिमांड का कितना हिस्सा उन से पूरा हो जाता है ?

श्री कानूनगो : पेंट्स की पूरी मांग हमारे मुल्क से ही पूरी हो जाती है, सिर्फ दो एक आइटेम्स बाहर से लेने पड़ते हैं जो कि हमारे यहां नहीं बनते हैं।

Shri Joachim Alva: Is Government aware that a large number of Indian companies are coming up well in the Indian paint business? Has Government set up any programme by which a considerable amount of production will be placed in their hands?

Shri Kanungo: All the companies have enough capacity to meet any possible expansion in the demand for this product.

LOANS TO IRON AND STEEL INDUSTRY

***227. Shri Gadilingana Gowd:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have advanced interest-free loans of Rs. ten crores each to two Industrial Firms in our country for the development of Steel Industry; and

(b) if so, the names of these firms?

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

(b) The Tata Iron and Steel Company Limited and the Indian Iron and Steel Company Ltd.

Shri Gadilingana Gowd: May I know if the loan is interest-free for 10 years and, if so, in how many instalments these firms have to repay and if any agreement has been taken to this effect?

Mr. Deputy-Speaker: I think we had a Bill here and the whole thing was discussed on the floor of the Lok Sabha. I am afraid the question has been admitted wrongly. There had been enough discussion on the floor of the Lok Sabha in regard to the policy etc. The hon. Member must look into the proceedings in the Library. There is no use spending away the time of the House.

Shri T. B. Vittal Rao: May I know whether this loan was given to the Tatas and the other Steel Company before the question of the retention prices was referred to the Tariff Commission in 1955?

The Minister of Commerce and Industry and Iron and Steel (Shri T. T. Krishnamachari): Naturally; the decision to give these loans was anterior to the last reference to the Tariff Commission about the retention prices.

Shri Gadilingana Gowd: May I know if similar applications have been received by Government and, if so, what action has been taken by them?

Shri T. T. Krishnamachari: There are only three steel plants of any size. In regard to two, these applications have been received. In regard to the third, Government is giving all the money that they want.

PRESS CORRESPONDENTS

***228. Shri M. S. Gurupadaswamy:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether his attention has been drawn to the resolutions adopted by the All Indian Newspaper Editors' Conference held in January; and

(b) if so, whether any steps have been taken to see that the victimization of Newspapers is stopped and the correspondents have free access to the source of information?

The Minister of Information and Broadcasting (Dr. Keskar): (a) Yes.

(b) There is no suggestion in the resolutions of any 'victimization' of newspapers by the Government of India. On the question of access of correspondents to Government sources of information, news about the Government of India is distributed by the Press Information Bureau to all accredited correspondents without any discrimination. Accredited correspondents are free to call on Ministers, Secretaries to Government and Officers of the Press Information Bureau for eliciting information about Government policies and activities.

Shri M. S. Gurupadaswamy: May I know whether the Government will consult the All India Newspaper Editors' Conference if there are any cases of any such discrimination in the supply of news to various correspondents?

Dr. Keskar: Probably the hon. Member is not aware that we are in constant touch not only with the All India Newspaper Editors' Conference but other representative journalist organisations also about any complaints that they may have as far as the Government of India is concerned.

Shri M. S. Gurupadaswamy: May I know whether any instances have come to the notice of the hon. Minister about discrimination being made by the State Governments in respect of supply of news to the correspondents?

Dr. Keskar: Mention has been made of discrimination by State Governments; I do not remember at this moment. One or two cases were referred sometime ago—not now—And, as far as this particular resolution or particular meeting of the AINEC is concerned to which the hon. Member has referred, there has been a mention of the State Governments but there is no particular mention of any State Government or any particular instance.

The second point to be mentioned is that we have no control over State Governments as far as these matters are concerned. But, I am prepared to bring to the notice of the State Governments if any such instances are referred to me by the AINEC.

Shri Kamath: Arising out of the answer to Part (b), is it a fact that so far as the PIB is concerned, foreign correspondents have easier and closer access to that particular organisation than our own Indian correspondents and journalists, who get cavalier treatment at the hands of the PIB?

Dr. Keskar: This is entirely incorrect.

Shri Joachim Alva: In the matter of victimisation, may I now whether the correspondents that are alleged to have sent objectionable articles are Indian correspondents or foreign correspondents, and do Government propose to take any action against foreign correspondents who have despatched untrue and damaging reports?

Dr. Keskar: It is difficult for Government to take action against correspondents, Indian or foreign, if they send what the hon. Member says 'objectionable articles'. I say that my hon. friend would be the first to come and tell me that Government is trying to do something against the freedom of the Press.

रेडियो सक्रिय खनिज पदार्थ

*२२६ श्री० जी० एस० चौधरी : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेडियो सक्रिय खनिजों की खोज एक बहुत बड़े पैमाने पर की जा रही है; और

(ख) यदि हां, तो अब तक क्या कार्यवाही की गई है ?

वैदेशिक-कार्य उपमंत्री (श्री अनिल के चन्दा): (क) तथा (ख). भारत के भिन्न भिन्न राज्यों में आण्विक खनिज तथा दूसरे रेडियो ऐक्टिव खनिजों की खोज का काम, अटॉमिक एनर्जी डिपार्टमेंट के रा मैटीरियलज डिविजन की फील्ड पार्टियों तथा २ ड्रीलिंग पार्टियों द्वारा किया जा रहा है।

श्री. जी. चौधरी : क्या मैं जान सकता हूँ कि हिंदुस्तान के किस हिस्से में अधिक से अधिक रेडियो ऐक्टिव मिनेरल पाये जाते हैं?

प्रधान मंत्री तथा वैदेशिक कार्य मंत्री (श्री. जवाहरलाल नेहरू) : इस वक्त, जैसा कि कहा गया है, कई पार्टिज हैं, इनमें से सबसे ज्यादा बिहार में हैं। एक पार्टी त्रावणकोर-कोचीन में हैं दूसरी मद्रास, मैसूर और हैद्राबाद में हैं, तीसरी राजस्थान, विन्ध्य प्रदेश, मध्य भारत, सीराष्ट्र और बम्बई में हैं, चौथी एक राजस्थान की अलग है, फिर बिहार में दो तीन पार्टिज हैं, एक बिहार वेस्ट बंगाल आसाम की तरफ एक बिहार माईका बेल्ट, एक फिर और बिहार की हैं। सातवीं मध्यप्रदेश उड़ीसा में और आखिरी आन्ध्र में

Shri S. C. Samanta: May I know where these minerals occur in large concentrates?

Shri Jawaharlal Nehru: In some places they are concentrated in some others not.

Shri S. V. Ramaswamy: May I know whether there is any separate department which deals with the prospecting of these minerals or whether the Geological Survey has been given extensive work?

Shri Jawaharlal Nehru: This kind of survey and exploration in minerals generally is done by various departments. But regarding this particular one dealing with atomic energy minerals, as they are of a special kind, the Atomic Energy Department itself has got a geological survey section, which is very large and growing bigger and bigger.

Then there is, of course, the Geological Survey itself. Then again there is the Ministry of Natural Resources, which is interested in oil and is doing such work.

Shri S. C. Samanta : May I know what steps have been taken for a wide-scale prospecting of uranium which does not occur in concentrates?

Shri Jawaharlal Nehru : I have just read out a list of nine field parties which are concerned with this very work.

श्रीमती कमलेंदुमती शाह : क्या मैं जान सकती हूँ कि हिमालय में भी कोई पार्टी रेंडयो एक्टिव मिनरल्स की खोज करने के वास्ते भेजी गई है ?

श्री जवाहरलाल नेहरू : खास हिमालय में तो इस वक्त नहीं है लेकिन उसके आसपास यह पार्टीज जरूरी गई हैं।

श्रीमती कमलेंदुमती शाह : क्या मैं जान सकती हूँ कि वह कौन कौन से स्थान हैं जहां पर यह पार्टीज गई है ?

Mr. Deputy-Speaker : Does the hon. Member want to know the names of the places?

Shrimati Kamlendumati Shah : Yes. May I know the names of the places?

Mr. Deputy-Speaker : So far as the details of this nature are concerned she can easily ask the Department concerned and get the information. Hon. Members need not come to this Sabha for getting such information.

Shri Kelappan : Has it been possible to spot out any area where these minerals occur in plenty?

Mr. Deputy-Speaker : The same question was asked already.

Shri Jawaharlal Nehru : Although the Geological Survey has worked fairly efficiently in the course of the last so many years—hundred years or so—and whatever work was done has been efficient, still really they have not done it very extensively or intensively—I am talking about the whole period of hundred years. Therefore, while we have a general idea of the geology of India and where minerals like coal, iron, etc., occur, the work has to be done much more extensively. Now that work is being done extensively. The Atomic Energy Commission in

particular is doing it extensively for its own purposes. Naturally if it finds something else, it will report to us. Perhaps the Lok Sabha will remember that there is some reference in the President's Address to large-scale mineral survey or exploration all over India to find out our resources.

Shri Kamath : Is this prospecting of radio-active minerals being done by our own nationals or have we invited the co-operation or assistance of foreigners, and if so, to which nationality do they belong?

Shri Jawaharlal Nehru : So far as the radio-active minerals are concerned, I believe there is no foreigner. But I believe there are some professors in the Atomic Energy Department, the institution in Bombay which deals with these minerals, not the survey.

AMBAR CHARKHA

***230. Shri B. K. Das :** Will the Minister of Production be pleased to state:

(a) whether the proposal made by the Khadi and Village Industries Board in its resolution on the report of the Karve Committee for the appointment of a team to investigate the different aspects of the working of the Ambar Charkha has been accepted; and

(b) if so, the composition of the team and its terms of reference?

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

(b) A statement is laid on the table of the Lok Sabha. [See Appendix II, annexure No. 12.]

Shri B. K. Das : May I know what defects have come to the notice of Government now regarding these Ambar Charkhas?

Shri R. G. Dubey : The affects will be known by April this year.

Shri B. K. Das : May I know whether, pending consideration by the Committee proposed, full scope will be given to the working of this Charkha?

Shri R. G. Dubey : Yes. That is why the pilot scheme has been sanctioned also and it is in full operation.

Shri B. K. Das: What is the amount that has been sanctioned for that purpose?

Shri R. G. Dubey: Grants to the extent of about Rs. 17,00,000 have been sanctioned and loans also to the extent of Rs. 12,00,000 have been sanctioned.

Shri Krishnacharya Joshi: May I know in how many centres the Ambar Charkha is working?

Shri R. G. Dubey: The idea is that when the scheme comes into full operation, there will be 15 *Vidyalayas* and 100 *Parishramalayas*.

IRON ORE

***234. Shri S. V. Ramaswamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) the names of States from which the iron ores come and the names of the ports from which they are exported; and

(b) whether any steps are being taken to export iron ore from Salem?

The Minister of Commerce (Shri Karmarkar): (a) Iron ore is principally found in Bihar, Orissa, Andhra, Mysore, Madras and Bombay, and is mainly exported from the ports of Calcutta, Vizagapatam, Kakinada, Masulipatam, Madras and Bombay.

(b) Salem produces magnetite ore. There is hardly any demand for such ore, so long as hematite ore is freely available.

Shri S. V. Ramaswamy: We are informed that since export is not going out from Goa, there is a large demand even for magnetite ore. If that is so, may I know if there is an attempt made to have magnetite concentrate of this ore out of Salem mines?

The Minister of Commerce and Industry and Iron and Steel (Shri T. T. Krishnamachari): No.

Shri S. V. Ramaswamy: In view of the happy announcement made by the hon. Commerce Minister that there will be a steel plant at Salem based on the Neiveli lignite, are any preparatory plans being made for the establishment of such a plant?

Shri T. T. Krishnamachari: The statement that I made was that we are exploring the possibilities of utilisation of a low shaft furnace in Salem and at other places provided lignite is available in reasonable quantities and satisfactorily. Investigations are going on.

REPATRIATION OF CHINESE NATIONALS IN U.S.A.

***235. Shri Shree Narayan Das:** Will the Prime Minister be pleased to state the nature of help that according to the agreed announcement of China and U.S.A. the Indian Embassy in Washington is to render in the matter of repatriation of the Chinese in the U.S.A. who seek help for going to China?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): The assistance is of a two-fold nature, representational and financial. The Embassy may make a representation to the U.S. Government on behalf of any Chinese national who informs them that he wants to return to China but is encountering obstruction in his departure. The Embassy may also give financial help to Chinese nationals who have difficulty in meeting the expenses of their return to China.

Shri Shree Narayan Das: May I know since this agreement whether any number of Chinese nationals have been repatriated to China?

Shri Anil K. Chanda: Several people have registered their names with our Consulates there but I am not in a position to say whether anybody had actually been repatriated.

Shri Shree Narayan Das: I want to know with regard to the financial responsibility that we have taken whether that will be repaid by the Chinese Government.

Shri Anil K. Chanda: The Chinese are placing fifty thousand dollars at our disposal to meet expenditure in this connection.

Shri Krishnacharya Joshi: How many Chinese have actually been repatriated?

Shri Anil K. Chanda: I have already stated that I am not in a position to say that.

Shri Kamath: Is it that our Embassy in Washington will help in repatriation both ways—that is to say repatriation of the Chinese citizens from America to China and American citizens from China to America?

Shri Anil K. Chanda: No, Sir. According to the Geneva agreement on this matter, it is with regard to Chinese nationals in America that our help had been sought. So far as American nationals in China are concerned, it is the British Embassy which looks into the question.

PRODUCTION OF COAL

***236. Shri T. B. Vittal Rao:** Will the Minister of Production be pleased to state how the production of coal for the year 1955 compares with that of 1954?

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): The production of coal in 1955 was 38.21 million tons as compared to 36.88 million tons in 1954.

Shri T. B. Vittal Rao: In view of the fact that production has to be stepped up to sixty million tons by the end of the Second Plan period may I know whether the targets for 1956, 1957 and 1958 have been worked out?

Shri R. G. Dubey: This matter is yet under consideration and no exact targets had been laid down for those years.

Shri T. B. Vittal Rao: May I know the quantity of coal exported and also how it compares with our earlier exports?

Shri R. G. Dubey: The question of exports is different. I should be willing to give information if notice is given.

Shri T. B. Vittal Rao: What was the demand of coal during 1955?

Shri R. G. Dubey: In 1955, the effective demand was of the order of forty million tons.

HEAVY ELECTRICAL EQUIPMENT PLANT

***237. Shri Bansal:** Will the Minister of Production be pleased to lay on the Table of the House:

(a) the text of the agreement entered into with a British Company for the manufacture of heavy electrical equipment;

(b) will the project be completed during the Second Five-year Plan; and

(c) whether any of the items proposed to be manufactured are those which are already being manufactured in the country?

The Deputy Minister of Production (Shri Satish Chandra): (a) Copies of the Agreement have already been placed in the Parliament Library.

(b) It is expected that the factory will commence production in about five years time, and will develop to its full capacity over a period of seven years thereafter.

(c) The State Factory does not propose to manufacture as far as possible such items as are being manufactured by existing units in the country.

Shri Bansal: Inasmuch as this factory will commence production after about five years and it will take seven years to go into full production, may I know if Government are having any other schemes for the interim period for the production of some of the heavy electrical equipment?

Shri Satish Chandra: If we move at the fastest possible speed from now on, it will take five years to set up the factory and that is being done. Before the decision to set up this factory was taken, a committee was set up for the purpose of conducting extensive enquiry into the capacity of the private

industry as to what they could manufacture and what Government should manufacture.

Shri Bansal: What will be the total capital involved in the setting up of this factory?

Shri Satish Chandra: The tentative estimate of capital investment for the factory is about Rs. 25 crores.

Shri Bansal: How much of this will be Indian capital and how much foreign—I mean, foreign participation in the capital?

Shri Satish Chandra: These are all contained in the agreement. About six crores will be spent on factory buildings, offices, etc. This will be Indian expenditure. About ten crores will be the purchase price for machine-tools, etc. which have to be imported. Then there is working capital. I think about Rs. 10-15 crores out of this might be spent in foreign countries.

Shri Bansal: My question was this. How much participation was there in this capital by this British company? I was not asking about the foreign exchange component.

Shri Satish Chandra: This will be a completely Government-owned factory.

Shri Velayudhan: May I know whether Government had consultations with any other countries to have the heavy electrical equipment plant set up within a shorter time than seven years?

Shri Satish Chandra: Offers were invited and there were about a dozen competitors to take up this work. It was after a lot of consideration and negotiation that this company was finally chosen.

Dr. Ram Subhag Singh: May I know whether the British company has been given freedom to locate the site of the factory and whether the site has been finally decided upon?

Shri Satish Chandra: No site has been selected. The representatives of
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technical consultants have gone round the country and visited about fourteen States to suggest suitable sites. They will recommend to the Government the most suitable site but Government has ultimately to take the decision.

Shri Radha Raman: After this factory come into existence and had started production, what would be the target that would be fixed by the Government year-wise for production from this factory?

Shri Satish Chandra: It is a long list of items. It is provided in the agreement, a copy of which is in the library. Broadly-speaking, the factory is to manufacture electric generators, transformers, hydraulic turbines for river valley projects, traction equipment for railways, etc.

Shri Radha Raman: I wanted only the amount.

Shri Satish Chandra: The hon. member may study the agreement.

Shri K. K. Basu: May I know whether any commitment has been made that all the equipment necessary to put up the factory will be supplied by the Associated Electricals or their British counterparts or whether they will be procured on the basis of global tenders.

Shri Satish Chandra: Global tenders will be invited. They will advise as to what particular machineries are necessary. It is possible that they may also compete. They will lay down the specifications. But the orders will be placed after inviting global tenders.

Shrimati Tarkeshwari Sinha: May I know whether, soon after the experts committee of the Government of India and the British firm of Associated Electricals visited Ramgundam in Hyderabad State, the Hyderabad Government had constructed or started setting up a thermal power station and also whether, in view of that fact, the location of the factory had already been decided?

Shri Satish Chandra: I do not know anything about that particular location.

मधुमक्खी पालन

*२३८. श्री भक्त दर्शन : क्या उत्पादन मंत्री ७ दिसम्बर, १९५५ के तारांकित प्रश्न, संख्या ५९६ के उत्तर के सम्बन्ध में यह बताने कि कृपा करेंगे कि:

(क) काश्मीर के हिमालय प्रदेश, उत्तर प्रदेश, पश्चिमी बंगाल और आसाम में मधुमक्खी पालन केन्द्र खोलने कि प्रस्तापना पर क्या कोई अन्तिम निर्णय किया गया है; और

(ख) यदि हां, तो किन किन स्थानों पर केन्द्र खोले गये हैं, या उनको खोलने के लिये आदेश दिये गये हैं ?

उत्पादन मंत्री के समासचिव श्री० धार० जी० दुबे: (क) तथा (ख). जी हां। इन राज्यों में अब केन्द्र खोल दिए गये हैं। प्रत्येक राज्यों में पांच पांच शाखाएं खोलने के लिए पैसा भी भेज दिया गया है। कर्मचारियों के प्रशिक्षण का कार्य हो रहा है।

अभी तक उत्पादन केन्द्रों का संगठन कहाँ कहाँ हुआ अथवा हुआ भी या नहीं, इस विषय में सूचना उपलब्ध नहीं है।

श्री भक्त दर्शन : क्या मैं जान सकता हूँ कि जिन स्थानों का निर्वाचन किया जायेगा उसको केन्द्रीय खादी और ग्रामीणोद्योग बोर्ड चनेगा या राज्य सरकारों से भी इस बारे में कोई परामर्श किया जायेगा ?

श्री धार० जी० दुबे: यह काम केन्द्रीय खादी और ग्रामीणोद्योग बोर्ड द्वारा किया जायेगा लेकिन इस मामले में स्टेट गवर्नमेंटों से भी सलाह मशविरा किया जायेगा।

श्री भक्त दर्शन : क्या सरकार ने इस बात पर भी विचार किया है कि विशेषकर उत्तर प्रदेश के पांच पर्वतीय जिलों के लिए कवल एक ही उत्पादन केन्द्र काफी नहीं होगा? और क्या यह आशा कि जा सकती है कि भविष्य में और भी केन्द्र खो जायेंगे?

श्री धार० जी० दुबे: हाल ही में उत्तर प्रदेश के रीजन के लिए एक सर्वेयर नियुक्त किया गया है और वह इस बिज की भी जांच करेगा।

श्री भक्त दर्शन : क्या यह निश्चित रूप से बताया जा सकेगा कि यह उत्पादन कार्य कब से प्रारम्भ हो जायेगा?

श्री धार. जी० दुबे: जैसा कि मैंने पहले कहा फील्ड में सभी तरफ प्रोग्रेस हो रही है। ट्रेनिंग देने के बाद सेंटर्स खोले जायेंगे। ऐसा आशा की जा सकती है कि इस साल में यह चीज शुरू हो जायेगी।

WRITTEN ANSWERS TO QUESTIONS

ILMENITE

*216. **Shri V. P. Nayar**: Will the **Prime Minister** be pleased to refer to the reply given to Starred Question No. 877 on the 15th December, 1955 and state:

(a) whether any analysis has been made of the ilmenite sands discovered in the Kazha Kottam area of the Travancore-Cochin State;

(b) if so, the result thereof; and

(c) whether Government have any proposal for the exploitation of the ilmenite bearing sands in Altipra Pakuthy (in the region of Kazha Kootam) of Trivandrum Taluk?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). Certain patches of the mineral sands in the Kazha Kootam area have been found to contain 56.6% of ilmenite and 3.1% of monazite but the average content of ilmenite in the mixed sands is estimated at 32% and monazite at 0.5%.

(c) No, since there are much richer and larger deposits which are already being worked.

KHAN MARKET

*217. **Shri Eswara Reddi**: Will the **Minister of Rehabilitation** be pleased to state:

(a) Whether Government have received any Memorandum and a deputation on behalf of the Khan Market Tenants' Association, New Delhi demanding suspension of auction of flats and shops in the Khan Market, New Delhi; and

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

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

(b) The matter is under consideration.

INDIANS IN BURMA

***231. Shri U. M. Trivedi:** Will the Prime Minister be pleased to state:

(a) whether there has been any tightening up of facilities for remittances to India by Indians domiciled in Burma;

(b) whether Indians living in Burma are allowed to meet their monetary obligations in India from their earnings in Burma; and

(c) if so, the steps Government have taken to secure these facilities for Indians?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). Yes. Principally owing to the difficult foreign exchange position of the Government of Burma, that Government have tightened up remittance facilities. The procedure for the grant of such facilities have been made more elaborate and the quantum permitted is strictly controlled.

(c) Our Embassy in Burma have taken up the matter with the Government of Burma.

उत्तर प्रदेश की बाढ़-नियंत्रण योजनायें

***२३२ श्री आर० एन० सिंह:** क्या योजना मंत्री यह बताने की कृपा करेंगे कि केन्द्रीय सरकार ने बाढ़ नियंत्रण योजनाओं के लिये प्रथम पंचवर्षीय योजना के अधीन अब तक कितनी धन राशि उत्तर प्रदेश के लिये नियत की है?

सिचर्ड और विद्युत उपमंत्री (श्री हापी): सन १९५४-५५ में ऋण के रूप में ३५ लाख रुपये दिय गये थे। १९५५-५६ के लिये ऋण दिये जाने अभी बाकी है।

PAPER INDUSTRY

***233. Shri Tulsidas :** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government appointed a panel on paper and pulp industry in November, 1955 to consider development of this industry on rational lines under the Second Five Year Plan; and

(b) if so, whether the panel has submitted any report to Government?

The Minister of Industries (Shri Kanungo): (a) Yes, Sir.

(b) This panel has not yet commenced working.

INDO-PAKISTAN FLOOD COMMISSION

***239. Shri D. C. Sharma:** Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 878 on 15th December, 1955 and state whether any progress has since been made in the matter of setting up an Indo-Pakistan Flood Commission?

The Deputy Minister of Irrigation and Power (Shri Hathi): There is no proposal for setting up an Indo-Pakistan Flood Commission. The proposal is only for a co-operative approach by the two Governments in connection with the control of floods in the eastern region. It was intended to hold a meeting at Ministers' level but no such meeting has so far been held.

JUTE MILLS

***240. Shri B. K. Das:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of jute mills that have modernised their machinery up till now; and

(b) the extent to which this modernisation has been able to lower the cost of production and improve the quality of the products?

The Minister of Commerce (Shri Karmarkar): (a) About 33 mills are stated to have modernised—some of them partially—their preparatory and spinning sections.

(b) Precise information is not available because actual savings in costs

or improvement of the quality of products vary from mill to mill. However, the output of a modern spinning frame is reported to be about 25% higher.

SURGICAL APPLIANCES

***241. Shri M. S. Gurupadaswamy :** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the average yearly production and requirement of various surgical appliances in the country; and

(b) the steps taken or proposed to be taken in the near future for the development of the manufacture of these appliances?

The Minister of Industries (Shri Kanungo): (a) and (b): A statement is laid on the Table of the Lok Sabha. [See Appendix II, annexure No. 13.]

EXPORT OF CURIOS

***242. Shri Tulsidas :** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total value of the exports of curios during 1954-55 and the current year;

(b) value of exports, country-wise in each case; and

(c) what measures are being taken to step up the exports of the same?

The Minister of Commerce (Shri Karmarkar): (a) and (b). Information required is not separately recorded in official statistics.

(c) The Antiquities (Export Control) Act, 1947, controls exports of curios and antiquities over 100 years old. Exports of all other curios and antiquities is uncontrolled. In order to promote exports of handicrafts which include curios and antiquities, Government have invariably included handicrafts in Trade Agreements and displayed them at exhibitions and showrooms abroad. Government are also considering the question of setting up an export promotion council for handicrafts.

HINDUSTAN MACHINE TOOLS LTD.

***243. Shri S. V. Ramaswamy:** Will the Minister of **Production** be pleased to state:

(a) the present output of lathes in the Hindustan Machine Tools;

(b) whether there is any comprehensive scheme for the manufacture of tools other than lathes; and

(c) if so, what is the programme and what are the targets?

The Deputy Minister of Production (Shri Satish Chandra): (a) Parts for 50 lathes are under various stages of manufacture at present. The first batch of 5 lathes assembled from these parts is expected to be ready for delivery by the middle of July, 1956. A total output of about 40 lathes is expected by the end of December, 1956.

(b) and (c). A tentative programme for the manufacture of other machine tools for implementation during the Second Five Year Plan period, has been drawn up by the Hindustan Machine Tools Limited. This is under examination by Government.

TATA IRON AND STEEL CO.

***244. Shri D. C. Sharma:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the amount granted by Government to the Tata Iron and Steel Company Limited up-to-date;

(b) whether the production has increased; and

(c) whether any part of the loans or advances has been repaid?

The Minister of Industries (Shri Kanungo): (a) Rs. 8.08 crores.

(b) No, Sir. The expected increase in production will materialise only in 1958.

(c) No, Sir.

IMPORT OF PORTLAND CEMENT

***245. Shri M. S. Gurupadaswamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any decision has been taken regarding the import of Portland cement;

(b) if so, the minimum and maximum quota fixed for importers;

(c) whether Government have received any representation for lowering the minimum limit in order that a larger number of importers might be benefited; and

(d) if so, whether Government have taken any decision on that representation?

The Minister of Industries (Shri Kanungo): (a) and (b). Yes, Sir. Offers have been invited for the supply of cement, and the minimum quantity for which offers will be acceptable is 25,000 tons.

(c) Yes, Sir.

(d) Government do not propose to lower the minimum limit.

ELEPHANT EXPORTS

95. Shri Ibrahim: Will the Minister of Commerce and Industry be pleased to lay a statement on the Table of the House showing the names of the countries to which elephants have been exported?

The Minister of Commerce and Industry and Iron and Steel (Shri T. T. Krishnamachari): United States of America, West Germany, United Kingdom, Netherlands, Egypt, Canada and Switzerland.

STORES PURCHASE

96. Shri Tulsidas: Will the Minister of Works, Housing and Supply be pleased to lay a statement on the Table of the House showing:

(a) the stores purchased from abroad in 1955;

(b) the stores purchased indigenously in 1955; and

(c) the steps which Government have taken to encourage purchase of indigenous stores?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) and (b). A statement relating to the period between April to December, 1955 is placed on the Table of the Lok Sabha. [See Appendix II, annexure No. 14.]

(c) The steps taken to encourage the purchase of indigenous stores are as under:—

(i) Price preference depending on the merits of each case,

(ii) Preference to articles partially manufactured in India from imported components,

(iii) In the case of stores, previously imported, and the manufacture of which has been taken up, assurance of offtake over a number of years, and

(iv) Relaxation of specifications where possible, without seriously impairing end-use.

FARIDABAD TOWNSHIP

**97. { Shri K. K. Das:
Shri D. C. Sharma:**

Will the Minister of Rehabilitation be pleased to state:

(a) the total amount that has been spent to date on the Township of Faridabad (year-wise);

(b) the different purposes for which these expenses were incurred;

(c) the total number of refugees that have been rehabilitated in Faridabad up-to-date;

(d) the names of the private industries that have been established in Faridabad so far; and

(e) the total number of persons that have been employed in these factories?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a), (b), (d) and (e). Three statements are laid on the Table of the Lok Sabha. [See Appendix II, annexure No. 15.]

(c) The total number of displaced persons settled in Faridabad is about 23,000.

रेशम उद्योग

६५. श्री आर० एस० तिबारी: क्या उत्पादन मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में किन किन स्थानों पर रेशम का उद्योग विद्यमान है।

(ख) किन किन स्थानों पर सरकार रेशम के कीड़ों के पालने के लिये गवेषणा केन्द्र खोलने का विचार करती है; और

(ग) क्या सरकार विदेशी रेशम के कीड़ों के लिये भी गवेषणा केन्द्र खोलने का विचार कर रही है ?

उत्पादन मंत्री (श्री के०सी० रेड्डी) : (क) सैन्ट्रल रेशम उद्योग देश के बहुत से भागों में फैला हुआ है परन्तु उनमें मैसूर, मद्रास, जम्मू तथा काश्मीर, पश्चिमी बंगाल, आसाम और बिहार मुख्य हैं।

(ख) मैसूर, मद्रास, आसाम और पश्चिमी बंगाल में चार प्रादेशिक केन्द्र खोलने का निश्चय किया जा चुका है। काश्मीर में भी एक केन्द्र स्थापित करने पर विचार हो रहा है।

(ग) केन्द्रीय रेशम बोर्ड विदेशी बीज के लिये एक केन्द्रीय संस्था बनाने पर विचार कर रहा है।

VISIT OF PAKISTANIS TO INDIA

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

(a) the number of Pakistanis who visited India during November, December 1955 and January 1956 through the Wagah-Attari land route; and

(b) the number of Indians who visited West Pakistan during the same period through this route?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) The number is 17677, 20610 and 9547 for each of the three months respectively;

(b) the number is 2907, 3058 and 45768 for each of the three months respectively.

By agreement between the Governments of India and Pakistan, the Passport and Visa Regulations were liberalised on a number of occasions in 1955 and 1956 to facilitate attendance at sporting fixtures such as Cricket, Hockey Matches and Horse Shows in the two countries. Out of 45768 Indian nationals who visited Lahore in January 1956, 43378 utilised the special facilities to attend the Pakistan-MCC Cricket Test Match in Lahore. There was no similar event in November and December, 1955 and January, 1956 for which special travel facilities were made available to Pakistanis.

TEA

100. **Shri Ibrahim:** Will the Minister of Commerce and Industry be pleased to state:

(a) the average price of tea (both in respect of export and internal consumption) to date in India during 1955-56;

(b) how it compares with the cost of production during 1955-56; and

(c) how it compares with the cost of production in 1953 and 1954?

The Minister of Commerce and Industry and Iron and Steel (Shri T. T. Krishnamachari): (a) The average auction price of tea per lb. both for exports and for internal consumption is as below :—

North India : (for the 1955-56 season up to 31st January 1956)

(i) Exports	Rs. 2-3-3
(ii) Internal consumption—	
Dust	Rs. 2-0-9
Leaf	Rs. 1-5-1

South India : (for the calendar year 1955)

(i) Exports	Rs. 2-4-9
(ii) Internal consumption —	
Dust	Rs. 1-15-4
Leaf	Rs. 2-2-6

(b) and (c). Authentic information regarding cost of production is not available.

MIGRATION OF DISPLACED PERSONS FROM EAST PAKISTAN

101. Shri G. P. Sinha: Will the Minister of Rehabilitation be pleased to state the estimated total number of refugees from East Pakistan who have been rehabilitated in India so far?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): About 36.67 lakh refugees have come from East Pakistan to India of whom approximately 4.82 lakh families comprising 21.50 lakh persons have received rehabilitation benefits.

HEAVY AGRICULTURAL MACHINERY

102. Shri G. P. Sinha: Will the Minister of Commerce and Industry be pleased to state the number of units at present engaged in manufacturing heavy agricultural machinery such as tractors, etc.?

The Minister of Commerce and Industry and Iron and Steel (Shri T. T. Krishnamachari): None at present. There are, however, a few firms which are assembling tractors with imported components.

INDIANS IN FOREIGN COUNTRIES

103. Chaudhuri Muhammed Shafie: Will the Prime Minister be pleased to state:

(a) the number of Indians in Czechoslovakia, Yugoslavia, Denmark, Norway and Sweden; and

(b) occupations they follow?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). The information is being collected and will be laid on the Table of the Lok Sabha in due course.

DISPLACED PERSONS FROM EAST BENGAL

104. Shri S. M. Ghose: Will the Minister of Rehabilitation be pleased to state the steps Government have taken or are taking to explore the possibilities of rehabilitating displaced persons from East Bengal in Tripura State?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): Apart from the normal rehabilitation schemes, such as allotment of lands, small urban loans and the setting up of industries and opening of vocational training centres, the Central Tractor Organisation have recently been asked to undertake the survey of land in Raima-Serma Valley in the Tripura State. According to the report of the Central Tractor Organisation there is a likelihood of about 80,000 acres of land being reclaimed. As the area is inaccessible and under dense forests, the reclamation work is likely to take time.

RECOVERY OF ABDUCTED WOMEN

**105. { Shri Krishnacharya Joshi:
Shri D. C. Sharma:**

Will the Prime Minister be pleased to state:

(a) the total number of abducted women recovered during 1955 in India and Pakistan; and

(b) the total number of such women restored to each country during the same period?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) The number of abducted persons recovered during 1955 in India and Pakistan was 1,168 and 315 respectively.

(b) The number of such persons restored to each country during the same period was 600 and 267 respectively.

BORDER INCIDENTS (PUNJAB, KASHMIR AND RAJASTHAN)

106. Sardar Iqbal Singh: Will the Prime Minister be pleased to refer to

the reply given to Unstarred Question No. 343 on the 7th December, 1955 and state:

(a) the number of border incidents officially reported so far since the 15th November, 1955 on the Indo-Pakistan border of Punjab, Kashmir and Rajasthan;

(b) the nature of the incidents; and

(c) the number of such incidents that have been amicably settled between the two Governments?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) to (c). During the period from the 15th November 1955 to the 15th January, 1956, no incident was reported from the Punjab sector of the border.

Thirty incidents were reported from the Rajasthan border. Most of these were minor incidents involving petty thefts and cattle lifting. There were, however, a few cases of kidnapping of Indian nationals.

The Rajasthan authorities took up the incidents with their Pakistani counterparts. In some cases, kidnapped persons and stolen cattle have been restored by the Pakistani authorities. The remaining cases are being pursued with them by the Rajasthan authorities.

Information regarding the Jammu West Pakistan sector and the Cease-Fire Line is being collected and will be laid on the Table of the Lok Sabha as soon as possible.

EVACUEE HOUSES IN PUNJAB AND PEPSU

107. Sarar Iqbal Singh: Will the Minister of Rehabilitation be pleased to state:

(a) the total acreage of agricultural land and the number of rural and urban houses left by evacuees in Punjab and Pepsu that have been allotted permanently so far; and

(b) Steps taken by the Government who expedite it.

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a)

	<i>In Punjab</i>	<i>In Pepsu</i>
(1) Evacuee agricultural land allotted permanently.	11, 98, 397 standard acres.	1,67,952 standard acres.
(2) Rural houses allotted permanently.	32,444	1,472
(3) Urban houses allotted permanently.	482	165

(b) Government of India have sanctioned special staff for transfer of permanent rights in respect of evacuee agricultural lands and rural houses in Punjab and Pepsu and the work is expected to be completed within a few months.

With the acceleration of the pace of disposal of applications for compensation, the permanent allotment of allottable urban evacuee houses is also being stepped up. The valuation staff is being re-inforced for expediting the valuation of the evacuee properties.

SALT

108. Sardar Iqbal Singh: Will the Minister of Production be pleased to state:

(a) whether it is a fact that control on the prices of salt is still in force in certain States; and

(b) if so, the names of such States?

The Minister of Production (Shri K. C. Redy): (a) and (b). Price control on salt is in force in the States of Punjab, Uttar Pradesh, Madras, Andhra, Ajmer, Madhya Pradesh, Delhi, Himachal Pradesh, Madhya Bharat, Orissa, Assam, Bhopal and Vindhya Pradesh.

[Friday, 24th February, 1956]

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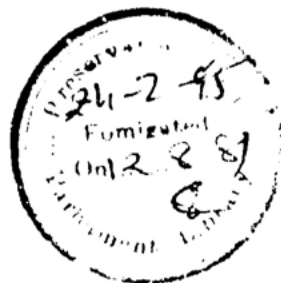
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LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

VOL. I, 1956

(15th February to 3rd March 1956)



TWELFTH SESSION, 1956

(Vol. I contains Nos. 1 to 15)

**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA
Friday, 24th February, 1956

The Lok Sabha met at Eleven of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

12 NOON.

PAPER LAID ON THE TABLE AMENDMENT IN COFFEE RULES

The Minister of Commerce (Shri Karmarkar): I beg to lay on the Table, under sub-section (3) of section 48 of the Coffee Act, 1942, a copy of the notification No. S.R.O. 15, dated the 7th January 1956, making certain amendment in the Coffee Rules, 1955. [Placed in the Library. See No. S-58/56]

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:

"In accordance with the provisions of rule 97 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Indian Lac Cess (Amendment) Bill, 1956, which has been passed by the Rajya Sabha at its sitting held on the 17th February, 1956."

INDIAN LAC CESS (AMENDMENT) BILL

Secretary: Sir, I lay the Indian Lac Cess (Amendment) Bill, 1956, as passed by Rajya Sabha, on the Table of the House.

1—9 Lok Sabha.

REPORT OF STATES REORGANISATION COMMISSION

PETITIONS

Secretary: Sir, under rule 179 of the Rules of Procedure and Conduct of Business in the Lok Sabha, I have to report that two petitions as per statement laid on the Table have been received relating to the Report of the States Reorganisation Commission.

STATEMENT

PETITIONS RELATING TO THE REPORT OF THE STATES REORGANISATION COMMISSION

No. of Signatories	District or Town	State	No. of Petition
1	Secunderabad	Hyderabad	53
1	Bangalore	Mysore	54

CONTROL OF SHIPPING (CONTINUANCE) BILL

The Deputy Minister of Railways and Transport (Shri Alagesan): I beg to move:

"That the Bill to continue the Control of Shipping Act, 1947, for a further period, be taken into consideration."

This is a small and non-controversial measure. As hon. Members are aware, the Control of Shipping Act was enacted during the budget session of 1947 to provide for the continuance of powers to license Indian shipping and to secure priority control over coastal shipping which were originally conferred by the Defence of India Rules and which were subsequently continued in force till 31st March, 1947, the Emergency Powers (Continuance) Ordinance. The Act also revived powers conferred by the Defence of India Rules to fix freights and fares in the coastal trade which had been allowed to lapse. The Act was expressed as remaining in force only for a period of one year but Government were empowered by section 1 to extend it by

[Shri Alagesan]

notification for another year. It was, however, decided in 1948 to undertake amending legislation for the purpose of introducing a comprehensive system of licensing for all ships engaged in the coastal trade and the opportunity was taken to extend the life of the Act for a further period of two years, i.e., up to the 31st March, 1950. Although at that time this law could have been placed permanently on the statute-book no action to do so was taken as Government were then contemplating the promotion of legislation to consolidate all the laws relating to merchant shipping and so only an extension of time was sought. The life of the Act was subsequently extended every two years and it is now due to expire on the 31st March, 1956.

The Control of Shipping Act enables Government to enforce their policy of coastal reservation; for, no ships could engage themselves in the coastal trade of India without a coastal licence issued under section 3-A of the Act. The entire coastal trade of India has been reserved to Indian shipping for the past few years. The Act also gives complete control to Government over Indian Shipping, the control extending to trades in which Indian shipping may engage and the voyages it may undertake, the class of passenger or cargo which the Indian shipping may carry, the order of priority in which passengers and cargo may be taken on or put off such ships at any port or place whether within or outside India and the rates of hire of such ships.

The powers mentioned above are all required on a permanent basis. It has, therefore, been proposed that the Control of Shipping Act, 1947, should, along with certain other Acts, be incorporated in the consolidated Bill for the revision of the Indian Merchant Shipping Act, 1923. Last time, I mentioned on the floor of the Lok Sabha that an officer on special duty was attending to the work of scrutiny of the draft Bill prepared in this regard. I am glad to be able to tell the Sabha that the officer has now completed his work and that the Bill to amend the Indian Merchant Shipping Act, 1923, will be introduced in Parliament during the current budget session. Since, however, this complicated Bill is unlikely to be enacted and put on the statute-book by the 31st March, 1956, it is necessary to extend the Control of Shipping Act, 1947, for a further period till the 31st

March, 1958, to cover the interregnum.

Mr. Deputy-Speaker: Motion moved:

"That the Bill to continue the Control of Shipping Act, 1947, for a further period, be taken into consideration."

The time allowed for this Bill is two hours. But hon. Members need not keep it going on for two hours. It is the maximum period that has been allotted. Hon. Members know also the scope of the Bill. The Bill is for the extension of time. Of course, whether the period ought to be extended and if so, why, and the connected matters may be discussed. But the original principles are there, and so we need not go into details regarding the principles of the Bill.

Shri K. K. Basu (Diamond Harbour): The working of the Act, the reasons for extension of time, etc., must be gone into.

Mr. Deputy-Speaker: It is all right. I am only giving the hon. Members what the position is. The amendments may be good or even desirable, or, sometimes they may not be admissible. Unless Members come to clear conclusions, amendments need not be moved. But it does not mean that hon. Members will have no remedy. If they express themselves sufficiently strongly, with cogent reasons, I have no doubt that Government, responsible as it is to the Lok Sabha, will make its best efforts to bring immediately a further amending Bill or something like that. So, I would like to say that taking up clause after clause and saying this ought to be amended and that ought to be amended will unnecessarily take time. The general principles of the Bill and the working of the Act may, of course, be referred to.

श्री रघुनाथ सिंह (बनारस मध्य): यह जो विधेयक लोक सभा के सम्मुख उपस्थित है, देखने में बहुत छोटा है। साथ ही साथ उसके जो उद्देश्य हैं उसमें यह कहा गया है कि एक बड़ा बिल इसके बाद आयेगा। जैसा कि उपाध्यक्ष महोदय ने कहा है इस विधेयक का एक मात्र प्रयोजन यही है कि इसका जो समय है वह १९५८ तक बढ़ा दिया जाये। इस बिल के सम्बन्ध में किसी के दो मत नहीं हो सकते लेकिन शिपिंग (नौवहन) के सम्बन्ध में बहुत से मत हो सकते हैं। आज मैं शिपिंग के उस अंश को लेना चाहता हूँ जिसका कि फारेन एक्सचेंज से सम्बन्ध है। दुनिया के जितने राष्ट्र हैं, उनमें अगर हम देखेंगे तो

पायेंगे कि पांच राष्ट्र इस बक्त शिपिंग में सबसे आगे हैं। वे हैं अमरीका, यू० के०, इटली, जर्मनी, जापान और नावें। इनमें से इटली, जर्मनी और जापान यह तीनों देश गत महायुद्ध में अर्जर हो चुके थे, हार चुके थे लेकिन आज इनकी अर-निंग (आय) फारेन एक्सचेंज की सबसे अधिक है। यू० के० की फारेन एक्सचेंज २१६ करोड़ रुपया प्रति वर्ष, इटली की १०६ करोड़ रुपया प्रति वर्ष, जर्मनी की १०० करोड़ रुपया प्रति वर्ष, जापान की १०० करोड़ रुपया प्रति वर्ष और नावें की ६७ करोड़ रुपया प्रति वर्ष की आमदनी उनको फारेन एक्सचेंज से होती है। हिन्दुस्तान को फारेन एक्सचेंज से आमदनी नगण्य है, कुछ भी नहीं है। और अगर है भी तो बहुत थोड़ी है।

अब मैं आपको बताऊंगा कि दुनिया के जितने राष्ट्र हैं उनमें से फ्रांस, अर्जेंटाइना, डेनमार्क, न्यूजीलैंड, स्पेन और पुर्तगाल इनके पास अपनी शिपिंग है। वे अपना व्यापार अपने शिप्स (जहाजों) के द्वारा करते हैं। दुनिया में केवल बेल-जियम, ब्राज़िल, आस्ट्रेलिया और इंडिया (भारत) यह सिर्फ चार देश ऐसे हैं जिनका व्यापार फारेन शिप्स के द्वारा अधिक होता है। आप जानते हैं कि हमारे ओवरसीज गोइंग (विदेशों को जाने वाले) शिप्स हैं, उनमें करीब ६० प्रतिशत फारेन शिप्स हैं। ऐसी अवस्था में मैं यह निवेदन करना चाहता हूँ कि फाइव इयर प्लान (पंच-वर्षीय योजना) में जो १०० कराड़ रुपये का टार्गेट (लक्ष्य) रखा गया है, यह टार्गेट २०० करोड़ रुपये का होना चाहिये। आप देखेंगे कि रेलवे में १०० मिलियन टन की लोडिंग (लदाई) रेलवे के द्वारा होती है। और ३ मिलियन टन की लोडिंग कोस्टल शिप (सटीम जहाजों) के द्वारा होती है। इसमें शक नहीं कि सन् १९४७ में हम ने जो शिपिंग ऐक्ट (नौवहन अधिनियम) पास किया था उस ऐक्ट के अनुसार हमने कोस्टल ट्रेड के वास्ते लाइसेंस देने की व्यवस्था की थी। आज भी हमारा कोस्टल ट्रेड सिर्फ दस जहाजों के द्वारा होता है। लेकिन जहां तक विदेशी व्यापार का संबंध है और एंडजेस्टेंट ट्रेड (पार्वर्तनी व्यापार) का संबंध है, हमारा स्थान बहुत नीचे है। विदेशी व्यापार में मुश्किल से ५ या १० प्रतिशत हमारा भ्रंश होगा। एंडजेस्टेंट ट्रेड में भी हमारा भ्रंश बहुत कम है। लेकिन हमें यह याद रखना चाहिये कि अगर हमें भारतीय महासागर पर अपना प्रभुत्व कायम रखना है तो भारतीय महासागर अर्थात् इंडियन ओशन (हिन्द महासागर) की सहरो पर हमारा अधिकार होना चाहिये। क्योंकि भारत का जो

कुछ भी संबंध विदेशों से हो सकता है वह केवल समुद्र के द्वारा ही हो सकता है, स्थल मार्ग के द्वारा नहीं हो सकता है। हिन्दुस्तान के बटवारे के बाद हमारी पश्चिमी सीमा और पूर्वी सीमा पर पाकिस्तान है। ऐसी अवस्था में हमारे लिये यह आवश्यक हो गया है कि हमारी शिपिंग मजबूत हो। अगर हमारी शिपिंग मजबूत नहीं होगी तो विदेशों से हमारा संबंध किसी भी प्रकार से नहीं हो सकता। सीलोन ने भी अपने यहां एक शिपिंग कम्पनी फ्लोट (स्थापित) की है, जापान, जर्मनी, और इटली दुनिया की मार्केट में बड़े जोरों से आ रहे हैं। आप को यह सुन कर आश्चर्य होगा कि ग्रेट ब्रिटेन, जो कि जहाज बनाने में अग्रणी रहा है, आज अपने जहाज जर्मन याई में बनवा रहा है। फ्रेंच कम्पनी को हिन्दुस्तान के शिपयार्ड में जहाज बनाने का भार सौंपा है, लेकिन हम ने कभी नहीं सुना है, न आपने ही सुना होगा, कि फ्रेंच नेवी (नौसेना) या फ्रेंच शिपिंग दुनिया में अच्छी रही हो। जहां तक शिपिंग का संबंध है, अगर आप जर्मनी को यह काम देते, जापान को देते, अमरीका को देते या इटली को ही देते, तो एक बात थी, लेकिन जो देश इस विषय के एक्सपर्ट (विशेषज्ञ) हैं उनसे सहायता न ले कर हम ने फ्रांस से सहायता ली है, जिस का फल यह हुआ कि अब तक हिन्दुस्तान शिपयार्ड में तीन बार मैनेजमेंट (प्रबन्ध) बदल चुका, और मुझ को कहना पड़ेगा कि इस शिपयार्ड में इतनी अच्छी प्रगति नहीं है जितनी कि होनी चाहिये थी। हम लोग साल में मुश्किल से चार या पांच जहाज तैयार करते हैं। इस लिये ट्रांसपोर्ट मिनिस्ट्री (परिवहन मंत्रालय) को इस विषय पर फिर से विचार करना चाहिये और पर्सनल की ट्रेनिंग (कर्मचारियों के प्रशिक्षण) के वास्ते जर्मनी और जापान को आदमी भेजने चाहियें जहां पर कि ट्रेनिंग सस्ते में हो सकती है और जिन की हिन्दुस्तान के साथ सहानुभूति भी है।

इन शब्दों के साथ चूंकि यह बिल बहुत छोटा है, मैं अधिक न कह कर यही नम्र निवेदन करना चाहता हूँ कि जहां तक शिपिंग का संबंध है अगर हम इस पर ठीक से खर्च नहीं करेंगे और जहाज तैयार नहीं करेंगे तो हम विश्व में बहुत पीछे रह जायेंगे। आपको याद रखना चाहिये कि शिपिंग सैकंड लाइन आफ बिफेन्स (द्वितीय रक्षार्पण) है। अगर आज युद्ध आरम्भ हो जाता है और मान लीजिये कि आज भारत पर आक्रमण हो जाता है तो हम किस प्रकार से अपनी रक्षा कर सकेंगे। अपने समुद्र की कैसे

(श्री रघुनाथ सिंह)

रक्षा कर सकते हैं? बाहर से सामान कैसे मंगा सकते हैं? इसलिये ट्रांसपोर्ट मिनिस्ट्री को इस विषय पर संवेदना से विचार करना चाहिये। जो पालिसी (नीति) ट्रांसपोर्ट मिनिस्ट्री की इस संबंध में रही है वह बहुत ढीली ढाली रही है। फर्स्ट फाइव इम्पर प्लैन (प्रथम पंचवर्षीय योजना) के पूरी हो जाने के बाद भी आज तक हम फारेन शिपिंग पर डिपेंड (निर्भर) करते हैं। ओवरसीज ट्रेड (समुद्रपार व्यापार) हमारे हाथ में नहीं, एंडजेसेन्ट ट्रेड भी हमारे हाथ में नहीं है। इसलिये मेरा यह निवेदन है कि सेकेन्ड फाइव इम्पर प्लैन में कम से कम २०० करोड़ रुपये शिपिंग के डेवलपमेंट (विकास) के बास्ते दिया जाये।

Pandit C. N. Malviya (Raisen): Mr. Deputy-Speaker, I want to suggest one thing during this consideration stage. I am not able to understand why this section 3 (6) is allowed to be continued. I hope the Railway Minister will consider this and if he comes to the conclusion that this may be omitted, while extending this Act, he may do so.

We have a coastal line of 3,500 miles and we have come to know that there is a heavy burden on transport. The Railways and road transport are not able to meet the transport demands of our country. Therefore, I suggest that while controlling the shipping, we should take into consideration a scheme whereby we can have a sort of co-ordination in the transport system along with our coastal transport. In this connection, I beg to submit that a plan should be chalked out and it should be incorporated in the Second Five Year Plan. It should be a scheme of road, railway, river and sea transport. If these systems of transport are co-ordinated and if our raw materials and also the products of our factories can be transported by rivers and seas and if booking can be effected for the passengers also, then I think we can lessen the burden on the railways and we can have more and more transport through coastal shipping. This is all what I want to suggest.

Shri V. B. Gandhi (Bombay City—North): Mr. Deputy-Speaker, Sir, I am just going to say a few words about the steamer fares prevailing in some of the coastal lines on the west coast of India, and I would like the Government to

keep this in mind when they are drafting the new consolidated Indian Merchant Shipping Bill. So far as the present Bill before the Lok Sabha is concerned, the Lok Sabha will certainly support it and will agree to give two years' extension, so that within these two years, the Government can have time to bring forward the consolidated Indian Merchant Shipping Bill. In India it is well known that we have not enough shipping tonnage either for our coastal traffic or for our ocean-going traffic. Therefore, there is all the more need for every kind of encouragement to be given to shipping. At present, of course, a number of measures are being taken to give a certain amount of protection and encouragement to our shipping, such as by reservation of coastal traffic for coastal lines as well as by giving financial assistance by means of loans for building and acquiring new ships for ocean-going service. All these, of course, should be continued and in fact something more should be done. But, when all this is said, we still have some kind of impression that there is in our coastal shipping lines a virtual monopoly of traffic and there are, therefore, all the evils that go with a monopolistic situation.

This monopoly is, of course, not a statutory monopoly. As I said it is a virtual monopoly arising out of the fact that there is a great shortage of shipping tonnage in this country. At present in the coastal line the rule for fixing rates and fares seems to be to charge the maximum—the monopolistic rule to charge all—that the traffic can bear. I must confess I am not speaking from actual knowledge of such a situation. But I am speaking with a certain situation and a certain experience in view.

Now, in the existing Act, under section 6, the Government have the power to fix shipping rates for carriage of passengers as well as cargo. We really do not know—at least personally I do not know—if Government have under this section 6 created or made available to them any machinery by which an expert examination of the rate structure can periodically take place.

It is a known fact that all over the world water transport is supposed to be more economical than any other alternative forms of transport such as the railways or the road transport. And yet what do we find here? I have a certain experience. We find that the steamer fares are as high as they could

be. They could not be higher than the other alternative services available on those routes such as the railways or the State Transport buses. But upto the maximum point these steamer fares have been raised over a number of years. Why should that be so? If on the face of it, upon the very fundamental assumption of the situation, water transport is bound to be more economical than other forms of transport, then why should these fares be so high for a number of years?

Now it may be said that our shipping companies, at least some of them, are making no profits at all and, perhaps, most others are having a very small or a low level of profit. But saying that does not mean much because high fares and low profits can go together. There may be circumstances, for instance, such as that not enough regard is being paid to economy of operation, that not enough regard is being paid to increasing efficiency of operation. There may even be wasteful operation. These and such others may be the reasons for the existence of high fares and low profits. Therefore, my plea to the Government is that all these facts may be kept in view in drafting the new consolidated Merchant Shipping Bill.

Shri K. K. Basu: This is a Bill which seeks to provide for the extension of the existing Act for another two years on the plea that the Government is not in a position to get through a more comprehensive and newly drafted Merchant Shipping Bill, which they propose to have in the place of the existing one, before that time. At the time when the last extension was made a promise was given to the House by the Minister that a special officer will look into the matter and as soon as possible, within the extended time, a comprehensive Bill would be brought forward. We all wished that that Bill would be brought before the House and we could discuss the whole matter in the proper perspective. This Bill is for the control of coastal shipping. The Minister has given us reasons why this Bill has been drafted. He has stated that it is unlikely in view of the various reasons given by him that the Bill will come before the House before the next two years. So he wants an extension of the existing Act for that period.

This matter of shipping has been before the Government for quite a long time. We have a plan and there also we

have proposals for the development of the coastal trade. Overseas shipping has also to be tackled. So the Government has to bring before the House a solution in the form of a comprehensive Bill. However, in view of the fact that it is not before us and we are asked to give a verdict whether we want extension for two years—that is the position as it stands today, I think—the House has no other alternative but to allow the extension of the Act because control we all want. Therefore, this Act should remain for certain number of years before the comprehensive Bill comes.

I do not want to go into the details of the provisions of the Act, and I would like only to discuss some of the basic considerations. The time has come to decide on the question of the nationalisation of shipping, as my friend Mr. Raghunath Singh has stated. In the overseas trade the percentage of participation of our national shipping is very meagre. Questions have repeatedly been put in the House by many hon. Members on this question. We are being discriminated so far as the overseas trade is concerned. Of course, Government had promised—I do not know how far they have succeeded—that through some international association, which more or less controls this overseas trade and shipping, they have tried to see that we do not get discriminatory treatment. But my proposition is this. We have given this industry, which is a very important industry of our country, a chance for several years. But today we find that the contribution that the Government makes for the running in the private sector is much higher than the private sector has so far been able to put on their own account. The position today, as far as I can gather, is that the private sector in this particular industry has invested roughly about 15 crores of rupees. The private share capital is about 20 crores of rupees. As you know, in the Eastern Shipping Corporation the Government has nearly 75 per cent shares. In Scindia, I am told, we have nearly 60 per cent. of the share capital. If you deduct the Government contribution, the total contribution of the private sector, so far as this particular line of the national economy is concerned, is hardly more than 15 crores of rupees. Over and above that we buy at a very low, subsidised rate. We give some loan for the purchase of ships from outside to the private concerns. That works out roughly to about Rs. 23 crores and odd

[Shri K. K. Basu]

till the end of the First Five Year Plan as far as I could gather from the papers that are available.

Then another important factor that has been taken into consideration regarding our Hindustan Shipyard is the price at which they are supplied to the private concerns. Our arrangement has been to sell them at subsidised rates. Whatever the cost of production in this Shipyard might be, these shipping concerns are to be supplied at a particular price, parity price, compared to that obtaining in Great Britain. A ship which costs Rs. 1 crore 10 lakhs, we have to supply at about Rs. 70 or 75 lakhs. That means, on each ship we have to give a subsidy of between Rs. 30 to 40 lakhs. Moreover, how is this sum of Rs. 75 lakhs given? We give advances to the companies. They pay interest which is at a very low level. Of course, we are giving it because it is for the development of the industry. Therefore you will see that the contribution which the State, or the nation, has made for the development of shipping lines is much higher than what private capital has made so far.

We are told that if we can have a proposition for the standardisation of the ships, the cost of production may be reduced. Our shippers, the Scindias, the Eastern Corporation and the Bharat Lines which are more or less the bigger ones, have their own ideas, their own likings which means that each concern places orders according to its own choice. So, the Hindustan Shipyard is not in a position to standardise the type of ships, four or five types, which they say may be used for our coastal shipping. Coastal shipping, as my hon. friend Shri V. B. Gandhi said, is a monopoly of the Indian concerns. We have rightly accepted that proposition and we want coastal shipping to be with us. Unfortunately these monopolists are working in a way adversely against the interests of the industry and the consuming public.

My point is simple. The contribution which the State is making is much higher than what private capital is making. Because of the likes and dislikes of the shippers we are not able to standardise the ships and reduce the cost of production, in which case, to that extent, the subsidy on each ship manufactured could also be reduced. Therefore, I urge upon the Government that the

time has come when the Government must decide whether we should not nationalise this. We know fully well that in order that the shipping industry may thrive, we have to give loans or subsidies and in most cases both. On the basis of Rs. 15 crores of capital invested, we have given already over Rs. 23 crores and in the next five years, it may go to Rs. 60 or 70 or even 100 crores—I do not know what the proportion will be for the coastal shipping and for outside shipping. At the end of that term when the loans are to be repaid, the interest will be at a low rate. Government will see that the shipping companies are making a profit and distributing dividends at the rate of 20 per cent. Then, the Finance Minister will say, what is the capital at charge. But, how is this capital made up? It is the nation that has allowed this capital to grow at the cost of the tax payers. Whatever subsidy or loan at a low rate of interest the national exchequer is paying to their account, the nation is allowing that capital to grow. The capital which the private sector had been able to mobilise is not more than Rs. 15 crores. I do not know, as in the case of iron and steel, whether the increased investment would be commensurate with the increase in rates, which ultimately would be passed on to their development fund.

[SHRIMATI SUSHAMA SEN *in the Chair*]

By and large, if we take the working of these private concerns for several years, they have not made out a case to show that they should continue to exist. They only say, if you want the industry to thrive, give us loans or subsidies or both for the purchase of ships etc. In the case of some concerns, Government has contributed inequities. I urge upon the Government to nationalise this industry. They may not be in a position to do it today. But, when they bring forward the comprehensive measure, when possibly, I do not know; many of us may not be back here, we will have to discuss this question. If we want to develop the shipping industry to the best advantage of the country and the people we must consider its nationalisation. What has the private capital done for this? As I have already shown, private investment is less than one half and in some cases less than one third. By the monopolistic facilities which we have allowed to them, they earn a profit which they pass on as dividends or to the development fund. The time has

come for the nationalisation of this industry. We can use standardised ships and to that extent it would be easier for us to develop the Hindustan Shipyard, the only shipyard that we have. The private sector is not in a position to accept this proposition. The four or five types of ships that we have are not utilised by these companies. In many other countries also, Government have had to give help to the shipping industry to develop it. They have also had standardisation of the pattern of ships. Otherwise, it becomes impossible. I do not justify what has been done in the Hindustan Shipyard. We have discussed many a time its failures and how it is maladministered, how our foreign experts have betrayed us and misguided us. We all know that. In spite of all that, the Hindustan Shipyard, on account of their experience, say that in the next 4 or 5 years, their maximum production would be 4 or 5 ships per year. They also say that if we could help to standardise the patterns, they could produce more. Consequently, we could reduce the cost of production. But, the shippers have got their own likings. They give an order and the Shipyard has to go through the whole gamut, to the experts from England or America, for checking and vetting. That takes a longer time and possibly in many cases wastage of raw materials and also labour. From past experience, 4 or 5 types of ships could be manufactured in this shipyard. It is the duty of the Government to see, when they give money to these companies, that they conform to these patterns, so that the cost of production and the subsidy of the Government could be reduced. I say, if you look at the overall picture, the time has come when the Government should nationalise this industry. Yesterday, the Railway Minister said that with the expected increase in the goods traffic during the next 5 or 6 years, the railways will not be able to cope with that traffic. We have, therefore, to think in terms of coastal shipping supported by inland navigation through rivers and other things. So, we must have an overall plan. An overall plan can be considered only if we have control over this line of communication. Already, the nation has made a contribution to this industry which is much higher than what private capital has done. We have given the private sector special facilities and special reservations in order to keep them going. What is the justification now to allow the private sector to continue? Let the Government take over the whole con-

cern. If they want, let them pay back the money which they have invested minus the return that they have got. I urge upon the Government to take an early decision. As in the case of insurance, we should see that the Government takes a decision. We have nationalised the railways; we have nationalised the airlines. We should nationalise this industry also so that we may have the entire communication system nationalised. The inland navigation systems, at least the bigger ones, should also be nationalised to the best advantage of the country and its economic development which, all sections of the Lok Sabha want in the very near future.

Shri Joachim Alva (Kanara): It is said that the British shipping magnates controlled India in days gone by and that their authority was invisible; that the few men who controlled shipping controlled the whole of the East and not the British in the Indian Civil Service or in the Army. We have not yet got out of that mess. The British who controlled our shipping destroyed our ancient shipping industry. Particularly, the late Lord Inchcape who came here three decades ago made a proposal to the Scindia Steam Navigation Co., to buy up the whole company, but he could not do this due to the patriotism of the founder of the Scindia Steam Navigation Co., who said he would not allow the company to be sold or to become a subsidiary of the P. & O.

Today, our interest in shipping has been heightened thanks to the shipping group in the Congress Parliamentary Party and in Parliament in general there are a large number of Members who take interest in shipping. We are also indebted to the hon. Minister and his Deputy for taking as much interest as possible in regard to shipping and trying to improve it. But this alone is not enough.

We have gone less than half way. The world is changing fast. When atomic submarines are being built and fashioned in the West, we have not got even wooden ships. Our wooden ships have been destroyed in the sense that we have not given any fillip to build them. Our trees are so big, so tall and so strong that masts for big ships in Scotland have been built out of them. Trees from my constituency of North Kanara have gone into the making of these masts, and yet we do not find the wherewithal, the men, money and the resources to build wooden ships. There is a very interesting passage in the letter

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of the late President Roosevelt to Mr. Churchill where he said: "I want smaller ships and smaller ships and smaller ships and thereby I shall win the war."

Today it has been recognised that shipping is the second line of defence, but we are doing very little. Shipping is entirely left in the hands of the capitalists, in the hands of a few lords, and has become a racket between coal merchants, general managers, stevedores and others. This time it has to be controlled. How can these companies which are getting from the Government of India every facility for their ships to load our stores or imports and exports, say that they are running out of money and that they are incurring losses? Unless the hon. Ministers who are really honest and sincere find time and take the initiative to put these things right, we shall not get out of the mess. And whether we like it or not, ship-building will have to be nationalised at the end of the five years. And when shipping is nationalised, let us not look out in the dark night for the needle, but let us train a corps of Managers, executives, engineers, ship captains and sailors who will be able to take over the shipyards and ship-building. The shipyards will be new and more yards will be built, not like the failure of the French experts in Visakhapatnam. Only then, our country will hum with activity.

Our coast line is nearly 4,000 miles and has got any number of harbours and ports, nearly 300 and we have not got even six first-class ports in India. Britain which has a coastal line one-twentieth of our size has got more than 30 first-class harbours and several ship-building yards.

Take the case of our fishermen boys. I represent North Kanara District. The fish from my district supplies entire Bombay in a way. These boys are efficient, but even if they are matriculates or stenographers they cannot get a job. I represented this matter to the Defence Ministry, but they look with appalling indifference upon the training of our fishermen boys as naval boys. We must marshal the man-power of our fishermen boys on the whole of the west coast from Tuticorin to Bombay. They are first class boys who could be admirals of our Navy, but nobody cares for them. The Defence Ministry does not take the trouble of enlisting the services of these boys, training them and setting up a network of naval schools. We have got one school in Bombay. Is that enough?

It is meant for matriculates. But what about the others? Most of them come from illiterate families, but you will find them to be very brilliant, first-class boys, physically attractive and mentally alert, but we have not provided them an opportunity for sea or naval training.

We got some control over shipping by the nine-clause Shipping Act which was passed by the Indian Legislature in 1947. But those nine clauses are nothing. They had to be really clauses which would provide effective control over our shipping. We have no doubt controlled in the sense that we do not allow the P. & O. or the B.I.S.N. to have a say in the matter of our coastal shipping. But what is the position? The Indian companies which have come into the field do not care for the transport of passengers. They want money, higher rates. They go in where there is more money, tonnage and Sterling, and other routes and they neglect the passengers of the land. My friend Shri Gandhi and others from the Konkan coast have to fight for the third class passengers. The condition of the third class passengers has not improved a bit. I must congratulate at least the Railway Minister and his Deputy and his Parliamentary Secretary that they are trying to improve the condition of the third-class passengers on the Railways in such a way that they are able to say that we shall have a cinema for them, air-conditioned coaches for them etc., But the condition of the third class passengers in our ships is abominable.

If you look at the condition of the Haj pilgrims, it is worse still. I am a Member of the Central Haj Committee. I went into the Committee with great hesitation, but I did so in the hope that I could give some help to the pilgrims. I am perhaps the only non-Muslim Member of the Committee. These have to cover a thousand miles to go to Haj, but they are not provided with any convenience; they are in the open; the sea water splashes on them and they are thoroughly drenched. And in a ship which can carry 1,000 passengers, 2,000 or 3,000 passengers are carried. The companies wash their hands and say: "We cannot carry these passengers. We have no ships at our disposal." Government must compel Indian shipping companies and even foreign shipping companies who make so much of money at our expense, to take these Haj pilgrims. If Government takes the moral responsibility of looking after them, they have

also got to see that they are carried safely to Haj and they come back safely. Thereby we can set an example to the countries of the Middle East in regard to our friendship. The Muslim pilgrims who set out for the Haj are not capitalists or rich people. They are the poorest people. I am told that there is an injunction in the Koran which says that they need not go on pilgrimage if they have no money; but still they go on this pilgrimage. It is the bounden duty of the Government to see that the Indian companies or even foreign companies put steamers on the line, or a special steamer is obtained and pilgrims are carried safely as they like the money to pay for their passage.

In regard to the minor ports, they have been completely neglected. What is the use of coming before Parliament with a Shipping Bill when they are completely neglected? The condition of the passengers going in the boats is abominable. Take the port of Bhatkal. It is said to be a place where there can be the best shipyard of the land. Scottish and British engineers in the last century made out a report that it was an ideal place for building even two shipyards. It has plenty of timber, plenty of water, a river from which you can get electrical energy. Sheravati river nearby produces the world's mightiest waterfalls—the Jog Falls. But you are having the shipyard at Visakhapatnam where perhaps steel is not available so quickly, where water is not available, where other materials are not available, and yet Bhatkal is neglected.

If you want to go to Bhatkal, you have to take four modes of transport. You have to go by the steamer, from the steamer to another place, then you have to walk and then you have to wade and then you reach the coast. It is time that the Government see that the comforts of passengers are looked into, so that they can land from the steamer right on the coast without having to wade through. I have seen children and women vomiting because they have to take to four types of transport. It is time the Marine and Shipping Department of the Government of India looks into this matter. I am instancing Bhatkal only as an example of what I have seen and heard; but I would like to know what are the conditions in other places. It is time that the shipping companies were compelled to buy launches for the convenience of the passengers.

Now, Mangalore is one of the leading ports in India, which has got a launch. Malpe is another port which has got a launch. But not all the minor ports on the west or east coast have got launches for the safety and convenience of the passengers, with the result that we find children and women vomiting on the deck; it is a disgusting thing to see them vomiting on the decks of boats carrying them to ships. And nothing is being done for their convenience. Karwar, Kumta and Ratnagiri are ports which need launches forthwith.

You must compel the shipping companies to spend about a lakh of rupees for each minor port, so that launches may be provided, and the steam launches may carry passengers. The shipping companies may, however, come forward with their own defence and say, we cannot buy these launches, because these launches will remain unutilised for nearly four to six months in a year, and we shall not be able to find money to run them or keep them going on. If from the public exchequer, the Government of India could find crores of rupees for buying ships, then we could compel these shipping companies to spend a sum of Rs. 20 to Rs. 50 lakhs and buy a number of steam launches and put them on the line so that the passengers' comfort, which is the first and foremost consideration, on the west coast, or for that matter the whole coast of India, may be looked after. The shipping companies are shirking their responsibility in regard to these passengers. They do not worry about them. They do not want to duty and put these launches on the line, with the result that there are no launch facilities, and no transport facilities for the passengers.

If the Members of Parliament who are in the Shipping Committee were to enquire what the fate of the passengers in the C class is, they will find that their condition is very bad; they are almost equivalent to the old C class prisoners in jail, who had none of these comforts. If we go and survey their rotten conditions, we find that their conditions are the same as what they were in the 19th century. It is time that at least now we try to improve their condition and set things right. It is no use going in for further shipyards, unless we take note of these things also.

In regard to ship-building yards, I would say that Visakhapatnam should not be the only ship-building yard in the country. We should have another ship-building yard on the west coast, so that

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we shall have enough tonnage. Our present tonnage (gross tonnage) is only half a million tons. It is necessary that it should be doubled or even quadrupled, so that we shall have our own ships, and we shall have a good navy to face any emergency that may arise.

Coming to figures, I would like to point out that this Act was passed in 1947. But what was the state of import in 1948-49? We had 671.64 lakhs of tons of imports; and our exports were to the tune of Rs. 45.317 crores. In 1954-55, the position had just reversed. Our imports were to the tune of 633.99 lakhs of tons, and our exports were of the order of Rs. 58.349 crores. Our exports have increased, and our imports have decreased. But we have not found time to have a plan by which we can compel the foreign importers or those people who export to us, to agree that our ships shall carry these goods.

You know how a large amount of money was spent by the Government of India on the import of foodgrains. I had the figures with me on the last occasion when a similar Bill had come up for discussion; but I do not have those figures with me now; but I think we had to pay over a sum of Rs. 200 crores or so during those years for bringing food to famished India. Now, that money could have been saved, and we could have compelled the foreign shipping companies to agree that more than half the quantity imported into our country should have been carried on Indian ships. But we did not do anything of that sort. We neglected these things, with the result that valuable foreign exchange which we had in our reserves was frittered away, and we had no money to buy other essential things, and we had no money to build up our major heavy industries. And unless we build up our heavy industries, we are not going to make any progress, and we are not going to become a first-class nation.

In the matter of ship-building, Russia was almost in the same position before or at the end of the First World War, as we are in today; she was practically on the third line, so to say. But by the end of the Second World War, she has been able to rank almost the third or fourth in the matter of ship-building and first in the matter of submarines. I am quoting the military critic of the *New York Times*, Mr. Hanson Baldwin, who is a world recognised authority on military strategy, when I say that the

USSR today possess 5,000 submarines, the highest in the world's naval history. These are almost his exact words, and I want you to ponder over them, that today the USSR has got 5,000 submarines, the highest in the world's naval history. Submarines cannot come without ships, and ships cannot come without men, and men cannot come without planning!

And how did Hitler lose the last war? He lost the war because of oil; he lost oil because of tankers, and he could not win the battle because there were no tankers available within the bombed German yards. I have raised this matter time and again in the Lok Sabha during these last four or five years; in fact, I had raised this matter during the debate on the Defence Budget nearly four years ago, and I am glad to find that my persistent demand has not been in vain, for when I enquired of the Defence Minister, I was told that they were buying nearly four tankers. I was also happy to go and visit our Navy's first tanker—the "Shakti".

I understand also that the Indian shipping companies, I believe it is the Great Eastern Shipping Company, have come forward to buy one tanker for our merchant navy. But what is one tanker for the merchant navy? What is one tanker for our defence when even smaller powers like Panama and Cuba are dangling numerous tankers before us? I believe it is only through tankers and ships that we shall be able to prosper. And we have got all the best natural resources on this earth that is called Bharat.

In this connection, I want to focus your attention on submarines in particular, for in times of emergency when perhaps the danger will come, it will come only from these submarines mostly; and our entire force of ships will be scuttled into the Arabian Sea, if our people are not trained up in real submarine warfare; and not merely should they be trained up—for they are being trained up in anti-submarines warfare but we should possess a strong merchant navy of our own; we have to buy and build submarines, and those submarines may have to protect our wide coast.

I am sure you would be aware of the statement made by the head of the Air Force on the other side of our country, the British head of the Air

Force in Pakistan, that it was because of their fire-power, and the drive and intensity of the Air Force of Pakistan that she had attained an unmatched degree. Britain which is playing the game this side and that side has equipped the Pakistan Navy with better equipment than those with which she has equipped us with the result that we may not be in possession of a Navy which could stand up against hers. Unless we are able to have own ship-building yards, and enough ships, we shall find that we shall be nowhere; for, one single submarine coming from the other side will just scuttle us. The submarine will come one day; its identity will not be known; its fatherhood and motherhood will not be known; it will just come from somewhere, just like the plane that flew over our territory in 1952 or so in Delhi over which everybody was worried and horrified; and nobody was able to know where it came from. I think this happened in 1950 or 1952—I forget which year it was. In the same way, a submarine also might come into our waters. I am not trying to paint a picture of horror. I am only stating facts. And these are facts which we must ponder over.

As I have stated already, the Germans lost the last war on account of the lack of tankers and the lack of oil, and our position is also more or less the same today—though we are no aggressors but shall be content to be mere builders for the nation. So, it is very necessary that we have to go on building our tankers and alongside we have to see that we build up our own ships also.

You might recall that last year we went on a Parliamentary Delegation to Turkey. And we were quite happy when the Turks gave us a wonderful joy-ride on the Black Sea. We were on this side of the Black Sea, and right on the other side, as far as our eyes could see, there was the U.S.S.R. sea-coast. We were treated extremely well there. And we asked the shipping officers in those ships, very patriotic fellows and very fine fellows, "What about this flag, this Turkish flag flying on the ship, and what about your officers?" The Turkish shipping officers made a very significant statement which I would like the Minister to remember, namely: "We do not fly our flag on our ship unless every officer working in that ship is a Turk." we Indians, also fly our nation flags on our ships, but we have got any number of foreign officers on our ships. When is this situation going to improve? The Shipping

Minister may come forward with the plea, that we do not have capable officers, we do not have capable men coming forward to man our ships and so on.

It is time that we draw up a three-year plan, not a five-year plan, so that within the next three years, we shall be able to hear from the Minister that we do not have even a single British officer or even a single foreign officer on our ships; and all our Indian ships will be manned by India's and controlled by Indians with Indian finance and capital. Unless we do that, we shall not be able to make any progress. We do sympathise with the foreigners; we do have great sympathy with the foreigners; we would like them to come into our country and visit our country; whenever we need their services, we shall certainly requisition them. But charity begins at home. It is time that everyone of our ships was manned, controlled and captained by Indians. And unless we are able to have our own submarines and submarine training schools and train up our boys in submarine warfare, we shall not be able to compete with other nations in the world.

I would like the Minister to see that a three-year plan is chalked out, and it is carried out within the next three years, so that we shall not have a single foreigner on our Indian ships, and even if any of our Indian ships want to have foreigner officers, we shall not permit such a situation.

I now come to another point. We are giving large sums of money to our Indian shipping companies. Therefore it is time that Government came forward and said that they shall have one Government director on everyone of these shipping companies. We are giving them huge sums as loans. We are enamoured of their activities, and we do want that our boys should be trained up to fill posts on the highest grades in these big lines which are the life-line and reserves of our economic activity. But it is time also that we have a Government director in every one of these shipping companies.

1 P.M.

They will have to see that the funds that these companies get from Government are not frittered away and they do not do expensive things. Government should also put the right type of men in the right places as they will have a number of officers from the various Ministries at their command.

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Sooner or later, even at the end of this year, Government can nominate a director on each of these shipping companies. Unless we guard ourselves by this elementary precaution, we have no chances of coming up.

Then, coming to the workers in the shipping companies, this Bill only refers to the control of rates and amenities to passengers. What about the poor worker? On the last occasion, I mentioned that when we, Members of Parliament, went to see the Naval exercises on board *Delhi*, I asked the Naval engineer about the temperature of the engine room. He said it was 2000 degrees Fahrenheit. Our boys have to work there. What do they work on? They get lemonade to stave off the heat and they do not get that sometimes. Shri Tyagi was angry with me for having said that after having got a free ride at the cost of Government, I had become a grumbler! We have to see that these boys get good things. I must pay a tribute to these brave boys. They come from Punjab; they come from the South; they come from all parts of our land. They are patriotic; able and fine boys and we must give them all the amenities that they want. We were there for one or two minutes in the engine room and the glasses that we were wearing began to melt in the heat of the engine room.

Then there are the pursers and surgeons of foreign ships coming to our land. There is a class for the whites and there is another class for the Indians, and it happens right from the time they land their ships at Bombay. I know the hon. Minister will say that he has no control over these companies and they can do whatever they like, in regard to payment. These white pursers have a six months' course in England and they get nearly Rs. 700 to start with—I just give you an approximate idea—and the Indians who get no training in England get just Rs. 350. I am recalling from memory. They have no pension worth the name; they have no gratuity worth the name and above all, they are not entitled to medical attendance of their families while the purser who comes from England, the surgeon who comes from England, gets his quarters in Bombay—a first class flat in Bombay for his family. I want the hon. Minister to look into this thing that we are not going to make a difference between Indian companies and foreign companies in the matter of giving amenities. When the question of money comes, when the question of

giving extra salaries, gratuities, provident funds or pension comes, all these companies, white and black club together. We shall not allow this unholy alliance to come in the way of giving facilities for our boys, pursers and surgeons. Our men—the pursers and surgeons travel all over the world on these big ships of the P. & O. and other companies.

Then coming to the lot of the poor crew, what happens to the poor man. He signs up for one year and then goes on board the ship. He draws the salary for the term and at the end of the term he comes back and goes home. Then he has to wait for a year, 2 years or 3 years before he can be taken again unless he pays some commission to the men at the top. All this the Government must put down with an iron hand through the agency of first class supervisors, men of integrity and character. They will have to see that the poor sailor who signs up for one year and returns to his village shall not have to wait for two or three years before he gets a job again. I have already mentioned that he does not get any pension or any gratuity. There are some people who are sitting at the top who say: Unless you give one or even six months' salary as commission or so you are not going to be called up. These things must be put down. The Ministry knows that these things are going on. We cannot close our eyes to them. This is the only occasion when people like us can ventilate our grievances and air our views. Unless we put down these things we cannot put things in order.

Then, there are the old shipping lines who were closed for ever. If you read the books of Tagore, if you read the autobiography of Acharya Prafulla Chandra Ray—great men they were—you will have descriptions of these. I am proud that Tagore has referred to my constituency of Karwar. In one of his earliest books, Rabindranath Tagore admires the beauties of Karwar. He had gone there. Acharya P. C. Ray, whose book I read years ago, mentions how the shipping companies, the Indian shipping companies came to grief on the banks of the Hooghly, in the Bay of Bengal, due to the cut-throat competition of the foreign companies. They were simply smashed up; million of rupees of the Indians were frittered and they could not do anything. They had gone off with the wind of foreign competition and they could not be resurrected. Later on rich men have come in and they have exploited our sentiment of national

movement. But what about the shipping companies that have gone? What about the shipping companies that owned ships during the last war and which have not the wherewithal to start fresh companies again? The Government must devise a machinery by which they will sympathetically look into the claims of these people and help them to build ships and come up. Here the case is like this. The Government says: "We shall give you Rs. 20 lakhs for a ship; you find the other Rs. 5 lakhs to buy the ship. If you have Rs. 5 lakhs, we will give you Rs. 20 lakhs." What happens to the poor people who came to grief in the face of superior competition and who have not the wherewithal to be resurrected? They are without funds even to provide Rs. 5 lakhs for buying one ship. We have got a clique of a few Indian shipowners who want to dominate on the one side and on the other side we have the old shipowners who fought and died. They must be given a chance and if they cannot produce the Rs. 5 lakhs to buy a ship, Government must find some easy way of helping them. They must say: "We shall find you this Rs. 5 lakhs. We shall get you a ship from another company and hand it over to you. You run it and pay in instalments." Or you must find some way to help them. I put in a special plea for these helpless people who ran their ships and who were ruined, whose ships were burnt down and who are not able to raise Rs. 5 lakhs in order to get Rs. 20 lakhs from Government to buy the first ship. If Government can give moneys to the Tatas without interest, it is time that Government gave money to these poor old shipowners who have gone to the wall also without interest and they have to be protected, nay resurrected from oblivion. I do not know much of economics; I am neither an economist nor a financier. But if the higher rate of interest is really hitting them in the sense that they cannot meet the competition of foreign companies coming in, they should be charged lower interest. The moment the foreign companies come to know that we are buying a ship they put up the price at once. In the Five Year Plan you have an idea of reorganising the ship-building yards in the sense you are going to give Rs. 20 lakhs loan and Rs. 30 lakhs for purchase of a ship. It is going to hit our people. Government should sympathetically consider the lowering of the interest which they are going to charge on the money they advance to them.

I do not want to weary the House with more things. I have done and I

earnestly request the hon. Minister who has been taking a great deal of interest these matters to see these points of given relief to our boys and men. Most of the points which I have brought out may be merely small points or trifling points but they are points which will give relief to hundreds of our people not only to hundreds of our boys but will also give relief to their families—and it will be giving relief to those men, men whom we do not see.

श्रीमती तारकेश्वरी सिन्हा (पटना-पूर्व) :
मैं सरकार को इस बात के लिये धन्यवाद देती हूँ कि उसने एक रेल-कम-सी कोओर्डीनेशन कमेटी (रेलवे तथा समुद्र सहयोजन समिति) बनाई है और साथ ही साथ यह अनुरोध भी करती हूँ कि जब वह एक बिल शिपिंग के बारे में जिसका कि मंत्री महोदय ने जिक्र किया है, लायें तो इस कमेटी के जो सुझाव हों, जो इस की रिकोमेंडेशंस हों, उनको भी इस बिल में स्थान दें। साथ ही साथ, मैं यह भी प्रार्थना करना चाहती हूँ कि इस कमेटी की जो भी सिफारिशों हों, वे इन सिफारिशों को हमें बतलाने की भी कृपा करें जिस से कि हमें सब बातों पर गौर करने में आसानी हो सके और हम अपने सुझाव दे सकें। क्यों कि वह अपनी तरह की पहली कमेटी बनी है, इससे हम उम्मीद करते हैं कि हमें उससे बहुत फायदा होनेवाला है।

अभी तो यह बहुत छोटा सा बिल है, इसलिये मैं सिर्फ तीन-चार ग्रहम बातों की तरफ सरकार का ध्यान दिलाना चाहती हूँ।

सब से पहली बात जो मैं कहना चाहती हूँ वह कोयले के बारे में है। हमारे देश में जो कोयला आता जाता है वह ज्यादातर रेलों द्वारा आता जाता है। पिछले साल जो रेलवे शताब्दी पर रिपोर्ट निकली थी, उस के देखने से मालूम पड़ा कि रेलों को कोयला ढोने में घाटा होता है। लेकिन मंत्री जी ने कहा था कि चूँकि कोयला देश के जीवन के लिये जरूरी चीज़ है, इस लिये हम घाटा सह कर भी कोयले का इधर से उधर पहुंचाने में मदद करते हैं और करेंगे। उन्होंने कहा कि हालांकि रेलों से कोयला इधर से उधर ले जाने में घाटा होता है लेकिन कोयले की दुलाई को वे सब से ऊँचा स्थान देते हैं। हमारे देश में जो कोयला होता है उस का ६५ प्रतिशत कोयला हम अपने देश में ही खर्च कर लेते हैं। तो जो कोयला आप रेलों द्वारा ढोते हैं उस से रेलों को घाटा भी होता है और उस की बचह से माल ढोने में बॉटल नेक (गतिरोध) भी हो जाता है। मेरा इलाका, बिहार, कोयले का खजाना है।

[श्रीमति तारकेश्वरी सिन्हा]

में जानती हूँ कि रेलवे को कोयला ढोने में बड़ी दिक्कत होती है। मैं नहीं समझती कि पिछले तीन-चार-पाँच सालों में सरकार कोयले को पहुँचाने में और बॉटिल नैक को कम करने में कामयाब हो सकी है। इसलिये, मैं कहती हूँ कि जो कोयला रेलवे द्वारा पहुँचाया जाता है उसका बहुत सा हिस्सा कोस्टल (तटीय) जहाजों द्वारा क्यों न पहुँचाया जाये। सरकार कह सकती है कि ऐसा करने में कोयला पहुँचाने पर कुछ खर्च अधिक आयेगा। लेकिन, मैं कहती हूँ कि इसके सिवा आपके पास और कोई रास्ता नहीं है कि आप कोस्टल शिपिंग को मदद कर सकें। अगर आप कोस्टल शिपिंग की तरक्की करना चाहते हैं तो आप रेलवे के कोयले के कुछ हिस्से को कोस्टल शिपिंग की तरफ डाइवर्ट कर दें। इससे एक लाभ तो यह होगा कि जो इस समय रेलों पर अधिक प्रेशर (दबाव) पड़ रहा है वह कम हो जायेगा और इस तरह बॉटिल नैक की शिकायत कुछ हद तक दूर हो जायगी, और कोस्टल शिपिंग की भी तरक्की हो सकेगी। यह सुझाव मैं आपके सामने रखना चाहती हूँ। आप कह सकते हैं कि अगर हम जहाजों से कोयला पहुँचायेंगे तो इस पर खर्चा ज्यादा पड़ेगा और कंज्यूमर (उपभोक्ता) को कोयले की ज्यादा कीमत देनी पड़ेगी और इस प्रकार उस पर बोझ पड़ेगा। इसलिये मैं आप से कहती हूँ कि आप फ्रेंट (भाड़े) के लिये कोई डिफरेंशियल स्केल निकालियें और जहाजों को कोयला ढोने पर कुछ सबसिडी (वित्तीय सहायता) दीजिये। इस तरह से कंज्यूमर पर भी बोझ नहीं पड़ेगा। अगर जहाजों से कोयला भेजने पर दो आना या चार आना पर (प्रति) टन ज्यादा खर्चा आता हो तो आप उसी हिसाब से कुछ सबसिडी देने का प्रबन्ध कर सकते हैं। वैसे भी तो आप इन जहाजों को सबसिडी देते हैं। इसके अलावा, आपको रेलों द्वारा कोयला लाने से जाने में भी तो घाटा हो रहा है। इसलिये मेरी सिफारिश है कि मान लीजिये कि रेल के मुकाबिले जहाज द्वारा कोयला पहुँचाने में यदि दो या तीन आना टन ज्यादा खर्चा पड़ता है तो, उतनी आप सबसिडी दे दें। यह ठीक है कि कुछ जगहों को केवल रेल से ही कोयला जा सकता है, जैसे कि दिल्ली है, लेकिन बम्बई को तो जहाजों द्वारा कोयला भेज सकते हैं। अगर बम्बई जहाज द्वारा कोयला ले जाने पर कुछ अधिक खर्च होता है, तो आप सबसिडी दे कर उसकी कीमत को भी दिल्ली के बराबर बना सकते हैं। मैं समझती हूँ कि ऐसा करने से कोस्टल शिपिंग (तटीय परिवहन) को भी

फायदा पहुँच सकता है और रेलों का बॉटिल नैक भी कम हो सकता है।

दूसरी बात मुझे रेल और जहाज की यात्रा के कोआर्डिनेशन (सहयोजन) के बारे में कहनी है। अभी तक इन दोनों प्रकार की यात्राओं में कोई कोआर्डिनेशन नहीं है। यह बहुत अहम बात है। अगर मुझे जहाज से जाना है और उसके बाद फिर रेलगाड़ी पर भी सफ़र करना है, तो अभी कोई ऐसी स्कीम नहीं है कि मुझे इस यात्रा में बार-बार टिकट न खरीदना पड़े और एक ही टिकट से मैं जहाज पर भी यात्रा कर सकूँ और रेल पर भी यात्रा कर सकूँ। अभी कोई ऐसी योजना नहीं है कि मुझे रेल-कम-सी टिकट मिल सके। मैं चाहती हूँ कि कोई ऐसी योजना बनानी चाहिये कि यदि कोई रेल और जहाज दोनों द्वारा यात्रा करना चाहता हो तो उसको तकलीफ न हो। यही नहीं, माल को ढोने के बारे में भी यही स्कीम होनी चाहिये। अभी मंत्री जी ने बताया कि जहाजों का ६५ प्रतिशत खर्च सरकार बरदाश्त करती है। तो, मैं समझती हूँ कि सरकार उनको मजबूर कर सकती है कि वे सरकार की इस योजना में मदद करें और रेल-कम-सी यात्रा या ट्रांस्पोर्ट के लिये एक किराया मुकर्रर किया जाये।

तीसरी बात मुझे यह कहनी है कि आज कल यह होता है कि अगर जहाज कलकत्ते से कोयला ले कर बम्बई जाते हैं तो कभी-कभी उनको बम्बई से कलकत्ते खाली वापस आना होता है। इसका मुख्य कारण यही है कि कोआर्डिनेशन की कमी है। अगर हम चाहते हैं कि हमारी कोस्टल शिपिंग डेवलप हो और इस प्रकार देश की उन्नति हो सके, तो यह जरूरी है कि रेल और सी ट्रांस्पोर्ट (समुद्र परिवहन) में पूरा-पूरा कोआर्डिनेशन होना चाहिये और हमें ऐसा सिलसिला कायम करना चाहिये कि जो जहाज पूरब से कोयला लेकर बम्बई की तरफ जाते हैं, वे वापसी में कांडला का नमक, या सौराष्ट्र का नमक, या और दूसरी चीजें, जिनको आप पश्चिम से पूर्व की तरफ रेलों द्वारा भेजते हैं, उनको आप इन जहाजों द्वारा पूर्व को भेजें। मैं तो आप के सामने यह भी सुझाव रखना चाहती हूँ कि अगर आप कांडला से या सौराष्ट्र से उत्तर प्रदेश को, या बिहार को नमक भेजना चाहते हैं तो उसको पहले बम्बई से कलकत्ते तक जहाज द्वारा भेजें और वहाँ से रेल द्वारा उत्तर प्रदेश या बिहार भेजें। हो सकता है कि इसमें कुछ खर्चा ज्यादा पड़े और कुछ परेशानी भी हो। लेकिन, इसके अलावा कोस्टल शिपिंग

को सहायता करने का और कोई रास्ता भी तो नहीं है। और, मैं समझती हूँ कि अगर आप इस खर्च को कंज्यूमर के कन्धों पर भी डालें तो उसको एक सेर में एक दो पाई से ज्यादा नहीं देना पड़ेगा। और, यह बोझ उसके लिये बहुत ज्यादा नहीं होना चाहिये।

मेरा और एक सुझाव है। आज कल हमारे बन्दरगाहों पर माल उतारने और चढ़ाने का आउट पुट (परिमाण) बहुत गिरता जा रहा है और इस वजह से हमारी बड़ी बंदरगाहें रूढ़ी हैं। पिछले वर्ष जो इंटरनैशनल कानफरेंस हुई थी, उसमें यह कहा गया था कि इंडियन पोर्ट्स (भारतीय पत्तनों) के लिये फ्रेट (भाड़े) को दर कुछ बढ़ानी पड़ेगी, क्योंकि वहां पर विदेशों के जहाजों को बहुत समय तक पड़ा रहना पड़ता है, क्योंकि वहां सामान बहुत धीरे-धीरे उतारा जाता है। इसकी वजह से हमारा एक और नुकसान यह होता है कि हम अपना माल अच्छी तरह और जल्दी बाहर नहीं भेज सकते। अभी जापान को और पोलेंड को हमारे आइरन (लोहे) की जरूरत थी। लेकिन हमारा माल चढ़ाने-उतारने का आउट पुट कम होने से बन्दरगाहों पर बॉटिल नेक हो जाता है। न सामान उतार पाता है, न लद पाता है। इस प्रश्न पर विचार करने के लिये वशिष्ठ कमेटी नियुक्त की गयी थी और उसकी सिफारिशें आपके सामने हैं। उसकी एक सिफारिश यह है कि मजदूरों को आउट पुट के बेसिस पर मजदूरी दी जानी चाहिये। मैं समझती थी कि इसके बारे में मंत्री जी अपने भाषण में कुछ कहेंगे, लेकिन उन्होंने इस विषय में कुछ नहीं कहा। लेकिन, मैं समझती हूँ कि जब रेलवे और ट्रांसपोर्ट पर बहस होगी तो उसके जवाब में वे इसके बारे में कुछ कहेंगे। मैं चाहती हूँ कि वशिष्ठ कमेटी की इस सिफारिश को जरूर लागू किया जाये कि मजदूरों को आउट पुट आधार पर मजदूरी दी जाये। मैं नहीं समझती कि इसमें कोई दिक्कत हो सकती है। अगर आप आउट पुट पर मजदूरी देंगे, तो मैं समझती हूँ कि डॉक लेबर (गोदी श्रमिक) अब से ज्यादा और अच्छा काम करेगा, और यह जो आपके दिन का श्रम लागू रहता है यह दूर हो जायेगा।

यही चार-पांच बातें मुझे मुख्य रूप से कहनी हैं।

इसके अलावा, एक बहुत बड़ी बात और भी है। अभी आल्वा सहाब ने कहा कि शिपिंग कम्पनियां बहुत पैसा खाती हैं। हो सकता है कि उनको मुझे से इस विषय में ज्यादा अनुभव हो, लेकिन मुझे तो उनकी हाबत पर तरस आता है। शिपिंग कम्पनियां अबधरी हो रही हैं और उनके

पास रुपया नहीं है। न उनके ट्रांसपोर्ट मिलता है कि जिससे वे अपनी हालत सुधार सकें। सन् १९५० से ले कर आज तक जहाजों की कीमतें दुगुनी हो गयी हैं। उनके पास ट्रांसपोर्ट इतना है नहीं कि उसके जरिये वे अपने इस लॉस (घाटे) को पूरा कर सकें। वे अपना फ्रेट १० प्रतिशत बढ़ाना चाहती थीं, लेकिन सरकार उनको ५ प्रतिशत से अधिक फ्रेट बढ़ाने की इजाजत नहीं देती है। ऐसी हालत में, मैं नहीं समझती कि शिपिंग कम्पनीज को बहुत ज्यादा नफ़ा हो रहा है। हम आपके दिन यह सुनते हैं कि शिपिंग कम्पनीज घाटे में चल रही हैं। इसलिये, मेरा सुझाव है कि आप तहकिकात जारी रखें कि ये कम्पनियां रुपया इधर उधर न कर सकें, लेकिन मैं चाहती हूँ कि आप कोस्टल शिपिंग को मदद करें क्योंकि मैं समझती हूँ उसकी हालत बहुत खराब है।

इसलिये, मैं यह भी आप से अनुरोध करूंगी कि यह जो रेल-कम-सी कोआर्डिनेशन कमेटी बनी है, एक साइंटिफिक ढंग से इस बात की जांच करे कि फ्रेट में क्या कमी होनी चाहिये, किराया कम होना चाहिये, उसके लिए अभी तक कोई तहकिकात नहीं की है कि क्या भाड़ा होना चाहिये। मैं आपसे अनुरोध करूंगी कि इस प्रश्न पर विचार करने के लिये चाहे आप एक अलग कमेटी बनायें या उसी कमेटी को इसके लिये एम्पावर कर दें कि वह एक साइंटिफिक ढंग से किराया मुकर्रर करें और जहाजों द्वारा सामान ढोने के लिये और पैसेजर्स पहुंचाने के लिये ठीक तौर पर किराया बैठायें, और मैं आप से अनुरोध करूंगी कि किरायों में आप रद्दोबदल ऐसे ही न करें बल्कि उसके सम्बन्ध में अच्छी तरह से जांच-पड़ताल करा कर किराया तय करें। मैं समझती हूँ कि किराये में तब्दीली करने की निहायत जरूरत है, खास कर उन जगहों पर जहां कि कोस्टल शिपिंग का सवाल है।

अभी हमारे यहां गंगा नदी बहती है, छोटे-छोटे जहाज दरिया में सामान पहुंचाने के लिये चलते हैं और लोगों को उससे बहुत लाभ होता है। मैंने सुना है कि और मैंने इसके बारे में एक सवाल भी दिया है और वह लोक सभा के सामने उत्तर के लिये आयेगा, बर्तते कि मिनिस्टर साहब उस पर अपनी मंजूरी दे देंगे और वह सवाल इस सम्बन्ध में है कि वहां के लोगों ने अपने जहाजों की चलाना बन्द कर दिया और अगर अभी बन्द नहीं कर दिया है तो वह इस बात से डरा रहे हैं कि वह अपने जहाज चलाना बन्द कर देंगे, क्योंकि उन जहाजों को चलाने में उन्हें बहुत घाटा होरहा है और अगर उन्होंने अपने

[श्रीमती तारकेश्वरी सिन्हा]

जहाज चलाने बंद कर दिये तो यह बहुत बुरी बात होगी। मैं चाहती हूँ कि जो द्वितीय पंचवर्षीय योजना है उसमें ज्यादा से ज्यादा रिवर ट्रान्सपोर्ट (नदी परिवहन) की तरफ ध्यान दिया जाये और उसको बढ़ाया जाये और जहाँ पर छोटे-छोटे जहाज चल सकते हैं वहाँ सरकार उनको चलवाये, एक कोआर्डिनेशन स्कीम उसके लिये भी चलानी चाहिये। हमारे देश में इतनी सारी नदियाँ हैं, अगर हम उनका कुछ उपयोग नहीं कर सके, तो यह हमारे लिये अक्लमंदी की बात नहीं होगी। मैं तो कहती हूँ कि इनलैंड ट्रान्सपोर्ट (अन्तर्देशीय परिवहन) यानी नदियों में जहाजों द्वारा सामान पहुंचाने की योजना को प्रोत्साहन देना चाहिये और ऐसा सिलसिला कायम करना चाहिये जिससे ज्यादा से ज्यादा सामान हम उनके द्वारा पहुंचा सकें। मैं तो समझती हूँ कि यह रिवर ट्रान्सपोर्ट का काम सरकार अपने हाथ में ले ले और यदि सरकार इस काम की जिम्मेदारी अपने हाथ में ले ले तो यह काम ज्यादा आसानी और अपने कुशलतापूर्वक हो सकता है। और, अगर इस तरह के रिवर ट्रान्सपोर्ट का प्रबन्ध सन्तोषजनक रीति से हो जाये तो कोई बजह नहीं है कि हम अपना सामान रेल के द्वारा भेजें और दुना भाड़ा भरें। इसलिये मैं सरकार से अनुरोध करना चाहती हूँ कि मंत्री महोदय इनलैंड ट्रान्सपोर्ट की ओर विशेष ध्यान दें।

Shri Sadhan Gupta (Calcutta South-East): I support Shri Basu in what he has said and in particular in the matter of lending support to the Bill. The Bill seeks to extend the life of the Control of Shipping Act. Since we want it to continue, we have to support the Bill. But I must express my dissatisfaction that although a comprehensive Merchant Shipping Bill has been overdue for nine years, nothing seems to have been done. From 1947 to 1956 we have been having this Bill which should be replaced by a comprehensive Merchant Shipping Bill. But till now nothing has been done. What we have is the promise that a comprehensive Merchant Shipping Act will be passed in the course of two years. So, I hope the Government will this time be true to this promise and we shall really see the Merchant Shipping Bill made into law in the course of at least two years or—I would be happy—much earlier than that.

I want to draw the Government's attention to a few matters which have

been alluded to by other hon. Members in connection with our shipping. This Bill deals with coastal shipping. It does not deal with any other kind of shipping. But coastal shipping is not the only thing that is of vital concern to this country. Coastal shipping is certainly important. It has been our misfortune in the past that our coastal trade had been in foreign hands much to our damage and it is good that we are making an attempt to reserve at least this part of the trade for ourselves—to people of our own country—so that we do not pay money for nothing to foreigners.

How is this coastal shipping to be regulated? I shall come to it later. But I want to say now it is not merely coastal shipping we are concerned with. It is not coastal shipping that we are even mainly concerned with. We have another great head-ache—a greater head-ache—which is our shipping for external trade. It is our misfortune that most of foreign trade is carried on in foreign ships. By way of shipping charges, we have to pay out of this country, God knows how many crores of rupees. This is a very unfortunate state of affairs particularly when we aspire to place our economy on an independent footing. It is a heritage of our past slavery and this heritage must be ended once for all.

Which nation can aspire for economic independence unless it can provide for its fleet of ships which will enable it to import needed goods from foreign countries? We have seen the full effects of our dependence on foreigners. The other day it happened with some British lines and they threatened to put up their freights when taking freight from the port of Calcutta and other ports in India. The reason given was labour trouble. But the reason was so unconvincing that the Minister of Commerce and Industry had to warn them not to resort to these tactics. We can well warn them but it is quite clear that as long as we leave our foreign trade in their hands, it is not much that we will be able to do against them. I say nothing about the way the labour is treated, the ship's crew are treated, and all that. From the sheer point of view of our economic independence, it is a very unsatisfactory state of affairs and I hope that the comprehensive Merchant Shipping Bill promised will come soon. I hope it will go a long way to remove these defects and to put on a proper footing our country's fleet of merchant ships which will ply the oceans, which

will take our goods to different countries and bring goods from those countries to our own country. That is a desirable thing and I hope the Government will be in a position to give us an assurance in that respect in reply to this debate.

Coming to coastal shipping itself, coastal shipping, as I said, is very necessary indeed. It is very necessary that we should carry on the coastal trade in our own ships. It is an important matter. But it does not mean that we must leave it to private hands.

Hon. Members have complained about monopolies of high freight rates and of high shipping fares. They have also complained about the way the deck passengers and the lower class passengers are treated. That is a very sad state of affairs. Shipping fares are high; passengers are not given their proper treatment; and yet, we leave those ships in the hands of private companies who did the same kind of thing. It may be said that they are not making profits; that although rates are high they are not making profits, and so they have to be subsidised. I do not know why they are not making profits. I am not a shipping expert. I have no knowledge about the secrets of the shipping business. It may be that profits are not being made because the trade itself is not lucrative or it may be that profits are not being made because the people running the business do not know how to run it. Whatever the reason, one thing is very clear, namely, that in order to obviate difficulties, in order to reduce prices, in order to ensure good treatment for passengers, the State has to take up this very important mode of transport. It has to be nationalised. We have nationalised practically every important mode of transport. The railways are our national property. The airways are our national property. In most States they are trying to nationalise even the buses that ply on the streets. So, why should we not nationalise this very important mode of transport? The present private owners either do not or cannot reduce fares. The present private owners either do not or cannot ensure good treatment to lower class passengers. The State can do it. The only argument perhaps against the nationalisation would be that the State would have to bear the losses, but that is no argument at all. Already we are heavily subsidising the private owners. We are paying a substantial proportion of the prices of the ships that they acquire by

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way of loan. We are charging a low interest. So, practically, whatever profits or whatever losses the private-owners are suffering, it is with Government money. Therefore, there is no reason why the State should not carry on the trade itself, and perhaps they can manage it much better than the private-owners are doing. After all, the State has not the profit motive. The State can ensure that the welfare of the passengers, the needs of the country as a whole, will have precedence over the unalloyed motive of making a profit. So, that is the reason why I strongly urge upon the Government to take immediate steps for nationalisation of shipping. I think the price to be paid will not be very heavy. After all, if ships have been purchased with loans, much of the loans must be out-standing and against whatever compensation that will have to be paid the amount due on those loans could be set off, so that, for the purpose of nationalisation it would be a very easy matter. All other kinds of transport have been nationalised. So, shipping also can be nationalised. Without nationalisation, evils are bound to take place. All kinds of malpractices are sure to occur, as we have seen in the airways business before nationalisation.

Mr. Chairman: I would draw the attention of the hon. Member to the point that we have to finish the Bill by 2-05. The Minister has to speak. So, please finish your speech.

Shri Sadhan Gupta: I am finishing. In the aircraft industry we had the same spectacle before nationalisation. Money was taken from the Government and with that money all kinds of things were done, into which I have no time to go into details. We saw that the air companies were purchasing surplus stores to a great extent and showing losses by overpurchase of surplus stores, over-equipment of workshops and all that kind of things. Many such things can happen in shipping also, and so, all these are absolutely irresistible arguments for nationalisation of coastal shipping. I hope, that the hon. Minister, while replying to the debate, will be in a position to give us assurances here and now regarding the creation of a merchant fleet adequate for the purpose of the external trade of our country and also regarding nationalisation, and, if not immediate nationalisation, at least nationalisation in the not too distant future of the coastal shipping of our country.

Shri Alagesan: I think that this is a very innocent measure than what the Lok Sabha has taken it to be.

Shri K. K. Basu: He always brings innocent measures.

Shri Alagesan: As I said in my opening speech, this Act is going to be a part of the consolidated Shipping Bill that I propose to place before the Sabha in the current session. The last speaker expressed his misgivings that I may further delay it and the passage of that Bill may not be an accomplished fact before the two years are over. In fact, there is no reason why this Act should not have stood by itself. Some years back, a decision was taken that this may become part of the consolidated Bill and because of that we are coming before the Lok Sabha every two years for extension of the life of this Act. But I am not sorry for that, because these periodical extensions which have to be granted by Parliament provide Parliament with an opportunity to discuss the entire question of shipping and in that view, I welcome this opportunity also.

The Lok Sabha, as is well known, is anxious that we should possess adequate tonnage to carry a good portion of our foreign trade. As far as the coastal trade goes—and this Act is concerned with it—coastal shipping has been reserved for Indians. This was a very burning question for many decades and now this has become an accomplished fact and for the past few years the entire coastal trade is being carried in Indian vessels. But this policy imposes a corresponding obligation on the Indian shipping companies. As it is, coal was mentioned by the hon. lady Member whom I do not see here now, and she said that we should try to carry coal in coastal ships. In fact, the present demand of coastal ships to carry coal is to the tune of 16 to 17 ships every month, but the shipping companies are not able to produce these ships. They are able to offer only 12 or 13 ships, and it is to tide over this difficulty that we permitted the shipping companies to charter ships. Though we sometime back said that no charters would be allowed after March or April this year, we have to make an exception and permit the shipping companies to charter ships against building orders. They are not going to charter it for ever. But, they should place orders for ships or they should enter into an agreement to purchase second-hand ships, so that after sometime after these charters lapse, they will have their own ships, and the coas-

tal trade may still further expand. I trust the coastal companies will prove equal to the task and place enough tonnage on the coast.

The question of tanker tonnage has been mentioned. This is really a serious deficiency in the Indian shipping. We are having three oil refineries; two have already gone into production and one may go into production shortly. To carry this oil—it has to be carried along the coast—we wanted tankers. In this respect, though we took a decision sometime back to acquire tankers ourselves, i.e. on Government account, and have them operated through the Eastern Shipping Corporation, this was delayed because the oil refineries themselves expressed a desire to carry on negotiations with the Indian shipping companies with a view to floating a private company. We allowed enough time for this, but I am sorry to say that it did not materialise and so we had to proceed with the acquisition of tankers. I am glad to say that one private company came forward and said that they would go into this trade. Of course, they wanted loan on the usual terms, which we gladly agreed to give. Today I hear that that company has been able to locate a tanker and before long that tanker may be plying on our coast. Government also propose to acquire two more tankers. Just now it is thought that the coastal oil trade will be sufficient to feed roughly 2½ tankers. If Government goes in for another two tankers, these three tankers are supposed to be enough for the purpose of carrying the coastal trade in oil.

Shri K. K. Basu: The Government can buy the other tankers also.

Shri Alagesan: The hon. Member did not follow me. We have promised a loan to the private company who will be buying one tanker.

Shri K. K. Basu: Instead of giving a loan, why not the Government themselves buy that tanker?

Shri Alagesan: We propose to acquire two more tankers which we would be running through the Eastern Shipping Corporation. So, Government will be having two out of the three tankers. Even with regard to the other tanker we have inserted a term in the loan agreement that that company should be prepared to part with the tanker if Government propose to take it over after 3 years. I think that should satisfy the hon. Member.

Shri K. K. Basu: Why not do it now instead of doing it after three years?

Shri Alagesan: These tankers cannot be had for the asking. One has to search for it. Even if we place an order on any foreign shipping yard for this purpose, we may have to wait for a year or two. We just cannot have tankers for the asking.

I should like to say one or two things regarding coastal shipping. A premier shipping company was running the Madras-Rangoon service. Of course, it was not as paying as it was once before and after some time, it began to suffer losses. Some months back the company withdrew this ship and there was a hue and cry from passengers who used to move from here to Burma and from Burma to India that this facility had been taken away and they were put to a great deal of hardship. They are all lower middle-class people who cannot afford to go to Calcutta and from there go by air to Rangoon or any other place in Burma. Therefore, Government persuaded the company to place another ship. They placed another small vessel which was not very suitable for this purpose and even that had to be withdrawn for the purpose of repairs. So again there has been a great hue and cry and writings in the Indian Press in Burma and we are told that this vessel will be again placed on the service by about the end of March. They will have to wait for another month.

The question of Haj pilgrim traffic was mentioned by my friend, Mr. Alva. There are other trades also developing. There is an overseas company which was operating on the Indian-Persian Gulf route. It has incurred losses and it is now unable to continue the trade. It proposes to withdraw from that trade, which will be a bad thing from the national point of view. Also, fortunately trade is developing between us and the Communist countries like Russia, Yugoslavia, etc. and we would like to have our own ships plying on all these lines. It is for this purpose that we are thinking of a second corporation which will take over the traffic on the India-Red Sea Route, India-Persia route and the Haj pilgrim traffic also. We may not be able to cater to this traffic all at once. There is already a company which is catering to Haj, but we may ease the strain on that company. We may provide better amenities and more facilities for this very important pilgrim traffic which is seasonal. We may not have the traffic throughout the year, but still this is an important traffic which we would like to cater. So, we are thinking of a second corporation for

this purpose which, I hope, will come into being soon.

I should like to refer to one or two other important points raised by hon. Members here. Mr. Basu, to my surprise, raised the question of nationalisation of shipping and his colleague followed suit. Sometime back when a resolution was under discussion in the Lok Sabha regarding expansion of Indian tonnage, the Deputy Leader of his party pleaded very vehemently for increasing the subsidies to private companies. It has changed so swiftly. The members of his party are noted for saying one and the same thing. There never used to be any discordant note; it was almost like a gramophone record. A man in Cape Comorin will repeat what a man in Delhi says. So, I was surprised a bit when he wanted nationalisation of shipping. I would like him to refer to the speech of his Deputy Leader wherein he pleaded vehemently for more assistance to the private sector.

Shri K. K. Basu: It was one year back.

Shri Alagesan: Not one year back; it was a few months back. Regarding this question, I should like to say that we do not propose to erase the private sector from Indian shipping. They would continue and wherever they find themselves unequal to the task, Government also propose to step in.

The Eastern Shipping Corporation was mentioned in this connection. The Government has put in 74 per cent. of the capital and the rest is by the Scindias. Very soon the entire capital will be owned by Government and the Corporation will be solely managed by Government. Scindias propose to walk away from the Eastern Shipping Corporation and the Eastern Shipping Corporation will be a completely Government-owned and Government-managed company. It is here that the private sector, in my opinion, has to behave. I mentioned the Madras-Rangoon Service. There is as I said a loss in that service. If a part of the trade leads to loss, they should not get into the habit of asking for subsidy to make up for that loss. Government cannot go on subsidising individual trades and here, if the private companies do not come forward, then the Eastern Shipping Corporation or the second corporation which I mentioned would have to take these trades. I do not mean to say that the Government corporations should take all the

[Shri Alagesan]

trades that are going to lead to losses. But there it has to play a corrective role and I have no doubt that both Government and the private sector will supplement and complement each other and try to increase the tonnage.

It is true, as Mr. Basu said, that we have given them loans, very huge amounts. Perhaps, at present the loan amount exceeds the capital structure, the total capital structure of these companies. But as far as the coastal lines go, I should like to remind the Sabha that we take an interest of 4½ per cent. though the coastal companies want some reduction there also. It is only with regard to overseas lines that we take 2½ per cent. and I have no difficulty in agreeing with the hon. Members that there is an element of subsidy in these reduced interest charges. But, as is well known, overseas shipping is a risky one. In every country, you will find, shipping is treated on a separate footing and Governments of those countries try to go to the help of their shipping with all sorts of assistance including subsidies.

The parity price for the purpose of giving subsidies was also mentioned. Now it is governed by the U.K. parity price. In fact, the shipping companies wanted the world parity price to be taken into account because the U.K. parity price, they feel, is a little higher. So they would like the parity price to be settled on the lowest price obtaining in the world shipping yards. We are having that question under consideration if that will give a fillip to our shipping, though it means a little more subsidy, we would not hesitate to give that subsidy and increase tonnage because it is very necessary that we should have enough tonnage. As it is, my friend over there, who is very ambitious, wants us to produce 200 crores and obtain all the tonnage in the world so that we can carry all the overseas trade, coastal trade and the adjacent trade. That is rather asking for the moon.

Shri Kamath (Hoshangabad): Not in the next Five Year Plan, but in the third.

Shri Alagesan: But the Second Plan is before the country now. There you will find that we propose to increase the tonnage to 9 lakh tons by the end of the Second Five Year Plan. Of course, the Shipping Policy Sub-Committee, which reported some time back, wanted that we should possess a tonnage of two million tons. That may not be pos-

sible in the course of the Second Plan and, as the hon. Member says, it may be possible in the course of the Third Plan. So now it is not a question of raising slogans of nationalisation. It is a question of obtaining more and more tonnage. In this regard I should like to say that the shipping companies have placed orders on both foreign yards and on the Vizag Yard here for about 22 ships aggregating to a total tonnage of roughly 1,20,000 tons. This will take us to the target of 6 lakhs which we set before ourselves in the First Five Year Plan. contributes?

Shri K. K. Basu: But how much that

Shri Alagesan: They contribute 15 per cent. or 10 per cent. of the cost of ships. Our loans have been granted to the extent of up to 90 per cent. I may assure the hon. Member that they are well-secured.

Shri K. K. Basu: I am not challenging the security.

Shri Alagesan: Then various matters were raised. I am afraid, I have no time to go into all those matters.

Shri K. K. Basu: What about the standardisation of the ships built in Vizag?

Shri Alagesan: As far as standardisation goes, I am told that this matter was taken up and the Indian shipping companies have agreed to standardise all ships that will be built in the Hindustan Shipyard in principle. I hope this will enable the Shipyard at Vizag to go ahead with greater success in their work. I do not want to say anything more on that.

My friend was saying that we should have a director in those companies. We are already pursuing that. They have all agreed that such of the companies that take loan from us—and there is no company which has not taken any loan from us—should have a Government director on their board of directors which will enable us to have a look into the inner working of those companies.

Shri Kamath: A new look.

Shri Alagesan: I said 'a look' into the working of those companies to see whether anything wrong happens with regard to those companies.

My friend Mr. Gandhi over there referred to the question of fares and freights. There is no machinery as such under this Act for the

determination of fares and freights. But this is being done by an *ad hoc* body as and when necessary and also by the Director-General of Shipping. He goes into the question. Whenever a demand is made this is being examined and even recently we had occasion to permit the coastal shipping companies to raise their freight by 5 per cent. Their demand was for an increase of 10 per cent. We wanted them to wait until the Rail-Sea Co-ordination Committee had reported. But they represented that the operation costs had gone up and it was not possible for them to carry on at the present level of freight and so we had to agree and meet them half-way by permitting an increase of 5 per cent. in their freights.

Mr. Alva raised very many interesting points. He is a great champion of Indian shipping and he has always been pleading for the cause of Indian shipping in the Sabha. He has raised very many points like minor ports and so on and so forth. I can only assure him and other hon. Members whose points I was not able to touch in the course of my reply that all that will be taken into consideration . . .

Shri Kamath: In the big Bill when it comes.

Shri Alagesan: Some of these matters are matters which have already been given effect to and if there is anything further to do I can assure the Sabha that we will look into those matters and take necessary action. I commend my motion for the acceptance of the Sabha.

.. 2 P.M.

Mr. Chairman: The question is:

"That the Bill to continue the Control of Shipping Act, 1947, for a further period, be taken into consideration."

The motion was adopted.

Clause 2 was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

Shri Alagesan: I beg to move.

"That the Bill be passed."

Mr. Chairman: Motion moved:

"That the Bill be passed."

Shri Vallatharas (Pudukkottai): It is gratifying to know the general growing tendency on the part of the Government to take more and more proprietorship over the shipping industry. Even in

1947, when the Bill came out from the Select Committee, it was observed by the Member in charge:

"This is a time when the Government will usefully consider the question of establishing a ship-building and ship-repairing industry in other words, nationalisation of the shipping industry. This is a point which is engaging the attention of the Government and Government will examine the suggestion."

It almost amounts to an assurance that this nationalisation process was an acceptable thing to the Government. During all these 9 years, there has been no attempt at all to examine that problem. Of course, at present, the tendency of this Government is patent in certain respects. It is proud to come out with a bold policy of nationalisation. When an agitation as in case of the nationalisation of insurance springs up, the Government recedes in another matter of nationalisation till the former event of agitation dies down. So, they simply withdraw and say, we will have this and that —*bekkule koncham sakkule koncham*—something in that we desire and something in that we do not desire. Nationalisation of insurance companies has created a lot of excitement in the insurance world. Perhaps the Government feel that they need not rush up with any expression of definite moves now with the nationalisation to the shipping industry. Anyway, I leave to the Government to carefully see that, instead of worrying and torturing these small investors who are not able even to invest 10 per cent. of the capital with further troubles, it is better that the Government assumes all the charge and remove all the defects not only in the shipping industry, but also in freights, etc.

So far as the provision in the Second Five Year Plan is concerned, though it is a bit satisfactory that so much is given now, what is given is totally inadequate. From the obvious negligence of Indian shipping all these years, it is apparent that an increase of about 400,000 tons is not going to raise the status of Indian shipping at a rate that can enhance the growth of the merchant fleet that will be justified by the increasing volume of the country's sea-borne trade. Unless special attention is given to this industry by reconsidering quota for this in the Second Five Year Plan, the shipping industry as well as the shipping process will not suit the changing pattern of the present Asian shipping.

[Shri Vallatharas]

The last point that I wish to submit is this. The industry is growing. The need for the formulation of well-disciplined shipping process is a necessary transport in the interests of the nation. A separate Minister can be placed in charge of this. The same view has also been expressed in the report of the Estimates Committee. I hope the Government will pay due consideration to this.

Shri Alagesan: As far as the quotation of the hon. Member goes, I have only to say that the Hindustan Shipyard is being completely nationalised. We are manufacturing ships. The pace of production may be slow, but I hope it will be increased in the future. Steps, I understand, are being taken towards that direction.

Shri K. K. Basu: The Scindias have shares. It is not nationalised. Unless we have a different registration, you cannot say that it is nationalised.

An Hon. Member: Scindias is part of Government.

Mr. Chairman: The question is:

"That the Bill be passed."

The motion was adopted.

CAPITAL ISSUES (CONTINUANCE OF CONTROL) AMENDMENT BILL

The Minister of Finance (Shri C. D. Deshmukh): I beg to move:

"That the Bill further to amend the Capital Issues (Continuance of Control) Act, 1947, be taken into consideration."

As the Lok Sabha is aware, control of capital issues was first introduced in May 1943 under the Defence of India Rules. It was continued after the termination of the war by an Ordinance, thereafter in 1947 by an Act for a term of three years and it was again successively extended in 1950 and 1952. The Act as it stands expires on the 31st of March 1956.

The Lok Sabha will recall that when the control was first introduced in 1943, the object was primarily to conserve the available investible resources of the country with a view to their utilisation for the furtherance of the war effort and for other priority purposes and secondarily to combat inflation. After the cessation of hostilities, the control was

continued partly for this latter purpose and partly as a preliminary step towards the evolution of a national investment policy, designed to secure a balanced investment of the country's resources in industry, trade and agriculture. Capital Issues Control has helped to secure this object not only by preventing resources from being invested in non-essential projects or in a manner which runs counter to the accepted policies of the Government, but also by providing the only legal basis for the regulation and the control of all investments which fall outside the scope of the Industries (Development and Regulation) Act, 1951, and in fields not directly covered by the programme of investment in the Five Year Plan.

Apart from this main object of this Bill which is thus to prevent the diversion of investible resources to non-essential projects, the control has also been used for many other purposes. The more important of these purposes which may be called ancillary purposes are: the regulation of the issue of bonus shares, regulation of capital reorganisation plans of companies including mergers, and amalgamations which involve the use or re-issue of capital, the regulation of the capital structure of companies with a view to discouraging undesirable practices, namely, issue of shares with disproportionate voting rights and encouraging the adoption of sound methods and techniques in company floatation, regulation of the terms and conditions of additional issues of capital, that is issue prices of new shares, underwriting and brokerage charges, regulation of the timing of private issues of capital and finally the regulation of the issue of capital by banking and insurance companies.

I shall now give a brief review of the working of the controls since the present Act was extended in 1952. The number of cases in which capital issues were sanctioned rose slightly from 254 in 1952 to 289 in 1955, the number in the intervening years being 232 in 1953 and 220 in 1954. The total amount of issue involved in these sanctions rose from Rs. 39.8 crores in 1952 to Rs. 81.4 crores in 1953, Rs. 110.6 in 1954 and Rs. 125.4 crores in 1955. I have a break-up of these amounts here for each year of the initial issue for cash or kind and additional issues for cash or kind and bonus issues and if any Member wants that break-up later on, I shall be prepared to supply the figures.

The bulk of these issues was in the form of equity shares, the distribution of the sanctioned issues as between equities and fixed interest bearing securities varying between 67 per cent. in 1952 and 45.5 per cent. in 1955.

There is one point relating to these figures to which I should like to draw the attention of the Lok Sabha. The figures of consents quoted do not show the actual amount of capital raised by the companies against these consent orders. Whenever issues of capital are sanctioned, companies are, as a rule, allowed a period of 24 months to raise the amount sanctioned, and are required to submit a statement to the Controller of Capital Issues at the end of the first 12 months and thereafter at the end of every six months showing the amount actually raised by them. So, even if the companies were to submit the returns due from them regularly it would have been difficult to estimate the capital actually raised against the consent orders till, at any rate, a period of 12 months had elapsed from the date of the consent order. In practice, however, very few companies regularly submit the returns due from them, and one of our important administrative problems relating to the working of the capital issue control in recent years has been to re-organise and strengthen the machinery for follow-up work. Suitable separate cells for this purpose have recently been created in almost all the important offices of Registrars of Joint Stock Companies and the assistance of the organisation of trade and industry has also been invoked. In the light of these recent developments I hope and trust that it will be increasingly easier for us to obtain the data relating to the actual raising of capital against the consent orders issued by us.

There is one other matter relating to the administration of the Act to which I should like to refer. Section 11 of the Capital Issues (Continuance of Control) Act, 1947, provides for the constitution of an advisory committee consisting of not more than five persons to which the Central Government may refer for advice any such matters arising out of the administration of the Act as they may think fit. This advisory committee consists of representatives of organised trade and industry and of the general public and is usually presided over by a person with wide knowledge and experience of company matters, manage-

ment and company finance. The advisory committee does not deal with individual applications or specific cases which, as the hon. Members will appreciate, must necessarily be left to the decision of Government. But the committee is always consulted on major issues of policy relating to corporate investments on which Government may consider it necessary to have the views of the committee. The help and assistance which Government have received from the advisory committee in the past has been invaluable and I should like to take this opportunity of acknowledging the services which the members of the advisory committee have rendered to the administration.

The Lok Sabha may like to have some details of the extent to which it has been possible for capital issue control to screen undesirable investments since this Act was extended in 1952. The total amount of capital involved in applications for consent which were rejected was the largest in 1952 being Rs. 112.5 crores, but I must point out that this was accounted for mainly by the rejection of two erratic applications of Rs. 50 crores each. In subsequent years the amounts of the refusal were Rs. 8.4 crores in 1953, Rs. 6.4 crores in 1954 and Rs. 26 crores in 1955. Therefore, during the last four years if we exclude those two cases of Rs. 50 crores each, the total amount of capital involved in other applications which were rejected would amount to Rs. 53 crores. In other words, it may be reasonable to infer that but for the operation of this control a demand for this additional amount of capital which was no *prima facie* in the public interest might well have been placed on the limited capital resources of this country. This fact would in itself have been reason enough for continuing this control indefinitely. But, in the context of the Five Year Plan which will call for the mobilisation of the entire investible resources of the country for the implementation of approved projects both in the public and private sector, capital issue control has become a specially important financial weapon in the repertory of the administration for regulating and directing the flow of funds in accordance with the requirements of the Plan. And the need for effective and understanding use of this weapon is, I think, already part of the currently accepted thinking on this subject. I have briefly alluded to this in the Statement of Objects and Reasons.

[Shri C. D. Deshmukh]

So, with these words, I beg to move that the Bill may be taken into consideration.

Mr. Chairman: Motion moved:

"That the Bill further to amend the Capital Issues (Continuance of Control) Act, 1947, be taken into consideration."

I may inform the House that the time allotted for this Bill is four hours.

The House will take up Private Members' Bills at 3 p.m.

Shri Asoka Mehta (Bhandara): I welcome this effort to continue the control on capital issue in our country. I agree with the Finance Minister when he says that the need for such control is greater today than even before because there can be no economic planning, there can be no mobilisation of scarce resources in the channels desired without this kind of control. I have, therefore, no disagreement about the need for such powers in the hands of the Government.

But I would like to take this opportunity to review the working of these powers to see how far these powers have been used in a manner that has furthered the general policy that was so ably outlined by the Finance Minister just now.

We are all agreed that in the next five years we shall have to mobilise our limited resources and utilise them to the best possible purposes. I do not know how far the Finance Minister feels that this measure will be necessary to combat inflation. I personally feel that the danger of inflation is quite serious, and as some economists have pointed out, there is possibility of a rise in prices by anything between 30 to 40 per cent. in the next five years. If that is so, even as an anti-inflationary measure, these powers would be useful and necessary.

As far as conserving available resources is concerned, and as the Finance Minister said, as far as preventing diversion of scarce resources to non-essential purposes is concerned, may I invite your attention to one or two interesting cases that I have come across? In 1951-52, for instance, sanction was given for a total sum of Rs. 59.6 crores. Out of it, sanctions were given to two concerns for raising capital worth Rs. 5 crores each: one was the Mamata Films and

the other was the Everest Filmlands (International); Rs. 10 crores was raised in respect of both these concerns. I do not know whether these sums were actually raised or not. I am afraid I know very little about the film industry. But I wonder, when the resources were so scarce, whether Rs. 10 crores should have been permitted to be diverted to the Mamata Films and the Everest Filmlands (International).

Then again, we have been told that this particular measure is to be used for the purposes of evolving a national investment policy. I shall go into it in details a little later. But may I point out that the Finance Minister referred to agricultural investments also? I find that till 1955, no separate break-up figures were given about investments in agricultural and allied activities, with the result that it is impossible to know from the available material—the Finance Minister perhaps may be having the information, but I am not able to find it—as to what percentage, if any, has gone into agricultural and allied activities.

Only in 1955, was this particular category introduced for the first time. I find that in 1955, sanction was given for raising just Rs. 3.2 crores for agricultural and allied activities. It comes to a little less than 2.5 per cent. of the total capital for raising which permission was given during that year.

The Finance Minister has told us something about regulation of bonus shares and the rest of it. There, as I shall try to show in a minute, I do not think these powers have been well or adequately used. If we look at the working of this Act, we find that between 1947 and 1955, in all, permission was given for raising capital worth Rs. 735 crores. And as the Finance Minister has pointed out, I believe permission was granted in all to 2,357 applicants. Now, there has been a steady fall in the applications made, or at least the applications granted, from 375 in 1948 to 220 in 1954. But we are happy to find that at least in 1955, the upward movement has started. Out of these Rs. 735 crores, industrials accounted for Rs. 540 crores, and non-industrials accounted for Rs. 192 crores; or roughly, the break-up is 73 per cent. as against 27 per cent. And when we study the year-to-year fluctuations, we find that the fluctuations are much greater in non-industrials compared to industrials.

The point that I would like to make here is that initial issues between 1948 and 1955 account for only Rs. 260 crores, or roughly 36 per cent., while further issues, to existing companies account for Rs. 420 crores, or 64 per cent. The Finance Minister also gave some figures, but I was not able to catch them properly. But I believe his figures and my figures would tally, because the sources are the same. I find further that out of permission given for further issues to existing companies, bonus shares account for Rs. 91.7 crores, or perhaps 15 per cent., while others account for Rs. 328.4 crores. We thus find that initial issues account for only a third of the amount for which permission was given; nearly two-thirds of the amount for which permission was given was in the case of existing companies that were trying to expand themselves.

I find from *Reports on the Progress of Joint-Stock Companies in India* that is in my hands, that out of a total authorised capital of all the newly registered companies in 1952-55, the capital of 80 giant floatations alone amounted to 60 per cent. of this, the share of the government companies comes to 26 per cent.

During 1952-55, that is, the last four years, out of the total issue of Rs. 357.2 crores, existing companies accounted for a net increase of Rs. 124 crores, that is to say, over 40 per cent. of the increase was contributed by just 65 companies. It seems that new industrial enterprises are few and far between. It is the old established concerns that are expanding. It is a kind of an industrial imperialism, to which I have made frequent references in the past and that industrial imperialism seems to be continuing.

I find that at page 8 of the *Report on the Progress of Joint-Stock Companies* (1955) this is what is stated:

"The Coefficient of correlation between paid-up capital and changes therein works out to 0.4343. This calculation shows that there is a significant correlation between the two variables."

Mark the words 'There is a significant correlation between these two variables'. And what are those two variables? They are paid-up capital and changes therein, meaning thereby the larger a

company, bigger an undertaking, the greater are the chances of its growing, expanding and developing. Now most of these are private concerns. Most of them are in the private sector. Is it our national investment policy that the big should become bigger, and the bigger should become still bigger?

I have been raising this question over and over again. The Finance Minister was good enough last time to tell me that the matter was under consideration. If I understood him aright, I would like to take this opportunity to know from him whether the consideration has reached the stage of policy formulation.

The next point that I would like to make is that in 1900, 86 per cent. of the total paid-up capital of all companies was accounted for by the three Presidencies, namely, Bombay, Bengal and Madras. In 1955, the figure has gone down to just 73 per cent. After 55 years, therefore, the distribution of industrial enterprises and commercial enterprises in India is such that they are still concentrated in certain areas. The concentration in 55 years has decreased only by 13 per cent.

Between 1953 and 1955, permission was given for capital issues totalling Rs. 317.4 crores, of which Rs. 154.3 crores or roughly 48.5 per cent. was accounted for by Bombay State, Rs. 73.2 crores or 23 per cent. by West Bengal, while four small States like Madhya Pradesh, Assam, Orissa and Andhra together accounted for just Rs. 12 crores or 3.8 per cent.

Now, this is a very important question because, I believe, this leads to the accentuation of internal tensions in our society. Part of the tension that has been generated in the recent linguistic controversy is traceable to this maldistribution not only of industrial enterprise in the country but of industrial leadership in the country. I have been inviting the attention of the hon. Finance Minister to this question on various occasions. (Interruption). I would like to invite the attention of the hon. Finance Minister to this very interesting study of *Occupational Mobility in American Business and Industry*, a recent publication. There are many things in this book to which I would like the hon. Finance Minister to pay his attention. But, I would particularly draw his attention to page 70, Table 20, *Distribution of 1952 Business Leaders by Region of Birth and 1900 Adult Population by Region of Residence*. The

[Shri Asoka Mehta]

whole of the United States is divided into 9 regions. If we look at the percentage of business leaders born in the regions and compare it with the percentage of U.S. population living in the region, we find that the productivity ratio region-wise—the distribution of productivity ratio—fluctuates between 0.40 to 1.47, say between 1 and 3½. In regard to productivity of different parts of the United States of America (the productivity ratio as far as providing business leadership is concerned), from a study of 8000 top leaders we find that the productivity ratio is between 0.40 and 1.47. I would very much like the hon. Finance Minister to get a study made of the productivity ratio of business leadership of our country in different regions. I am not aware of any such study but from what little information I have, I believe that the differences would be very very sharp.

I remember the speech that my hon. friend Shri More made the other day when he said something about the people of Maharashtra and spoke about their lack of enterprise or of the lack of opportunities for them to develop enterprise compared to the people of Gujerat, for instance.

Acharya Kriplani (Bhagalpur cum Purnea): Opportunities, perhaps.

Shri Asoka Mehta: These social tensions have been expressed on the floor of the Lok Sabha more than once. What are we doing about it? You claim to have developed a right national investment policy. I cannot conceive of a national investment policy which does not take into consideration some of these basic, fundamental, inelectable, sociological factors in our country.

Then again there is the problem of social mobility in business. I am sure the hon. Finance Minister knows that in the United States of America this question has been studied with a considerable amount of thoroughness. In a recent effort at bringing up to date the studies made by Prof. Taussig and Jocelyn in 1928 it has been found that social mobility has increased in the United States in the last 25 or 30 years. Even then I find that there is not a single instance of a son of a landless labourer becoming a leader of business enterprise. There is not a single instance in the whole of the United States. But,

as far as other occupations are concerned, there is a considerable amount of social mobility. On the whole, social mobility has increased slightly in the last 25 years.

What is social mobility in India? Ours is a caste structure of industries. Most of our enterprises are ultimately controlled by a limited number of castes, coming from a limited number of regions. What is the national investment policy about this? It is no use coming and telling us that so many applications were made and so many applications were accepted and so many were erratic applications. That is not—and I am sure the hon. Finance Minister would be the last person to say that it is—the be-all and end-all of national investment policy. A national investment policy therefore demands a readjustment of regional distribution of business enterprise and entrepreneurial talents—to discover them. That is why I have been advocating over and over again the setting up of industrial estates and trading estates, giving opportunities to the people in those parts of the country where such talents do not exist today and making it possible for them to discover those talents. Let them make mistakes; even if you lose Rs. 50 crores, I would think that that loss is worth making in order that people who have not got the know-how of industrial enterprise may learn them. I would not welcome that all economic activity in this country be submerged into the public sector. The private sector is necessary but the private sector is welcome only if it is not exclusively occupied by a few giant concerns, organised by men from limited regions. If there is room for all kinds of small people to work our enterprises and through those enterprises ultimately be able to get the know-how for industrial and business enterprise, that way alone economic development can take place. Economic development is not accumulation of capital alone; economic development is not the drawing up of a plan; economic development is distributing on the widest possible scale the initiative for enterprise, the desire to do things and the ability to do things, learning even through mistakes. Where is your national investment policy where these kinds of facilities are being provided where the lack and lag of wages is sought to be overcome? Even in the Plan I have not found any kind of a development policy to overcome this lack and lag.

If we further study the capital that has been raised or the permission that has been given for raising capital in 1953-55, we find that 20 per cent. of all the applications accepted, that is 150 in all, came from 5 industries, cotton spinning and weaving, cement, shipping, rayon and refineries, and they accounted for Rs. 139 crores or 44 per cent. Now on the whole, I feel that there is a broadening of the base and shift in importance. I welcome this broadening of the base and shift in importance of different industries in our country. But, I again would point out that the weakest link in the chain is that the distribution remains concentrated in a few areas. I shall not labour that point further.

I find that the number of non-Indian companies or non-Indian resident companies floated between 1953-55 is 332. The amount allowed to be issued by non-resident companies comes to about 22 per cent. of the total amount permitted. It is one-fifth of the amount that has been permitted to be raised. I do not know if it is a wise policy; whether the hon. Finance Minister has been pursuing it knowingly and deliberately.

Again, I find that between 1916-17 and 1954-55, there has been twelve-fold increase in the total number of companies. But public companies have increased only four-fold and private companies have increase ninety-five-fold. There has been eleven-fold increase in the paid-up capital. But the paid-up capital of public companies increased only by 7.7-fold. The paid-up capital of private companies has increased fifty-four-fold and there has been a marked, significant and decisive shift from private companies to public companies. Is it a part of our national investment programme. I would like the hon. Finance Minister to tell us?

The last point that I would like to make is that I find the share of the engineering industry in the total paid-up capital was 2.1 in 1920-21; it was 1.8 in 1938-39 and 2.6 in 1947-48 and it was 2.8 in 1954-55. Why is it that the engineering industry in India is not developing? We are happy, we are proud that we are going to fabricate so much of steel in our country. But, as I raised the question last time during the Budget discussion, it is no use setting up steel plants in the country if adequate efforts are not made to develop

engineering industries and fabricating factories in our country.

I find that right from 1920-21 to 1954-55, for a period of about 35 years, the share of the engineering industries in the total paid-up capital in the country continued to be the same. It fluctuates between two per cent. and less than three per cent. There must be something wrong. I do not know how we can say that we have a national investment policy when some of these points are not even touched and are not even considered. I had hope that the Finance Minister would not give us merely the statistical data that anyone of us can get by looking up the relevant publications but would come to grips with some of these problems that are agitating us, problems that are agitating him as much as me. We have raised this question over and over again on the floor of the Lok Sabha and I must say that occasionally they have been sympathetically responded to by the Finance Minister. But I believe that in spite of all the ballyhoo about the Second Plan, some of these deep-seated sociological difficulties and ills of our life are not being attended to with the seriousness that it deserves. And I would request the Finance Minister through you to take advantage of this opportunity to tell us fully what is the national investment policy that he has before him how far does he reconcile the conservation of available resources with the pervention of diversion of resources to non-essential purposes with the permission that is given to this kind of film companies in the country, how far this evolution of a national investment policy and regulation is soundly being carried out when we find only a few giants coming up in the country with a big capital, when we find that nothing has been done during the last 55 years,—I do not blame him for the period before the attainment of our freedom—to change the industrial enterprise or industrial entrepreneurship in the different regions of this country? These, to my mind, are basic questions which we may ignore only at our period. I hope and trust that whole we endorse the Finance Minister's demand that the powers that he has, be continued, his power will be used in a manner as will overcome some of the inadequacies from which the use has suffered in the past. I hope the Finance Minister will take advantage of this opportunity to tell us what these mistakes

[Shri Asoka Mehta]

are, if he accepts them as mistakes at all, and what steps will be taken to correct them in the future.

Shri C. D. Deshmukh: May I put one question through you to the hon. Member who has in mind, of course, very very valid arguments? To what extent does he think that this can be secured by this negative kind of control that we have over capital issues?

Shri Asoka Mehta: Under planning I thought that we are not dealing with negative controls; we are dealing with positive controls. We are willing and I should be happy to give powers which would make the negative control into a positive control. But what is the national investment policy? He will not come and tell us that. Once we agree to a common national investment policy, I am sure the Lok Sabha would only be too glad to endow the Finance Minister with any further powers that he wants. He has been using the ordinances so freely that he need not ask for our permission!

Shri C. D. Deshmukh: We are dealing with only one instrument here. The national investment policy of the kind the hon. Member wants has to be implemented through various other instruments also. They are a part certainly of national planning, but I am only wondering whether they are part of a measure like this. In other words, one should discuss it; but why does he expect me, piloting this Bill, to discuss all that?

Shri Asoka Mehta: As the Finance Minister himself in his opening observations stated, this power to control capital issues is required for a variety of reasons and he listed those reasons in a manner which I can never rival. Having done that, he is asking us for these powers because they are needed for the objectives that he has outlined before us. Those objectives are very comprehensive. Whatever has been done, how has been the working of the capital issue control for the last 7 or 8 years? My contention is that the Act has not operated in a manner which would be consistent with the larger national interest, with the larger national investment policy that we are pursuing—may be through other measures. I am not saying that through this measure alone everything can be done. I hope the Finance Minister will not think that I am so stupid. But I am trying to point out that the working of this particular measure should be in conformity with

the wider aims. He made certain general observations; he said that we should have a national investment policy. I should like to know how far he accepts some of the ingredients of the national investment policy that I have placed before him. If he accepts them, then it is up to him to show how far the working of the Act in the past has been in conformity with that policy. If it has not been in conformity, what steps does he propose to take now? It may be that this particular instrument is one of the minor controls, but the minor control has got to work in harmony and has got to work in proper co-ordination with the general policy.

Mr. Chairman: That is what the Finance Minister says.

Shri Asoka Mehta: Does he accept then that in the last seven years it has not worked in conformity?

Shri C. D. Deshmukh: That is exactly my quarrel with him. It could not have been worked through this Act alone. Let us for the sake of argument say that many other things should have been done to give a proper form and shape to the national investment policy. But I am still puzzled as to how all these desirable ends could have been secured through a negative piece of control like the capital issue control. For instance, I might just mention that we have the Industries Development and Regulation Act, under which licences are given in regard to expansion or establishment of new industries through Development Councils and so on and so forth. That is quite an independent domain, if I may say so, which belongs to my colleague, the Commerce and Industry Minister. Certainly there is co-ordination between the Commerce and Industry Ministry and the Finance Ministry in regard to this matter at ministerial and other levels. I am sorry I am making a speech, but I am very anxious to make this point clear because I am anxious to know how this particular Act either could be amended or could be worked by itself so as to secure the ends which the hon. Member has in view. That is why I am emphasising these matters. There is the Small-scale Industries Board, for instance, I am quite certain that with the Plans that we have formulated and the monies that have been placed at their disposal, it would be possible for them to do something in the matter, a very desirable matter which the hon. Member has mentioned. But I would like to know for my guidance how this particular Act could

have been changed and how, after getting the Act amended, this itself could be operated so as to secure some of the results.

Shri Bansal (Jhajjar-Rewari): Will you allow this dialogue to continue between two hon. Members?

Mr. Chairman: This an important question.

Shri C. D. Deshmukh: I am not indulging in a dialogue. I am addressing my arguments through you. Does the hon. Member object to my addressing my arguments through you even if you call it as a dialogue between a Member and the Chair?

Shri Bansal: I am not objecting to it at all. I was only saying that other hon. Members....

Mr. Chairman: The hon. Member, Shri Asoka Mehta, may kindly send his concrete suggestions to the Finance Minister. The Finance Minister has said that he would welcome them. I am sure the Finance Minister will consider them.

Shri Asoka Mehta: I thought I have been very concrete and precise. My contention has been that this particular Act should be operated in a manner that would be in conformity with the larger national investment policy. Nothing is gained by saying that as far as the development and control of industries is concerned, it is with the Ministry of Commerce. I am not concerned with that. The Government is one that the requisite co-ordination is to be brought about. We had full five years when we had planned economy or economic planning in our country. During this period of five years, surely the working of the Capital Issues (Control) Act should have been such as would have furthered the general interest or the general policy that we have in view. I am not saying that this can be done by this particular Act alone.

The powers of the Minister of Commerce and Industry and the powers of the Minister of Production can all be brought together. What should be the nature of the co-ordination in the Government—it is more than I can say. But I am sure a machinery can be devised whereby this piece of legislation does not remain purely formal as I find it to have been. Some applications are made and except where the applications themselves are of an erratic

character, the rest are automatically accepted. It does not lead to those four-fold objectives that the Finance Minister mentioned during his initial observations.

Shri Bansal: I must at the outset explain that I was not objecting to the dialogue or speeches that were being made. I was just saying that there are other Members also anxious to speak. If there was any misunderstanding about that, I want the Lok Sabha to take it in that light.

The dilemma, unfortunately, of the Finance Minister has been that, while my friend Shri Asoka Mehta has been singing his tune at the wrong window, the Finance Minister is responsible for it because he was coaxing him to do that when he stated that the object which he had in view in implementing this Act, the life of which we are extending was to have three of four ancillary policies, the national investment policy being one of them. My contention is that this Act has really nothing to do with the wider national investment policy. It is a very small Act and it mostly lays down as to the manner in which it has to be implemented. In my opinion it does not lay down anywhere at all as to what the broader policies are going to be. There is no mention here of the national investment policy or controlling the issue of bonus shares or keeping a particular proportion between the capital structure of the companies. Its purpose was—it even now remains—very limited and that is to conserve our capital resources and see that they are diverted only to such ventures which are necessary—in 1943—for the conduct of war &—after that—for the purpose of our national development. I do not know how far it has served this policy. Perhaps in the war time it might have done it. But even from what the Finance Minister has said, I do not think it is such a very important piece of legislation because he said that during the last three or four years capital issues to the extent of Rs. 50 crores—he may correct me if I am wrong—had been checked by this Act. This amount is not the correct index because Rs. 50 crores are just the capital for which permission was asked for. I do not know what percentage of the capital for which permission is asked for would actually fructify. Perhaps it may be forty or fifty per cent. There are no figures. From the figures which are issued, perhaps it would appear that the percentage is not over forty or fifty. But even if it is

[Shri Bansal]

fifty per cent, all that this Act has been able to do is to eliminate investment to the extent of about Rs. 25 crores over a period of three or four years. Frankly, I do not think that is a great achievement on the part of this particular Act. We should not forget that a very large sphere of the work which is supposed to be done by this particular Act is done by various other pieces of legislation. The hon. Finance Minister himself referred to the Industries Development and Regulation Act. The main instrument for controlling industrial development and therefore directing investment in certain desirable channels is there and not in this Capital Issues Control Act. That Act covers a very wide field. There are very few industries of any significance which are really outside the scope of that Act. Therefore, I should imagine that all the national investment policy which Shri Asoka Mehta had in mind is taken care of by the Industries (Development and Regulation) Act.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

I should imagine that under that Act this particular aspect is being looked after quite satisfactorily. My complaint is that even when some of the applicants are given licences under that Act, the Controller of Capital Issues sits down and takes unnecessarily long time in sanctioning the issue of capital. I do not like to mention particular cases but I would like the Finance Minister go into that and see as to what are the reasons which weigh sanctioning applications which come through the Industries (Development and Regulations) Act and which are passed by the licensing committee. Why should those applications take so much time in his department. We heard some time back that there was some sort of a joint committee which was sitting where officers of this department as well as of the various other licensing departments were sitting together to see that the time-lag between the sanction of the application by one department and the other department was reduced. I have no doubt that it must be happening in a large number of cases but still there are some cases where this delay occurs and I would like the Finance Minister to look into such cases.

Shri C. D. Deshmukh: I am sorry to open another dialogue but I would like to ask whether the hon. Member believes that the field covered by both these Acts is exactly the same in that that a

licence must automatically be followed by the grant of permission for capital issue. That is not the case.

There are certain powers. I give an instance. I licence is given to a certain company. Now, if they want to issue shares or to make some kind of special issues, that becomes a matter of capital issues and not a matter of licensing under the Industries Development and Regulation Act.

Shri Bansal: I fully agree and I am thankful to the Finance Minister. But the type of case which I have in view, as far as I know, is a straightway case and therefore, there was no such complication of the type involved. There are a few such cases and I think it will be worth the Finance Minister's while to look into them.

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): Will you kindly send them? I would request the hon. Member to send his cases to us so that we may be in a position to find out whether there has been any unnecessary or undue delay.

Shri Bansal: I will be glad to forward to the Finance Minister such cases as I have in my possession. All that I was trying to point out was that within a certain field both the Industries (Development and Regulation) Act and the Control of Capital Issues Act overlapped each other and within that field there should not be a great wastage of time.

Mr. Chairman: Now, the hon. Member may resume his seat. It is time for private Members' business.

Shri Bansal: I have got a lot more to say on this. Will I be allowed to continue my speech?

Mr. Chairman: Certainly.

3 P.M.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FORTY-FOURTH REPORT

Shri Altekhar (North Satara): I beg to move:

"That this House agrees with the Forty-fourth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 22nd February, 1956."

This is a report in connection with the categorisation of four Bills and they are all categorised in clause (b) of the report. There is also another item in

connection with the allotment of time for those Bills. The time that is allotted for each Bill is also stated in the report. I move that the report be agreed to by the Lok Sabha.

Mr. Chairman: The question is:

"That this House agrees with the Forty-fourth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 22nd February, 1956."

The motion was adopted

INDIAN PENAL CODE (AMENDMENT) BILL

(Insertion of new section 170A)

Dr. N. B. Khare (Gwalior): I beg to move for leave to introduce a Bill further to amend the Indian Penal Code, 1860.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill further to amend the Indian Penal Code, 1860."

The motion was adopted

Dr. N. B. Khare: I introduce the Bill.

INDIAN PENAL CODE (AMENDMENT) BILL

(Insertion of new section 427A)

Shri Raghunath Singh (Banaras-Distt. Central): I beg to move for leave to introduce a Bill further to amend the Indian Penal Code, 1860.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill further to amend the Indian Penal Code, 1860."

The motion was adopted

Shri Raghunath Singh: I introduce the Bill.

PROCEEDINGS OF LEGISLATURES (PROTECTION OF PUBLICATION) BILL*

Shri Feroze Gandhi (Pratapgarh Distt.—West cum Rae Bareilly Distt.—East): I beg to move for leave to introduce a Bill to protect the publication of reports of proceedings of Parliament, State Legislatures and their Committees.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill to protect the publication of reports of proceedings of Parliament, State Legislatures and their Committees."

The motion was adopted

Shri Feroze Gandhi: I introduce the Bill.

MOTOR VEHICLES (AMENDMENT) BILL

(Substitution of section 65, etc.)

Mr. Chairman: Shri M. L. Dwivedi and Shri S. V. Ramaswamy are not present here. So, we shall take up the further consideration of the following motion moved by Shri T. B. Vittal Rao on the 16th December, 1955:

"That the Bill further to amend the Motor Vehicles Act, 1939, be taken into consideration."

Out of two hours allotted for discussion of this Bill, two minutes were taken on the 16th December, 1955, and therefore, one hour and 58 minutes are still available. Shri T. B. Vittal Rao may continue his speech now.

Shri T. B. Vittal Rao (Khammam): This Bill seeks to regulate the conditions of work of the workers in motor transport. The principal Act refers only cursorily to the working conditions and the hours of work of the workers in this industry. There is no further provision for transport workers. Under the existing conditions in India today, there is a lot of scope for the development of road transport in view of the fact that the railway transport system has not been able to catch up with both industrial and agricultural development of the country. Even railway transport, from the figures that I will present before the Sabha, is comparatively meagre. Only the other day, the Chairman of the Railway Board, while addressing the Institute of Engineers at Bhopal, has given the following facts. The facts are very revealing. He has compared the route mileage of railway transport in India to that of various other countries. In India, for an area of 1,000 sq. miles, we have 27 miles of railway. In the United States, it is 74, that is, three times that of India. In the United Kingdom, it is 204 which is 7.6 times. I have got the figures for Canada, France and Japan which

* Published in the Gazette of India Extraordinary, dated 24-2-1956, pp. 39 to 42.

[Shri T. B. Vittal Rao]

are definitely more than that of India. If you take road transport in India, you will find that we are far behind the times. Of course, I am not unaware of the facts that we have to contend with great difficulties, but the position is this. The ratio of population to the motor vehicle in Italy is 66; in the United Kingdom it is 50; in the USSR it is 107. In India it is 1,188. Even in Japan it is 203. In Canada there is one motor vehicle per every 4.9 of the population and in the USA, it is 3:0. This is the position in regard to transport. In a fast developing economy like that of ours, there is very great scope for the development of the road transport industry, because the railways have not been able to carry the goods and the passenger traffic of the size obtaining here. If you just have the figures compared with other countries, you will find that for India, for one lakh of population, we have got a railway route mileage of 9. In the United States of America, it is 138, which is just 15 times more than that of India. In the United Kingdom it is 37, which is four times. In Canada it is 272 which is 30 times. In France it is 60, that is, 6.6 times more than ours. In Japan it is 14, that is 1.6 times more than that of India. This gives us an idea as to what extent the road transport system could play in the economy of our country.

Even regarding *per capita* passenger miles, it is only 103 in India as against 181 in the United States of America, 406 in the United Kingdom, 184 in Canada, 384 in France and 599 in the USSR. The position is the same regarding goods traffic. So, until and unless the road transport is developed we will not be able to progress. Today, in our country, there are nearly four lakhs of workers in the road transport system and of this very nearly 80,000 are employed in the nationalised undertakings of the various State Governments. Then, about three lakhs of workers are employed under the private operators. It is very amazing to see that though the International Labour Organisation adopted a recommendation—No. 67—concerning the regulation of work and rest periods in road transport as long ago as 1939 with subsequent modification, this ILO convention was not ratified by our Government. Also, when we raised this issue in the Lok Sabha two years ago, we were told by the then Labour Minister that he would be bringing forward a very comprehensive Bill. When we asked him about the ratification of the con-

vention also, he said the same thing. But today nearly after 10 years after the modification, our Government have not yet thought fit either to ratify that convention or improve the working conditions of the workers. I cannot understand how these workers were neglected. In our country, as long as four years ago, we brought in a legislation modifying the old Mines Act, 1923, which covered about eight lakhs of workers employed in the mining industry. Similarly, we brought in the Plantation Labour Act in which I am told nearly 11 lakhs of workers are covered. Though the implementation of the Plantation Labour Act has been very halting and even though the rules have not yet been framed notwithstanding the fact the Act was passed five years ago. Yet, Government thought it necessary that an Act should be enacted. But, unfortunately, nothing has been done for these workers though they are doing a very important work. If we take the figures giving the taxes on the various constituents that go to make the road transport service, we will know how much they are. Tax on motor spirit has brought Rs. 37 crores; tax on motor vehicles has brought Rs. 13 crores and so on, and the total amount comes to Rs. 56 crores. Yet, nothing has been done by the Government for the welfare of these people. Since we are advancing towards a socialist pattern of society, I hope that at least within the coming few months, something practical and real will be done to the workers, so that the workers will really feel that a socialist pattern of society has been inaugurated.

Coming to the other aspects, the various labour legislations existing in the country like the Payment of Wages Act, Standing Orders under the Industrial Employment Act, Employees' Provident Fund Act etc. are not enforced in the case of the workers in many States, even though road transport has been nationalised there. One has merely to look at the profits made by these nationalised undertakings; they are so huge and we fail to understand why no legislation has been enacted for the workers. Recently, I was going through a report published by the State Government of Mysore. There they have given some figures of gross earning etc., in the road transport service. In 1948-49 they had a capital of Rs. 17.76 lakhs invested in the road transport service in the Mysore State and the gross earnings during that period amounted to Rs. 13.17 lakhs. With a little increase of Rs. 4 lakhs in the capital—the capital

went up to Rs. 21 lakhs—the gross earnings increased to nearly 3½ times. The capital was increased by one-fifth only, but the gross earnings increased to nearly 3½ times. The story is the same even with Hyderabad State. Hyderabad was the first State in India which nationalised road transport as long ago as 1932. Even after 24 years, the conditions of the workers are not regulated by any statutory provisions. Because the road transport services were integrated with the railways, some of the rules and regulations applicable to the railways are automatically applied there to the road transport workers also. Therefore, the condition of the road transport workers in Hyderabad is a little better than in other States, but much more has to be done. The same is the case with the various other State Governments also, like Madhya Pradesh or West Bengal. They have been making good profits. Similarly, the private enterprises also have been making good profits. A man who started his motor service with one lorry or bus, within a few years owns 10 lorries and 25 buses and becomes a big magnate in that part of the country. This is the story of every private businessman. They have been making huge profits at the cost of the workers. The wages of the workers are very low. The average earning of a driver is Rs. 45 to Rs. 55 a month. This is the average for the whole country; let not the Minister take the case of Hyderabad and say that it is higher there. For conductors, the average is Rs. 35 to Rs. 45 per month. Of course, in some motor transport systems like the T.V.S. there is some sort of amenities for the workers. But, taking the whole of India, one finds that though the private operators or the nationalised undertakings have been making good profits, there is not much progress towards improving the conditions of the workers. The wages have been so low. In 1946 the Rege Committee went into the conditions of the various industrial workers in the country, including the conditions and wage-scales of workers in road transport services. But he also failed to give any award on the ground that the services are so widespread. Therefore, a free hand has been given to the owners to exploit these workers. Let us take into consideration the improvement that has taken place in the transport system. For example, a driver who was only driving a 32 or 28 seater bus, has now to drive a 52 or 45 seater double decker or omnibus; but he is not paid any extra allowance. Nothing has been done to

improve his conditions and the same conditions continue. I could not understand how these workers came to be neglected in this fashion deliberately. Instead of improving the conditions, our Minister for Transport, Shri L. B. Shastri, introduced a Bill in the last session to amend the Motor Vehicles Act. What has he done? There are various clauses, but I will refer to the clauses which affect the workers. In that amending Bill, he has provided for increasing the licence fee and the renewal fee for a driver from Rs. 5 to Rs. 11, and has also enhanced the punishment for accidents. There is no security for these workers who are engaged in this very hazardous profession; on the other hand, the Bill provides for enhancing the licence fee, not only that, but also for enhancing the punishment for accidents.

The other day I was present at the meeting of the Labour Panel called by the Planning Commission. There we were discussing the chapter that is going to be included under labour policy in the Second Five Year Plan. There in one clause it was stated that legislation would be brought for regulating the conditions of work in the construction industry as well as road transport. When I enquired of the Chairman, Shri Gulzarilal Nanda, when the legislation will be brought, whether it will be brought in the beginning or at the fag end of the Plan period, he declined to give me any assurance. He said that the Planning Commission is concerned only with Plan period and whether it is enacted in the first year or the last year of the Plan, they are not concerned with it. After that, our organisation, the All India Trade Union Congress, received the agenda of the subjects that are going to be considered in the Standing Labour Committee meeting which is to be called in the month of April. This Standing Labour Committee has not met since August 1954. Though it is supposed to meet every six months, for eighteen months there was no sitting of this Committee. Now this Bill will be discussed in that Standing Labour Committee. Here again the halting and indifferent attitude of the Government towards the transport workers is revealed by the fact that the legislation they propose to bring forward during the Plan period will only cover those workers engaged in nationalised undertakings but not those under the private owners.

In the Bill which I have brought forward I have made a provision that no

[Shri T. B. Vittal Rao]

worker operating the vehicle, that is, drivers as well as conductors shall have to do more than seven hours' work I have deviated from the Factories Act and the Mines Act because of the fact that the responsibilities which a driver or a conductor has to discharge in the performance of his duties are slightly different. That is why I have made it 7 hours instead of 8 hours. These drivers, when they drive omnibuses and double-deckers, get exhausted quickly and when they have to drive in the roads with heavy traffic they will have to drive with great care and all the sense organs have to be active. They will have to do things with mathematical precision whether it is in applying the brake or stopping the vehicle. They have to do that with care. That is why I have provided for 7 hours a day.

Then, it is a common thing in a factory or in a mine to pay overtime wages. On the same basis, just as we pay double the normal rates for overtime work done, I have also made a provision that overtime work should be paid at double the rate.

I have also provided for a weekly 'off'. It is very disgusting to note that even in well flourishing nationalised undertakings, which have been spending huge sums of money for the construction of big offices, the workers are not given a weekly off. There were some cases where off was given once in 21 days. Just as the 30 lakh workers who are covered by the Factories Act enjoy weekly off, I have also provided for weekly off. Even under the Minimum Wages Act, wherever minimum wages are applicable, weekly off is given; not only given, but they are paid for. I have not brought any extraordinary provision in this Bill.

I have provided that work during night should be paid for at double the rate. I think I need not elaborate this point. The motor drivers have to be more careful during night than daytime.

Absolutely there is no provision for medical attendance. Though under the various Acts like the Plantation Labour Act, Mines Act and other Acts some sort of provision is made for the workers, here these people are left to their fate or to their own resources to fall back upon.

Just like other workers these workers also should have canteens.

Then I have asked for the provision of rest houses for these workers. During the night when these workers go about 50 to 60 miles away from the headquarters, sometimes even 100 and 150 miles, they will be able to return only the next day or the next night. During the night they are compelled to sleep in their buses or in their lorries. When it is a lorry, they are exposed to the atmosphere. This is nothing unusual. The railway workers are provided with rest houses. Our Railway Minister only yesterday with a little amount of gusto announced the establishment of holiday homes.

Shri Nambiar (Mayuram): But he is absent today though he is the Minister for Transport.

Shri Nambiar (Mayuram): But he holiday homes for the employees of the railways where the railway workers can spend their holidays with little expenditure. But here I am not asking for holiday homes for the transport workers though they richly deserve it in view of the work that they have to do. I am asking that they should be provided with rest homes so that they can sleep properly and they can take the steering quite refreshed so that they can drive carefully without any accident.

Today transport workers, especially those who are under the private owners, do not have facility for leave at all. I have made provision in this Amending Bill for leave. It is quite natural after putting a service of a year or a few months, in order to discharge his domestic responsibility or to perform certain social functions or even for health recuperation, to take some leave. Today these workers do not get any leave. They are left to the whims and fancies of the owners or the master under whom they serve.

After serving in this industry for a period of 15 or 20 or even 25 years, when he is unable, in his old age, to carry on his duties, he is simply thrown out, without any provision being made either for pension or provident fund. There are several thousands of workers, in the nationalised industries, for instance in Hyderabad there are 5,200 workers; it cannot be more than 20,000 workers, who enjoy the benefits which accrue from the Employees Provident Fund Act. Sometimes, some form of gratuity is provided. I have suggested a provision that the employees in this industry should be made members of the Employees provident fund. There are today

only 14 lakh workers who are covered by the Employees Provident Fund Act. The Labour Minister is thinking of extending this Act to those industries covered under the Factories Act and having 10,000 workers. I earnestly hope and trust that the Minister will agree that this should be done.

Coming to gratuity, of course, I have got another Bill here, which has not been so successful as this Bill to get a priority in the ballot, that all workers should be given a gratuity. There are some industries where a gratuity is provided, however meagre it may be. In some factories, at least 15 days' wages are given as a gratuity for every year of service rendered. They get it when they retire. The workers in this industry should also be given this benefit.

Finally, I have made a provision for insurance. These workers, because they have to perform hazardous and dangerous duties, easily come across accidents, bodily injuries and other things. I have inserted a provision that these people should be insured by the employers. As I have pointed out earlier, the Government is getting nearly Rs. 56 crores by way of taxes and various things. In view of the fact that the road transport industry has to play a very important and vital role in the economic development of the country, unless and until the workers who are manning this huge road transport system are looked after and statutory provisions made regulating their conditions of work, I am afraid, it will lead to a lot of heart burning and a number of industrial disputes. Already, we are having a number of industrial disputes. Unless the conditions in regard to bonus, hours of work, holidays, wages, etc., are improved, the transport system, I am afraid, will be dislocated and thereby, our Second Five Year Plan will be in jeopardy. Therefore, I make a fervent appeal to our Labour Minister, . . .

Shri Namblar: He is not here.

Shri T. B. Vittal Rao : He is represented by the Deputy Labour Minister.

Shri Namblar: Of course, his representative is here.

Shri T. B. Vittal Rao: I appeal to the Labour Minister who has been the President of the road transport workers in his province. I hope he will see that a judicial committee at least is appointed to go into the wages obtaining in this industry. We have been appointing

a number of tribunals. We have a Coal tribunal for the coal workers, a Bank tribunal for the bank Employees. We are going to have wage boards for other workers. I would appeal to the Minister to appoint a committee to enquire into the wage-scales obtaining in this industry. This Bill has not come a day too early. There is urgent need for this and the time is ripe. As the nerve system of our entire economy is concerned, I hope and trust that the Labour Minister will agree to this Bill.

Mr. Chairman: Motion moved;

"That the Bill further to amend the Motor Vehicles Act, 1939 (Section 65) be taken into consideration."

Shri Bansilal (Jaipur): I want to oppose the Bill.

The Bill which has been moved seeks to get section 65 of the Motor Vehicles Act amended and it is desired that certain provisions be inserted in the place of the present section 65. The Mover of the Bill has laid stress upon the pitiable conditions of the workers employed by the various transport owners. I doubt if any piecemeal legislation or an amendment here or there in the Motor Vehicles Act can improve the position. A few days back, the Government have taken the decision—a welcome action—about the nationalisation of insurance business in the country. I submit that nationalisation of motor transport is not the least important. It is overdue. I think that is the only way whereby the pitiable conditions of the workers, could be improved. I associate myself with the feelings expressed by the hon. Member, but I disagree with him and oppose the Bill on the ground that any amendment of this sort will not help in any way. It is high time that the Government take steps for the nationalisation of the whole motor transport business in the country. The hon. Member made a point that instead of the State Governments, the power should be taken by the Central Government.

Shri T. B. Vittal Rao: No, no. I did not say that.

Shri Bansilal: I thought that was one of the objects of the Bill. Any way, the purpose of the amending Bill is that certain facilities should be given to the transport workers.

But, I think, my hon. friend the Mover of the Bill has seen only one side of the picture. I may remind him

[Shri Bansilal]

that all the transport owners are not big capitalists holding a number of buses or trucks. I have got some experience of the rural side in this connection. There are transport vehicle owners who own only one bus or one truck and they are eking their livelihood out of that. Another trouble recently has been—I would like to draw the attention of the Government—that permits are recklessly issued.

On some routes there is business only for one or two buses, but permits have been given for 10, 15 or 20 buses with the result that the man gets a turn once in a week or so. If all the facilities that are provided under this Bill are to be given to the driver of that one bus, I doubt if that man who somehow or other got a permit for running the bus and gets a turn to put his vehicle on the road once a week or so will be able to run the bus on that route.

So, this piece of legislation cannot help. It will rather confuse the issues and will bring difficulties to so many small bus owners that it will completely ruin the transport on the rural side.

We have not arrived at a stage when people are very anxious to run the buses in the rural side, particularly in rough areas of the rural side, and they have to be encouraged. Of course, the conditions in the cities are different where big transport companies are running their buses. So far as the cities are concerned, the spirit of this amendment is all right, but my friend should not forget the conditions in the rural side.

But the difficulty is there because millions of persons throughout the country are employed in this transport business and their fate, their comforts, their amenities and their lives are not as happy as they should be. My friend has suggested that there should be compulsory insurance for these workers. But there are so many things which have to be examined, what facilities can be given to these workers and what cannot. All that cannot be done now looking to the nature of the work. It is only possible to help the transport workers when Government nationalises it.

So, I submit that this Bill will not help in any way to ameliorate the conditions of the transport workers. The only remedy lies in the immediate nationalisation of the transport system of the country.

Shri A. K. Gopalan (Cannanore): I only wish to add a few words to what has been said by the Mover of this Bill.

My friend said just now that there should be nationalisation of transport and then only all these evils can be remedied. We are also not against nationalisation of transport. But I have to point out to my friend that there are certain States in India where transport has been nationalised where the condition of the workers is not any the better. Conditions in the different States where transport has been nationalised, as for example Madras and Travancore-Cochin State, are different. There must be certain statutory provisions so that there may be uniform conditions. Nationalisation of transport is, of course, good, but before that something has to be done because it is this section of workers that has been neglected for which nothing has been done for the last so many years.

Road transport occupies an important position in the development of the economy of our country. It can provide transport at a cheap rate to the remote areas. We have set apart some amount in the Second Five Year Plan for transport. So, it is very necessary that the condition of transport workers should be looked into.

The British were not interested in road transport. They did not care for it because their interest was only to supplement railway by road transport. The railway being a dominant British concern, it got patronage from the Government, and road transport was neglected. That was the reason why they enacted a law called the Motor Vehicles Act of 1939. Before transport is nationalised this Act of 1939 has to be substituted by another Act.

There are two reasons for this. Section 65 of the Act of 1939 provides for 54 hours of work in a week and 9 hours a day. Workers in other factories do not have to work for 9 hours a day. Not only that. There is also a spread over, so that before starting and after finishing the work the worker has to spend some time, so that the over-all time comes to about 12 hours a day.

The second reason is that arbitrary powers have been given in the Act of 1939 to the police, so that it is impossible to run the buses. On any small issue saying that the speed is more or that the break is not good, they can

stop the running of buses, with the result they have to be bribed from top to bottom. A person who owns about ten buses told me that he has to spend regularly Rs. 120 per day because he has to bribe everybody. If he does not do that, he will have to spend more money. So, this is misused also. They can spend some money and get favours under this Act.

So, these powers given to the traffic and police constables may be taken away and some other administrative body may be set up.

In many cities even where there is nationalisation, ordinary laws applicable to other workers like the Industrial Disputes Act and the Payment of Wages Act, are not applicable to the transport workers. That is another reason why this Bill has been brought.

I understand the difficulty mentioned by my friend about small motor owners, but this practice can be adopted, which has been done in other parts also, of 20 or 30 people forming a union so that the expense of the union as a whole will be less than what otherwise the men will have to incur.

My next point is in regard to the provision of rest-houses. In the interior parts of the country—I can speak for my part of the country—very often, the buses have to halt at places where there will not even be a tea-shop where the driver can have some tea. Sometimes, the drivers and conductors have to sleep for the night also in those very places. And as you know, they will not be able to sleep well in those interior places, because the mosquito trouble might be there, the area might be a malaria-ridden area and so on. In the absence of any rest-houses in those places, the drivers and conductors are obliged to sleep in the open; this not only affects the health of the transport workers, but also the running of the buses and the safety of the passengers. It is very necessary therefore that there must be rest-houses provided at the termini for the convenience of the transport workers.

I now come to sickness leave and sickness benefit. In other countries, there are sanatoria where the transport workers and the railway workers are compulsorily asked to go and take rest for at least one month in a year. Similar

benefits should be extended to our workers also. This is what has been provided for in clause 16 which reads :

“...every transport worker shall be entitled to obtain from his employer sick leave with full wages for a period of fifteen days and half wages for any period over fifteen days and upto one month provided a qualified medical practitioner certifies to that effect.”

The benefit of the provident fund and gratuity also should be extended to our transport workers. The Bill seeks to provide that the provisions of the Employees' Provident Fund Act shall be made applicable to the transport workers. A similar provision has been put in for gratuity also. As the Mover has pointed out, in the transport industry, huge profits are being made, and therefore, these benefits can easily be extended to the workers.

There should also be compulsory insurance of all motor transport workers. As has been stated in the memorandum regarding delegated legislation, there are greater chances of accidents in motor transport, and therefore it is necessary that all transport workers are insured. The rules for the same relating to premium, periods of contribution etc. may be framed after full consultation with all parties concerned.

These are some of the important points to which I would like to draw the attention of Government. Either they should accept this Bill, or they should bring forward their own Bill making provision for all the important benefits to be provided to motor transport workers. Road transport workers have been neglected very much for a long time, and it is therefore high time that Government do something for them.

It was when the Britishers were there that this Motor Vehicles Act of 1939 was passed. And there are so many loopholes in that Act. Some of its provisions also run counter to the provisions of some of the Acts that we have passed after 1947. Today we are an independent country and we are thinking of national reconstruction. I would therefore request Government to consider the question in a new light, and either accept this Bill or bring forward their own Bill embodying the provisions of this Bill.

[SHRI BARMAN *in the Chair*]

श्री धार० धार० शास्त्री (जिला कानपुर—मध्य) : मैं मानरेबिल मेम्बर (माननीय सदस्य) विट्ठल राव जी को इस बात के लिये बधाई देता हूँ कि उन्होंने इस महत्वपूर्ण विषय की ओर इस सदन का ध्यान आकर्षित किया है। उन्होंने मोटर वेहीकिल्स ऐक्ट (मोटर गाड़ी अधिनियम) सन् १९३६ की धारा ६५ में संशोधन रखा है और इस संशोधन द्वारा उन्होंने मोटर व्यवसाय में काम करने वाले कर्मचारियों की दशा पर विचार किया है। मेरा ख्याल यह है कि जो संशोधन उन्होंने रखा है और जो मांग उन्होंने इस विधेयक के जरिये से सदन के सामने पेश की है मेरा विश्वास है कि उसमें कोई ऐसी चीज नहीं है जो कि दूसरे व्यवसायों में काम करने वाले कर्मचारियों को प्राप्त न हों, या गवर्नमेंट ने जिस पर ख्याल न किया हो कि यह चीज मजदूरों को मिलनी चाहिए। सबाल यह उठता है कि जब दूसरे व्यवसायों के सम्बन्ध में यह विचार किया जा सकता है कि उनको इतवार की छुट्टी मिलनी चाहिए, अगर उनसे ज्यादा काम लिया जाये तो उनको ओवर टाइम मिलना चाहिए, अगर वह घायल हो जायें तो उनको कम्पेन्सेशन (क्षतिपूर्ति) मिलनी चाहिए, और जहां कहीं वह काम करते हैं वहां उनके उठने बैठने के लिए ठीक जगह होनी चाहिए, अगर वे बीमार पड़ जाते हैं तो उनको छुट्टी मिलनी चाहिए, अगर दूसरे व्यवसायों में काम करने वाले कर्मचारियों के लिए यह समझा जाता है कि एक इन्सान की जिन्दगी के लिए और खास तौर से एक मजदूर और कर्मचारी की जिन्दगी के लिए ये चीजें आवश्यक हैं, तो कोई बजह नहीं मालूम होती कि ट्रांसपोर्ट (परिवहन) में काम करने वाले कर्मचारियों के जीवन के लिए ये चीजें क्यों आवश्यक नहीं समझी जातीं। मैं माननीय सदस्य का भाषण बड़े ध्यान से सुन रहा था और सोच रहा था कि इस विषय में पता नहीं माननीय मंत्री जी क्या विचार रखते हैं।

हम द्वितीय पंचवर्षीय योजना को शुरू करने जा रहे हैं और द्वितीय पंचवर्षीय योजना में सबसे बड़ा काम हमारे सामने यह है कि हम देश का उत्पादन बढ़ावें, देश का व्यवसाय बढ़ावें, और देश में जो उत्पादन हो उसको सुदूर गांवों तक पहुंचा सकें, और इस के लिए आप इस बातको मानेंगे कि ट्रांसपोर्ट का व्यवसाय ही ऐसा है कि जिसके जरिये से हम दूर दूर देहातों तक अपने माल को पहुंचा सकते हैं। जब कभी यहां पर परिवहन मंत्री जी का भाषण हुआ है उन्होंने

इस बात पर जोर दिया है और वास्तव में इस विषय पर उनका ध्यान आकर्षित हुआ है और वह विश्वास करते हैं कि द्वितीय पंचवर्षीय योजना में ट्रांसपोर्ट का एक बहुत महत्वपूर्ण हिस्सा होगा। फिर सबाल यह उठता है कि अगर ऐसी हालत है तो क्या बजह है कि इस व्यवसाय में काम करने वाले कर्मचारियों की दशा की ओर क्यों ध्यान न दिया जाय। जो सन १९३६ का मोटर वेहीकिल्स ऐक्ट है उसमें बहुत सी और बातों की व्यवस्था है लेकिन जहां तक कर्मचारियों का सम्बन्ध उनके केवल काम के घंटों के बारे में तो व्यवस्था है लेकिन और किसी बात के बारे में कोई व्यवस्था नहीं है कि उनकी क्या हालत हो यहां तक मान लिया गया है कि व्यवसाय के प्रबन्ध में भी कर्मचारियों का हिस्सा होना चाहिए और आज देश में समाजवाद की धूम मची हुई है। आज यह कहा जा रहा है कि व्यवसाय में महनत करने वाला इन्सान समाज में उच्च स्थान प्राप्त करेगा। ऐसी स्थिति में ट्रांसपोर्ट व्यवसाय में काम करने वाले कर्मचारियों ने उम्मीद की थी कि जब सन् १९३६ के मोटर वेहीकिल्स ऐक्ट में सरकार संशोधन करेगी तो इस बात का जरूर ध्यान रखेगी कि कर्मचारियों की अवस्था में सुधार किया जावे। पर अफसोस कि मोटर वेहीकिल्स ऐक्ट सन् १९३६ जब संशोधन के लिये सदन के सामने सरकार द्वारा लाया गया तो उसमें यह चीज तो की गयी कि उनके लाइसेंस को बढ़ा दिया जाये, सजायें बढ़ा दी जायें, पुलिस को ज्यादा पावर्स दी जायें, लेकिन आश्चर्य है कि सरकार का ध्यान इस व्यवसाय में काम करने वाले कर्मचारियों की ओर नहीं गया, उसने यह नहीं सोचा कि ये भी इन्सान हैं, इनके भी बालबच्चे हैं। और उसी का यह नतीजा है कि आज आप देश के किसी हिस्से में जायें और ट्रांसपोर्ट व्यवसाय में काम करने वाले कर्मचारियों से बात करें तो आपको मालूम होगा कि उनमें असंतोष है। हिन्दुस्तान में मजदूरों की रक्षा करने के लिए बहुत से कानून बने हुए हैं लेकिन उनमें से कोई भी कानून इन ट्रांसपोर्ट कर्मचारियों को लागू नहीं होता। अगर ये लोग अपनी मुसीबत को दूर कराने के लिए आवाज उठाते हैं तो कोई सुनवाई नहीं होती, अगर वे संघर्ष करते हैं तो उनको दंडित किया जाता है। अब प्रश्न यह है कि उनके झगड़ों को किस तरह से तय किया जाये। ट्रेड्स डिस्प्यूट्स ऐक्ट उनको लागू नहीं होता। ऐसी हालत में उनके लिये दो ही रास्ते रह जाते हैं। या तो जो जुल्म उन पर होता है और उनका जो शोषण होता है उसको वे चुपचाप सहन करते

रहें, और या उसके खिलाफ आवाज उठाकर दंड भोगें। जब ऐसी स्थिति पैदा हो जाती है और कर्मचारियों की कहीं सुनावाई नहीं होती तो वे निराश हो जाते हैं और उनमें असंतोष पैदा हो जाता है और वे सोचते हैं कि एक एक करके आवाज उठाने से हमारी सुनावाई नहीं होगी इसलिए हम सब मिल कर आवाज उठाएँ ताकि सरकार का ध्यान हमारी ओर आकर्षित हो।

4 P.M.

यही वजह है कि ट्रान्सपोर्ट के कर्मचारियों में भी अभी जागृति आई है और उन्होंने यह महसूस किया है कि जब तक सारे देश के कर्मचारी एक साथ अपनी दशा की ओर जनता का ध्यान आकर्षित नहीं करेंगे तब तक शायद सरकार का ध्यान भी आकर्षित नहीं होगा। इसलिए सन् १९५५ में प्राइवेट सेक्टर के लोगों ने और पब्लिक सेक्टर के कर्मचारियों ने भी जो कि ट्रान्सपोर्ट व्यवसाय में लगे थे, उन्होंने अपना एक आल इंडिया संगठन (अखिल भारतीय) बनाया। मैं सिर्फ एक बात पर ध्यान दिलाना चाहता हूँ और जोर देना चाहता हूँ कि आज ट्रान्सपोर्ट के कर्मचारियों की तरफ कोई ध्यान नहीं दिया जाता और उनके प्रति उपेक्षा का व्यवहार बर्ता जाता है और इस नाते लोकसभा के अन्दर इस विधेयक को पेश करके माननीय सदस्य ने गवर्नमेंट का ध्यान उनकी समस्या की ओर दिलाया है। अब समय आगया है जब सरकार को उनकी हालत में सुधार करने के लिए आवश्यक कदम उठाने चाहियें क्योंकि अगर सरकार का ध्यान उनकी ओर आकर्षित नहीं हुआ और किसी वक्त में परेशानी की हालत में उन्होंने अपनी आवाज उठाई, अगर कोई देशव्यापी प्रदर्शन किया तब गवर्नमेंट यह कहेगी कि प्रजातन्त्रवाद के इस युग में समाजवाद के इस युग में इन प्रदर्शनों की क्या आवश्यकता है। इसलिए आज जब वह अपनी आवाज उठाते हैं और हाथ पैर जोड़ कर अपनी बात कह रहे हैं तो सरकार को यह उचित है कि अगर उनकी बात जायज है तो उसकी ओर ध्यान दे और उनको राहत पहुँचाये और इसकी कोई वजह नहीं है कि जब वह प्रदर्शन करें और देशव्यापी आन्दोलन करें, तभी गवर्नमेंट उनकी बात को सुने, यह बात मुनासिब नहीं है। मैं तो समझता हूँ कि जो बात जायज है, गवर्नमेंट को उस बात को तुरन्त सुनना चाहिए। हमारा स्थान यह है कि प्राइवेट सेक्टर के कर्मचारियों ने भी अपनी क्लानफ्रेंस की ओर अपनी मांगों का मस्बदा तयार किया और हमारा स्थान है कि उसको उन्होंने सरकार के पास भेजा होगा। पब्लिक

सेक्टर के कर्मचारियों ने भी अपना अखिल भारतीय सम्मेलन बुलाया और मुझे उम्मीद है कि वहाँ पर जो प्रस्ताव पास हुए होंगे, उनको सरकार के पास पहुँचाया होगा और मैं यह भी उम्मीद करता हूँ कि दोनों तरफ के कर्मचारियों ने जो अपने प्रस्ताव भेजे होंगे, उन पर सरकार ने विचार किया होगा, इसलिए मैं यह नहीं कह सकता हूँ कि अखिर को जो यह विधेयक पेश किया गया है उसके सम्बन्ध में सरकार की राय क्या है। मुमकिन है कि सरकार यह कहे कि विधेयक जिस रूप में पेश किया गया है वह मुनासिब नहीं है, या उसका तरीका गलत है और उसकी जगह पर वह जो खुद विधेयक लायेगी, वह इससे बहुत ज्यादा अच्छा होगा, तो मुझे इसमें भी कोई ऐतराज नहीं है अगर हमारे माननीय सदस्य श्री टी०वी० विठ्ठल राव की मेहनत का यह नतीजा निकले कि गवर्नमेंट इस विधेयक को न स्वीकार करे और वह यह आश्वासन दे दे कि वह स्वयं अपनी ओर से इस सम्बन्ध में एक विधेयक लोकसभा में पेश करेगी। सरकार अगर इस तरह की घोषणा यहां पर कर सके कि वह खुद एक ऐसा विधेयक यहां पर ला रही है जिसके जरिए देश भर में ट्रान्सपोर्ट के जितने कर्मचारी हैं, उनकी सर्विस कंडिशन (सेवा की शर्त) रेगुलेट (विनियमित) होंगी और उनको सुविधाएं दी जायेंगी, तो मैं समझता हूँ कि हमारे माननीय सदस्य ने जो इस विधेयक को तैयार करने में मेहनत की है वह सफल समझी जायगी। सारे देश के ट्रान्सपोर्ट के कर्मचारी बड़ी उम्मुकता-पूर्वक देख रहे होंगे कि इस विधेयक के जरिए लोकसभा में जो हमारी आवाज पहुँचायी गयी है, उसके बारे में गवर्नमेंट का क्या जवाब है। मैं सरकार से और माननीय मंत्री से केवल एक ही अपील करूँगा कि हमारे और उनके बीच आवश्यक व्यवस्था करने के सम्बन्ध में उसके डिटेल्स के बारे में तो फर्क हो सकता है लेकिन अगर आप उनकी बात को सही समझते हैं तो आपको उसको स्वीकार करना चाहिए और आपको आश्वासन देना चाहिए कि वास्तव में इस सम्बन्ध में सरकार क्या करना चाहती है।

आज हम देखते हैं कि बन्दरगाहों, खानों और दूसरे उद्योगों में लगे हुए कर्मचारियों के बास्ते तो हम तय कर कानून बनाते हैं और उनकी सर्विस कंडिशन मीजुद है, फिर क्या वजह है कि हम कोई एक ऐसा अखिल भारतीय कानून नहीं बना सकते जिसके जरिये से इस व्यवसाय में काम करने वाले कर्मचारियों की दशा में कोई सुधार हो सके। आज हालत यह है कि अलग अलग राज्यों में अलग अलग क़ायदे कानून बने हुए

[श्री भार० भार० शास्त्री]

हैं और एम्पलायर्स (नियोजकों) की मरजी पर है कि जिस तरीके से चाहें उनके साथ सलूक करें, मनमाने ढंग से उनके साथ बर्ताव करें और अगर कोई उनके रवैये के खिलाफ आवाज बुलन्द करे तो उसको जिस तरीके से चाहे दंडित करें और जिसका नतीजा यह होता है कि कर्मचारी लोग सजा भी पाते हैं और उनमें निराशा और परेशानी की भावना फैलती है और यह मानी हुई बात है और इस सिद्धान्त को सभी मानते हैं और सरकार भी मानती है कि जो काम करने वाला व्यक्ति है अगर उसके जीवन में सुख और शान्ति न हो, और उसके दिल में आनन्द न हो, तो उसको काम करने में उत्साह पैदा नहीं हो सकता। आप चाहे देश-भक्ति और देश संकट में है के कितने ही नारे बुलन्द क्यों न करें लेकिन यह निश्चित जानिये कि जो मेहनत करने वालों इंसान है, अगर उसके जीवन में सुख नहीं और शान्ति नहीं तो उसे अपने काम को करने की प्रेरणा नहीं मिल सकती। सारे देश में इस चीज को स्वीकार किया जा चुका है कि अगर देश का उत्पादन बढ़ाना हो और व्यवसाय की तरक्की करनी हो तो आवश्यकता इस बात की है कि जो मेहनत करने वाले लोग हैं जो श्रमजीवी वर्ग है, उनको संतुष्ट रखा जाये और उनको काम करने के लिए प्रोत्साहन और प्रेरणा मिलनी चाहिए।

इस विधेयक में हमारे काम के घंटों की बात कहा गया है कि हमारे काम के घंटे निश्चित किये जायें जिससे आज जो हमारे कर्मचारियों से ज्यादा काम लिया जाता है, वह न हो सके। यह क्या इंसफ है कि दूसरे व्यवसायों में जो काम करने वाले लोग हैं वह तो थोड़े घंटे काम करें लेकिन ट्रान्सपोर्ट विभाग में जो काम करने वाले कर्मचारी हैं वे ज्यादा घंटे काम करें? क्या मंत्री महोदय या सरकार यह समझती है कि ट्रान्सपोर्ट में काम करने वाले कर्मचारियों का काम अपेक्षाकृत बहुत हल्का है और उसमें कोई ज्यादा मेहनत नहीं है? अगर सरकार का ऐसा ख्याल बना हुआ है, तो मैं उनको कहना चाहता हूँ कि आप बहुत बड़े भ्रम में हैं और ऐसा सोच कर आप ट्रान्सपोर्ट में काम करने वाले कर्मचारियों के साथ बहुत अन्याय कर रहे हैं। आप स्वयं भ्रंदाज लगायें कि जो डाइवर इंजन चलाता है या जो डाइवर मोटर चलाता है उसका काम कितना जोखिम और मुश्किल है। हर क्षण उसकी निगाह चौकसी रहती है कि कहीं कोई ऐक्सीडेंट (घुर्बटना) न हो जाय और वह अपने काम से एक क्षण के लिये भी

गाफिल नहीं हो सकता क्योंकि उसकी एक क्षणकी जरा सी गफ़लत से काफ़ी जान और माल का नुकसान हो सकता है। यह बहुत जरूरी है कि उनसे ज्यादा घंटे काम नहीं लिया जाय। इस विधेयक के जरिए उनके काम के घंटे निश्चित करने की व्यवस्था की जा रही है। इसके अतिरिक्त इस विधेयक द्वारा यह भी मांग पेश की गई है कि हफ्ते में एक रोज़ की उनको छुट्टी मिलनी चाहिए और मेरा ख्याल है कि माननीय मंत्री इससे इंकार नहीं कर सकते कि एक इंसान जो रोज़ाना लगातार ६, १० घंटे काम करे तो उसको सप्ताह में एक दिन का अवकाश न मिले। और अगर हफ्ते में एक दिन की छुट्टी की मांग उनकी ओर से की जाती है तो क्या उसे गैरकानूनी या नामुनासिब समझा जायगा। हफ्ते में एक दिन का भाराम बिलकुल सही तौर पर वे मांगते हैं और इसलिए मांगते हैं ताकि वह बाक़ी दिनों में ज्यादा मेहनत और दिल लगाकर काम कर सकें। इस विधेयक के जरिए वे चाहते हैं कि उनकी दवादारू का भी इन्तजाम हो। आज सब जगह पर इस बात की आवाज उठाई जा रही है कि अगर काम करने वाले कर्मचारियों का सेवा कार्य करते हुए स्वास्थ्य खराब हो जाता है तो उनके इलाज और दवादारू का प्रबन्ध होना चाहिए, तो अगर ट्रान्सपोर्ट के कर्मचारी अपने लिए दवादारू के प्रबन्ध की मांग करते हैं, तो इसमें मुझे कोई अनुचित बात मालूम नहीं होती है।

कल रेलवे मिनिस्टर साहब ने जब यहां पर स्पीच दी तो उन्होंने रेलवे कर्मचारियों को दी जाने वाली चिकित्सा आदि सुविधाओं का जिक्र किया और बतलाया कि कर्मचारियों के इलाज के लिए एक टी० बी० अस्पताल खोला जायगा और हमें यह सब सुन कर बड़ी खुशी हुई कि वे रेलवे कर्मचारियों को चिकित्सा और अन्य सुविधायें देने जा रहे हैं और उनकी दशा सुधारने में प्रयत्नशील हैं। लेकिन साथ ही आश्चर्य भी इस बात से होता है कि हालांकि वही रेलवे मिनिस्टर ट्रान्सपोर्ट के भी मिनिस्टर हैं, उन्होंने रेलवे के कर्मचारियों की दशा में सुधार करने के लिए जो योजना बतलाई और चिकित्सा आदि सुविधाओं का जिक्र किया, उससे सारे सदन को प्रसन्नता हुई और उनकी घोषणा का सारे देश को लोगों ने स्वागत किया है, लेकिन उनका ट्रान्सपोर्ट के कर्मचारियों की दशा सुधारने की ओर ध्यान न जाय, किसी तरह का उनके लिए कानून न बनाया जाय और किसी तरह का प्रबन्ध न किया जाय तो यह आश्चर्य और दुःख की बात है। साथ ही साथ कर्मचारी चाहते

हैं कि उनको "हालिडेज विद पे" (वैतनसहित छुट्टियाँ) मिलें। काफ़ी संघर्षों के बाद मुल्क के मजदूरों को यह छुट्टी का हक मिला और यह माना गया कि छुट्टी तनख्वाह के साथ मिले। अब अगर ट्रांसपोर्ट में काम करने वाले इस मांग को पेश करते हैं तो इसमें कौन सी अनुचित बात है और ऐसी कौन सी गलत बात है जिससे इंकार किया जा सकता है। साथ ही साथ में अगर काम करने के सिलसिले में वे घायल हो जाते हैं, चोट लग जाती है और अस्पताल में दाखिल हो जाते हैं तो अगर उन दिनों का पैसा वे अपने एम्प्लॉयर्स से मांगते हैं तो क्या बेजा मांगते हैं। वर्कमैन कम्पेनसेशन ऐक्ट यहां पर पास हुआ और माननीय मंत्री ने यहां पर आश्वासन दिया कि हम कम्पेनसेशन ऐक्ट में शीघ्र सुधार करना चाहते हैं। उन्होंने यह भी बतलाया कि अपनी ड्यूटी अंजाम देने के सिलसिले में अगर कोई कर्मचारी घायल हो जाता है और अस्पताल में भर्ती हो जाता है, तो उसके इलाज के अलावा हम उसको कुछ कम्पेनसेशन या मुआविजा देने की व्यवस्था रखने का ख्याल रखते हैं तो क्या बजह है कि ट्रांसपोर्ट के कर्मचारी अगर यह अपनी मांग पेश करते हैं कि चोट लग जाने पर हमारा इलाज करने का इन्तजाम हो और उतने दिनों की छुट्टी वैतन सहित दी जाय तो क्या अनुचित मांगते हैं।

इसके अतिरिक्त प्राविडेंट फंड और ग्रेचुइटी की भी बात इस विधेयक में कही गई है। आप देखते हैं कि हमारे देश में ओल्ड ऐज पेंशन (वृद्धावस्था निवृत्ति वैतन) का कोई कानून नहीं है जिसका नतीजा यह होता है कि वह इंसान जो सारी जिन्दगी देश और समाज की सेवा करता है बूढ़ा हो जाने के बाद अपने को असहाय पाता है और उसके लिए कोई व्यवस्था नहीं की गई है। ऐसी हालत में प्राविडेंट फंड (भविष्य निधि) और ग्रेचुइटी (उपदान) की मांग जो हम लोगों ने रखी है वह नितान्त आवश्यक है और सरकार को उसको मंजूर करने में कोई आपत्ति नहीं होनी चाहिए। प्राविडेंट फंड और ग्रेचुइटी के रूप में बची हुई रकम बुढ़ापे में मुसीबत के वक्त उसके काम में आयेगी और इस चीज की व्यवस्था करने के बारे में यहां अगर ट्रांसपोर्ट के कर्मचारी मांग करते हैं तो मैं समझता हूँ कि वे कोई अनुचित मांग नहीं पेश करते हैं जब कि यहां पर कहा गया कि दूसरे व्यवसायों में लगे कर्मचारियों को इन की सुविधा प्राप्त है। फिर ट्रांसपोर्ट के कर्मचारियों के लिये ही हमारे देश में चाहे कोई कानून न हो, लेकिन

इस बात को आप मानेंगे कि संसार के दूसरे हिस्सों में, संसार के दूसरे देशों में, ट्रांसपोर्ट कर्मचारियों की ओर उनकी सरकारों का ध्यान गया। अभी जैसा बतलाया गया इंटरनेशनल लेबर ऑर्गेनाइजेशन (अन्तर्राष्ट्रीय श्रम संगठन) ने एक कन्वेंशन बनाया। उस में जहां कर्मचारियों की ओर ध्यान गया वहां उनका ध्यान ट्रांसपोर्ट कर्मचारियों की ओर भी गया और उनके संबंध में भी आई० एल० ओ० ने विचार किया। मैं माननीय मंत्री जी से जानना चाहूंगा कि कौन सी बज्जहात हैं जिनकी वजह से इंटरनेशनल लेबर ऑर्गेनाइजेशन के इस कन्वेंशन (समझौता) की बातों को हम ने ट्रांसपोर्ट कर्मचारियों के संबंध में नहीं माना ?

अभी मैं एक माननीय सदस्य का व्याख्यान सुन रहा था, और उन की बात सुन कर मुझे बड़ा अश्चर्य हुआ। उन्होंने इस आधार पर इस विधेयक का विरोध किया कि वह चाहते हैं कि पहले इस व्यवसाय का राष्ट्रीयकरण हो जाय। जब राष्ट्रीयकरण हो जायेगा तो उस के कर्मचारियों की दशा में सुधार होगा। यहां पर यह सवाल उठता है कि जहां पर ट्रांसपोर्ट का राष्ट्रीयकरण हो चुका है वहां भी कर्मचारियों की ओर से मांगें पेश की जा रही हैं, वहां पर भी कर्मचारियों की मुसीबतों को पेश किया जा रहा है, लेकिन उन स्थानों पर भी उन की मांगों को पूरा नहीं किया गया है। मैं यह जानना चाहता हूँ कि क्या जब तक सारे देश के ट्रांसपोर्ट का नेशनलाइजेशन (राष्ट्रीयकरण) न हो जाय तब तक ट्रांसपोर्ट कर्मचारियों की छोटी छोटी मांगों को, जैसे हफ्ते में उन को छुट्टी दी जाय, बीमार पड़ जायें तो छुट्टी दे दी जाए, अगर घायल हो जायें उनकी दवादारू का इन्तजाम किया जाय, न माना जाय ? अगर ऐसी बात है तो मैं पूछना चाहता हूँ कि जब अब तक सारे देश के दूसरे व्यवसायों का राष्ट्रीयकरण नहीं हुआ है तो उन में काम करने वाले कर्मचारियों के लिये छुट्टी का प्रबन्ध क्यों किया गया ? उन की दवादारू का प्रबन्ध क्यों किया गया ? उन की हफ्ते की छुट्टी का इन्तजाम क्यों किया गया ? जिन व्यवसायों का अब तक राष्ट्रीयकरण नहीं हुआ है अगर उन में कर्मचारियों के जीवन को सुधारने की चीजें की गई हैं तो कोई बजह नहीं है कि राष्ट्रीयकरण न होने के कारण ट्रांसपोर्ट कर्मचारियों की ओर ही सरकार का ध्यान न जाय।

मैं माननीय मंत्री जी से बरखास्त करता हूँ कि वास्तव में यह बड़ा अहम (अहत्त्वपूर्ण)

(श्री भार० भार० शास्त्री)

मसला (समस्या) है। यह व्यवसाय सारे देश में फैला हुआ है। यह कुल दस या बीस हजार मजदूरों का ही सवाल नहीं है बल्कि जैसा बताया गया, जो पब्लिक सेक्टर (सरकारी उद्योगक्षेत्र) है, नेशनलाइज्ड सेक्टर है, उस के अन्दर भी कोई ८० या ९० हजार आदमी काम करते हैं, प्राइवेट सेक्टर (गैर सरकारी उद्योगक्षेत्र) में काम करने वाले जो लोग हैं उन की संख्या भी काफी है। वहाँ पर भी तीन या चार लाख आदमी काम करते हैं जो कि देश की अर्थ-व्यवस्था में इतना महत्वपूर्ण स्थान रखते हैं, अगर उन को मालिक की मर्जी पर छोड़ दिया जाय और उन के दिल में असन्तोष पैदा हो, तो यह राष्ट्र के हित में नहीं होगा, उस से तो देश का अहित ही होगा। इस लिये इस महत्वपूर्ण विषय की ओर माननीय मंत्री जी को अवश्य ध्यान देना चाहिये। मैं उम्मीद करूँगा कि जो विधेयक यहां पर पेश किया गया है उस को वह स्वीकार कर लेंगे।

इस बात के अन्दर कुछ कठिनाई हो सकती है, मैं इस बात को मानता हूँ। जैसा कि ध्यान दिलाया गया, बस ओनर्स (मालिक) और मोटर ओनर्स कोई बड़े पूंजीपति नहीं हैं, यह सही बात हो सकती है, बहुत से ओनर्स छोटे छोटे आदमी भी हैं, लेकिन चूँकि छोटे छोटे आदमी मोटरों के मालिक होते हैं, पूंजीपति नहीं होते हैं, इस कारण उन के कर्मचारियों का बीमार पड़ने पर इलाज न किया जाय, उन को इतवार की छुट्टी न दी जाय, उन को दूसरी सुविधायें न दी जायें, यह मुनासिब बात नहीं है। और अगर इस में कोई कठिनाई आती भी है तो उस की ओर आप ध्यान दीजिये। जिस तरह से आप दूसरे मसलों को हल करते हैं, मुझे उम्मीद है कि इस मसले को भी हल कर सकते हैं। अगर गवर्नमेंट इसको हाथ में न ले सके और एक अच्छी चीज की न भी स्वीकार कर सके, तो भी मैं माननीय मंत्री जी से इतना जरूर कहूँगा कि वह इस बात पर प्रकाश डालें कि ट्रांसपोर्ट कर्मचारियों के संबंध में सरकार क्या करने जा रही है और क्या कदम उठा कर उनकी दशा में सुधार करना चाहती है। वह क्या कुछ करने जा रही है जिस से इस व्यवस्था में लगे तीन चार लाख आदमियों की दशा अच्छी हो सके और वह बेहतर जीवन बिता सकें।

Shri Namblar: I am here to support the Mover and I feel there is no case on the part of the Government to refuse to accept the amending Bill. Of course, they argue that there is no meaning in

accepting this piecemeal legislation when a comprehensive legislation is likely to come....

Mr. Chairman: Just a word. The Government side and the Mover of the Bill together would need about half an hour and we have just got three quarters of an hour left, within which time I wish to provide for a Member on this side also. I would request the hon. Member to be short in his speech. Further this is a simple Bill and it has been very thoroughly discussed.

Shri Namblar: Very well, Sir. We heard about this comprehensive legislation that is yet to come. I discussed the same thing some two years back during the Budget time and the hon. Minister for Transport was kind enough to say that the whole question was under consideration. Of course, we hope that the question will be considered by the next Parliament which is to come by the beginning of next year. There is no reason why the Government should not come forward with a legislation which would accept the minimum elementary rights of a worker. When every other section of the workers in the country, I mean the industrial workers, has got provision under one law or another to get the minimum rights accepted, why should the road transport worker suffer? Is there a justification or reason for denying these elementary rights?

As regards working hours, the demand of the Mover is that seven hours per day may be accepted. But unfortunately it is nine hours now and that is the statutory provision at present. The Mover may perhaps be thinking of having a compromise if at least it could be reduced to eight hours per day. Even in that respect, the Government is not prepared to accept it. In the year 1939 the International Labour Conference definitely ruled and even advised that the maximum may be 48 hours per week, that no driver may drive for any continuous period of more than five hours without a break, that there should be a day off in a week. Unfortunately, even the Government could not think it fit to accept the recommendations of the I.L.O. They say that they are prepared to accept it, if it is so, in other matters, but with regard to labour in particular, they have not got a good heart. I need not go into the details of the socialistic pattern or by whatever name it is called—now it has come to be known as socialist pattern at the Amritsar Session, that is the change

from the Avadi Session to Amritsar Session and it may change into communism one of these days...

Shri Venkataraman (Tanjore): And you will be unemployed then.

Shri Nambiar: We will join together. Unfortunately, nothing is done towards reducing the minimum working hours for a driver. As a passenger I have understood what is a journey in a bus like. In New Delhi, to travel in the peak hours in the morning or in the evening, the driver of a big bus like the Pullman Bus with its diesel engine, has to struggle very hard, and it is an agony to see the suffering of the driver. He works for eight hours and even then he is not given the right to claim rest. In Madras City, I know that in peak hours the conductor naturally could not collect the money from the passengers. He cannot move about. As a passenger travelling in the bus for half an hour in the evening, I know I had to take rest for about 24 hours. This is as a passenger....

Shri K. K. Basu (Diamond Harbour): If you leave back any of your clothes...

Shri Nambiar: Not only clothes, but personal property also is lost. I am not exaggerating at all. Everyone of us has experienced this in the cities like Madras, Delhi, Bombay or Calcutta. In these circumstances, think for a moment about the condition of a conductor, and also think for a moment about the condition of a driver. There must be a human heart to accept the sufferings and giving them the minimum legitimate rights. That is what I expect of the Government to do. They may say that a comprehensive legislation is going to come, that the labour panel is under discussion and that they are thinking of so many things. But we do not want all these empty promises. So far as the road transport worker is concerned, we want something ready in our hand straightaway. We have suggested certain improvements through these amendments and the Mover has very carefully and very moderately claimed these things. Let us look into the position.

He says that there must be seven hours of work per day. With regard to the security of service, I submit that the road transport worker has no security of service. I have not heard of a case where a bus driver or conductor, under normal conditions gets back his job after he is discharged for any reason that his employer gives. Even in the

State sector it is so. I have once attended a conference of road transport workers in Trivandrum. There, I have heard for hours and days the workers speaking about the conditions prevailing there. That is supposed to be an advanced State where transport is on a better footing. If that is so there think about the private owner who does not give even the minimum rights. Therefore, security of service has to be ensured in whatever manner it is possible. Whether Government accept this amendment or not, they should give a guarantee to that effect.

I also support the proposal to give some weekly rest for the driver and other workers. Every day he has to work in shifts. Holiday is a thing which he cannot know. It may be *Deepavali*, *Holi* or non-*Holi* day but for the transport worker every day is a working day. It is our duty to see that he gets some paid holidays in a year. He gets no bonus, no gratuity, no house, no hospital and no protection. He gets victimised. He gets challaned by the police for anything, for putting a cap or not putting a cap, for driving right or left, for stopping or not stopping. That is the state of affairs and it must be changed. Four lakhs of Indian workers are on the road—half the number of railway workers. At least in 1956, after seven years of Independence, they should get their rights. Therefore, the hon. Labour Minister and the hon. Transport Minister who are conspicuous by their absence today—there is the Deputy Minister of Labour who is concerned—I am told—with trade unions in this country—should have some sympathy and a kind heart for the poor worker and do something for accepting this Bill at least.

Shri Venkataraman: I have the greatest sympathy for the idea underlying this Bill.

Shri Nambiar: Very good.

Shri Venkataraman: I congratulate my esteemed friend, Shri Vittal Rao, for the pains he has taken in preparing a fairly comprehensive code which would benefit the transport workers. As early as 1948, our esteemed friend, the then Minister of Labour, Shri Jagjivan Ram, promised that one of his first duties would be to introduce legislation governing the conditions of employment and other facilities for transport workers. It has also been pointed out by several speakers before me that we are members of the ILO and we are bound in honour,

[Shri Venkataraman]

if not by the ratification of the convention, to enforce those conditions accepted by the ILO Convention in regard to the transport workers. So far as the Government and the Congress Party are concerned, there could be no difference of opinion on this question, particularly on matters relating to labour welfare.

Shri Rao has tried to put in a number of things in an Act which is not really intended to cover all those conditions which are necessary to secure welfare of labour. In my view, it is necessary that a separated Bill like Plantation Labour Act should be brought forward for the transport workers. The reason for a separate Act of this kind is obvious. The nature of the duties of the transport workers differs very widely from that of the industrial worker in a factory or for that matter a commercial employee in a firm. Certain prerequisites for proper legislation have to be examined and decided upon.

As I may not have much time, I will only refer very briefly to one or two things. In a factory we say the hours of work are eight. It commences from 8 in the morning and goes till 12 in the noon and then after a break, let us say, from 1 to 5. Actually the time during which the worker attends to his duty is taken in the calculation of the hours of work. But so far as transport is concerned, if you take the case of a bus driver, the time that is necessary to clear in the bus and start it comes in. He has to do all the preliminary work and that time will have to be calculated as part of the work or part of the time for the transport worker.

In 1940 in the State of Madras we had a very big industrial dispute between the workers in the transport service and the private owners of the bus at that time. They insisted that according to section 65 of the Motor Vehicles Act, the time that a driver was actually at the wheel alone would be calculated as the hours of work even though he had to do at least half an hour's preliminary work before he could start the bus. In those days we had charcoal buses which required a little more time and it took at least 45 minutes before the man can take the wheel. These are peculiar problems to the transport industry and so we cannot, straightaway by saying that the hours of work should be reduced to seven hours, do real justice to the transport worker.

Then the transport worker is going from one place to another place or he may not be able to return to his home on the same day. Then the time he is necessarily obliged to keep away from his home will have to be accounted as part of the time which he is on duty and necessary provision has also got to be made for that kind of contingency.

We have a number of other problems, as for instance, the constant clash between the traffic department and the workers. My friend, Shri Nambiar, referred to the constant irritation that is provided by the police to the employees in the transport service. We know of very many cases in which the transport employees are harassed on account of either a faulty vehicle which has been given to him by the employer or on account of any petty bickerings the police may have against the employer. We have to safeguard the rights of the transport worker in very many more ways than we generally do in a factory.

As the time is short, I would wind up by saying that the Bill is, as brought by my esteemed friend, though very good in its intention, will not serve the purpose which he intends it to serve.

An hon. Member: Improve it.

Shri Venkataraman: It is up to the Government to bring forward a comprehensive Bill dealing with all aspects of the conditions of employment of transport workers.

I am quite sure that the Government will give an undertaking.

Shri Nambiar: In this session?

Shri Venkataraman: I would join my friend in insisting that it should be not only in this session but even tomorrow, if it is possible, but it is subject to the exigencies of Government work. It should be done as early as possible. I support the principle of the Bill and I would urge on the Government to give an undertaking that a comprehensive Bill dealing with the conditions of employment of the transport workers would be brought forward as early as possible.

The Deputy Minister of Labour (Shri Abid Ali): It seems there is some confusion in the minds of some hon. Members with regard to the administration of this particular subject. The Labour Minister is in charge of this subject and not the Transport Minister. The amending Bill which has been introduced by the Transport Minister pertains to the

regulation of traffic, licensing of vehicles and driving licences. The Transport Minister has nothing to do with the matters connected with labour.

About the amendment proposed in the Bill under discussion, I may submit that this matter has been under consideration of Government for more than two years. In 1954 there was a question in Rajya Sabha also and there I myself promised that we were ourselves thinking of bringing forward a Bill which would contain provisions with regard to the subjects which have been mentioned in the Bill under consideration. Much has been done since then. It is not that this matter has been taken up after the Bill was introduced by Shri A. K. Gopalan or after the present Bill which has been introduced by Shri T. B. Vittal Rao. The Bill which we propose to bring forward will contain most of the subjects mentioned in the Bills of these two hon. Members, like hours of work, rest period, spread-over, weekly day of rest, overtime, medical facilities, welfare amenities like canteen, rest houses, recreation facilities and provision of uniform, annual leave with pay, sick leave, minimum age for employment, medical examination of young persons and other special provisions for such persons. This item has already been placed before the Standing Labour Committee which is scheduled to meet on the 10th of April. As I have said on previous occasions also, labour being a concurrent subject, the Government of India has to consult the State Governments with regard to any amendment which we may be bringing forward in the existing enactments or in new Act.

Also we have to consult all the interests concerned as we have given such an undertaking. This matter has been discussed for more than two years, at various levels, and it is necessary to devote some more time to it. Shri Nambiar asked whether a comprehensive Bill could be brought forward in this session and my friend Shri Venkataraman said he would be happier if it could be done. But the Sabha may remember that a very important Bill concerning the amendment to the Industrial Disputes Act which has been introduced by us in September has not up to this time come forward for discussion here. Again, more than three dozen Bills are pending. So, satisfaction cannot be attained only by the introduction of this Bill. It should also be passed. Because of delay in passing of legislation here, we also are a bit slack in introducing

Bills. So, I may request the hon. Members who are on the Business Advisory Committee to become a little more realistic and resolve to have shorter number of hours for consideration of the Bills so that there may be some movement of the Bills towards quicker legislation.

Much has been said about payment of taxes. I do not know how these things are inter-related. Taxes are paid, after all, by the passengers. Of course, as my good friend, Shri Venkataraman said we have complete, full, sympathy with the suggestions which have been made and that this matter should be taken up actively. I hope hon. Members opposite are convinced that we are proceeding with sufficient speed and it would be possible to introduce a Bill before long and that it will also be possible to pass the Bill with good speed.

Some hon. Members have been saying that no Act in India is applicable to the workers in the transport industry. It is very surprising. They know that the Industrial Disputes Act is applicable to the transport workers. The Minimum Wages Act is applicable to them. The Workmen's Compensation Act, about which Shri R. R. Shastri made a reference, is also applicable to them. One hon. Member was saying that in Bombay there is no safeguard for these workers if they are victimised. The Bombay Industrial Relations Act is applicable so far as the B.E.S.T. workers are concerned. Any worker who has a grievance need not go to the Government for reference of the matter to an adjudicator. He can go direct to the labour court and get the matter decided there. The workers in the transport industry are highly organised and are sufficiently intelligent. I was simply amazed when I was hearing the Members opposite saying that they were badly treated. Hon. Member Shri Nambiar said that he has been told that I was connected with labour movement. Yes, I was connected with transport workers also.

Shri Nambiar: Very glad.

Shri Abid Ali: I was connected with the transport workers for a long number of years. My feeling is, as I have submitted, the workers in this industry are very highly organised and it will be very difficult for any one to misbehave with them. Not only the BEST but the State transport in the whole State of Bombay is very well organised and the workers have got protection of several

[Shri Abid Ali]

Acts. They have got a good union of their own. Some hon. Members said that they are low-paid, this and that, though it is a nationalised industry there. But, as a matter of fact, when the private buses were taken over by the State Corporation in Bombay, some of the employees of the previous management got more than double the wages. Though it may not have been favourable to a great extent, in other States the workers have been considerably benefited. In Uttar Pradesh also, they are sufficiently organised. In Punjab, the transport workers are well organised.

An appeal has been made that workers should be given provident fund benefits. Of course they should get it. The workers in this industry also should get all the benefits which the workers in other industries are getting. There is no doubt about it. There cannot be two opinions on this question.

The Provident Fund scheme which we are making applicable to other industries will be made applicable to the transport industry also even before the Bill, which we propose, is introduced in this Sabha. But it is not that the workers in the transport industry are not getting provident fund benefits today. A large number of them are enjoying that benefit. Maybe that some small employers here and there may not be paying. But I know, as a matter of fact, that there are a very large number of transport workers who are benefited by the provision of provident fund enactments, both directly and indirectly.

Shri Velayudhan (Quilon *cum* Mavelikkara—Reserved—Sch. Castes): It is not so in Travancore-Cochin.

Shri Abid Ali: That is unfortunate; it is because the leadership there is not good. Workers there are not organised on proper lines. If they are organised and led on trade union lines, they will get what is legitimately due to them. But, they go about shouting in the streets about matters which do not concern them directly.....

Shri Velayudhan: During the last tour of the Minister, could he find any proper leadership there? Could he himself create any leadership? Is the hon. Minister aware that we have got one of the best transport unions in the Travancore-Cochin State?

Shri Abid Ali: I am not yielding, because time is very short and I have to say much. I was only saying it so

far as political exploitation was concerned and not about the Trade Unions. That is my opinion; he may not agree with me.

Shri Nambiar: It may be your opinion, but it is not a fact.

Shri Abid Ali: With regard to this particular amending Bill, section 65 is sought to be amended. As the hon. Member Mr. Venkataraman said, this is not the proper place to bring it in. I have already promised a separate Act containing most of the provisions about which I have made a reference.

With regard to the I.L.O. Convention, the question was asked as to why we have not ratified it. The reason is simple. We have not ratified it, because there is no enactment at present in India which takes care of the provisions of the Convention. Unless we have an enactment to see that these are implemented, there is no use ratifying the Convention. After the Bill which we are bringing forward becomes law, consideration will be given to the ratification of the Convention.

Shri Nambiar: Is it because of bad leadership?

Shri Abid Ali: A memorandum was received from the Indian National Transport Workers' Federation some time back. It was received long before the hon. Member introduced his Bill. A reference was made to that memorandum by some hon. Member and therefore I am giving this information. Whatever has been stated in that representation is also receiving the consideration of the Government.

Shri Nambiar mentioned something as to what should be the cap and so on. Certainly the Bill which we are proposing to bring forward will not take care of these things, because these are matters of discipline and are connected with what is mentioned in the main Motor Vehicles Act. Certainly, as far as the discipline side of the drivers and conductors is concerned, we want it to be maintained.

I hope that after the assurance I have given, namely, that we ourselves are thinking of bringing forward an amending Bill before long containing the provisions which have been mentioned by me, the hon. Member will not press for the consideration of this Bill.

Shri T. B. Vittal Rao: Mr. Chairman, I have heard the hon. Deputy Minister's reply and also the speech of my friend

Mr. Venkataraman with close attention. Yesterday, in the course of his reply to the debate on the President's Address, our Prime Minister talked about the international status of our country. May I ask the hon. Deputy Minister how our delegates—both workers and Government—would feel in the International Labour Organisation session when the question of the ratification of the I.L.O. Conventions or the adoption of the I.L.O. recommendations comes up?

Shri Abid Ali: Our position there is respectable as compared to many other advanced countries with regard to ratification and implementation of conventions.

Shri Velayudhan: Why not compare with ourselves instead of with other countries?

Shri T. B. Vittal Rao: I hope the Labour Minister will attend the session this time. Whenever this question is taken up, the Director-General as well as the other members impress that the Conventions should be ratified. Otherwise, there is no use of passing this Convention or adopting any recommendations if the member-countries are not going to implement them. In a way our international status will depend upon what respect we have for these international organisations and their resolutions.

The Deputy Minister referred to certain Acts being applied to the workers. I am aware of that fact, but those Acts are applied only for the employees in the nationalised industries. The workers in the private enterprises do not get the benefits of these Acts. Of course in Hyderabad State, they are applied. But in the other States, there is a regular, recurring and continuous dispute between the bus-owners and the workers. There is no security of service for the workers and if any worker organises a union and submits representations, he is sacked. We cannot deny that these Acts are not enforced in the private sector, except in some big companies like the T.V.S. in Madras. But, by and large, these Acts are not enforced in the private sector. I will ask the hon. Deputy Minister whether there are any inspectors who go and check up the conditions in the private sector? I have not found any inspector, labour commissioner or conciliation officer going about.

Shri Abid Ali: The workers and their union representatives come to us.

Shri T. B. Vittal Rao: All these things happen after long agitation. Mr. Venkataraman referred to the assurance given by Shri Jagjivan Ram when he was Labour Minister. When that assurance was given, we were having a mixed economy. But now an assurance is given by the hon. Deputy Minister after the Government have declared the establishment of a socialist pattern of society as their goal; we will see how soon the assurance is implemented, because it is made after having a second Five Year Plan and the socialist pattern of society as our objective. I have got a very bitter experience of these assurances. In 1948 there was a non-official Bill brought forward by an hon. Member, Mr. R. K. Sidhwa, belonging to the Congress Party. Then also, an assurance was given that the Government was considering the matter and would very soon bring in a legislation for the enforcement of the Provident Fund Act.

What has happened? The Provident Fund Act was passed in 1952. Immediately after it was passed, in 1953 an amendment was brought modifying the original Act. Certain industries were removed from the Schedule under the original Act. About the police *julum* against the drivers,—I understand the unions are strong and it does not happen in the cities—even in the nationalised services in the villages, they are subjected to maltreatment by the police. So many cases have been there. We have gone on strikes, token strikes, lightning strikes for 4 hours or 6 hours to bring it to the notice of the Ministers there. It is not an exaggeration; it is a fact. This is happening in the rural areas.

My hon. friend over there said that some operators will become unemployed. But, the statistics show otherwise. There are a very few such operators, not millions as he said, who will not be able to observe all these things. There are 45,000 operators all over India. Buses have got to be registered, and lorries have got to be registered. We know the figures. There are monopolies which have got 50, 100, 200, 300 vehicles. The small owners are very few. In those cases we could do something. Or they could sell their buses and go in for an alternative employment. I agree with Shri Venkataraman that the Bill that I have brought needs to be re-drafted, etc. We can do all that improvement in the comprehensive Bill which the Minister is going to bring. Since 1953, we have been hearing this comprehensive Bill. As the Deputy Minister

[Shri T. B. Vittal Rao] admitted, it has been here since 1954. I would appeal to the Minister, as an earnest of the promise to bring a comprehensive Bill, to accept this modification at least now.

Shri Nambiar: To start with; then the comprehensive Bill will come.

Mr. Chairman: The question is:

"That the Bill further to amend the Motor Vehicles Act, 1939 be taken into consideration."

The motion was negatived.

DEMANDS FOR SUPPLEMENTARY GRANTS

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): On behalf of the Finance Minister, Shri C. D. Deshmukh, I beg to present a statement showing Demands for Supplementary Grants in respect of the Budget (General) for 1955-56.

Some Hon. Members: Was it on the Order Paper?

Mr. Chairman: It is not in the Order Paper. Because of its urgency it is being placed. It will be circulated and consideration will come up later.

SHRI KASHI VISWANATH MANDIR BILL MANDIR BILL

Shri Raghunath Singh: (Banaras Distt.—Central): Sir I beg to move:

"That the Bill to provide for the better administration and governance and for the preservation of Shri Kashi Viswanath Mandir, known as the Golden Temple of Banaras, be taken into consideration."

मैं एक ऐसे विधेयक को आप के सम्मुख प्रस्तुत करता हूँ जिसमें यहाँ कहा गया है कि काशी विश्वनाथ मंदिर का इंतजाम पंडों के हाथ से लेकर एक ऐसी कमेटी के सुपुर्ब किया जाय जिस कमेटी में पब्लिक का विश्वास हो और जो आधुनिक कानून हम ने पास किये हैं उन के अनुसार काशी विश्वनाथ मंदिर का इंतजाम किया जा सके।

आप को मालूम है कि जब हमने भारत का संविधान पास किया तो उस में जो प्रस्तावना रखी उस में लिखा "और उपासना की स्वतंत्रता" भारत के संविधान की प्रस्तावना में उपासना की स्वतंत्रता सभी व्यक्तियों को दी। उस में यह नहीं लिखा कि यह उपासना की स्वतंत्रता ब्राह्मणों को रहेगी। हरिजनों को नहीं रहेगी। उस के पश्चात् उसी संविधान के अनुच्छेद १७ में यह भी कहा गया।

"अस्पृश्यता का अन्त किया जाता है और उसका किसी भी रूप में आचरण निषिद्ध किया जाता है। अस्पृश्यता से उपजी किसी नियोग्यता को लागू करना अपराध होगा जो विधि के अनुसार दंडनीय होगा।"

इस अनुच्छेद को भी इस लिये रक्खा कि अस्पृश्यता को सिद्धांत को भारतवर्ष नहीं मानता। फिर भी हमारी समस्या हल नहीं हुई। हमने शायद मई में एक दूसरा विधेयक पास किया जिस को कहते हैं "अनटचेबिलिटी ऑफेन्सेज ऐक्ट, १९५५। (अस्पृश्यता अपराध विधेयक १९५५) इस ऐक्ट की धारा २ और उसकी उपधारा (डी) में हम ने लिखा:-

"Place of public worship" means a place by whatever name known which is used as a place of public worship or which is dedicated to . . . etc."

उस के पश्चात् अगर इस धारा के सिद्धांत की अवहेलना हो तो उसी ऐक्ट की धारा ३ के अनुसार जो ६ महीने की सजा रखी गई। अर्थात् अगर कोई इस कानून का अतिक्रमण करे तो उस को ६ महीने तक की सजा होगी। इस सदन को मालूम है, सारे भारतवर्ष को मालूम है, कि बाबजूद हमारे संविधान के, बाबजूद इस १९५५ के कानून के, आज काशी विश्वनाथ मंदिर में हरिजन का प्रवेश नहीं हो सकता है। मनु की संतान हरिजन भी हैं और मनु की ही संतान ब्राह्मण भी हैं, क्षत्री भी हैं, लेकिन आज भी उस मंदिर में हरिजन भाइयों का प्रवेश नहीं हो सकता। जब वे प्रवेश करने के लिये जाते हैं तो उन पर ढंके मारे जाते हैं, लाठी मारी जाती है। वहाँ पर हरिजन घायल हो रहे हैं। शायद आज भारतवर्ष के कानून में इतनी शक्ति नहीं है कि इस गुंडेशाही को रोक सके। अतएव मेरे सामने कोई दूसरा चारा नहीं था सिवा इस के कि जब हमारा कानून हरिजनों के अधिकार की रक्षा करने में असमर्थ है, मानवता के अधिकार की रक्षा करने में असमर्थ है, तो मैं इस विधेयक को आपके सम्मुख लाऊँ।

मैं अब बतलाना चाहता हूँ कि भारतीय संस्कृति, हिंदू संस्कृति, के अनुसार जितने मनुष्य हैं, मनु सब से श्रेष्ठ थे, अग्रज थे। उन्हीं की संतान पुरुषा ने जो कि मनु के प्रप्रात्र थे काशी नगर की स्थापना की। उन की सातवीं पीढ़ी में काश्य राजा हुए जिनके नाम पर काशी का नाम रक्खा गया।

Shri Velayudhan (Quilon cum Mavelikkara—Reserved—Sch. Castes): One doubt, Sir. Is temple entry not a State subject?

The Minister of Legal Affairs (Shri Pataskar): It is in the Concurrent List.

An Hon. Member: He was a Member of the Constituent Assembly.

Shri Velayudhan: Therefore? I am not a lawyer. So, I am asking.

संसार मंत्री (श्री जगजीवन राम)
कान्स्टिट्यूशन देखीये, कान्स्टिट्यूशन।

सरदार ए० एस० सहगल (बिलासपुर):
संविधान तो पढ़ना नहीं चाहते हैं।

श्री कामत (होशंगाबाद): संविधान बनाया तो है।

The Minister of Legal Affairs (Shri Pataskar): He was not a Member, Mrs. was.

Shri Velayudhan: Even if this resolution is passed, will it become law?

Mr. Raghunath Singh: This is a Bill, not a resolution.

Mr. Chairman: Order, order. That he can raise when he speaks.

श्री रघुनाथ सिंह : मैं आप से निवेदन कर रहा था कि काशी का स्थान हिन्दुओं के जीवन में वही है जो कि यहूदियों के लिए फिलस्तीन का है, ईसाइयों के लिए यरूशलम का है और मुसलमानों के लिए मक्का का है। वैसे तो मैमफिस, एंजेंज, रोम भी बहुत पुराने नगर हैं किन्तु काशी से बढ़ कर प्राचीन शहर शायद ही दुनिया में कोई हो। मैं आपका ध्यान इस ओर भी आकर्षित करना चाहता हूँ कि रामायण और महाभारत में भी काशी का नाम आया है इसी काशी में बड़े बड़े महात्मा पैदा हुए हैं। रैदास पैदा हुए, रामानन्द पैदा हुए और कबीर पैदा हुए जिन्होंने मानवता की गाथा गाई। हमारे सामने जितना भी पुराने से पुराना इतिहास है उसमें भी शिव मंदिर का जिक्र आता है। ह्यूमनसांग सातवीं शताब्दी में आए थे। उन्होंने अपने विवरण में कहा है कि काशी में शिव की १०० फुट ऊंची मानव मूर्ति है। लेकिन उसके पश्चात् भारतवर्ष पराधीन हुआ। ११९३ में मुहम्मद गौरी ने जैचन्द को हराया। ११९४ में मुहम्मद गौरी के सिपह सलार तथा भारत के प्रथम मुसलिम सम्राट कुतुबुद्दीन ऐबक ने बनारस के १००० मंदिरों को नष्ट किया और विश्व-

नाथ मंदिर भी टूटा उसी समय सारनाथ जहाँ भगवान बुद्ध ने पहले पहल अपना धर्म चक्र प्रवर्तन किया था वह भी तोड़ दिया गया। सारनाथ खंडहर हो गया लेकिन बुद्ध की मूर्ति कहीं नहीं रह गई थी। १४वीं शताब्दी में किसी न किसी प्रकार काशी विश्वनाथ मंदिर फिर से स्थापित हुआ। यह थोड़े समय तक कायम रहा। लेकिन १४९४ ई० में सिकन्दर लोदी ने जिन की मजार अभी भी लोदी कलोनी में बनी हुई है, इसको फिर तुड़वा दिया। इसके पश्चात् १५८५ में अकबर ने इस मन्दिर को बनाने की आज्ञा राजा टोडर मल को दी। उस वक्त राजा टोडर मल बंगाल जीत कर आ रहे थे शायद उनको उस बंगाल की जीत के उपलक्ष्य में पुरस्कार के रूप में इस मंदिर को बनाने की आज्ञा दी गई। यह प्राचीन मंदिर जिसको कि सिकन्दर लोदी ने तुड़वा दिया था, फिर से अपने स्थान पर खड़ा किया गया। ६० वर्षों के पश्चात् पुनः इतिहास ने पल्टा खाया। १६६९ ई० में औरंगजेब की आज्ञा से इस मन्दिर को तीसरी बार तोड़ दिया गया और इसके स्थान पर एक मस्जिद बनाई गई जिस का नाम कि ज्ञान पापी मस्जिद है। आज भी वहाँ पर मौजूद है। जो उसी नाम से आज भी पुकारी जाती है। इसको आज भी दूर दूर से लोग देखने के लिए आते हैं। इस मस्जिद का पिछला हिस्सा मंदिर का हिस्सा है। भागे का जो हिस्सा है आज भी मसजिद के रूप में कायम है। १७५१ में मराठों का अभ्युदय हुआ तो उन्होंने इस बात का प्रयास किया कि इस मंदिर के स्थान पर जो मसजिद बनाई गई है, उसको फिर से हस्तगत किया जाए ताकि वहाँ पर फिर से मंदिर की स्थापना की जा सके। १७५१ में दीलतराव सिन्धिया और मल्लरराव होलकर ने यह प्रोपोजल रखी कि मस्जिद को तोड़ कर वहाँ पर एक मंदिर की स्थापना की जाय। इस पर काशी के ब्राह्मणों ने पेशवा के पास एक स्मृति पत्र भेजा, कि इस स्थान पर मस्जिद कायम रखी जाए तथा काशी विश्वनाथ का मन्दिर न बनाया जाए मराठों की फौज जो वहाँ पहुँच रही है उसको वापस बुलाने का हुक्म दिया जाय अतएव पेशवा की आज्ञासे मराठों की फौज वापस होगई।

इसके बाद जब अंग्रेजों का शासन हिन्दुस्तान में स्थापित हुआ तो नाना फड़नवीस ने फिर से इस का प्रयास किया कि मन्दिर अपने प्राचीन स्थान पर बनाया जाय। टीपू सुल्तान के साथ उस वक्त अंग्रेजों का युद्ध हो रहा था। नाना फड़नवीस ने अंग्रेजों की सहायता इस आधार पर

[श्री रघुनाथ सिंह]

करने का वचन दिया कि यदि टीपू के विरुद्ध अंग्रेज जीत गए तो फिर से उसी मस्जिद के स्थान पर मंदिर बनाने की आज्ञा अंग्रेज दे देंगे। उस समय बनारस भी अंग्रेजों के अधीन आ चुका था। अंग्रेज इस युद्ध में जीत गए। टीपू सुल्तान हार गया। मगर उन्होंने अपने वचन का पालन करने से इन्कार कर दिया। बार्नहेस्टिंग ने साफ इन्कार कर दिया कि मस्जिद के स्थान पर मंदिर बनाने की आज्ञा नहीं दी जा सकती। इसके पश्चात् १७८६ में महादाजी सिधिया ने फिर अंग्रेजों को परसुयेड किया कि वे इस स्थान पर मंदिर बनाने की आज्ञा दे दें लेकिन वे सफल न हुए। उन्होंने यहां तक कहा कि वे भूभावज्ञा देने के लिए तैयार हैं लेकिन उनकी यह बात भी नहीं मानी गई। आज जो लोग काशी गए हैं उनको मालूम होगा कि मस्जिद के परकोटे के अन्दर ज्ञान बापी है और यह प्राचीन मंदिर जिसको कई बार तोड़ा गया है, उसके स्थान पर एक मस्जिद बनी हुई है। १७८० ई० में हमारे बीच एक महान विभूति आई। उन्हें अहल्या बाई के नाम से पुकारा जाता है। उन्होंने उसी अह्लाते की बगल में काशी विश्वनाथ का मन्दिर स्थापित किया जिसका नाम स्वर्ण मन्दिर है। आप को मैं यह भी बतलाना चाहता हूं कि काशी विश्वनाथ मन्दिर की अहल्या बाई ने जो स्थापना की थी वह केवल हिन्दुओं के लिए की थी। अहल्या बाई का एक भी डाकुमेंट कोई भी प्रोड्यूस नहीं कर सकता जिस में कि यह लिखा हो कि इस मंदिर में हरिजन नहीं जा सकते। उन्होंने सब जातियों के लिए इस मंदिर की स्थापना की थी। १८२८ में बेजा बाई सिधिया ने वहीं पर ज्ञान बापी का पण्डप बनवाया। आपको यह सुनकर आश्चर्य होगा कि यह काशी विश्वनाथ मंदिर नहीं है तो यह हिन्दुओं की, सिखों की और मुसलमानों की त्रिवेणी है, संगम है। हम को एक सम्यता की ओर वह ले जाता है। १८०० में सिख राजा रणजीत सिंह ने उसी अहल्या बाई के मन्दिर के ऊपर सोना चढ़ाया और अरब के नवाब ने नीबट खाना बनवाया। आज भी जो शाहेनाई बजती है वह उन्हीं के खर्च से बजती है। साथ ही काशी विश्वनाथ का जो आफिस है वह भी उसी नीबट खानों में है। इसी प्रकार से आप यह भी देख सकते हैं कि इसमें हिन्दुओं का भी हाथ है, मुसलमानों का भी हाथ है और सिखों का भी हाथ है। जब ऐसी बात है तो क्या जो शिव, राम और कृष्ण को मानने वाले हरिजन हैं उनका उसमें हाथ नहीं हो सकता ?

इसके पश्चात् १९वीं शताब्दी में महाराजा नेपाल ने वहां पर नन्दी की स्थापना की। ज्ञान बापी में आप आज भी उसे देख सकते हैं। इस प्रकार से भारतीय संस्कृति का, यह मंदिर छोटक है। अगर मन्दिर के बाहर आप देखेंगे तो आपको यह लिखा हुआ मिलेगा कि जो आर्य धर्म को मानते हैं वही इस मंदिर में प्रवेश कर सकते हैं। मैं पूछता हूं कि क्या इस आर्य शब्द की परिभाषा में हिन्दु नहीं आते, क्या हरिजन नहीं आते। चंडाल यदि हिन्दु है तो क्या कारण है कि उसके उस मंदिर में प्रवेश नहीं करने दिया जाता। जबकि सारे भारतवर्ष के मंदिरों में हरिजनों इत्यादि को प्रवेश करने की आज्ञा दे दी गई है तो प्रतिक्रियावादी शक्तियों का यह जो गढ़ है इसको भी हम तोड़ कर सांस लेंगे। यह जो पंडे लोग हैं जो कि इस मंदिर पर अपना अधिकार जमाये बैठे हैं और जो यह कहते हैं कि इन्दौर की तरफ से यह उनको सौंपा गया, उनके पास कोई ताम्रपत्र नहीं है कोई लेख नहीं है जिससे यह सिद्ध हो सके कि इस मंदिर के मालिक यह पंडे लोग हैं। लेकिन जैसा आप जानते हैं पंडे लोगों ने आकर उसपर कब्जा कर लिया। आज सुप्रीम कोर्ट में काशी विश्वनाथ मन्दिर के सम्बन्ध में मुकदमेबाजी हो रही है। पंडे लोग आपस में लड़ते हैं। जो काशी विश्वनाथ मंदिर की आमदनी होती है उसका शायद बहुत ही थोड़ा हिस्सा मन्दिर के इंप्रुवमेंट के वास्ते जाता हो क्योंकि मद्रास के चेट्टियर लोगों के नाटकोट क्षेत्र के पैसे से रात्रि और मध्याह्न की आर्ती होती है।

अब मैं यह पूछना चाहता हूं कि जब हमारा संविधान हमें अधिकार देता है, जब कानून हमें अधिकार देता है फिर भी जो इस मन्दिर में हरिजनों के ऊपर अत्याचार होता है उसके प्रतिकार के लिए सरकार क्या कर रही है। इस सिलसिले में आज तक एक आदमी भी गिरफ्तार नहीं हुआ है। जब इस मन्दिर में हरिजन लोग जाते हैं तो उनको पीटा जाता है और उनके साथ गुंडा शाह होती है पर इसके विरुद्ध आज कोई बोलने वाला नहीं है। इस असहाय स्थिति में इसके सिवा और कोई दूसरा रास्ता नहीं है कि यह मन्दिर पब्लिक के इन्तिजाम में आना चाहिये।

मैं आपको यह बतलाना चाहता हूं कि जब सरदार पटेल काशी गये और अभी हाल में जब श्री डेबर काशी गये तो वे काशी विश्वनाथ के मन्दिर में इसी लिये नहीं गये कि उसमें हरिजनों

को जाने की इजाजत नहीं थी। एक तरफ हमारा यह ऊँचा सिद्धान्त है और दूसरी तरफ हम इस मामले में कोई कार्रवाई करने में अपने को असमर्थ पा रहे हैं।

अब मैं यह बतलाना चाहता हूँ कि बाबजूद सन् १९५५ के कानून के श्री करपात्री जी महाराज के अनुकरण करने वाले जिनको मैं प्रतिक्रियावादी शक्तियाँ कहता हूँ, ने अदालत में हुक्म इस्तनाई यानी इजकशन के लिये मुकदमा दायर कर दिया और सिटी मंसिफ की अदालत से हरिजनों के लिये यह इजकशन जारी करवा दिया कि काशी विश्वनाथ के मन्दिर में वे नहीं जा सकते। ऐसी हालत में हमें इस मानसिक रोग को दूर करने के लिये कोई न कोई औषधि करनी चाहिये। हम यह नहीं चाहते कि जो लोग वहाँ पर हरिजनों के मन्दिर प्रवेश पर विरोध करते हैं उनके साथ सख्ती की जाये। हम तो चाहते हैं कि उनके हृदय की उदारता को अपील की जाये ताकि वे द्रवित हो जायें और समझें कि अब जमाना बदल रहा है और कोई कारण नहीं है कि हरिजन मन्दिरों में क्यों न जायें। इस काम के द्वारा सारा हिन्दु समाज एक सूत्र में बांधा जा सकेगा।

मैंने जो विधेयक आपके सानने रखा है वह बहुत साधारण है। उसमें एक परपीचमल कमेटी की व्यवस्था की गयी है। इस कमेटी में इन्दौर के महाराजा का एक प्रतिनिधि होगा क्योंकि यह उनके खानदान का मन्दिर है, एक प्रतिनिधि इसमें सिखों का होगा जो कि पंजाब असेम्बली द्वारा चुना जायेगा क्योंकि इस मन्दिर में सिखों द्वारा सोना लगाया गया था, काशी के राजा होंगे, तीन सदस्य लोक सभा के होंगे, एक सदस्य उत्तर प्रदेश असेम्बली का होगा, काशी के मेयर, हिन्दु यूनिवर्सिटी बनारस का वाइस चांसलर, काशी विद्यापीठ का वाइस चांसलर और ऋषि वैली ट्रस्ट के हैड ब्रादर। साथ ही साथ मैंने इस विधेयक में यह भी व्यवस्था रखी है कि जो ब्राह्मणी काशी विश्वनाथ मन्दिर के लिए एक लाख रुपया दे वह भी कमेटी में शामिल किया जाये। जब मेरा यह बिल प्रकाशित हुआ तो कुछ लोगों ने ऐतराज किया कि इसमें लोकसभा या असेम्बली के प्रतिनिधि को नहीं रखना चाहिये क्योंकि इनमें से कोई भी मुसलमान हो सकता है। अभी कई वर्ष तक काशी विश्वनाथ के मन्दिर का प्रबन्ध कोर्ट के रिस्वीवर के हाथ में रहा था। अगर एक डिस्ट्रिक्ट मजिस्ट्रेट, या जज जो कि मुसलमान हो सकता था, सिख हो सकता था या ईसाई हो सकता था, वह इस मन्दिर का इन्तिजाम कर सकता था

तो कोई बजह नहीं है कि जनता द्वारा प्रतिनिधि क्यों इस कमेटी में नहीं शामिल किया जा सकता है चाहे वह किसी भी धर्म को मानने वाला क्यों न हो।

बिल प्रकाशित होने के बाद मुझे यह कहा गया कि उत्तर प्रदेश की सरकार इस प्रकार का बिल ला रही है इसलिए इसको वापस ले लूँ। मुझे इस में कुछ कहना नहीं है। यदि उत्तर प्रदेश सरकार इसका इन्तिजाम अपने हाथ में ले ले तो मैं इस बिल को वापस ले सकता हूँ। लेकिन इतना तो मुझे कहना ही होगा कि जिस प्रकार अब तक इस मन्दिर के प्रबन्ध के साथ खिलवाड़ की जाती है वह भागे नहीं चल सकती। यदि यह पालियामेंट इस मन्दिर के प्रबन्ध को अपने हाथ में नहीं लेगी तो फिर वह भारतीय जनता को दोष न दे यदि वे सत्याग्रह करे या पिकेटिंग करे या जो जी में आवे करे। मैं चाहता हूँ कि इस विधेयक को पास किया जाये ताकि इस मन्दिर का प्रबन्ध सार्वजनिक रूप से हो क्योंकि उस अवस्था में उसके अन्दर जितने हिन्दू हैं वे सब जा सकेंगे।

Shri Velayudhan: The hon. Member has talked about Harijans being given access to this temple. But not a word is to be found in the Bill about that.

Mr. Chairman: Motion moved:

"That the Bill to provide for the better administration and governance and for the preservation of the Shri Kashi Viswanath Mandir, known as the Golden Temple of Banaras, be taken into consideration."

Shri D. C. Sharma (Hoshiarpur): I am tremendously interested in temples, and I am so because whatever religious persuasion I may profess now, I come a long line of priestly ancestors.

Of course, India does want temples of this kind, because they serve so many different kinds of purposes. They are of use to the devout; they are the focus of their religious devotion; and they are the centre of their spiritual aspirations.

But, they are also, if I may be permitted to say so, a centre of interest to those who want to witness the architectural glories of India.

The history of this temple, as narrated by my friend Shri Raghunath Singh is a very sad history. I wish he had not gone into all those details which did

[Shri D. C. Sharma]

not throw a very favourable light on some of the very unhappy episodes in our national life. After all, the history which he described by far and large tells us that there were very bitter differences between the Hindus and the Muslims at one time and that those differences led to some very unhappy results. I think the time has come when we should forget all those things and even if we want to remember them, we should not rub them in like this when the purpose happens to be not historical but of some other kind.

From one point of view the history of this temple makes me very sad. But, from another point of view, this temple makes me and my heart very glad.

Shri Velayudhan: Because Harijans are not given entry there.

Shri D. C. Sharma: My friend, Shri Velayudhan is giving a running commentary on my speech and I am very happy to have that privilege.

Shri Velayudhan: Supplementing it.

Shri D. C. Sharma: I hope he will continue to do so till the end of the chapter.

I was saying that from one point of view, the history of this temple makes me happy because the temple, as it stands now, is a monument to the harmony which can exist and which still exists between the Hindus, Muslims and the Sikhs.

Shri Velayudhan: It is disharmony.

Shri D. C. Sharma: The temple, as it stands now, is the handiwork of the Hindus, Muslims and the Sikhs and I think if Shri Raghunath Singh is historically-minded he should bring this fact out much more than other facts to which he has referred. But the most distressing thing about this temple is this, that it does not permit the Harijans to enter its portals. I had read about it in the paper and I had also heard about it and I thought that all those things were exaggerated. I did not believe that in the year 1955 or 1956.....

Sardar A. S. Saigal: For the information of my hon. friend, I may say that on the 5th and 6th of this month I was there and I have seen what happened there.

Shri T. B. Vittal Rao (Khammam): Let there be no heat.

Shri D. C. Sharma: My friend has been there and he has been to so many places. (Interruption).

Mr. Chairman: Order, order; it is not right to take matters always very lightly. When one hon. Member is speaking the other hon. Members should be serious and not speak lightly. I ask Shri Velayudhan not to be humorous beyond proportion.

Shri D. C. Sharma: I do not mind that; I am used to this kind of thing.

I am glad that my friend was there on the 5th or 6th of this month. I do not think his presence there will alter the situation any way. My being there or his being there or Shri Raghunath Singh's being there from birth does not alter the situation.

I could not have thought that living as we do after so much has happened for our Harijan brethren, after we have been making so many attempts for their elevation and uplift, after we have given them all kinds of parity, and where parity is lacking we have given them reservation, after all that, the Harijans are not allowed to enter this temple. I think this is a great blot on free India; this is a great blot on Hinduism; this is a great blot on Banaras, and all the glories of Banaras to which my friend Shri Raghunath Singh has referred pale into insignificance. I learn that the doors of the Kashi Viswanath temple are not open to the Harijans. If there are no other reasons, this reason is enough to see to it that this Bill becomes law and the standing disgrace to Hinduism, the non-entry of Harijans into that temple is wiped off.

Shri Velayudhan: With all seriousness, may I say that there is nothing about temple entry for Harijans in this Bill.

Shri Raghunath Singh: My hon. friend has not gone through this Bill.

Mr. Chairman: Whatever objection may be, whatever short-coming there may be in the Bill the hon. Member must wait and hear.

Shri Velayudhan: I do not know why temple entry is being mentioned when it is not there and something else is there.

Shri Raghunath Singh: Not something else.

Shri Velayudhan: I say I cannot stand up to this

Shri D. C. Sharma: My friend does not accept the presumption or the assumption of my friend Shri Raghunath Singh. Of course he has a right to have his own views. But what I say is this. I have no right and no hon. Member of this House has any right to doubt the unequivocal statement which has been made by Shri Raghunath Singh and if anyone does so, I think, he is not very serious about the matter. I have said that this alone is enough.

But, there are other reasons also. Our temples are grand and great. But we want that they should be administered in a better way and that they should be managed in a proper manner. I know, some time ago, there was a movement afoot in the Punjab that the religious endowments which belong to the Hindus should be properly managed. I think one gentleman who was a member of

the Council or the Assembly brought forward a Bill also to that effect. Of course, a select committee was appointed and the select committee sat for some time but they could not come to any conclusions which were of the right kind. You search the heart of any Hindu, you search the heart of the follower of any other religion and you will find a feeling that these places of worship should be managed and administered in a better way.

Mr. Chairman: How much more time will the hon. Member take ?

Shri D. C. Sharma: I will take some time more, Sir.

Mr. Chairman: Then we shall adjourn.

5-28 P.M.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, the 27th February, 1956.

DAILY DIGEST

955

[Friday, 24th February, 1956]

956

COLUMNS

COLUMNS

PAPER LAID ON THE TABLE 849

Notification No. S. R. O. 15, dated the 7th January, 1956, making certain amendment in the Coffee Rules.

MESSAGE FROM RAJYA SABHA 849

Secretary reported a message from Rajya Sabha that at its sitting held on the 17th February, 1956, Rajya Sabha had passed the Indian Lac Cess (Amendment) Bill.

BILLS PASSED BY RAJYA SABHA—LAID ON THE TABLE. 849

Secretary, laid on the Table Indian Lac Cess (Amendment) Bill as passed by Rajya Sabha.

PETITIONS RE: REPORT OF STATES REORGANISATION COMMISSION 850

Secretary reported the receipt of two petitions, each signed by petitioners, in respect of the Report of the States Reorganisation Commission.

BILL PASSED 850-91

Control of Shipping (Continuance) Bill was considered. Clauses 1 and 2 were adopted and the Bill was passed.

BILL UNDER CONSIDERATION 891-908

Capital Issues (Continuance of Control) Amendment Bill was considered. Discussion on motion to consider was not concluded.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS 908-09

Forty-fourth report was adopted.

PRIVATE MEMBERS' BILLS INTRODUCED 909-10

(i) Indian Penal Code (Amendment) Bill (*Insertion of new section 107-A*) by Dr. N. B. Khare 909

(ii) Indian Penal Code (Amendment) Bill (*Insertion of new section 427-A*) by Shri Raghunath Singh 909

(iii) Proceedings of Legislatures (Protection of Publication) Bill by Shri Feroze Gandhi 909-10

PRIVATE MEMBERS' BILL NEGATIVED 910-43

Motor Vehicles (Amendment) Bill by Shri T. B. Vittal Rao was taken into consideration, Motion to consider was negatived.

DEMANDS FOR SUPPLEMENTARY GRANTS 943

The Minister of Revenue and Defence Expenditure Shri A.C. Guha presented a statement showing Demands for Supplementary Grants in respect of the Budget (General) for 1955-56.

PRIVATE MEMBERS' BILL UNDER CONSIDERATION 943-54

Shri Kashi Viswanath Mandir Bill by Shri Raghunath Singh was considered. Discussion on motion to consider was not concluded.