

Monday, March 12, 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 DEBATES**  
**(Part I—Questions and Answers)**

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**LOK SABHA**

*Monday, 12th March, 1956*

*The Lok Sabha met at Half Past Ten  
of the Clock.*

[MR. SPEAKER in the Chair]  
**ORAL ANSWERS TO  
QUESTIONS**

**STUDY OF SANSKRIT .**

\*620. **Shri Dabhi :** Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 1124 on the 22nd December, 1955 and state :

(a) whether Government have considered the replies received from the State Governments regarding the state of Sanskrit education in their States; and

(b) what steps the Government of India propose to take to encourage the study of Sanskrit in the country?

**The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) :** (a) and (b). Government have under consideration the question of appointment of a Sanskrit Commission which will *inter alia* be entrusted with the work of undertaking a survey of the existing facilities for Sanskrit studies in Universities and non-University institutions and to make proposals for strengthening these institutions and suggest measures to ensure uniformity of academic standards.

**Shri Dabhi :** May I know whether there are any States in which Sanskrit is a compulsory subject in the secondary schools?

1-65—L. S.

**Dr. M. M. Das :** The Central Government asked from the State Governments their views about Sanskrit education in their respective States. We have received replies from most of the States. The replies run into about 25 closely typed foolscap pages. If you so order me, I shall place the whole thing on the Table of the House.

**Mr. Speaker :** It may be given to the Library. Hon. Members may look into that.

**Shri B. S. Murthy :** In view of the fact that the Venkatesar University of Tirupathi has given a bias for Sanskrit, may I know whether the Government will see that this University is developed now that there is already a basis laid down there.

**Dr. M. M. Das :** I may tell the House that with the exception of the Roorkee University which is an Engineering University, a technological University, nearly all other Universities have provisions for teaching Sanskrit. So far as this particular University is concerned, I have no particular information here. I think the Commission will go into the details.

**Shri Ramachandra Reddi :** May I know the contributions made by the Central Government to the various States for the promotion of Sanskrit education?

**Mr. Speaker :** It cannot be answered here. There are as many as 28 States.

सेठ गोविंद दास : जहाँ तक इस कमीशन का सम्बन्ध है, इस कमीशन में जो महानुभाव नियुक्त किये जाने वाले हैं क्या उनके सम्बन्ध में कोई निर्णय हुआ है और यदि कोई निर्णय हुआ है तो जो कुछ संस्कृत की विशिष्ट संस्थाएँ हैं, उन से कोई सलाह ली गई है ?

**Dr. M. M. Das :** I shall be able to reply to this question when the Commission is appointed.

**श्री० बी० डी० पांडे :** बनारस में एक संस्कृत विश्वविद्यालय स्थापित हो गया है या होनेवाला है, क्या सरकार ने उस को कोई मदद दी है या नहीं दी है ?

**Dr. M. M. Das :** I think this particular matter relates to the U.P. Government, so far as I remember.

**श्री० बी० डी० पांडे :** मैं पूछना चाहता हूँ कि केन्द्रीय सरकार कुछ मदद देती है या नहीं ?

**Dr. M. M. Das :** The question of giving a grant or financial help to that particular institution will arise when we will get an application in that respect from the U.P. Government or from the institution.

**Shri Thimmaiah :** May I know the number of Sanskrit colleges in the country and whether any college is being administered by the Central Government ?

**Dr. M. M. Das :** So far as my knowledge goes, there is no purely Sanskrit institution which is being administered by the Central Government.

**Shri Achuthan :** May I know whether any time schedule has been laid down for the appointment of the Commission and for its report being submitted to the Government ?

**Dr. M. M. Das :** I may explain to the House the present position regarding the appointment of the Sanskrit Commission. A draft note to the Cabinet has been concurred in by the Ministry of Finance and the Ministry of Law. The Law Ministry has suggested some changes in the terms of reference to the Commission. The Commission will be set up by the Central Government in the Ministry of Education after the proposal has been agreed to by the Cabinet.

**Shri N. M. Lingam :** Apart from the replies of the State Governments, do not the Government consider that Sanskrit forms an essential ingredient

in any scheme of national education ? If so, what is the policy of the Government in this matter ?

**Mr. Speaker :** I cannot allow this. Hon. Members will read the question and put only questions which directly arise out of the question. Thousand questions can be asked on any subject.

**Shri Kamath :** Is it a fact that one or more Ministers have declared themselves in favour of Sanskrit as the national or official language and if so, does that represent the Government policy, not in consonance with the Constitution ?

**Mr. Speaker :** How does that arise out of this ?

**Shri Ramachandra Reddi :** May I know whether it is possible for the Government to place on the Table of the House a statement showing the contributions made by the Central Government to the several States State-wise ?

**Mr. Speaker :** Hon. Members will put unstarred questions. They will elicit answers and thereafter they may come by way of starred questions. Next question.

#### NATIONAL PLAN CERTIFICATES

**\*623. Shri Krishnacharya Joshi :** Will the Minister of Finance be pleased to state :

(a) the total value of National Plan Certificates sold since the 1st September, 1955 ; and

(b) the total amount collected through the agent organisations ?

**The Minister of Revenue and Defence Expenditure (Shri A. C. Guha) :**  
(a) About Rs. 3.73 crores (net) from 1st September, 1955 upto end of January 1956.

(b) No separate figures are readily available for collections made by agent organisations only ; the total collections made from 1st April 1955 to November 1955 by all agents and agent organisations are Rs. 3.26 crores.

**Shri Krishnacharya Joshi :** What are the agent organisations in the rural areas and may I know what amount was collected by them ?

**Shri A. C. Guha :** As regards authorised agents in the rural areas, most of them are village post masters. We have also introduced in some States a system of agencies through the gram panchayats and union boards. Also we are introducing a system of enlisting the village primary teachers as authorised agents. As regards the total collections, I am afraid, the figure is not readily available.

**Shri Krishnacharya Joshi :** May I know the State-wise figures ?

**Mr. Speaker :** That statement would not be allowed to be made here. There are so many States.

**Shri A. C. Guha :** For what period does the hon. Member want ?

**Shri Krishnacharya Joshi :** For the same period.

**Shri A. C. Guha :** I do not think it would be possible to give figures for the same period. I can give the figure for a financial year. For the current financial year, I shall be able to give after the end of the year. For the last financial year, I can give the figure in a few days.

**Shri Shree Narayan Das :** May I know the name of the State where the collection was the highest ?

**Shri A. C. Guha :** For what period?

**Shri Shree Narayan Das :** For the Plan period ?

**Shri A. C. Guha :** I have not got the figure.

### हिमालय पर्वतारोहण संस्था

६२४. श्री भक्त दर्शन : क्या प्रतिरक्षा मंत्री यह बताने कि कृपा करेंगे कि :

(क) दार्जिलिंग की हिमालय पर्वतारोहण संस्था को कुल तिनी आवर्तक तथा अनावर्तक राशि का अनुदान देने का विचार है ; और

(ख) अब तक उसे वास्तव में कुल कितनी राशि दी गई है ?

**प्रतिरक्षा संगठन मंत्री (श्री त्यागी) (क)**  
इन्स्टीट्यूट का कुल प्रारम्भिक मूल-व्यय आठ लाख रुपये के आस-पास होगा और वार्षिक रिकरिंग (आवर्तक) तथा नान-रिकरिंग (अनावर्तक) व्यय दो लाख रुपये होगा। भारत सरकार ने प्रारम्भिक मूल-व्यय का ७० प्रतिशत तथा शुद्ध रिकरिंग और नान-रिकरिंग व्यय का ५० प्रतिशत देना मान लिया है।

(ख) सन् १९५४-५५ में एक लाख पांच हजार रुपये तथा चालू वित्तीय वर्ष में अब तक एक लाख रुपये दिये जा चुके हैं, जो इन्स्टीट्यूट के खर्च में केन्द्र का हिस्सा है।

श्री भक्त दर्शन : क्या यह बताने की कृपा की जायेगी कि अब तक पश्चिमी बंगाल की सरकार ने तथा दूसरी संस्थाओं ने भी क्या इस में कुछ रुपया दिया है। यदि दिया है, तो वह रकम कितनी है ?

श्री त्यागी : असल में जो यह इन्स्टीट्यूट है वह पश्चिमी बंगाल की तरफ से ही खुला है और केन्द्रीय सरकार ने उस को मदद देना स्वीकार कर लिया है। अबतक जितना खर्चा हुआ है वह सब पश्चिमी बंगाल सरकार की तरफ से हुआ है।

श्री भक्त दर्शन : क्या यह सत्य है कि अभी तक इस संस्था में केवल फौज के लोग ही भर्ती किये गये हैं, और क्या सरकार यह विचार कर रही है कि गैर-सरकारी लोगों को भी इस में ट्रेनिंग लेने की सुविधा दी जाये ?

श्री त्यागी : हमारी फौज के ही नहीं बल्कि बाहरके लोग भी ट्रेनिंग (प्रशिक्षित) किये जा रहे हैं।

श्री भक्त दर्शन : जिन लोगों को अब तक ट्रेनिंग दी गई है, उन्होने इस ट्रेनिंग से क्या लाभ उठाया है अर्थात् जैसे कि विदेशों से पर्वतारोही दल आते हैं क्या उनके साथ सम्पर्क अधिकारी यानी लायजब आफिसर इन्हीं में से नियुक्त किये जा रहे हैं।

श्री त्यागी : इस वक्त तक जिन सरकारी और गैर सरकारी लोगों ने ट्रेनिंग प्राप्त की है, उन्होंने इसका क्या लाभ उठाया है, इसका बयौरा मेरे पास नहीं है। पर आनरेबल मੈम्बर ने अखबारों में पढ़ा होगा कि जो कामत की चोटी पर विजय प्राप्त की गई है वह इन्हीं ट्रेनिंग पाने वाले लोगों ने प्राप्त की है।

**Shri Bhagwat Jha Azad :** After the training is completed and so much expenditure is incurred, may I know what use is being made of those who have received the training ?

**Mr. Speaker :** That is what has been asked.

**Shri Tyagi :** It gives training in expedition or exploration of areas which have not been either visited up till now or not been explored for natural resources, and advantage is being taken by the armed forces in getting that training.

#### CULTURAL RELATIONS WITH U.S.S.R.

\*626. **Shri D. C. Sharma :** Will the Minister of Education be pleased to state the special steps that Government have taken to strengthen and develop the cultural ties between India and U.S.S.R. ?

**The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) :** A statement of such cultural exchanges as have taken place between India and U.S.S.R. is placed on the Table of the House. [See Appendix IV, annexure No. 1.]

**Shri D. C. Sharma :** May I know if any plans for the year 1955-56 have been finalised, because I find in the statement that the items only relate to 1953, 1954 and 1955 ?

**Dr. M. M. Das :** If he wants to know what is going to be done in the calendar year 1956, then I can tell him that some decision has been taken. When the Russian Minister of Culture, Mr. Nikholov was in Delhi, a discussion took place with the Prime Minister and some decisions about the programme to be taken up in the year 1956 have been taken.

**Shri C. D. Pande :** May I know if the Government have taken care to

see that in the guise of cultural relations Communism does not find its way into India ?

**Dr. M. M. Das :** I think the Government will take every possible care in every direction.

**सेठ गोबिंद दास :** क्या इस बात का भी कोई प्रयत्न किया जा रहा है कि सांस्कृतिक सम्बन्धों को स्थायी रखनेके लिये कुछ भारतीय साहित्य का रूसी भाषा में अनुवाद करवा कर उसका प्रचार रूस में किया जाये ।

**Dr. M. M. Das :** So far as this particular question is concerned, I think there is no programme before us or the UNESCO to translate Indian literature into Russian, but we have made presentation of certain books to the Russian Academy of Sciences.

**Shri D. C. Sharma :** From the statement I find one Indian national has been given scholarship for specialisation in Russian language. May I know if there is any plan to increase the number of such scholarships for specialisation in that language, and whether any reciprocal attempts are being made by the Russians to send people here for specialisation in Hindi ?

**Dr. M. M. Das :** There is a scheme under the Central Ministry of Education for providing facilities to Indians to learn foreign languages. Under that scheme one student has already been sent to Russia to learn the Russian language, and I think in our scheme for the year 1956 there is a programme for exchange of students between India and the U.S.S.R.

**Shri B. S. Murthy :** May I know if any attempts have been made or are being made regarding the display of Kalidasa's play "Sakuntala" either in Sanskrit or in one of the Russian languages in Russia ?

**Dr. M. M. Das :** So far as my information goes, there is no such proposal now.



### INDO-CYLON TALKS ON DOUBLE TAXATION

**\*628. Shri S. C. Samanta :** Will the Minister of Finance be pleased to state:

(a) whether the Indo-Ceylon talks on avoidance of double income-tax have concluded; and

(b) if so, the general terms of the agreement?

**The Minister of Revenue and Civil Expenditure (Shri M. C. Shah) :** (a) A tentative agreement has been reached at official level and it requires ratification by the Governments of two countries.

(b) The new agreement is generally on the lines of the Agreement for the avoidance of Double Taxation between India and Pakistan.

**Shri S. C. Samanta :** May I know who, on behalf of the Government of India, participated in these talks?

**Shri M. C. Shah :** Officials of the Central Board of Revenue. They were: Shri V. V. Chari, Shri N. H. Naqvi and R. S. Chadda.

**Shri S. C. Samanta :** When the decision is taken, may I know whether retrospective effect will also be given to it?

**Shri M. C. Shah :** We have already kept all those collections in abeyance, and therefore we will adjust applying the agreement to those cases also.

**Shri S. C. Samanta :** May I know how long this question has been discussed in recent years, and why there has been so much delay in reaching a decision?

**Shri M. C. Shah :** We had sent certain proposals to the Ceylon Government. The Ceylon Government sent counter proposals, and therefore it took some time.

### VOLUNTARY SAVINGS CAMPAIGN FIVE YEAR PLAN

**\*630. Shri Bibhuti Mishra :** Will the Minister of Finance be pleased to state :

(a) whether it is a fact that a voluntary savings campaign has been launched by Government for the officials to

help finance the Second Five Year Plan; and

(b) whether Central Government have given any directions regarding this to State Governments?

**The Minister of Revenue and Defence Expenditure (Shri A. C. Guha) :**

(a) As one of the steps for intensifying the Campaign for National Savings, Savings Groups have already been formed in some Government and non-Government establishments and it is proposed to extend these to other offices and establishments. But this has to be on voluntary co-operation of the employees.

(b) No particular direction has yet been given to the State Governments in this regard; but the National Savings Organisation works in close co-operation and co-ordination with the State Governments who pay constant attention to the need for proper campaigns including organising Savings Groups.

**श्री बिभूति मिश्र :** क्या सरकार को पता है कि उसके अधीन और प्रान्तीय सरकारों के अधीन जो बड़ी बड़ी तनुस्वाह पाने वाले अफसर हैं वह भी काफी रुपये बचा कर सरकार को द्वितीय पंच वर्षीय योजना के लिये दे सकते हैं, यदि हां, तो सरकार उनसे सहायता करने के लिये क्यों नहीं कहती है ?

**श्री ए० सी० गुह :** इस तरफ भी सरकार का ह्याल अवश्य है और उनसे भी कुछ कुछ कलेक्शन (वसूलो) होती रहती हैं ।

**श्री बिभूति मिश्र :** अभी माननीय मंत्री जी ने कहा कि उनसे भी कुछ धन प्राप्त होता है । क्या मैं जान सकता हूँ कि केन्द्रीय सरकार के अफसरों और प्रान्तीय सरकार के अफसरों से अब तक कुल कितना पैसा इकट्ठा हुआ है ?

**श्री ए० सी० गुह :** यह सूचना तो अभी मेरे पास नहीं है ।

**श्री भगवत शा आजाद :** अभी कुछ दिन पूर्व यह बताया गया था कि प्रथम पंच वर्षीय योजना में छोटी बचतों के लिये जो काम हुआ है, उसमें देहातों तक नहीं पहुँचा जा सका है । अब जबकि आपने द्वितीय पंच वर्षीय योजना

बना ली है, क्या मैं जान सकता हूँ कि उसमें जो ५०० करोड़ रुपये जमा करने की हद रखी गई है, उसको प्राप्त करने के लिये विभिन्न सुदूर देहातों में पहुंचने के लिये कौन सी योजना आपके पास है ?

**श्री ए० सी० गुह :** मैं ने पहले भी कहा था कि हम इस काम में यूनियन बोर्ड्स की सहायता ग्राम पंचायती की सहायता, पोस्ट मास्टर्स की सहायता और गांव में जो प्राइमरी स्कूल टीचर्स (अध्यापक) होते हैं उन की सहायता प्राप्त करते हैं। लेकिन अपनी स्कیمों को कार्यान्वित करने के लिये हमें अधिकतर गैर-सरकारी व्यक्तियों पर ही भरोसा करना पड़ता है।

**Shri G. P. Sinha :** May I know what amount has been collected through small saving schemes in the year 1955-56 ?

**Shri A. C. Guha :** The year has not yet ended. I think it would be about Rs. 60 crores. That is what we anticipate.

**Shri H. G. Vaishnav :** What are the main items under which such voluntary saving is expected and under which this scheme will work ?

**Shri A. C. Guha :** I think that is an old question. There are so many schemes. The Post Office Savings Bank National Savings Scheme, National Plan Certificates, Treasury Certificates. And the 15 year annuity scheme we have introduced recently. And so many other schemes.

**श्री विभूति मिश्र :** सरकार की जो स्क्रीम (योजनार्यें) हैं उनको कार्यान्वित करने के लिये आप जो एजेंसीज (अभिकरण) रखते हैं तो क्या आप इस चीज को देखने का कि क्या वे ठीक तरह से काम करती हैं या नहीं, निगरानी भी करते हैं ?

**श्री ए० सी० गुह :** निगरानी अवश्य की जाती है। हम यह देखते रहते हैं कि कितना कलेक्शन हुआ है और कितना होना चाहिये। इस निगरानी की वजह से ही पहले जहां ३०, ३१ या ३२ कोटि (करोड़) रुपया इकट्ठा होता था वहां ६० कोटि रुपये इकट्ठा हुआ है।

**Shrimati Jayashri :** May I know the amount collected through the Women's Committee ?

**Shri A. C. Guha :** I have not got separate figures just now. I think it would be about Rs. 3 crores or something like that.

#### CENTRAL POLYTECHNIC, MADRAS

**\*632. Shri Gadilingana Gowd :** Will the Minister of Education be pleased to state the total amount of aid offered for the construction of a hostel for the students of the Central Polytechnic, Madras ?

**The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) :** The Central Government have agreed in the first instance to give an interest-free loan of Rs. 2 lakhs for the construction of the hostel.

**Shri Gadilingana Gowd :** May I know the names of the other States that have applied for similar grants, and the amounts granted to them ?

**Dr. M. M. Das :** Under the First Five Year Plan, for the development of technical education in this country, we have up till now granted loans nearly to 50 institutions in the country distributed in different States for construction of Hostels only. The total amount given will be about Rs. 1.23 crores.

**Shri Gadilingana Gowd :** May I know the names of the States which have asked for aid for the construction of hostels ?

**Dr. M. M. Das :** I have just said that 50 institutions in all from different States have asked for loans for the construction of hostels, and we have given them those loans.

**Shri Boovaraghasamy :** May I know the time-limit within which the hostel should be constructed for the students of the Polytechnic at Madras ?

**Dr. M. M. Das :** We are not aware of any time-limit in regard to the

construction of this particular hostel in Madras. But the Madras Government have informed us that they will take up the construction of this hostel in the next year, that is in 1956-57; so, we are going to sanction that loan in the early part of the next financial year.

**Shri T. S. A. Chettiar :** The Parliamentary Secretary mentioned a sum of Rs. 1.23 crores for technical institutions. May I know whether those institutions refer only to private institutions or also to Government institutions?

**Dr. M. M. Das :** I want notice.

**Shri N. M. Lingam :** May I know whether there is any proposal to upgrade this Polytechnic into a higher technological institute in the near future?

**Dr. M. M. Das :** That question does not arise out of this.

**Mr. Speaker :** It is a Central Polytechnic.

**Shri Gadilingana Gowd :** May I know the amount that has been granted to the Andhra State?

**Mr. Speaker :** The hon. Member asked about Madras State first. Now, he is asking about the Andhra State. And he can go on asking in respect of all the other States also. If he wants such information, he must put down a separate question for that.

#### PHYSICAL RESEARCH COMMITTEE

**\*634. Th. Lakshman Singh Charak :** Will the Minister of Natural Resources and Scientific Research be pleased to state the points discussed in the meeting of the Physical Research Committee held on the 21st January, 1956 in New Delhi?

**The Minister of Natural Resources (Shri K. D. Malaviya) :** The subjects discussed at the meeting were :

(i) New schemes on Physical Research.

(ii) Applications for renewal of current schemes.

(iii) Programme of development of Physical Research during the Second Five Year Plan.

(iv) Constitution of a Scientific Instruments Research Committee for development of instrument technology.

#### WORKING OF INDIAN COMPANIES ACT

**\*635. Shri Morarka :** Will the Minister of Finance be pleased to state :

(a) the number of the companies whose affairs are being investigated at present by the Government Inspectors under the Companies Act;

(b) whether any report has been submitted by these Inspectors; and

(c) at whose instance these Inspectors are appointed?

**The Minister of Revenue and Civil Expenditure (Shri M. C. Shah) :** (a) The affairs of 16 companies are being investigated by Inspectors appointed by the Government under section 138 of the Indian Companies Act, 1913, at present.

(b) An interim report has been made by an Inspector only in one case. In the remaining 15 cases, reports are still awaited.

(c) In 3 out of 16 cases, investigation has been ordered on representations by shareholders holding not less than 1/10th of the shares issued and in the remaining 13, on reports by the Registrars of Companies.

**Shri Morarka :** May I know the qualifications of these inspectors, and the basis on which they are appointed?

**Shri M. C. Shah :** Out of these 16, 15 are chartered accountants; one is a retired judicial officer. Those who can scrutinise balance-sheets and all other documents are appointed; and the best qualified persons are the chartered accountants. And we are now

considering the case of having retired judicial officers also to look into these things. No specific qualifications have been prescribed.

**Shri Morarka :** May I know on what basis the remuneration to these inspectors is fixed by Government ?

**Shri M. C. Shah :** According to the work involved.

**Shri Morarka :** What is the maximum amount of remuneration fixed for any single inspector ?

**Shri M. C. Shah :** Sometimes, it is Rs. 6,000 ; sometimes, it is Rs. 500 ; sometimes, it is Rs. 75 per day for principal, and Rs. 13 for qualified assistants. The maximum is also prescribed. I have got with me a list showing the remuneration paid to the 16 inspectors. But it is a big list.

**Shri Bhagwat Jha Azad :** May I know the recommendation in the interim report submitted by the inspector against one company which has just been mentioned ?

**Shri M. C. Shah :** I am afraid I cannot divulge it in public interest as long as the whole thing is not over.

**Shri Ramananda Das :** May I know the names of the companies against whom reports have been made ?

**Sri M. C. Shah :** I cannot disclose the names of the companies, because that will have very wide repercussions so far as those companies are concerned.

**Shri Morarka :** May I know whether Government propose to constitute a panel out of which only the inspectors can be appointed ?

**Shri M. C. Shah :** We have not considered that aspect so far, but we shall now consider it, as the suggestion has come from the hon. Member.

#### HELICOPTERS

**\*636. Shri R. K. Gupta :** Will the Minister of Defence be pleased to state :

(a) the number of helicopters purchased during the current year ;

(b) the price of each type of helicopter purchased ; and

(c) the total expenditure incurred ?

**The Minister of Defence Organisation (Shri Tyagi) :** (a) Nil.

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

**Shri G. S. Singh :** May I know whether the reply to part (a) of the question is 'Nil' because the Minister has not been able to make up his mind as to the type of helicopter, or because he does not want to buy any helicopter at all ?

**Shri Tyagi :** I am afraid that does not arise out of this question. The hon. Member had enquired whether we had purchased any helicopters last year. I said, none.

**Shri G. S. Singh :** That does arise out of this. Why not ? Why was no helicopter purchased ?

**Shri Tyagi :** It is not our custom to buy helicopters every year. Therefore, I said, no.

**श्री भक्त दर्शन :** क्या मैं जान सकता हूँ कि इस समय डिफेंस मिनिस्ट्री (प्रतिरक्षा मंत्रालय) के पास कितने हेलीकोप्टर्स हैं और उनका किस तरह से उपयोग किया जा रहा है ?

**श्री त्यागी :** हेलीकोप्टर्स अभी हमारी आर्म्ड फोर्सिस (सशस्त्र बलें) में हाल में ही चालू किये गये हैं, और अभी तक सिर्फ तीन हेलीकोप्टर खरीदे गये हैं। कुछ और खरीदने की बात हो रही है।

**श्री भक्त दर्शन :** अपने यह उत्तर नहीं दिया कि किस प्रकार उनका उपयोग किया जा रहा है, यानी कैसी कैसी परिस्थितियों में उनका उपयोग किया जा रहा है। क्या यह बतलाने की कृपा करेंगे।

**Mr. Speaker :** I shall not allow that question. The question as to what their object is, and where they are used, does not arise out of this.

**Shri Joachim Alva :** Is there a serious attempt to manufacture helicopters at the Hindustan Aircrafts ?

**Shri Tyagi :** No.

### सशस्त्र सेना उपकार निधि

\*६३८. श्री कै० सी० सोधिवा : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५५ के दौरान में कितने पदाधिकारियों अथवा उनके परिवारों को सशस्त्र सेना उपकार निधि से सहायता दी गई है ;

(ख) इसकी वार्षिक आय लगभग क्या है और इसके प्रबन्धक का क्या नाम है ;

(ग) क्या सरकार इसे कोई वार्षिक अनुदान देती है ; और

(घ) यदि हां, तो कितनी ?

प्रतिरक्षा उप-मंत्री (सरदार मजीठिया) :

(क) सशस्त्र सेनाओं के सीनियर (वरिष्ठ) अफसरों और उनके परिवारों को ग्राम्ड फोर्सेज बनेवोलेंट फण्ड से लाभ उठाने का अधिकार नहीं है। भूतपूर्व तथा वर्तमान दोनों प्रकार के जूनियर कमीशण्ड अफसरों तथा अदर रैंक्स को इससे लाभ उठाने का अधिकार प्राप्त है ; लेकिन सहायता दिये जाने वाले जूनियर कमीशण्ड अफसरों के बारे में कोई आंकड़े नहीं रखे गये हैं। यह सूचना इकट्ठी की जा रही है, और जितनी जल्दी हो सकेगा वह सभा-पटल पर रख दी जायेगी।

(ख) सन् १९५५-५६ में फण्ड को १,४२,८६५ रुपये ४ आने ब्याज के रूप में मिले। चूंकि पूरे फण्ड का कुछ भाग हर साल खर्च होता जाता है, इसलिये आनेवाले वर्षों में उसी हिसाब से ब्याज भी कम होता जायेगा। इस फण्ड का प्रबन्ध एक कमेटी द्वारा होता है, जिस के ये सदस्य हैं :

चेयरमैन . . . प्रतिरक्षा मंत्री।

वाइस-चेयरमैन . . . प्रति रक्षा उप-मंत्री।

सदस्य . . . प्रतिरक्षा सचिव।

चीफ आफ आर्मी स्टाफ।

चीफ आफ नैवल स्टाफ।

चीफ आफ एयर स्टाफ।

एडजुटेंट जनरल, आर्मी हेडक्वार्टर्स।

फाइनेन्शियल एडवाइजर, मिनिस्ट्री आफ फाइनेंस, (डिफेंस)।

(ग) जी, नहीं।

(घ) प्रश्न नहीं उठता।

श्री कै० सी० सोधिवा : यह रकम कैसे इकट्ठी की गयी थी।

सरदार मजीठिया : कोई ७५ लाख रुपये तो बार परपजेज फण्ड (युद्ध प्रयोजन निधि) का है जो कि इस गवर्नमेंट के पहले वाइसराय ने इस फंड में दिया था, उसके अलावा कुछ कांटीन सर्विसेज (सेवाओं) ने रुपया दिया है, कुछ लेडी लिनलिथगो का फंड है जो कि एक लाख है और कुछ सर विकटर सेसून ने दान दिया था।

श्री कै० सी० सोधिवा : ब्याज की रकम कम होती जाती है तो इस फंड को सरकार द्वारा क्या कुछ सहायता करने का विचार किया जा रहा है ?

सरदार मजीठिया : जी, नहीं। यह फंड तो उन सैनिकों के लाभ के लिये कायम किया गया था जिन्होंने कि पिछली लड़ाई में भाग लिया था और ख्याल किया जाता है कि ४० साल से ज्यादा वह जीते नहीं रहेंगे।

श्री भक्त वर्मन : क्या मैं जान सकता हूं कि किस आधार पर इस फंड से सैनिकों की सहायता दी जाती है, अर्थात् क्या यूनियों से इस बारे में सुझाव मांगे जाते हैं या केन्द्रीय समिति अपने आप निर्णय कर देती है ?

सरदार मजीठिया : जिस सैनिक की इस फंड से सहायता लेने की जरूरत पड़ती है वह अपनी बटालियन और रेजीमेंट के द्वारा अर्जी देता है और उन अर्जियों पर यह सेंट्रल बकिंग कमेटी (केन्द्रीय कार्यकारिणी समिति) विचार करती है और विचार करने के बाद वह अपनी सिफारिशें जनरल कमेटी (सामान्य समिति) को देती है और वह फिर उनको उस पर सहायता देती है।

### BLOCKING OF ROUTES TO THE PARLIAMENT HOUSE

\*639. Shri Kamath : Will the Minister of Home Affairs be pleased to state :

(a) whether it is a fact that on the 16th February, 1956 when the Shah and Queen of Iran arrived in Delhi,

vehicular traffic was held up or stopped on several thoroughfares leading to Parliament House and at the Great Place;

(b) if so, for what period; and

(c) whether several Members of Parliament were therefore not able to reach the Parliament House in time that day?

**The Minister in the Ministry of Home Affairs (Shri Datar):** (a) and (b). Traffic was not stopped on any thoroughfare except for a few minutes at Great Place.

(c) Government have no information.

**Shri Kamath:** The Minister has stated that traffic was stopped for 'a few minutes'. Has he any personal knowledge, through the instructions that were sent, as to how many minutes?

**Shri Datar:** It was stopped at Great Place for ten minutes and at other places for hardly a minute or two.

**Shri Kamath:** One of my hon. friends told me that it was stopped for 40 minutes. I am sorry she is not in the House now as she is away in connection with an election petition against her. But is the Minister aware that this traffic stoppage at Great Place, and at other points for quite a few minutes—not one or two as he said—practically killed a distinguished colleague of ours, Shri Meghnad Saha, who was not allowed to go by car at Great Place and had to practically sprint or run to the Planning Commission's office, which strain proved fatal at his age?

**Shri Datar:** I am not aware of this incident at all. But I might point out that even where there was some stoppage alternative routes had been provided to minimise all inconvenience.

**Shri Kamath:** No, no. In view of the long train of foreign dignitaries, to welcome whom will be our happy privilege in the coming months, are the Government prepared to go into

this matter of traffic regulation in New Delhi and Delhi also in consultation with a Committee of Parliament, in the same way as the Prime Minister promised in another context in the Rajya Sabha with regard to receptions at Rashtrapati Bhavan and other places on such occasions?

**Shri Datar:** Government will take all precautions. That is all that I can say.

**Shri Kamath:** My question was definite. Are they prepared to consult a Committee of Parliament with a view to seeing that people in general, particularly Members of Parliament, are not inconvenienced? Many Members including Shrimati Sucheta Kripalani could reach the House only very late on that day, at 11.45 A.M. when the House had adjourned because of Shri Meghnad Saha's passing away. She herself told me that she was held up at the Fountain while coming from Prithviraj Road for 40 minutes, and not one or two minutes. Many other members of the public have also told me the same thing.

**Mr. Speaker:** The hon. Member wants to suggest that Committee of the House should go into this matter. What I would suggest is that in view of the inconvenience caused to hon. Members...

**Shri Kamath:** Public also.

**Mr. Speaker:** Public is general. Here we are concerned with a Committee of the House. If hon. Members of the House. If hon. Members of the House, certainly the hon. Minister will take into consideration some of the suggestions which may be made by any hon. Member.

**Shri Datar:** I shall take the suggestions into account. I might also promise that as far as possible all inconvenience would be avoided.

**Shri Vallatharas:** Is it not a fact that the police were issued instructions to stop the traffic just in front of the east of the Secretariat from 10.20 A.M.

till the Shah had passed to the President's house? It is a fact that from 10-20 A.M. to 11-45 A.M. the traffic was stopped.

**Shri Datar :** We are getting this information just today. If the hon. Member had given this information earlier, we would have looked into it. I will repeat my assurance that we shall try our best to avoid all inconvenience, in particular to Members of Parliament.

**Shri Kamath :** This question was put down long ago, many days ago.

**Mr. Speaker :** Occasionally, such inconveniences arise. To avoid such inconvenience at any rate to Members of Parliament who are engaged in very important business here, I would request hon. Members who have had some personal experience or heard of difficulties to write and point it to the hon. Minister. I am sure he would try to evolve a procedure by which hon. Members are not put to inconvenience at all.

**Shri Datar :** Yes.

**Mr. Speaker :** So far as the public are concerned, they will take steps.

**Shri Kamath :** Why should we write? Why should not the matter be discussed with him?

**Mr. Speaker :** If hon. Members would take the trouble to write to the Minister, that will be much better.

**Shri Kamath :** We are in the House.

#### ELECTORAL ROLLS

**\*640. Shri Dabhi :** Will the Minister of Law be pleased to refer to the reply given to Starred Question No. 400 on the 2nd December, 1955 and state :

(a) whether the revision of electoral rolls for the year 1955 has since been completed in the States of Bombay and Saurashtra ; and

(b) if so, the extent of increase or decrease in the number of electors in each of these States ?

**The Minister of Legal Affairs (Shri Pataskar) :** (a) Yes.

(b) The increase or decrease in the number of electors over the figure for 1954 is as follows :—

Bombay	.. + 90,771
Saurashtra	.. - 10,232

**Shri Dabhi :** May I know whether these electoral rolls were prepared or revised with reference to 1st March 1956 as the qualifying date ?

**Shri Pataskar :** Yes.

**Shri Dabhi :** I want to know what special steps were taken to see that the names of those who reached the age of 21 on 1st March 1956 were entered in the rolls ?

**Shri Pataskar :** Under the provisions of section 23 of the Representation of the People Act, 1950, it is a statutory requirement that the electoral rolls of constituencies should be prepared every year with reference to the qualifying date. The Election Commission, with this end in view, had already issued instructions — and very detailed ones — with respect to how it was to be done.

**Shri Dabhi :** May I know if the hon. Minister would place a copy of these instructions on the Table of the House?

**Shri Pataskar :** Yes

**Shrimati Renu Chakravartty :** In view of the fact that refugees who have tried to get enrolled in the 1955 electoral rolls have been requested to pay Re. 1 each, may I know whether there is any clause in the Citizenship Bill which we recently passed specifying that charges would be made when putting down the names of refugees on electoral rolls ?

**Shri Pataskar :** Yes. The national register is also looked into. Instructions have been issued that that also

will be looked into while preparing or revising the rolls.

**Shri H. G. Vaishnav :** May I know whether the revision of the electoral rolls for 1955 has been completed in all the other States ?

**Shri Pataskar :** Yes. I think in 18 States it is already completed. The question related to the two that remained, and that has also been finished. I am not sure whether any other State is left out.

**Shri H. G. Vaishnav :** What are the names of those two States ?

**Shri Pataskar :** In respect of 18 States, it was already completed and two States had remained to which this question relates. I am not sure whether there is any other State left out.

**Shri Shree Narayan Das :** What is the overall increase in the number of electors ?

**Shri Pataskar :** I require notice.

**Shri Vallatharas :** In view of the omission of the entry of the names of Members of Parliament in the electoral rolls during their absence, have Government issued any circular to the officers or framed any rules to ensure that the names of Members of Parliament find their place in the electoral rolls which are prepared in the respective areas ?

**Shri Pataskar :** As I have already said, the Election Commission had, as early as 1952...

**Shri Kamath :** 1952 ?

**Shri Pataskar :** ... 1952, issued definite instructions. He drew up a five year programme, that all necessary inquiries should be completed by 1956 and not only the different stages, because there is already a fluctuation of population. I believe the names of Members of Parliament will find their place normally.

**Shri Kamath :** Normally ? My name was found missing twice.

**Shri Vallatharas :** In spite of the fact that instructions were issued in 1952, it is a fact that many names were omitted all these years. In view of the serious criticism made by hon. Members very recently, have Government taken into consideration the necessity of issuing specific instructions to see that, despite their absence from their permanent residences during session periods, the names of Members of Parliament do find a place in the respective lists ?

**Shri Pataskar :** Not only with respect to Members of Parliament, but with respect to every adult voter the Election Commission has issued all necessary instructions to see that their names are included in the rolls.

**Mr. Speaker :** Apart from others throughout the length and breadth of India hon. Members are entitled to see that in their absence from their constituencies, their names are not omitted from the list ; and, for that, there will be no harm if the hon. Minister instructs the Election Commissioner to take special care to see that sitting Members of Parliament — their names — are not omitted.

**Shri Pataskar :** What I meant to suggest was that this is being done by the Election Commission.

**Mr. Speaker :** I am not giving any instructions. But, it is necessary to safeguard the interests of hon. Members here who are engaged on public duty. What is the harm if the hon. Minister states that he will take special interest to see that the names of hon. Members are not omitted from the lists ?

**Shri Pataskar :** I have no objection to instructing them with regard to the sitting Members of Parliament but I thought it better to avoid discrimination.

**Mr. Speaker :** With regard to the members of other Legislatures also.

भारत-सिद्धत गवेषणा संस्था

\* ६४१. श्री मन्त बर्मान : क्या शिक्षा मंत्री १८ अगस्त, १९५५ को पूछे गये तराकित



प्रश्न संख्या ८८२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या कलिम्पोंग में भारतीय तिब्बत गवेषणा संस्था के स्थापित करने के बारे में कोई निर्णय किया गया है; और

(ख) यदि हां, तो क्या उस योजना की एक प्रति टेबल पर रखी जायेगी ?

शिक्षा मंत्री के सभासचिव ( डा० एम० एम० दास ) : (क) इस योजना पर अभी कोई निर्णय नहीं किया गया है ।

(ख) प्रश्न उत्पन्न नहीं होता ।

I may add for the information of the hon. Member that although no final decision has been taken to open the Indo-Tibetan Research Institute at Kalimpong, a similar institute for Indo-Tibetan studies has already been established last year in the Viswa Bharati at Santi Niketan, after this question was brought before us.

श्री भक्त बर्शन : कलिम्पोंग में जो यह संस्था स्थापित की जा रही है, क्या उस के बारे में तिब्बत सरकार से कोई लिख पत्र हुई है और क्या उन्होंने कोई सहयोग देने का आश्वासन दिया है ?

Dr. M. M. Das : So far as my information goes, there has been no consultation between the Government of India and the Government of Tibet.

श्री भक्त बर्शन : यह संस्था सीधे केंद्रीय सरकार के अन्तर्गत स्थापित की जा रही है या पश्चिम बंगाल की सरकार से भी कोई सहयोग लिया जा रहा है अथवा किन्हीं और गैर सरकारी संस्थाओं का सहयोग लिया जा रहा है ?

Dr. M. M. Das : When this question of the establishment of the Institute was being investigated, it was considered necessary that the West Bengal Government should be taken into confidence and their advice should be asked for. The West Bengal Government suggested that an institution might be established as a joint enterprise by the Central Government and the State Government subject to the availing of such co-operation as might be forthcoming from voluntary organisations. The State Government had

also stated that the proposed institute should cater for other languages of that particular region as well. It has now been suggested to the West Bengal Government that they should draw up a concrete scheme for the proposed institute for further consideration of the Government of India. We have not yet received any reply from the West Bengal Government.

Shri G. P. Sinha : How many Tibetans are studying at Santi Niketan according to this Scheme ?

Dr. M. M. Das : I have got no information.

Shrimati Reau Chakravartty : May I know what are the subjects that are going to be studied here and what is the exact nature of the research which is intended to be carried out ?

Dr. M. M. Das : Up till now we know that the Tibetan language will be taught to Indian students and Sanskrit would be taught to suitable Tibetan students.

Shri B. S. Murthy : May I know whether any attempt is being made by this Research Institute to translate classical Pali literature from Tibetan into Indian languages ?

Dr. M. M. Das : So far, the Institute in Kalimpong has not yet been established. Only one institute has been established at Viswa Bharati, Santi Niketan ; but, I do not know what is the exact research they have taken up.

#### MILITARY COLLEGE, DEHRA DUN

\*642. Shri D. C. Sharma : Will the Minister of Defence be pleased to state :

(a) the number of trainees admitted each year in the Military College, Dehra Dun, State-wise since 1953;

(b) the number among them belonging to Scheduled Castes and Tribes ;

(c) whether Government have recently examined the rules and procedure for admission in this institution; and

(d) if so, the possibilities of making improvements therein?

**The Deputy Minister of Defence (Sardar Majithia):** (a) The information is being collected and will be laid on the Table of the House. I may, however, add that only the percentages State-wise will be given.

(b) No candidate belonging to Scheduled Castes and Tribes qualified for admission to the Military College for a Regular Course. However, one Scheduled Caste Candidate was admitted in 1953 for a Short Service Regular Commission Course.

(c) No.

(d) Does not arise.

**Shri D. C. Sharma:** May I know what is the difference between the regular course and the course to which this member of the Scheduled Caste was admitted?

**Shri B. S. Murthy:** Untouchable course.

**Sardar Majithia:** There is no difference in the course. As the hon. Member knows, one is a regular commission which is given to those who come through the normal channels. There is another type known as the Short Service Regular Commission which is given to those people who do not come through regular channels and do not fit into the general structure. They are given Commissions for a specified number of years.

**Shri D. C. Sharma:** May I know if the hon. Minister will study the ways and means of increasing the number of Scheduled Caste persons who come in through the irregular channel?

**Sardar Majithia:** I have had a thorough study of the whole question but I am sorry to inform the hon. Member that I am not prepared to lower the standards in any case.

**Shri B. S. Murthy:** Now that there have been no regular recruitment for 1954-55 and perhaps also for 1955-56, may I know what the Ministry is going to do to see that some Scheduled Castes and Scheduled Tribes young men are recruited by the regular as well as the irregular channels?

**Sardar Majithia:** We try our best to have this recruitment on a particular basis without any distinction of caste or creed. Unfortunately, the boys belonging to the Scheduled Tribes and Scheduled Castes do not come up to the mark educationally within the age limit. It is under consideration whether we might relax the age limit for all — not only for Scheduled Tribes or Castes — by another six months.

**Shri Boovaraghasamy:** May I know whether any particular percentage of backward class students are admitted?

**Sardar Majithia:** I have already answered that question previously by saying that we make no distinction between caste or creed. The only criterion that we do go by is the fitness of the boys, who are the best for our defence, because it cannot be based on anything else.

**Shri Thimmaiah:** May I know the minimum education and other qualifications that are required for entrance to this college?

**Mr. Speaker:** The syllabus may kindly be given to the hon. Member.

#### P.T.O. CONCESSION

**\*643. Th. Lakshman Singh Charak:** Will the Minister of Home Affairs be pleased to state whether Government have reconsidered the P.T.O. scheme to allow Government servants to enjoy their leave in summer on the hills?

**The Minister in the Ministry of Home Affairs (Shri Datar):** No, Sir.

**Th. Lakshman Singh Charak:** In the other countries of the world industrial workers are also sent to hill stations to recoup their health. In view

of that fact why do not Government consider the necessity of giving some concessions to their own workers to increase their efficiency?

**Shri Datar :** There are certain difficulties such as insufficiency of accommodation in the trains; that is one of the reasons. All the same, Government are at present considering the question of granting P.T.O. concessions in a restricted form. The matter is under consideration.

**Th. Lakshman Singh Charak :** May I know how long will it take for Government to come to a decision in the matter?

**Shri Datar :** It will take some months.

**Shri T. B. Vittal Rao :** May I know whether it is a fact that when this concession was withdrawn there was an assurance given to the employees that it was only a temporary withdrawal and yet it is now 6 years since it was withdrawn?

**Shri Datar :** I believe it was withdrawn in 1949 or 1950.

**Shri A. M. Thomas :** When this question was raised—the question of P.T.O. concessions in general—in the course of the discussions on the Communications and the Railway Ministries last year, it was stated that those particular Ministries were in favour but the Finance Ministry stood in the way. May I enquire whether the Home Ministry, as the custodian of the services, has taken up the matter with the Finance Ministry and at what stage it is?

**Shri Datar :** We have taken it up. I may inform the hon. Member with the Railway Ministry, the Finance Ministry and other Ministries also and we hope to have some formula in a restricted form in this respect.

**Shri V. Muniswamy :** May I know whether it is not a fact that by stopping this concession the Government is losing considerable income, besides

the growing discontent among the services?

**Shri Datar :** There is no question of losing income. In fact, if this concession is granted, then, Government would lose two-thirds income so far as this class is concerned.

**Shri Bhagwat Jha Azad :** May I know who are those few privileged to whom this is being restricted?

**Shri Datar :** It is not in use at all according to that concession, by paying one-third the actual railway fare for the class of accommodation to which a government servant is entitled, he can travel on the Indian Railways.

#### VERIFICATION OF CHARACTER FOR GOVERNMENT SERVICE

**\*644. Shri S. C. Samanta :** Will the Minister of Home Affairs be pleased to state the general procedure adopted to verify the character and antecedents of candidates before appointment to Government services?

**The Minister in the Ministry of Home Affairs (Shri Datar) :** Before a person is appointed to Government service, it is necessary for Government to satisfy themselves that the candidate is in all respects suitable for appointment and that he is not likely to abuse the confidence placed in him by virtue of his appointment. Enquiries are therefore made into his character and antecedents through official channels before appointments are made to Class I and Class II services as well as to ministerial posts in the Secretariat and Attached offices; in respect of other services, the candidate is asked to furnish a certificate of character attested by a District Magistrate or Sub-Divisional Magistrate, but it is open to the Department or Ministry in charge of any service to direct full enquiries being made before appointments are made.

**Shri S. C. Samanta :** The hon. Minister says that in the first case an official enquiry is made and in the second case also the opinion of certain

officers is taken. May I know whether in all cases official enquiries are made?

**Shri Datar :** I have pointed out already that so far as certain services are concerned, we collect the information supplied by the candidate on a particular form known as the verification certificate and we check that information through our official sources and then decide whether that particular candidate should be taken in service or not.

**Shri Kamath :** With regard to this matter of obtaining satisfaction about the respective candidates' antecedents, has Government finally dispensed with what has come to be notoriously known as the 'Chit' system.

**Shri Datar :** There is no question of any 'tip' system.

**Mr. Speaker :** The hon. Member asked about 'tick' system.

**Shri Kamath :** I said 'chit' system.

**Shri Datar :** There is neither the 'tick' system nor 'chit' system.

**Shri Nambiar :** May I know whether this enquiry is confined to the criminal nature of antecedents of that particular candidate or is it a political type of enquiry?

**Shri Datar :** The enquiry relates to the character and antecedents of that particular candidate.

**Shri A. M. Thomas :** May I enquire whether any enquiry is being done through the regular police force of the various States and is it a fact that the jobs of several people have fallen in jeopardy merely because of the report of the police?

**Shri Datar :** I may point out to the hon. Member that we carry on enquiries only so far as the factual information is concerned. Government take a decision after the information has been duly checked.

## NAVY RECRUITS

**\*645. Shri D. C. Sharma :** Will the Minister of Defence be pleased to state :

(a) whether Government propose to revise the educational, medical, age and other recruitment standards for Navy recruits from rural areas; and

(b) what is the response in the recent recruitment from the rural areas?

**The Deputy Minister of Defence (Sardar Majithia) :** (a) No.

(b) Satisfactory in regard to ratings. As regards officers, no statistics are maintained of the number recruited from rural and urban areas separately.

**Shri D. C. Sharma :** May I know if attempts are not being made for the recruitment of persons from the rural areas in larger numbers so far as the higher grades are concerned?

**Sardar Majithia :** No separate statistics are kept so far as officers are concerned. So far as ratings are concerned, we have got these statistics and as I said, they are very satisfactory.

**Shri D. C. Sharma :** What is the percentage of ratings from the rural areas?

**Sardar Majithia :** 66.4 per cent. from the rural areas and 33.6 per cent. from the urban areas so far as ratings are concerned.

**Sardar Iqbal Singh :** May I know if there is any special programme recruitment of people from the rural areas as they have to travel quite a long distance to reach recruiting centres?

**The Minister of Defence Organisation (Shri Tyagi) :** Very recently instructions have been issued to the recruiting officers that other things being equal, they should give encouragement to the recruits hailing from the rural areas and quite a large number of rural recruits are being taken. As regards officer only recently the Ministry has introduced a test of physical

endurance and that will perhaps help the rural areas in competing well with the urban area people.

**Shri D. C. Sharma :** In view of the fact that employment opportunities should be evenly distributed between the rural and urban people what steps do Government take so that rural areas may not be at a disadvantage in recruitment to the Navy ?

**Shri Tyagi :** It is perhaps difficult to make a distinction between rural areas and urban areas constitutionally. The only thing the Ministry could do is to encourage recruitment in the rural areas on account of the large population and good material there.

**Shri Bhagwat Jha Azad :** Government has been good enough to say that 66 per cent. of the ratings come from the rural areas. Could we not assess the figure, in percentage, of persons coming from the rural areas so far as naval officers are concerned ? I want to know what percentage the rural people constitute among the officers in the Navy.

**Sardar Majithia :** No separate statistics are kept.

#### INCOME TAX SOLICITORS

\*559. **Shri Morarka :** Will the Minister of Finance be pleased to refer to the reply given to Starred Question No. 964 on the 19th December 1955 and state :

(a) whether Government have ascertained from the Income-tax solicitors whether they would be prepared to work exclusively for Government in income-tax matters ; and

(b) if so, the result thereof?

**The Minister of Revenue and Civil Expenditure (Shri M. C. Shah) :** (a) and (b). The Government are looking into this matter though this question does not arise out of the reply to Question No. 964.

**Shri Morarka :** This question has arisen in this way. In that question it

was stated that the remuneration paid to the solicitors is about Rs. 70,000 or Rs. 80,000 per annum. Therefore, I wanted to know whether the Government is asking the solicitors to accept the condition of working exclusively for the Government and not accept private practice.

**Shri M. C. Shah :** The position is like this. The present incumbent's period expires on 30-4-1956. The figures given by my hon. friend are not correct. The remuneration comes to about Rs. 4,000 on an average per month ; it is not Rs. 80,000 and so on as mentioned by him last time. In 1952 for the whole year the amount paid was Rs. 45,000 ; in 1953 it was Rs. 28,500 and in 1954, it was Rs. 61,872. So, the average comes to about Rs. 4,000 per month or less than that. We are considering the whole question and we have already addressed the Commissioner of Income-Tax as to whether an arrangement should not be made with a new solicitor if it is possible. All these things are being considered.

**Shri H. G. Vaishnav :** What is the actual number of such solicitors who are working for the Government?

**Shri M. C. Shah :** One at Bombay and one at Calcutta.

**Shri M. L. Dwivedi :** On March 2, I gave notice of a short notice question in connection with the leakage of Budget proposals. Now, it is the 11th of March. I have not been informed yet whether that has been accepted or not irrespective of the fact that statements have been made in this House from time to time. No information has been given to me whether it will be admitted or not.

**Mr. Speaker :** A letter has gone to the hon. Member. A statement is being made ; let us see.

**Shri Bhagwat Jha Azad :** May I put question No. 625 for which I have got an authority ?

**Mr. Speaker :** I will call serially. Shri Bansal is absent. The next absentee question is 621.

## WIND MILLS

**\*621. Shrimati Kamalendumati Shah:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state whether it is a fact that the Government of India are considering the question of installing Wind Mills in the District of Tehri-Garhwal during the Second Five Year Plan?

**The Minister of Natural Resources (Shri K. D. Malaviya):** No proposal in this regard has so far been received from the State Government.

श्रीमती कमलैन्दुमति शाह : क्या मैं जान सकती हूँ कि और किन किन स्थानों पर यह विड मिल (पवन चक्कियाँ) लगी हैं।

श्री के० डी० मालवीय : अभी तो राजस्थान में थ्रेक बाघ जगह लगी हैं और इसकी काम-याबी के बारे में जांच पड़ताल जारी है।

WRITTEN ANSWERS TO  
QUESTIONS

## STATE UNDERTAKINGS

**\*618. Shri Bansal:** Will the Minister of **Finance** be pleased to state:

(a) the action taken by Government in publishing detailed Annual Reports on the working of State undertakings as recommended in the 16th Report of the Estimates Committee; and

(b) action taken in forming the "Indian Commercial and Industrial Service" as recommended by the Estimates Committee?

**The Deputy Minister of Finance (Shri B. R. Bhagat):** (a) Reports of some State undertakings are published and laid before the Parliament. The question of publishing detailed annual reports on the working of State undertakings, as suggested by the Estimates Committee, is under consideration.

(b) A tentative scheme for the establishment of an Industrial Management Service has been prepared and is under the consideration of the Government. The Government are also considering the constitution of an Industrial Technical Service.

## CHILDREN'S BOOKS

**\*622. Shri Ibrahim:** Will the Minister of **Education** be pleased to state:

(a) how many books on children's literature have been awarded prizes during 1955; and

(b) the number of recipients of the prizes?

**The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das):** (a) Fifteen books.

(b) Fifteen authors.

## STATE BANK OF INDIA

**\*625. Pandit D. N. Tiwary:** Will the Minister of **Finance** be pleased to refer to the reply given to Unstarred Question No. 521 on the 14th December, 1955 and state:

(a) whether any State-associated Bank has since been integrated with the State Bank of India; and

(b) if not, the reasons therefor?

**The Minister of Revenue and Defence Expenditure (Shri A. C. Guha):**

(a) and (b). The matter has been under examination for some time; but it has not been possible to finalise the decision as yet — as it requires discussion with various authorities and very careful examination having regard to its importance and its complicated nature. However, we expect to come to some decision soon.

## HINDUSTAN AIRCRAFT LIMITED

**\*627. Shri M. R. Krishna:** Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that the Hindustan Aircraft Factory, Bangalore has now switched on to the production of Electrical Coaches for the Indian Railways;

(b) if so, their annual out-turn; and

(c) the additional amount likely to be required for such production?

**The Minister of Defence Organisation (Shri Tyagi) :** (a) No, Sir.

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

#### FOREIGN EXCHANGE BUSINESS

**\*631. Shri Tulsidas :** Will the Minister of Finance be pleased to lay a statement on the Table showing—

(a) the nature and quantum of foreign exchange business undertaken by the Indian Banks during the course of the First Five Year Plan; and

(b) the measures undertaken by Government and Reserve Bank for this purpose?

**The Minister of Revenue and Defence Expenditure (Shri A. C. Guha) :**

(a) The transactions in the U. S. Dollar and Sterling currencies represent the major portion of foreign exchange business of the Indian banks. A statement showing the quantum of purchases and sales undertaken by the Indian banks in these currencies during each of the years 1951 to 1955 is laid on the Table of the Sabha. The dealings of Indian banks in other foreign currencies are usually of small proportions. [See Appendix IV, annexure No. 2.]

(b) It should be primarily the initiative of Indian banks. The Government and the Reserve Bank have always been ready to help them whenever any difficulties have been felt. Moreover the Government have entrusted their foreign exchange works as far as possible to Indian banks. Several other measures have been undertaken by the Government and the Reserve Bank, for example grant of licences to banks who are in a position to undertake the business, grant of exchange and other facilities for opening branches in foreign countries, permission to deposit Indian securities in India for the purpose of obtaining temporary overdraft and credit facilities from their foreign correspondents.

#### IRON ORE

**\*633. Shri M. S. Gurupadaswamy :** Will the Minister of Natural Resources and Scientific Research be pleased to state :

(a) whether it is a fact that the Geological Survey of India are carrying on investigations in Orissa and Assam regarding the occurrence of iron ore; and

(b) if so, the main points of their report?

**The Minister of Natural Resources (Shri K. D. Malaviya) :** (a) and (b). Geological survey is in progress in the various parts of the country and this will help to locate the occurrence of iron ore and other minerals in Orissa and Assam. A statement showing the results of investigations already carried out by the Geological Survey of India in Orissa and Assam is laid on the Table of the House. [See appendix IV, annexure No. 3.]

#### NATIONAL ATLAS

**\*637. Shri C. R. Narasimhan :** Will the Minister of Natural Resources and Scientific Research be pleased to state the programme, progress and assistance received from abroad in connection with the National Atlas?

**The Minister of Natural Resources (Shri K. D. Malaviya) :** A statement giving the information is laid on the Table of the House. [See Appendix IV, annexure No. 4.]

#### ACCIDENTS IN DELHI

**347. Chaudhuri Muhammed Shaffee :** Will the Minister of Home Affairs be pleased to state the number of vehicular accidents in Delhi State from the 16th September, 1955 to the 31st December, 1955?

**The Minister in the Ministry of Home Affairs (Shri Datar) :** 395.

#### M.E.S. EMPLOYEES

**348. Shri Keshavaiengar :** Will the Minister of Defence be pleased to

state the reasons why pay scales for Assistants-in-Charge in M.E.S. have not been fixed so far?

**The Minister of Defence Organisation (Shri Tyagi):** Assistants-in-Charge, wherever they are authorised in the MES Establishments, are given a charge allowance in addition to the basic pay to which they are entitled. The Charge allowance is considered sufficient compensation for the comparatively light supervisory work involved in exercising superintendence over small offices or sections.

#### PAY SCALES OF M.E.S. PERSONNEL

**349. Shri Keshavaiah:** Will the Minister of Defence be pleased to state whether it is a fact that Government contemplate to appoint a Committee to remove the anomalies of pay scales of certain categories of M.E.S. personnel so as to bring them at par with those of the C.P.W.D. as recommended by the Central Pay Commission?

**The Minister of Defence Organisation (Shri Tyagi):** No, Sir.

#### M.E.S. EMPLOYEES

**350. Shri Keshavaiah:** Will the Minister of Defence be pleased to state:

(a) the total number of M.E.S. civilian employees as on the 1st July, 1955, whose pay under the New Pay Code has not been fixed;

(b) the reasons therefor; and

(c) the total number of employees who have not yet been paid arrears of pay and allowance for over 3 years and over 1 year and the reasons therefor?

**The Minister of Defence Organisation (Shri Tyagi):**

(a) Industrial	...	...	663
Non-Industrial	...	...	364
Total	...	...	1027

(b) (i) Absence of records of M.E.S. employees who migrated from Pakistan;

(ii) During the last war and thereafter while disbandment of Units and formations was in progress, records of civilian personnel could not be maintained properly;

(iii) With effect from 1-8-49, casual employees and personnel borne on Extra Temporary Establishment were classified as industrial/non-industrial. Prior to that date, service records in respect of industrial employees (formerly known as casual employees in the MES) were not being maintained under the then prevailing rules; and

(iv) Inability of affected personnel to produce satisfactory collateral evidence to establish length and continuity of service.

(c) (i) Over 3 years :			
Industrial	...	1457	
Non-industrial	...	526	
Total	...	1983	

(ii) Over one year :			
Industrial	...	68	
Non-industrial	...	81	
Total	...	149	

The reasons for delay in the payment of arrears of pay and allowances are :—

(i) Absence of documents establishing payments received during certain periods to which the claims relate;

(ii) Delay in the submission of claims in time by the individuals themselves; and

(iii) Time generally taken for the investigation of the correctness of the claims entailing very often references to various formations in which the individuals had served.



2. Continuous efforts are being made in all formations to finalise the outstanding cases. To expedite settlement of cases, additional staff where necessary, has been sanctioned.

#### CENTRAL SECRETARIAT OFFICERS

**351. Shri Bibhuti Mishra :** Will the Minister of Home Affairs be pleased to state the total number of persons serving in the Central Secretariat in Grades I, II, III and IV?

**The Minister in the Ministry of Home Affairs (Shri Datar):** The information relating to Grades I to IV of the Central Secretariat Service is given below —

Grade	Total number
I	344
II	292
III	886
IV	*3686

(\*Note:— This includes in addition to permanent members of Grade IV, officiating and temporary Assistants as on 1st August, 1955.)

#### औद्योगिक वित्त निगम

३५२. श्री के० सी० सोषिया : क्या वित्त मंत्री दिसम्बर, १९५५ की अनुपूरक मांग संख्या ३७ के नोट २(२) के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) जिन छः कम्पनियों के बारे में औद्योगिक वित्त निगम ने ३० जून, १९५५ को समाप्त होने वाले वर्ष के लेखों में उन के द्वारा देय ब्याज का उल्लेख नहीं किया, उन के नाम, उन के द्वारा चलाये जाने वाले उद्योग, उन की पूंजी और उमको दिया गया ऋण कितना है ; और

(ख) इन में से उन कम्पनियों के नाम क्या हैं जिन्होंने पहले का ब्याज चुका दिया है और वह किस तारीख तक चुकाया गया है ?

**राजस्व और प्रतिरक्षा व्यय मंत्री श्री ए० सी० गुह :** (क) तथा (ख). इन कम्पनियों के नाम बतलाना लोकहित की दृष्टि से उचित नहीं है। उनके द्वारा चलाये जाने वाले

उद्योगों, उनकी पूंजी, उन से प्राप्त ब्याज ऋण और ब्याज आदि के सम्बन्ध में अन्य आवश्यक सूचना संलग्न विवरण में दी गयी है।  
[देखिये परिशिष्ट ४, अनुबन्ध संख्या ५]

#### CENTRAL FOOD TECHNOLOGICAL RESEARCH INSTITUTE, MYSORE

**353. Shri N. Rachiah :** Will the Minister of Natural Resources and Scientific Research be pleased to state whether it is a fact that the authorities of the Central Food Technological Research Institute, Mysore, are not giving effect to the Government order reserving 18 per cent. of posts in gazetted and non-gazetted cadres for the Scheduled Caste and Tribe candidates while making recruitment?

**The Minister of Natural Resources (Shri K. D. Malaviya):** Government orders regarding recruitment of scheduled castes and scheduled tribes candidates to the services are followed. As far as possible preference is given to such candidates in filling up posts where suitably qualified candidates are available.

#### UNUSED AND CONDEMNED VEHICLES

**354. Shri Boovaraghasamy :** Will the Minister of Defence be pleased to state :

(a) the total number of units where the unused and condemned vehicles are stored ;

(b) the total value of those vehicles in each unit ; and

(c) how long, they have been kept uncovered ?

**The Minister of Defence Organisation (Shri Tyagi):** (a) There are twenty units/depots in the country wherein vehicles not in constant use (by which expression is meant reserve stocks of fit vehicles, repairable vehicles awaiting repairs and condemned vehicles awaiting disposal) are kept.

(b) It is difficult to assess the value of these vehicles, as while the value of fit vehicles is known, the value of

each repairable or condemned vehicle depends on the actual mechanical condition of the vehicle, and collection of the required information will involve a great amount of time and labour as the individual condition of each vehicle will have to be assessed. Even in the case of fit vehicles the value will depend on the age of the vehicle and will have to be ascertained for each vehicle;

(c) A good proportion of the vehicles are kept in the open in the various depots/units owing to lack of covered accommodation but they are covered by tarpaulins. Some of these vehicles have had to be held in the open for 8 to 10 years because it has not been possible to accommodate and repair all of them so far.

#### LOANS AND GRANTS TO PUNJAB

**355. Shri D. C. Sharma :** Will the Minister of Finance be pleased to state :

(a) the amount given during the current year to the Punjab Government and the purpose for which it has been sanctioned ; and

(b) the amounts out of the above given by way of loan and grant-in-aid separately ?

**The Minister for Finance (Shri C. D. Deshmukh) :** (a) and (b). A sum of Rs. 16,72,44,119 has been given so far during the current financial year by way of loans and grants-in-aid to the Government of Punjab. The amounts given as loans and grants-in-aid and the purpose for which they were sanctioned are given below :—

#### I.—Loans (up to 22-2-56)

Serial Number	Purpose	Amount
		Rs.
1	Major Irrigation Projects	9,40,00,000
2	Loans for development of small scale Industries	20,00,000
3	Loan for building of students' hostel at Punjab Engineering College, Chandigarh	2,60,000
4	Loan to subscribe to Share-capital of Co-operative Sugar Factories	32,00,000
5	Loan for National Water Supply and Drainage Schemes	28,12,500
6	Loan for Community Development	55,38,000
7	Loan for Low Income Housing scheme	2,01,00,000
8	Loan for Grow More Food	1,59,31,282
	TOTAL	14,38,41,782

## II.—Grants-in-aid (up to 31-1-1956)

Serial Number	Purpose	Amount
		Rs.
1	(i) Grants for the Welfare of backward classes . . . . .	6,500
	(ii) Grants for assistance of natural calamities and scarcity affected areas . . . . .	50,00,000
2	(i) Grants-in-aid to States under the Article 275(1) of the Constitution Grants under Substantive provision (charged) . . . . .	1,48,00,000
	(ii) Grants under substantive provision (Lahual and Spiti) . . . . .	4,65,000
3	National Extension service . . . . .	12,77,000
4	Local Development works (Building of a Hall in School) . . . . .	10,000
5	For conducting two Organisers' camps . . . . .	3,998 (Payment made in cash)
6	Expansion of education under Five Year Plan . . . . .	17,71,843
7	Bee-keeping Industry . . . . .	3,993
8	Hand pounding of Rice . . . . .	8,322
9	Village oil industry . . . . .	14,875
10	Gur and Khandsari Industry . . . . .	20,187
11	Soap-making (with non-edible oils) Industry . . . . .	2,319
12	Scheme for setting up a screen printing centre at Hoshiarpur . . . . .	6,360
13	For the observance of all India Handloom week . . . . .	12,000
TOTAL GRANTS . . . . .		2,34,02,337
GRAND TOTAL (LOANS & GRANTS) . . . . .		16,72,44,119

## WELFARE EXTENSION PROJECTS IN PUNJAB

356. { Shri D. C. Sharma :  
Sardar Iqbal Singh :

Will the Minister of Education be pleased to state :

(a) the names of places in the Punjab where centres under the Welfare Extension Projects have been opened so far ; and

(b) the names of places where such centres will be opened upto March, 1957 ?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : (a) The information is being collected and will be laid on the Table of the House as soon as possible.

(b) This information will be available after a decision in regard to the location of new welfare Extension Projects is taken.

## STATE FUNCTIONS

**357. Thakur Jugal Kishore Sinha :** Will the Minister of Home Affairs be pleased to state the names of the State functions celebrated by the Union Government on which warrant of precedence is enforced ?

**The Minister in the Ministry of Home Affairs (Shri Datar) :** The State functions of the Union Government on which the warrant of precedence is enforced are —

(i) Ceremonial parades on the Republic Day, Independence Day etc.

(ii) Ceremonial receptions or functions held by the President e.g. on occasion of arrival/departure of important foreign dignitaries, presentation of awards, swearing-in-ceremonies, State banquets etc.

## आशिक वित्तीय सहायता योजना

**३५८. श्री अमर सिंह डामर :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५५ में कितने विद्यार्थियों ने आशिक वित्तीय सहायता योजना का लाभ उठाया ; और

(ख) इस योजना के अधीन अनुदान तथा ऋण के कितने ऐसे आवेदन हैं जिन पर १९५१ से अभी तक विचार नहीं किया गया है ?

**शिक्षा मंत्री के सभासचिव (डा० एम० एम० दास) :** (क) ७३.

(ख) कुल २८२ विद्यार्थी ऋण देने के लिये अयोग्य पाये गये थे ।

## शिक्षा संस्थाओं को सहायक अनुदान

**३५९. श्री अमर सिंह डामर :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार द्वारा प्रशासित क्षेत्रों में केन्द्रीय सरकार विभिन्न गैर-सरकारी शिक्षा संस्थाओं को कोई सहायक अनुदान देती है ; और

(ख) यदि हाँ, तो १९५५ में ऐसी किन संस्थाओं को अनुदान दिये गये ?

**शिक्षा मंत्री के सभासचिव (डा० एम० एम० दास) :** (क) : (ख) और यह जानकारी इकट्ठी की जा रही है और यथा समय सभा पटल पर रख दी जायेगी ।

## CUSTOMS EMPLOYEES

**360. Sardar Iqbal Singh :** Will the Minister of Finance be pleased to refer to the reply given to the supplementary raised on Starred Question No. 286 on the 28th February, 1956 and state :

(a) the number of employees of Customs Department who were suspected of being in league with the smugglers on the Pakistan borders during 1955-56 ; and

(b) the action taken against such employees ?

**The Minister of Revenue and Defence Expenditure (Shri A. C. Guha) :** (a) and (b). The requisite information is being collected and will be laid on the Table of the House.

**पब्लिक स्कूलों में योग्यता के आधार पर छात्र वृत्तियाँ**

**३६१. डा० सत्यबादी :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि १९५५-५६ में विभिन्न राज्यों से सरकार के पास योग्यता के आधार पर छात्र वृत्तियों (मेरिट स्कालरशिप) के लिये कितने प्रार्थनापत्र आये ?

**शिक्षा मंत्री के सभासचिव (डा० एम० एम० दास) :** इस योजना के अधीन विभिन्न राज्य सरकारों को ३,५०० प्रार्थनापत्र प्राप्त हुए थे जिन्होंने प्राथमिक जांच करने के पश्चात् लगभग ८०० प्रार्थनापत्र भारत सरकार को भेजे थे ।

## INFANTRY SCHOOL, MHOW

**362. Dr. Satyawadi :** Will the Minister of Defence be pleased to refer to the reply given to Unstarred Question No. 631 on the 19th December, 1955 and state the number of Scheduled Castes and Tribes among the Regular and Non-Regular officers who have passed the Junior Commanders

and Senior Officers' Courses in the Infantry School, Mhow, during the last three years?

**The Minister of Defence (Dr. Katju):**  
Junior Commanders' Course 4.  
Senior Officers' Course.....Nil.

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(Part II—Proceedings other than Questions and Answers)

**VOL. II, 1956**

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(Vol. II contains Nos. 16 to 30)

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LOK SABHA

Monday, 12th March, 1956

*The Lok Sabha met at Half Past Ten of the Clock.*

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

11-30 A.M.

PRESIDENT'S ASSENT TO BILL

**Secretary :** Sir, I have to inform the House that the Representation of the People (Amendment) Bill, 1955, which was passed by the Houses of Parliament during the current Session was assented to by the President on the 1st March, 1956.

DEMANDS FOR GRANTS ON ACCOUNT

**Mr. Speaker :** The question is :

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper, be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March 1957, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 146."

*The motion was adopted.*

[The motions for Demands for Grants on Account which were adopted by the Lok Sabha are reproduced below —Ed.]

DEMAND No. 1—MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 2,98,000 be granted to the President, on account, for or towards defraying the charges during the

year ending on the 31st day of March, 1957, in respect of 'Ministry of Commerce and Industry'."

DEMAND No. 2—INDUSTRIES

"That a sum not exceeding Rs. 1,08,18,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Industries'."

DEMAND No. 3—COMMERCIAL INTELLIGENCE AND STATISTICS

"That a sum not exceeding Rs. 5,76,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Commercial Intelligence and Statistics'."

DEMAND No. 4—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 13,67,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Commerce and Industry'."

DEMAND No. 5—MINISTRY OF COMMUNICATIONS

"That a sum not exceeding Rs. 1,38,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Communications'."

DEMAND No. 6—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

"That a sum not exceeding Rs. 4,37,66,000 be granted to the President, on account, for or towards

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defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Indian Posts and Telegraphs Department (Including Working Expenses)'."

#### DEMAND No. 7—METEOROLOGY

"That a sum not exceeding Rs. 11,38,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Meteorology'."

#### DEMAND No. 8—OVERSEAS COMMUNICATION SERVICE

"That a sum not exceeding Rs. 8,77,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Overseas Communications Service'."

#### DEMAND No. 9—AVIATION

"That a sum not exceeding Rs. 31,60,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Aviation'."

#### DEMAND No. 10—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF COMMUNICATIONS

"That a sum not exceeding Rs. 1,38,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Communications'."

#### DEMAND No. 11—MINISTRY OF DEFENCE

"That a sum not exceeding Rs. 2,84,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Defence'."

#### DEMAND No. —12 DEFENCE SERVICES—EFFECTIVE ARMY

"That a sum not exceeding Rs. 12,51,93,000 be granted to the President, on account, for or towards defraying the charges during

the year ending on the 31st day of March, 1957, in respect of 'Defence Services—Effective Army'."

#### DEMAND No. 13—DEFENCE SERVICES—EFFECTIVE NAVY

"That a sum not exceeding Rs. 1,19,26,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Defence Services—Effective Navy'."

#### DEMAND No. 14—DEFENCE SERVICES—EFFECTIVE AIR FORCE

"That a sum not exceeding Rs. 4,01,42,000 be granted to the President, on account, for or towards defraying the charges during the year ending on 31st day of March, 1957, in respect of 'Defence Services—Effective Air Force'."

#### DEMAND No. 15—DEFENCE SERVICES—NON-EFFECTIVE CHARGES

"That a sum not exceeding Rs. 1,15,27,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Defence Services—Non-Effective Charges'."

#### DEMAND No. 16—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF DEFENCE

"That a sum not exceeding Rs. 18,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Expenditure under the Ministry of Defence'."

#### DEMAND No. 17—MINISTRY OF EDUCATION

"That a sum not exceeding Rs. 3,92,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Education'."

#### DEMAND No. 18—ARCHAEOLOGY

"That a sum not exceeding Rs. 6,94,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Archaeology'."

**DEMAND No. 19—OTHER SCIENTIFIC DEPARTMENTS**

"That a sum not exceeding Rs. 27,16,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Other Scientific Departments'."

**DEMAND No. 20—EDUCATION**

"That a sum not exceeding Rs. 1,75,67,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Education'."

**DEMAND No. 21—MISCELLANEOUS DEPARTMENTS EXPENDITURE UNDER THE MINISTRY OF EDUCATION**

"That a sum not exceeding Rs. 23,66,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments Expenditure under the Ministry of Education'."

**DEMAND No. 22—TRIBAL AREAS**

"That a sum not exceeding Rs. 55,51,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Tribal Areas'."

**DEMAND No. 23—EXTERNAL AFFAIRS**

"That a sum not exceeding Rs. 61,97,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'External Affairs'."

**DEMAND No. 24—STATE OF PONDICHERRY**

"That a sum not exceeding Rs. 25,36,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'State of Pondicherry'."

**DEMAND No. 25—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF EXTERNAL AFFAIRS**

"That a sum not exceeding Rs. 46,000 be granted to the President, on account, for or towards

defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Expenditure under the Ministry of External Affairs'."

**DEMAND No. 26—MINISTRY OF FINANCE**

"That a sum not exceeding Rs. 11,23,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Finance'."

**DEMAND No. 27—CUSTOMS**

"That a sum not exceeding Rs. 28,86,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Customs'."

**DEMAND No. 28—UNION EXCISE DUTIES**

"That a sum not exceeding Rs. 54,87,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Union Excise Duties'."

**DEMAND No. 29—TAXES ON INCOME INCLUDING CORPORATION TAX AND ESTATE DUTY**

"That a sum not exceeding Rs. 37,16,000 be granted, to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Taxes on Income including Corporation Tax and Estate Duty'."

**DEMAND No. 30—OPIUM**

"That a sum not exceeding Rs. 1,34,13,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Opium'."

**DEMAND No. 31—STAMPS**

"That a sum not exceeding Rs. 12,48,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Stamps'."



**DEMAND NO. 32—PAYMENTS TO OTHER GOVERNMENTS, DEPARTMENTS ETC. ON ACCOUNT OF THE ADMINISTRATION OF AGENCY SUBJECTS AND MANAGEMENT OF TREASURIES**

"That a sum not exceeding Rs. 13,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Payments to other Governments, Departments etc., on account of the Administration of Agency subjects and Management of Treasuries.'"

**DEMAND NO. 33—AUDIT**

"That a sum not exceeding Rs. 71,70,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Audit'."

**DEMAND NO. 34—CURRENCY**

"That a sum not exceeding Rs. 20,26,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Currency'."

**DEMAND NO. 35—MINT**

"That a sum not exceeding Rs. 11,12,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Mint'."

**DEMAND NO. 36—TERRITORIAL AND POLITICAL PENSIONS**

"That a sum not exceeding Rs. 2,64,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Territorial and Political Pensions'."

**DEMAND NO. 37—SUPERANNUATION ALLOWANCES AND PENSIONS**

"That a sum not exceeding Rs. 49,55,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Superannuation Allowances and Pensions'."

**DEMAND NO. 38—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF FINANCE**

"That a sum not exceeding Rs. 2,10,34,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Finance'."

**DEMAND NO. 39—GRANTS-IN-AID TO STATES**

"That a sum not exceeding Rs. 5,17,25,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Grants-in-Aid to States'."

**DEMAND NO. 40—MISCELLANEOUS ADJUSTMENTS BETWEEN THE UNION AND STATE GOVERNMENTS**

"That a sum not exceeding Rs. 39,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Adjustments between the Union and State Governments'."

**DEMAND NO. 41—PRE-PARTITION PAYMENTS**

"That a sum not exceeding Rs. 8,81,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Pre-partition Payments'."

**DEMAND NO. 42—MINISTRY OF FOOD AND AGRICULTURE**

"That a sum not exceeding Rs. 6,29,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Food and Agriculture'."

**DEMAND NO. 43—FOREST**

"That a sum not exceeding Rs. 24,81,000 be granted to the President, on account, for or towards defraying the charges during

the year ending on the 31st day of March, 1957, in respect of 'Forest'."

#### DEMAND No. 44—AGRICULTURE

"That a sum not exceeding Rs. 1,36,55,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Agriculture'."

#### DEMAND No. 45—CIVIL VETERINARY SERVICES

"That a sum not exceeding Rs. 11,01,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Civil Veterinary Services'."

#### DEMAND No. 46—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF FOOD AND AGRICULTURE

"That a sum not exceeding Rs. 48,22,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Food and Agriculture'."

#### DEMAND No. 47—MINISTRY OF HEALTH

"That a sum not exceeding Rs. 88,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Health'."

#### DEMAND No. 48—MEDICAL SERVICES

"That a sum not exceeding Rs. 33,60,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Medical Services'."

#### DEMAND No. 49—PUBLIC HEALTH

"That a sum not exceeding Rs. 77,51,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Public Health'."

#### DEMAND No. 50—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF HEALTH

"That a sum not exceeding Rs. 7,95,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Expenditure under the Ministry of Health'."

#### DEMAND No. 51—MINISTRY OF HOME AFFAIRS

"That a sum not exceeding Rs. 18,62,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Home Affairs'."

#### DEMAND No. 52—CABINET

"That a sum not exceeding Rs. 2,75,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Cabinet'."

#### DEMAND No. 53—DELHI

"That a sum not exceeding Rs. 14,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Delhi'."

#### DEMAND No. 54—POLICE

"That a sum not exceeding Rs. 17,63,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Police'."

#### DEMAND No. 55—CENSUS

"That a sum not exceeding Rs. 1,63,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Census'."

#### DEMAND No. 56—PRIVY PURSES AND ALLOWANCES OF INDIAN RULERS

"That a sum not exceeding Rs. 68,000 be granted to the President, on account, for or towards defraying the charges during the

year ending on the 31st day of March, 1957, in respect of 'Privy Purses and Allowances of Indian Rulers'."

**DEMAND No. 57—ANDAMAN AND NICOBAR ISLANDS**

"That a sum not exceeding Rs. 20,13,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Andaman and Nicobar Islands'."

**DEMAND No. 58—KUTCH**

"That a sum not exceeding Rs. 12,30,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Kutch'."

**DEMAND No. 59—MANIPUR**

"That a sum not exceeding Rs. 10,66,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Manipur'."

**DEMAND No. 60—TRIPURA**

"That a sum not exceeding Rs. 18,29,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Tripura'."

**DEMAND No. 61—RELATIONS WITH STATES**

"That a sum not exceeding Rs. 3,46,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Relations with States'."

**DEMAND No. 62—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF HOME AFFAIRS**

"That a sum not exceeding Rs. 43,65,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Home Affairs'."

**DEMAND No. 63—MINISTRY OF INFORMATION AND BROADCASTING**

"That a sum not exceeding Rs. 94,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Information and Broadcasting'."

**DEMAND No. 64—BROADCASTING**

"That a sum not exceeding Rs. 26,35,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Broadcasting'."

**DEMAND No. 65—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF INFORMATION AND BROADCASTING**

"That a sum not exceeding Rs. 21,37,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Information and Broadcasting'."

**DEMAND No. 66—MINISTRY OF IRON AND STEEL**

"That a sum not exceeding Rs. 81,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Iron and Steel'."

**DEMAND No. 67—MINISTRY OF IRRIGATION AND POWER**

"That a sum not exceeding Rs. 1,26,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Irrigation and Power'."

**DEMAND No. 68—MULTI-PURPOSE RIVER SCHEMES**

"That a sum not exceeding Rs. 8,95,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Multi-purpose River Schemes'."

**DEMAND No. 69—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF IRRIGATION AND POWER**

"That a sum not exceeding Rs. 7,24,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments and Other Expenditure under the Ministry of Irrigation and Power'."

**DEMAND No. 70—MINISTRY OF LABOUR**

"That a sum not exceeding Rs. 1,32,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Labour'."

**DEMAND No. 71—CHIEF INSPECTOR OF MINES**

"That a sum not exceeding Rs. 2,03,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Chief Inspector of Mines'."

**DEMAND No. 72—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF LABOUR**

"That a sum not exceeding Rs. 32,07,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Labour'."

**DEMAND No. 73—EMPLOYMENT EXCHANGES AND RESETTLEMENT**

"That a sum not exceeding Rs. 17,68,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Employment Exchanges and Resettlement'."

**DEMAND No. 74—CIVIL DEFENCE**

"That a sum not exceeding Rs. 9,000 be granted to the President, on account, for or towards defraying the charges during the

year ending on the 31st day of March, 1957, in respect of 'Civil Defence'."

**DEMAND No. 75—MINISTRY OF LAW**

"That a sum not exceeding Rs. 23,19,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Law'."

**DEMAND No. 76—ADMINISTRATION OF JUSTICE**

"That a sum not exceeding Rs. 18,000 be granted to the President on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Administration of Justice'."

**DEMAND No. 77—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF LAW**

"That a sum not exceeding Rs. 44,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Expenditure under the Ministry of Law'."

**DEMAND No. 78—MINISTRY OF NATURAL RESOURCES AND SCIENTIFIC RESEARCH**

"That a sum not exceeding Rs. 1,04,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Natural Resources and Scientific Research'."

**DEMAND No. 79—SURVEY OF INDIA**

"That a sum not exceeding Rs. 13,39,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Survey of India'."

**DEMAND No. 80—BOTANICAL SURVEY**

"That a sum not exceeding Rs. 79,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Botanical Survey'."

**DEMAND No. 81—ZOOLOGICAL SURVEY**

"That a sum not exceeding Rs. 93,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Zoological Survey'."

**DEMAND No. 82—GEOLOGICAL SURVEY**

"That a sum not exceeding Rs. 13,08,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Geological Survey'."

**DEMAND No. 83—MINES**

"That a sum not exceeding Rs. 4,46,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Mines'."

**DEMAND No. 84—SCIENTIFIC RESEARCH**

"That a sum not exceeding Rs. 28,04,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Scientific Research'."

**DEMAND No. 85—EXPLORATION OF OIL AND NATURAL GAS**

"That a sum not exceeding Rs. 4,90,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Exploration of Oil and Natural Gas'."

**DEMAND No. 86—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF NATURAL RESOURCES AND SCIENTIFIC RESEARCH**

"That a sum not exceeding Rs. 2,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Expenditure under the Ministry of Natural Resources and Scientific Research'."

**DEMAND No. 87—MINISTRY OF PRODUCTION**

"That a sum not exceeding Rs. 2,23,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Production'."

**DEMAND No. 88—SALT**

"That a sum not exceeding Rs. 11,93,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Salt'."

**DEMAND No. 89—OTHER ORGANISATIONS UNDER THE MINISTRY OF PRODUCTION**

"That a sum not exceeding Rs. 64,97,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Other Organisations under the Ministry of Production'."

**DEMAND No. 90—GOVERNMENT COLLIERIES**

"That a sum not exceeding Rs. 34,86,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Government Collieries'."

**DEMAND No. 91—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF PRODUCTION**

"That a sum not exceeding Rs. 9,59,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Production'."

**DEMAND No. 92—MINISTRY OF REHABILITATION**

"That a sum not exceeding Rs. 2,73,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Rehabilitation'."

**DEMAND No. 93—EXPENDITURE ON DISPLACED PERSONS**

"That a sum not exceeding Rs. 1,78,50,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Expenditure on Displaced Persons'."

**DEMAND No. 94—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF REHABILITATION**

"That a sum not exceeding Rs. 1,000 be granted to the President, on account for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Expenditure under the Ministry of Rehabilitation'."

**DEMAND No. 95—MINISTRY OF TRANSPORT**

"That a sum not exceeding Rs. 4,05,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Transport'."

**DEMAND No. 96—PORTS AND PILOTAGE**

"That a sum not exceeding Rs. 5,69,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ports and Pilotage'."

**DEMAND No. 97—LIGHTHOUSES AND LIGHTSHIPS**

"That a sum not exceeding Rs. 8,97,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Lighthouses and Lightships'."

**DEMAND No. 98—CENTRAL ROAD FUND**

"That a sum not exceeding Rs. 45,39,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Central Road Fund'."

**DEMAND No. 99—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)**

"That a sum not exceeding Rs. 46,33,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Communications' (including National Highways)'."

**DEMAND No. 100—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF TRANSPORT**

"That a sum not exceeding Rs. 3,66,000 be granted to the President, on account for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Transport'."

**DEMAND No. 101—MINISTRY OF WORKS, HOUSING AND SUPPLY**

"That a sum not exceeding Rs. 4,77,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Ministry of Works, Housing and Supply'."

**DEMAND No. 102—SUPPLIES**

"That a sum not exceeding Rs. 19,24,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Supplies'."

**DEMAND No. 103—OTHER CIVIL WORKS**

"That a sum not exceeding Rs. 1,63,24,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March 1957, in respect of 'Other Civil Works'."

**DEMAND No. 104—STATIONERY AND PRINTING**

"That a sum not exceeding Rs. 51,19,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Stationery and Printing'."

**DEMAND No. 105—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF WORKS, HOUSING AND SUPPLY**

"That a sum not exceeding Rs. 5,46,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Miscellaneous Departments and Expenditure under the Ministry of Works, Housing and Supply."

**DEMAND No. 106—DEPARTMENT OF ATOMIC ENERGY**

"That a sum not exceeding Rs. 59,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Department of Atomic Energy."

**DEMAND No. 107—ATOMIC ENERGY RESEARCH**

"That a sum not exceeding Rs. 16,67,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Atomic Energy Research."

**DEMAND No. 108—DEPARTMENT OF PARLIAMENTARY AFFAIRS**

"That a sum not exceeding Rs. 12,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Department of Parliamentary Affairs."

**DEMAND No. 109—LOK SABHA**

"That a sum not exceeding Rs. 11,76,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Lok Sabha."

**DEMAND No. 110—MISCELLANEOUS EXPENDITURE UNDER LOK SABHA**

"That a sum not exceeding Rs. 3,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Miscellaneous Expenditure under Lok Sabha."

**DEMAND No. 111—RAJYA SABHA**

"That a sum not exceeding Rs. 4,32,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Rajya Sabha."

**DEMAND No. 112—SECRETARIAT OF THE VICE-PRESIDENT**

"That a sum not exceeding Rs. 5,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Secretariat of the Vice-President."

**DEMAND No. 113—CAPITAL OUTLAY OF THE MINISTRY OF COMMERCE AND INDUSTRY**

"That a sum not exceeding Rs. 1,95,82,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Capital Outlay of the Ministry of Commerce and Industry."

**DEMAND No. 114—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)**

"That a sum not exceeding Rs. 2,04,03,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Capital Outlay on Indian Posts and Telegraphs (Not met from Revenue)."

**DEMAND No. 115—CAPITAL OUTLAY ON CIVIL AVIATION**

"That a sum not exceeding Rs. 28,10,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of Capital Outlay on Civil Aviation."

**DEMAND No. 116—OTHER CAPITAL OUTLAY OF THE MINISTRY OF COMMUNICATIONS**

"That a sum not exceeding Rs. 55,84,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of

March, 1957, in respect of 'Other Capital Outlay of the Ministry of Communications'."

**DEMAND No. 117—DEFENCE CAPITAL OUTLAY**

"That a sum not exceeding Rs. 2,33,33,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Defence Capital Outlay'."

**DEMAND No 118—CAPITAL OUTLAY OF THE MINISTRY OF EDUCATION**

"That a sum not exceeding Rs. 3,28,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay of the Ministry of Education'."

**DEMAND No. 119—CAPITAL OUTLAY OF THE MINISTRY OF EXTERNAL AFFAIRS**

"That a sum not exceeding Rs. 2,30,000 be granted to the President, on account for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay of the Ministry of External Affairs'."

**DEMAND No. 120—CAPITAL OUTLAY ON THE INDIA SECURITY PRESS**

"That a sum not exceeding Rs. 40,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay on the India Security Press'."

**DEMAND No. 121—CAPITAL OUTLAY ON CURRENCY AND COINAGE**

"That a sum not exceeding Rs. 6,55,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay on Currency and Coinage'."

**DEMAND No. 122—CAPITAL OUTLAY ON MINTS**

"That a sum not exceeding Rs. 3,13,000 be granted to the President, on account, for or towards

defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay on Mints'."

**DEMAND No. 123—COMMUTED VALUE OF PENSIONS**

"That a sum not exceeding Rs. 3,90,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Commuted Value of Pensions'."

**DEMAND No. 124—PAYMENTS TO RETRENCHED PERSONNEL**

"That a sum not exceeding Rs. 35,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Payments to Retrenched Personnel'."

**DEMAND No. 125—OTHER CAPITAL OUTLAY OF THE MINISTRY OF FINANCE**

"That a sum not exceeding Rs. 2,35,50,000 be granted to the President, on account, for or towards defraying the charges during the year ending on 31st day of March, 1957, in respect of 'Other Capital Outlay of the Ministry of Finance'."

**DEMAND No. 126—LOANS AND ADVANCES BY THE CENTRAL GOVERNMENT**

"That a sum not exceeding Rs. 8,56,39,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Loans and Advances by the Central Government'."

**DEMAND No. 127—CAPITAL OUTLAY ON FORESTS**

"That a sum not exceeding Rs. 2,77,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay on Forests'."

**DEMAND No. 128—PURCHASES OF FOODGRAINS**

"That a sum not exceeding Rs. 5,00,77,000 be granted to the



President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Purchases of Foodgrains'."

**DEMAND NO. 129—OTHER CAPITAL OUTLAY OF THE MINISTRY OF FOOD AND AGRICULTURE**

"That a sum not exceeding Rs. 3,15,67,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Other Capital Outlay of the Ministry of Food and Agriculture'."

**DEMAND NO. 130—CAPITAL OUTLAY OF THE MINISTRY OF HEALTH**

"That a sum not exceeding Rs. 72,44,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay of the Ministry of Health'."

**DEMAND NO. 131—CAPITAL OUTLAY OF THE MINISTRY OF HOME AFFAIRS**

"That a sum not exceeding Rs. 21,34,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay of the Ministry of Home Affairs'."

**DEMAND NO. 132—CAPITAL OUTLAY ON BROADCASTING**

"That a sum not exceeding Rs. 32,91,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay on Broadcasting'."

**DEMAND NO. 133—CAPITAL OUTLAY OF THE MINISTRY OF IRON AND STEEL**

"That a sum not exceeding Rs. 4,64,50,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay of the Ministry of Iron and Steel'."

**DEMAND NO. 134—CAPITAL OUTLAY ON MULTI-PURPOSE RIVER SCHEMES**

"That a sum not exceeding Rs. 19,93,000 be granted to the President, on account, for or towards defraying the charges during the year ending on 31st day of March, 1957, in respect of 'Capital Outlay on Multi-purpose River Schemes'."

**DEMAND NO. 135—OTHER CAPITAL OUTLAY OF THE MINISTRY OF IRRIGATION AND POWER**

"That a sum not exceeding Rs. 80,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Other Capital Outlay of the Ministry of Irrigation and Power'."

**DEMAND NO. 136—CAPITAL OUTLAY OF THE MINISTRY OF LABOUR**

"That a sum not exceeding Rs. 4,58,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay of the Ministry of Labour'."

**DEMAND NO. 137—CAPITAL OUTLAY OF THE MINISTRY OF NATURAL RESOURCES AND SCIENTIFIC RESEARCH**

"That a sum not exceeding Rs. 35,15,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay of the Ministry of Natural Resources and Scientific Research'."

**DEMAND NO. 138—CAPITAL OUTLAY OF THE MINISTRY OF PRODUCTION**

"That a sum not exceeding Rs. 1,48,14,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay of the Ministry of Production'."

**DEMAND NO. 139—CAPITAL OUTLAY OF THE MINISTRY OF REHABILITATION**

"That a sum not exceeding Rs. 2,66,25,000 be granted to the President, on account, for or towards defraying the charges during

the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay of the Ministry of Rehabilitation'."

**DEMAND No. 140—CAPITAL OUTLAY ON PORTS**

"That a sum not exceeding Rs. 40,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay on Ports'."

**DEMAND No. 141—CAPITAL OUTLAY ON ROADS**

"That a sum not exceeding Rs. 1,17,92,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay on Roads'."

**DEMAND No. 142—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT**

"That a sum not exceeding Rs. 17,79,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Other Capital Outlay of the Ministry of Transport'."

**DEMAND No. 143—NEW DELHI CAPITAL OUTLAY**

"That a sum not exceeding Rs. 83,44,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'New Delhi Capital Outlay'."

**DEMAND No. 144—CAPITAL OUTLAY ON BUILDINGS**

"That a sum not exceeding Rs. 84,45,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay on Buildings'."

**DEMAND No. 145—OTHER CAPITAL OUTLAY OF THE MINISTRY OF WORKS, HOUSING AND SUPPLY**

"That a sum not exceeding Rs. 33,75,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of

March, 1957, in respect of 'Other Capital Outlay of the Ministry of Works, Housing and Supply'."

**DEMAND No. 146—CAPITAL OUTLAY OF THE DEPARTMENT OF ATOMIC ENERGY**

"That a sum not exceeding Rs. 56,54,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1957, in respect of 'Capital Outlay of the Department of Atomic Energy'."

**LEAKAGE OF BUDGET PROPOSALS**

**The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru):** Two or three days ago I informed the House that some progress had been made in regard to the investigations into the budget leakage and I promised to make a further statement today. As a result of the investigations carried out by the Central Intelligence Bureau and the Bombay and Delhi Police, it is now known exactly how the leakage occurred. We also know a great deal about the distribution of this information in Bombay and other places.

It has been established that the leakage occurred from the Government Press situated in Rashtrapati Bhawan where the budget papers had been given for printing. Copies of the draft which has been sent for printing had been passed without authority to certain persons two of whom have already been arrested. The person who passed this information has also been arrested. Investigation is still proceeding to find out if any other persons had been guilty of this leakage or use of secret Government documents and could be proceeded against. As the case against the three arrested persons will soon be put before the court and further investigations are proceeding it would not be advisable for me to give at this stage further detailed information which is in the Government's possession. Meanwhile I can assure the House that everything possible will be done to punish those who have been guilty of this offence. In view of this leakage Government are giving consideration to the improvement of procedure in this regard in order to prevent such occurrences in future.

**Dr. Lanka Sundaram** (Visakhapatnam): May I know how long the Prime Minister thinks the Government will take to complete the investigation?

**Shri Jawaharlal Nehru**: So far as proceeding in the court is concerned that will take place very soon. They will not wait for the completion of the investigation. The investigation, in a sense, may go on. Whenever any additional information comes before us it will help. I do not know what the hon. Member means, because we have naturally to proceed in court and we are going to proceed in court.

**Dr. Lanka Sundaram**: I put the question for the specific reason that the question of privilege of the whole House is involved. I would like to know whether a Committee of the House will be associated with the investigation? Actually, that was my question.

**Shri Jawaharlal Nehru**: I do not understand, Sir, how a Committee of the House is to be associated with the police investigations. The question of leakage is being enquired into by the police and the Intelligence Department. The question of privilege is perhaps a slightly different type of thing. How the two things can be mixed up I do not know.

**Shri Kamath** (Hoshangabad): May I remind you, Sir, that you yourself held over this matter for some time and deferred your ruling on the subject. Now that the Prime Minister has made a fairly full report—not, perhaps the final report—on this matter, it may be that later on the plea might be taken that the whole matter is *sub judice* if it goes to court, and Parliament's jurisdiction may be ousted on account of that. Therefore, at this early stage I submit that this matter be taken up by the Privileges Committee at once, and I would earnestly appeal to you to give your ruling on this matter today or, latest, tomorrow.

**Shrimati Renu Chakravartty** (Basirhat): Sir, I would like to point out one other matter. After the leakage had occurred it had been brought to the notice of the Finance Minister round about the 29th February, if I remember the date correctly, and even after the Budget was placed before the House no mention was made....

**Mr. Speaker**: Order, order. I have understood the hon. Member's point. That is another matter. The only point

is this. From the statement as I understand, so far as the hon. Prime Minister is concerned and the Home Ministry is concerned, there is sufficient material here for a case to be launched. So, unless new materials are available, in which case further steps will be taken, so far as this House is concerned there is sufficient material. I shall consider this matter as to what further steps have to be taken so far as the privilege of the House is concerned. It is with respect to that I have been asked to give a ruling the other day. I have reserved it. I shall look into all these matters and inform the House.

**The Minister of Finance (Shri C. D. Deshmukh)**: I want to contradict the statement that the information reached me on the 29th, if that is what the hon. Member said just now. I would say that that is not correct because I stated the other day that the information reached me the next morning at nine o'clock (*Interruption*).

**Mr. Speaker**: Order, order. I am not allowing any further discussion. So far as these matters are concerned—as to when the hon. Minister was informed, he made a statement the other day during which he had an opportunity to say that he himself did not get the information on the very day and that it was only later on—all the material is before the House. The hon. Prime Minister and Leader of the House said that he will make a formal report to the House. Now, what further steps have to be taken so far as the House is concerned, I will consider.

**Shri Jawaharlal Nehru**: So far as this particular matter is concerned the police investigations will continue in the sense that not even those cases may be complete against some people. We may get information about other people. In that sense it will continue. Otherwise, the case is fairly good especially, as far as we can see, against those who have been arrested. That is one thing.

Just for the sake of information—I think I was not here when this matter was raised—the House will perhaps remember that I made a brief mention of the budget leakage, I think it was the 3rd of March. I had heard of that budget leakage on the 3rd of March. For the first time I saw something in the newspapers of the 3rd March and in fact, may be half an hour later,

about Nine o'clock that morning, the Finance Minister telephoned to me and informed me that he had received information about this budget leakage and for the last day or so he had been enquiring in his own Ministry as to what the procedure was. He had sent a report the day before to the Home Ministry. It was on the 2nd—I speak subject to correction and from memory—that he had sent a report to the Home Ministry for immediate enquiry to take place. He informed me on the 3rd March. I was then immediately going to the Governors' Conference at Rashtrapati Bhawan. I told the Finance Minister that I would come to the House just a little before the House met and we should, of course, immediately inform the House of this. The Finance Minister, of course, was also of the same opinion. So, I came to the House, may be 5 minutes before the House met and asked him about it. He told me about this briefly, gave me some facts and I made a statement that we are going to enquire into this immediately. So, as far as I can see the Finance Minister got this information on the morning of 1st of March.

**Shri Nambiar (Mayuram):** On the 30th.

**Shri Jawaharlal Nehru:** There is no 30th.

The Minister Shri M. C. Shah who happened to be in Bombay got the information from the Chief Minister of Bombay on the 29th of February at about 4 P.M.

**Shri C. D. Deshmukh:** 4-30 P.M.

**Shri Jawaharlal Nehru:** Yes, at about 4-30 P.M. The Budget Statement was presented here to the House at 5-00 P.M. on that day. It was practically impossible for him to get into touch with the Finance Minister before the budget statement was made. He was coming here that night. He came here in the course of that night and in the morning informed the Finance Minister. The Finance Minister, thereafter immediately, had a preliminary enquiry made in his own Ministry as to who dealt with these matters—the persons connected with them.

**Shri Kamath:** He did not inform you that day?

**Shri Jawaharlal Nehru:** It was on the next day. He had to find out in his

own Ministry what the position was. He found out from his own Ministry and then reported it on the 2nd March to the Home Ministry and asked them to take this matter in hand immediately; on the 3rd morning, he told me.

**Shri Renu Chakravartty:** The adjournment motion was there that day.

**Shri Jawaharlal Nehru:** I know nothing about the adjournment motion. I knew of the adjournment motion after I came to the House. I am now talking of that morning; at about 9 o'clock, he telephoned to me that this has occurred, and that this is a serious matter and he was naturally much concerned about it. I said I would be coming over from the Governors' Conference just before the House met and that we would talk it over. I also informed the House and the Speaker immediately that we were going into this matter. I knew nothing about the adjournment motion. It was when I came here at 11 o'clock that I was given this notice of the adjournment motion and I made the brief statement which I did.

**Shri S. S. More (Sholapur) rose—**

**Mr. Speaker:** Order, order. We have already discussed this matter the other day. Another day also—the second day also—the matter was brought up before the House. I then said that in view of the statement made by the hon. Leader of the House that he would make a full report to this House regarding the matter, prosecution, etc., we could wait. He has made a statement today. Apart from the cases that may be launched in the court for prosecuting the persons concerned, the persons who are guilty, etc., the question of privilege of the House also came up before me and before the House. I said that I would look into the matter. Of course, budget leakage is a matter which has to be taken notice of by the House—what are the steps that have to be taken, etc. In accordance with the previous practice and precedents, I shall look into the matter and see what more is necessary. Let there be no more discussion.

**Shri Kamath:** On a point of enlightenment, Sir, when there are such serious things happening, is it not obligatory for the Finance Minister or any other Minister—when things happen like that in his Ministry—to communicate the same at once to the Prime Minister and the Cabinet?

**Shri Jawaharlal Nehru :** May I just complete the information? Shri Morarji Desai, the Chief Minister of Bombay, gave that paper which was being circulated in Bombay, at 4-30 P. M. to Shri M. C. Shah, the Minister. Shri Shah knew nothing about the budget. He had not seen the papers.

**Shri C. D. Deshmukh :** Not the budget speech.

**Shri Jawaharlal Nehru :** He has not seen it. He said, "I do not know whether it is correct or not". He said, "I shall immediately try to find out". He left Mr. Desai, in the course of his talking, at five minutes to 5 o'clock.

**Shri Kamath :** He did not phone at all?

**Shri Jawaharlal Nehru :** He left straight for the airport, and then came here by the evening plane, and he communicated it the next morning. He arrived late at night that day, and informed the Finance Minister about it the next morning. As I have said, the Finance Minister immediately instituted an enquiry. He did not quite know what was for him to say to the Home Minister about the thing that had taken place. It might have been done, but it could not have been helpful till he gave a fuller picture, by taking the steps necessary. He immediately had an enquiry made in the Finance Ministry as to who dealt with all these matters, and then reported it to the Home Ministry.

**Shri S. S. More :** When did Shri Morarji Desai get that particular document?

**Shri Jawaharlal Nehru :** He got it just before—well, I do not know.

**Shri C. D. Deshmukh :** He got it about two or three hours before.

**Dr. Lanka Sundaram :** The information given by the Prime Minister is almost identical with the information given by the Finance Minister earlier. There is no disposition on the part of any Member in this House to impede Government investigation nor to interfere with the process of law. But the thing which I would like the Chair to clinch is this, and that is the question of privilege of the whole House which arises from these things. It must be brought up now. Otherwise,

it will drag on possibly for months and years.

**Shri Jawaharlal Nehru :** The Government is entirely in your hands and the hands of the House in this matter. I am not able to understand what the question is—the question put by Dr. Lanka Sundaram. It is not quite clear to me what the issue is,—namely, the issue of privilege which the hon. Member has raised. I would like to know about it, in order to be clear what is the issue that has been placed before you for your decision. I am sorry I was not present here on that occasion.

**Dr. Lanka Sundaram :** I shall just explain the point; I shall not argue the case. The leakage of the budget and avoidance of taxation are matters of privilege of the whole House and the House must go into them. That is the point which was made. The preliminary enquiry into the occurrence and the legal process are all separate from this question. This was the question which we raised on Monday last. I would like to know the reply of the Speaker on this point as to the rights and privileges of the House on this essential matter, namely, the breach of privilege of the whole House in respect of leakage of the budget proposals and avoidance of taxation, separate from the enquiry of the Central Intelligence Bureau and the legal process.

**Mr. Speaker :** I heard Members one after the other. The House is certainly entitled to take steps to see that leakage of budget papers and important papers like that does not take place, as this House has to be informed of the budget proposals first, before anybody gets to know them. If some other man gets to know them, the House is entitled to look into what steps are to be taken, particularly having regard to the facts, both for the present and for the future. The House ought to know whether any Minister is responsible for it, and if so, what to do further, apart from any other matter which may or may not take place in a court of law, and what are the steps that have to be taken if any irregularity has happened and if any Minister is involved in this. These are some of the privileges of the House. I shall look into what exactly has to be done. I will, if necessary, consult the Leader of the House—and go through all the papers....

**Shri Kamath :** Other Members also.

**Mr. Speaker:** . . . . and other Members also, and I shall give my ruling on this matter, after taking everything into consideration.

### APPROPRIATION (VOTE ON ACCOUNT) BILL\*

**The Deputy Minister of Finance (Shri B. R. Bhagat):** I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of financial year 1956-57.

**Mr. Speaker:** The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1956-57."

*The motion was adopted.*

**Shri B. R. Bhagat:** I introduce \*\* the Bill.

### DEMANDS FOR GRANTS—RAILWAYS

**Mr. Speaker:** The House will now resume further discussion of the Demands for Grants in respect of Railways.

Demand Nos. 6, 7, 8, 9 and 10 were under discussion for which three hours have been allotted. Out of this, about 1 hour and 12 minutes have already been availed of and 1 hour and 48 minutes now remain. After the disposal of these Demands, the next group comprising Demands Nos. 11, 12, 13, 16, 17, 18, 19 and 20 will be taken up for which half an hour has been agreed to.

Shri T. B. Vittal Rao will continue his speech.

**Shri T. B. Vittal Rao (Khammam):** Mr. Speaker, I was very happy to learn from the Railway Minister that manufacturing of electric and mechanical signalling equipment is undertaken in our workshops. I hope that facilities will

be afforded at these workshops for the development of signalling equipment and also for research.

I venture to suggest that with a view to improve the operational efficiency, electric track circuit should be installed at the stations where the density of traffic justifies it. For instance, at Kazipet station the density of traffic justifies the installation of electric track circuit, but it has not been done. There are many advantages in installing this. One important advantage is that it prevents accidents and thereby it relieves us from so many other difficulties. Also, electric track circuit should be installed at stations where the density of traffic is likely to increase in the near future, say, in a year or two. This should not be postponed further, because by the time we undertake the work of installation, the remodelling of the station commences. Therefore, this is a work which will have to be spread over a long period. So, we may not wait for the density of traffic to increase; when there is a likelihood of an increase in the traffic density, the installation of electric track circuit should be done.

I now come to the point as to how opening of new stations will improve the operational efficiency. I will take a small track. For instance, on the Dornakal—Bhadrachalam Road route where the distance is 34 miles, there are only two stations in between. One station is at a distance of 14 miles and the second station is at a distance of 10 miles from the first station. At least now the Railway Board have wisely decided to open one station in between the stations which are 14 miles apart, although two years ago they turned down my proposal for opening a new station there. Opening of a new station will enable us to obviate the detentions of the goods trains at other stations. So, even though the traffic density does not justify at the present moment the opening of new stations, on operational grounds it should be done. Especially on the track which I have mentioned, at least two stations should be opened. Moreover, due to the congestion of traffic at these stations, firewood stocked at these stations is not being transported to cities like Bezwada, Rajahmundry

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\*\* Introduced with the recommendation of the President.

[Shri T. B. Vittal Rao]

etc. in the Andhra State. This track passes through thick jungle areas where there is enough firewood. Today there is a stock of 8,000 to 9,000 tons of firewood at the station. On the one hand we are not able to transport this firewood, and on the other hand, we are unable to supply firewood to Andhra cities where there is short supply of firewood. If firewood is to be carried by lorries, as is being done to some extent at the present moment, they have to pay freight charges at the rate of Rs. 22 per ton, whereas the charge will be only Rs. 6 or Rs. 7 per ton, if it is carried by rail. Therefore, I would earnestly request the Railway Board to consider the opening of new stations, even though the prospects of increased traffic do not look bright at the moment. Opening of new stations on this track will also relieve the congestion at the other railway stations.

There must be some principle laid down for running duplicate trains when the long distance trains are late by 8 or 10 hours. Even when the distance to be traversed is 1,000 or 1,300 miles and when the long distance train runs 8 to 12 hours late, you do not run any duplicate train from any intermediate station. Some sort of principle should be laid down—the circumstances and conditions should be laid down—under which duplicate trains from intermediate stations should be run, when the long distance train runs late by 8 to 12 hours.

Today from Kazipet to Wardha, there is only one passenger train running. The other two are expresses—the Grand Trunk Express and the Janata Express—which halt only at one or two stations. The traffic on this line justifies the running of an additional passenger train. I do not know whether the Railway Board will introduce that passenger train from 1st April, because the Minister, while addressing a Press Conference at Hyderabad, told that this would receive priority and the additional train would be run from 1st April. Of course, he gave a similar assurance about the Kazipet-Nellore track also, but now it has been taken away. I do not know whether the additional passenger train promised at the Press Conference will be run from 1st April.

I now come to the working of the joint standing labour machinery. The working of this has been recognised as

being very unsatisfactory. According to this, the Railway Board has to meet the Federations quarterly. But, the last meeting was held in July, 1955 and it is stated that another meeting will be held on the 10th April, 1956. 9 months have passed; 3 meetings could have been held during this period, but no effort has been made. I do not blame the Railway Board entirely for this. There are other reasons also, but the Railway Board cannot escape responsibility for this. This quarterly meeting gives an opportunity to the railwaymen to understand the administration's points of view regarding the demands of the workers and *vice versa*. Even though the demands may not be conceded by the Railway Board, at least the railwaymen will understand the Railway Board's views. Though the Railway Board may be happy because they are no more required to consider any memoranda necessary for these meetings, they have got a responsibility towards the railwaymen and the people to see that this machinery is run properly. It does not pay anybody to ridicule that the demands are pitched up high by the trade union leaders to outwit the rival unions. Those days are gone. The railwaymen know their leaders; they understand their responsibility. Those days are gone when the trade union leaders can be bought over by the administration by offering them posts of labour officers, labour welfare officers and so on, as was being done on the railways. Those days are gone and the railwaymen realise their responsibility. I only appeal to the Railway Ministry to see that to this joint standing labour machinery are invited representatives of both the Federations. At the Indian Labour Conference which is convened by the Ministry of Labour, representatives of four rival trade unions are invited: the A.I.T.U.C., the U.I.T.U.C., the H.M.S. and I.N.T.U.C.

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The fact that we belong to four different trade unions does not prevent us from coming to a unanimous conclusion. Why does the Railway Board fight shy of including representatives of both the bodies? They both have *locus standi*. Let them invite representatives of both the federations, discuss and come to some agreement. Until and unless you give all facilities for the healthy growth of a trade union movement among the railwaymen, I am afraid, the task that we have to

fulfil in the Second Five Year Plan will not be done. A healthy trade union movement is quite essential for the development of such a national undertaking. I am all too conscious of the fact that my suggestion will command little respect from those to whom it is meant. But, the day is not far off when we shall have to submit to the bar of the public.

There is one category of workers called time keepers working under the P. W. Inspectors. There were some reservations made for these people being promoted as P. W. Inspectors provided they pass a certain simple technical test. I do not know whether that reservation exists now. These people should be encouraged to appear in these tests to be promoted as P. W. Inspectors. At least some percentage of vacancies should be reserved for these people. We have got this system in the postal department in which class IV employees after passing some test are promoted to class III. Transfer, as a punishment should be given up. If there is any fault on the part of some people, I do not mind their being punished. But, transferring one man from one place to another 600 miles away, and that too in classes III and IV does not do any good at all. Discipline and appeal rules should be revised and they should be liberalised in favour of the railwaymen. In Assam, there is a station at Lumbding. About 2,000 people are working there. The staff who are working outside the signals of this station are given the special Assam allowance which is granted to some railway employees and central government employees in Assam. The staff at this station are not given this allowance. I believe a team of officers was sent to Assam to enquire into the cost of living in Assam and they have submitted a report. I do not know what the decision arrived at is. The fact that the cost of living in Assam is high has been proved and there are so many reports to that effect. I would request the Railway Board to consider this question of paying Assam allowance to all the people working in Assam and also the payment of compensatory allowance to the staff at Lumbding.

**Shri Thanu Pillai (Tirunelveli):** The other day, speaking on the Railway Demands, I made some observations about the Pay Commission. My hon. friend Shri Nambiar objected to it and made

some remarks. He said that the railways are earning a huge profit and so a Pay Commission is necessary. My hon. friend is a very intelligent and capable man as the party to which he belongs also consists of many people capable of understanding and also deliberate misunderstanding. Not only that. He wanted deliberately to misinterpret the whole question. This is in the fitness of things because they resort, time and again, to an appeal to the masses and working classes of this country to organise themselves and come into their fold. This is nothing new. They are precluded from right thinking though the capacity is there. I expected a change from Shri Nambiar, the Minister for Railways in the shadow cabinet of the Communist Party, or destined to be the shadow for all time and never to become a substance in this country.

**Shri V. P. Nayar (Chirayinkil):** Talk about the Budget.

**Shri Nambiar (Mayuram):** Kite flying.

**Shri Thanu Pillai:** What kite flying? Hear me.

**Mr. Speaker:** Let there be no interruptions. Hon. Members say so many things.

**Shri V. P. Nayar:** He is saying this in the year 1956!

**Shri Thanu Pillai:** What the Communist Party of Russia is to Russia, the Congress Party of India is to India.

**Shri Kamath (Hoshangabad):** On a par with the Communist Party of Russia?

**Shri Thanu Pillai:** My hon. friend, Shri Kamath has gone from this side. The doors are always open, because the prodigal son might some day come back.

**Shri Kamath:** Close the door. We do not want your open doors, Shut them, and bolt them.

**Shri Thanu Pillai:** Opinions may differ.

**Mr. Speaker:** Let there be no interruptions. Each hon. Member is entitled to welcome another to come back.

**Shri Nambiar:** We welcome him.

**Mr. Speaker:** Later, when he has a chance, let him welcome.



**Shri V. P. Nayar:** Say something about the cut motions.

**Shri Thanu Pillai:** That will come. I am constrained to make certain observations away from the cut motions because many things have been imported into the discussions which did not refer to the cut motions on the other side. It is not the monopoly of one party to say whatever they like and not receive a reply. They are deliberately trying to misinterpret the proposals from this side. The whole question is how they approach this problem of wages, wage structure and the labour problem. The railwaymen were the monopoly of the other party for some time. Now, it is cracking to pieces. They come here and say that Railway Ministry has done this and done that to divide the workers. I challenge them to go again to the railwaymen. They have seen their game. They have learnt a bitter lesson by following them. They have completely changed. Because their union is cracking, so many are coming out. His other friend here, the other Member from his constituency, has himself formed another union, counteracting the union to which Shri Nambiar belongs. It is not we who are trying to do this. The people have come to know the bogey about their party, how these people have been misleading them and misguiding them. It is very easy to promise; promises have been made nothing has been fulfilled. The railwaymen have come to see sense that these false promises were only instigations to allure them to follow their party: nothing else. That is the whole game.

I would only submit that, even at this late hour, when their political *gurus* elsewhere have taken a different approach to the international problem as the monopolistic violent method will not work in this world. I expected a change in this country also. The change can be, in the fitness of things, co-existence: the philosophy of communism for Russia and our own philosophy for ourselves. Not opposition to our philosophy, but an opposition party with a different programme, is always welcome. Otherwise in spite of co-existence, we are bound to fight and we are prepared to fight the other ideology wherever and whenever it attacks us.

**Shri Nambiar:** That is a policy statement.

**Shri V. P. Nayar:** Let us know something about the cut motions, for a change.

**Mr. Speaker:** Hon. Members also said so many things.

**Shri Thanu Pillai:** Hon. Members on this side are more responsible and reasonable and they confine their remarks to the motion. When my hon. friend Shri Nambiar or somebody like him goes out of the way and treads on our corn, we have to look after ourselves, to save ourselves.

**Shri Kamath:** Save yourselves?

**Shri Thanu Pillai:** Of course, save ourselves. You cannot insult us and go about without being answered. It is trying to misinterpret. Sir, when I said the other day it is vote-catching, they were afraid, they were angered. Definitely this is again a measure of vote-catching about which he is so anxious. I tell him Tanjore constituency is no more reserved for him.

**Shri Nambiar:** This is news. Is there a ban that I should not contest there?

**Shri Thanu Pillai:** You come to my constituency, I will meet you.

**Mr. Speaker:** Order, order. The hon. Member will kindly address the Chair.

**Shri Thanu Pillai:** Now I would like to make some observations.

**Shri V. P. Nayar:** At long last.

**Shri Thanu Pillai:** In the Loco department there is a rule newly introduced on 1-1-1949 that the firemen must have S.S.L.C. qualification to be promoted as drivers. There is a demand that the firemen who were employed in the service prior to that date should be promoted under the old rules of recruitment, and that this rule should not be applied with retrospective effect. It is a very simple demand. It is all right with the new comers, and they come highly qualified, but in regard to the men who entered the service at the same time prior to 1-1-49 when one man gets a promotion and the other is debarred, that is a very legitimate grievance. I appeal to the Railway Ministry to take into consideration the fact that those people entered service without knowing that this rule will come into force. They are entitled legitimately to get promotion. The rule

should apply to entrants on and after 1-1-1949 and not be the prior entrants.

About the other service people in the carriages and wagons department, there is an improvement in the railways, but I am forced to say that when people go to the lavatories, the water is dripping from the tank above and you cannot use the lavatory with comfort. These are all small matters which can be attended to without any expenditure or any investment. If the service men are properly directed and if the supervisory staff are a little more careful, these small difficulties in the carriages during the time of travel will not be there.

In the traffic department, the travelling ticket examiners do almost the same job as the railway guards, but they are not considered fit enough to enjoy the same privileges, pay scales and other amenities like the other running staff. I suggest that the Railway Minister should consider very seriously the case of these ticket examiners who do a very good job and who are very essential. They are like the C. I. D. watching over other people. They catch hold of the ticketless travellers. There is room for corruption more in such staff if they are not properly kept and adequately paid. Therefore, I submit that their case may be considered and they may be given the same promotions or emoluments as the other running staff of the traffic department.

About stationery, in certain stations the staff have no books to register the reservation. They do not have new registers supplied. They are entering on the back of the old registers for want of proper registration books and they are put to a lot of difficulty in the matter of stationery and forms which have not been supplied in time or adequately. My friend Shri Vallatharas was citing instances of difficulties. There are certain people whose behaviour at times is funny. And it is all again not a question of investment, but a question of the supervisory staff working and taking a little more interest in the well being of the passengers and their amenities. If these things happen to Members of Parliament, naturally one can understand what will be the position of the general public who go for reservation or other considerations at the hands of the railway officials. Not that they are very bad. They are generally good but exceptions are there and it

occasionally happens that when a person goes the exception is available to him and not the generality, and to that extent people suffer. So, these matters require only a sort of liaison between the staff and the public.

There is disgruntlement due to certain anomalies which I am sure the Ministry is aware of, and I hope they will pay due attention to remove all those anomalies. Then the good job that is being done will be made perfect, and there will be no occasion for remarks in future in this House.

**Shri Mohiuddin (Hyderabad City):** The remarks made by my friend who has just sat down regarding the labour organisations on the railways are of very great importance. Labour organisation has also been the subject of discussion in this House during the General Debate on the Railway Budget. I fully endorse the opinion just expressed that the most important part of labour welfare is the constructive leadership of the labour unions. Unfortunately every union is now disintegrating into various unions under different names and the unity of the labour force is gradually weakened. I hope that the labour leaders will come together and try to find out some solution for this very important matter which is of concern to a very large number of employees of the railways.

The railways employ a very large number of people, and I know that there are administrative difficulties in creating uniformity in the grades of pay and adjusting seniority and juniority according to service and pay over a large area after the integration of the various railways has taken place, but there must be some time-limit for this process of adjustment and amalgamation.

Recently I came across certain cases in which, if they are correct, there is real grievance. For instance, I was told that the medical officers of what was the *ex-B. N. Railway* are still in the grade starting from Rs. 150 while other medical officers in Bengal and other parts have a higher starting salary as well as a higher maximum. The frustration due to the lack of uniformity in the grades in spite of the fact that the qualifications are the same is very great; and it should as far as possible be avoided.

[Shri Mohiuddin]

The question of providing amenities for labour as well as amenities for passengers has been receiving very great attention during the last three or four years; and I am glad that considerable progress has been made in this direction. But the most important amenity for the passenger is punctuality in the running of trains. We are informed that the punctuality has increased by certain percentages, sometimes by 5.5 per cent. and sometimes by 10 per cent. I do not know what the basis is for the calculation of these percentages.

Recently, I had occasion to travel from Hyderabad to Calcutta via Nagpur. I reached there on 2nd March by the mail train. The train was four hours late at Calcutta.

**Shri B. S. Murthy (Eluru):** Only four hours?

**Shri Mohiuddin:** It was late by four hours.

**An Hon. Member:** Not much.

**Shri Mohiuddin:** Similarly I happened to travel in February to attend a meeting, and the Bombay Mail via Nagpur was late by more than two hours. So, for me, the late arrival of the trains both in February and in March is a hundred per cent. and not simply five or ten per cent.

I suggest that as far as long-distance trains are concerned, the method of showing the improvement should be changed. For instance, let us have the figures for twelve long-distance trains, say, the Madras-Delhi and the Delhi-Madras trains taken as one group, the Bombay-Delhi, the Delhi-Calcutta trains and so on, showing how many of these reached the destination half an hour late, how many one hour late, and how many two hours late and so on. That will give us a better picture of the improvement in the punctuality of the trains than what is given by certain percentages in the calculation of which perhaps a very large number of short-distance as well as long-distance trains are included. I hope that this method of showing how many long-distance trains were late by how many hours in the months of February and March will be adopted, so that it could give us a better picture.

So far as amenities for passengers as well as for others is concerned, the serving of food in the train has a certain importance. The catering in the

trains on certain parts of the Eastern Railway is done by the railways themselves, and I am sure the Ministers who travel by trains will also look into the type of service which is given to the passengers.

Once when I was travelling, I went into a dining car and found that the table-cloth as well as the dress of the servants were sooty and dirty. I asked the manager of the dining car why they were so dirty. He said that they had not had sufficient linen to replace them as and when necessary. Of course, I could not go into the details with him. But still I point this out to the Ministers to see that sufficient linen is made available for replacement as and when necessary.

The complaints about the Delhi-Hyderabad coaches that are attached to the G.T. Express have been repeated on the floor of this House many times. I do not think I should repeat them now, but I would content myself by saying that there has been no improvement. Just the same old coaches, that is to say, the old second class coaches which have been renamed as first class coaches are still running, with the leakage of water and other inconveniences that go with the old coaches. The quantity of dirt that comes in through the windows is enormous. I hope that at least a few of the new coaches, which we are told are coming, will be diverted on the lines that run towards the south.

**Shrimati Jayashri (Bombay—Suburban):** I appreciate the Ministry's desire to improve the traffic conditions of third class passengers, and possibly it is with that view in mind, I understand, the Ministry are anxious to abolish the third class. Therefore, I presume that the general standards of amenities of travel for this class of passengers will improve.

But there is a fear that perhaps the passengers will have to pay more fares on account of this; that will dishearten the people, though they have praised the present budget. If they have to pay the fares of the second class, then I feel that it will not help the third class passengers.

I also appreciate the Ministry's desire to give air-conditioned coaches for the third class passengers. But here too there is a fear that as the air-conditioned coaches will be more expensive, the passengers will have to pay more

fares. There is that fear in the minds of the public. I hope priority will be given to improving the present conditions by reducing over-crowding in trains. That should be given more attention. I am speaking specially on behalf of the passengers travelling in the Bombay suburban trains. I represent the Bombay suburb and I put their grievances before the Ministry. They say that during the peak hours there is so much over-crowding between Borivli and Churchgate that passengers get little opportunity to have space in the trains; especially at Khar, Santa Cruz and Vile Parle, they find it very difficult to get accommodation in the trains. There was a committee appointed to improve the conditions of travel of passengers of the suburban trains. As you are aware, thousands of passengers daily go from the suburbs to the City, and the Ministry gets a large amount of fare on account of this. I would therefore request the Ministry to improve the conditions of travel of these suburban passengers. May I repeat some of the suggestions they have made to the Railway Ministry? They have said in their representation that a proper supervision should be exercised with a view to ensure that the scheduled trains run to time, secondly, that the number of trains during the peak period of 9 A.M. to 10 A.M. should be increased, and thirdly, that the timings of the fast trains be so adjusted as to afford suitable connections at Bandra. As you are aware, Bandra is a station near Santa Cruz and Khar where people have to undergo great hardships due to over-crowding. So I would request the Ministry to take into consideration the recommendations of the Suburban Overcrowding Inquiry Committee.

Another grievance of the third class passenger is in regard to the facilities for refund. There also discrimination is shown between third class passengers and first class passengers. I would request that proper facilities for refund be given to the third class passenger, to the same extent as are given to the first-class passenger.

The other thing I would like to draw attention to is about new flag stations that are usually recommended to be opened by the Ministry. I would like to point to the delay that is caused in opening these stations. Usually the people of a certain village make a representation. The committee decides to open up the flag station. Then again it changes its mind. It takes such a

long time that the villagers find great difficulty. They have this grievance that after a certain time, the Ministry changes the place and opens a station at some other place, where the people of that place bring pressure to bear on the authorities. I would quote an example. Near Surat, a flag station was to be opened at Gothan, between Sayan and Utran. A decision was taken to that effect. After sometime, the authorities changed their mind. Now, I hear they are going to open a flag station at Kosad. On going through the representation, I find that the original place, Gothan, is more suitable to the villagers and it would give more benefit to the residents of those places. So I would like to request the Ministry to see that once they have made a proper investigation into these cases and decided on opening a flag station at a place, they do not change the place frequently.

Then there is another case, where I was asked to serve on that committee. They had selected Naigaon between Bhainder and Bassein for opening a flag station, but it took nearly ten to twelve years because the authorities wanted to change the decision. Another flag station was selected. The people had grievances; representations were made. All this took nearly ten to twelve years. Now, they have come to a decision. So I would like to bring to the notice of the Ministry all these cases.

As regards the exemption from the surcharge given to Khadi, newspapers etc. I congratulate the Ministry. But I would request that other articles, eatables like vegetables, fruits, milk and milk products also be given the benefit of exemption. It is necessary that most essential things like vegetables, fruits, milk and certain other perishables should be exempted from the same.

The last point is about the funds assigned for amenities. I think in the First Five Year Plan they had assigned Rs. 3 crores per year by way of an amenity grant. This has not at all been increased in the Second Five Year Plan. I would request the Minister to increase this amount.

**Shri Sadhan Gupta** (Calcutta South-East): I would draw the Minister's attention to three flagrant cases of injustice to railway workers and also two other cases of injustice to passengers.

The first case I have in mind is regarding the question of the treatment of

[Shri Sadhan Gupta]

a large number of railwaymen who had provisionally opted for Pakistan. I know that on what now forms the Eastern Railway and formerly formed the East India Railway, there were about 500 people who had provisionally opted for Pakistan and had later on changed their minds. Now, those 500 people were removed from service, although there was a solemn assurance at the time the employees were asked to fill in their option forms that by reason of exercise of their option, there would be no prejudice to their services or to their claims for seniority etc. If we go back to those dark days immediately preceding and immediately succeeding the Partition, you cannot blame anyone for opting for one State or another. Those were the days when we had not yet been able to establish an order in which we could assure the minorities that they would have full protection and could live in this country with honour. Immediately preceding the Partition, there was an era of communal riots where both communities felt unsafe in the two Dominions that were created by Partition—the Hindus felt unsafe in Pakistan and Muslims felt unsafe in India. Now, we have improved the position of India considerably, but that was not the case up to 1950. I remember that up to February or March or even April 1950, there had been considerable massacres of minority community in West Bengal and also massacres of the minority community in East Bengal. Under these circumstances, I think, no one could blame a person for opting for any particular State and, in particular, no one could blame Muslim employees for having opted for Pakistan. But the fact that they have changed their minds is proof enough that they were really attached to their original homes and hearths. Who would not be attached to his original home and hearth and who would like to go away to another place if he could stay in his native land with honour? In these circumstances, there was no justification for removing them because of having exercised a particular option.

I know it will be said that the removal was not due to the exercise of the particular option but the removal was due to adverse police reports. I would request the Ministry not to take such a technical view or such an unpractical view of things because, after

all, the police in those days were reeking with communalism and a Muslim employee who had opted for Pakistan would *prima facie* come under suspicion even among the Police. That is very clear from the fact that these reports that were given by the police up to about 1949 generally went against the employees and the reports that came later on, say from 1950 onwards, they were generally in favour of the employees. What does that show? It shows that in that period, in the period immediately succeeding partition, the police worked with a bias against the minority community and gave the reports on communal lines. Many of these staff have met me and I see that although they have been removed from service, they have never gone to Pakistan and have stuck to their native places and are enduring very great hardships.

I wrote to the Railway Minister a letter about a year and a half back pointing out these things and I am extremely sorry to say that either through his own fault or through the fault of his colleague, the Minister of Communications, I had not been favoured with a reply—I had not been favoured with even an acknowledgement of the letter.

Now, I would ask the Railway Minister to reconsider these decisions, to reopen all those cases because one should not rely on police reports given in those periods, when the police were known to be rank communal and it was very clear that they were not taking an impartial view of things. Actually, I pointed out an instance in the report of one particular employee who was reported to have participated in riots in Calcutta at a time when he was serving at Tatanagar and when he was present at Tatanagar in the railway service. Such were the kinds of reports that were given in those days. Therefore I would request the Railway Minister even at this stage to redress the injustice done to these helpless employees and even at this late stage to show justice and sense of fairplay.

The other case of injustice has been done to a large number of railwaymen working in the *ex-Assam* Railway. About more than 400 workers in the *ex-Assam* Railway were arrested in connection with 2 cases which are known as Nalliapool cases in July 1949. They were arrested in connection with two cases; one of them was a case of rioting involving 420 persons. The case was tried by a judge, who is now a

judge of the Assam High Court—as a Special Judge. He convicted about 375 of them and acquitted the rest. In convicting them, the Special Judge made a request that the conviction should not affect their services. Even in spite of it, after the conviction, most of these workers were discharged. Then the High Court held that the court of the Special Judge was *ultra vires* of the Constitution and there was no jurisdiction in him to pass any order of conviction. One would have thought that the railwaymen would be reinstated and kept under suspension pending the decision of the Assam High Court whether to put them on retrial or not. The Assam High Court has disposed of the case. But the Assam Government, apparently, has not yet decided whether to put them on their trial again because although the High Court gave their judgment in 1952, up to today no steps have been taken for trying them again afresh under the ordinary law. Under these circumstances, I do not see how they can be kept without service and allowed to endure hardships. The law is that unless a person is convicted by a competent court, under the Constitution you are bound to allow him an opportunity to show cause why he should not be removed. That is not done. And, now, when the Court itself—which pronounced the conviction—is declared to be without jurisdiction, even then the Government do not obey the law and they do not do them justice by reinstating them and letting them have their wages. That is a flagrant breach of the law—not to speak of being a flagrant injustice. I hope the Railway Minister will look into it and give the employees redress. The employees have run from pillar to post; they have appealed to all kinds of officers from the local authorities up to the Railway Minister without any response from them. I would ask the Railway Minister to move about it and to see that justice is done to them. Unfortunately, I cannot make submissions on the merits of the two cases because one of the cases is pending before the High Court. Otherwise I would have made many references.

The third point of injustice done to railwaymen is regarding the use of the Safeguarding of National Security Rules. We have always been contending from this side of the House that these are most undemocratic rules and it is unworthy of any democratic government to resort to. But those contentions

have fallen on deaf ears. But, may I not appeal to the Railway Minister at least to see that these rules are properly used even from their own point of view, even according to the law as it is in the country? We have found instances where High Courts have held that these rules have been misused. For example in a typical case, where a person was removed simply because he was suspected of being connected with the Communist Party, the Madras High Court has held that the crux of the Safeguarding of National Security Rules is not that a person should be connected with the Communist Party but that a person should be associated with some subversive organisation in such a manner as to raise doubts about his reliability and to make out that it is unreliable to keep him in railway service. Even these aspects are stringent enough because it is all left to the discretion of the Government how to determine the test of reliability. Even within these stringent limits, these rules are abused and people are being penalised not really for any subversive activity but absolutely *mala fide* for what are described as political beliefs which the Government does not regard with favour. I can tell you that it is not really the political beliefs even which prompt the Government. The fact is that the Railway Authorities really cannot tolerate the trade union activities of the persons concerned. And when they do not like the trade union activities, they dub them as communists and check them out. Here is a double injustice. First of all, you penalise a political belief which you have no right to do under the law. Secondly, even that political belief you allege in order to check trade unions which you do not like, trade union which really work for redressing the grievances of railwaymen. I ask: Is that the kind of justice railwaymen are to expect? I hope the Railway Ministry will see to it that these rules are repealed or at least these rules are applied in the spirit of observance of the law.

Next I come to the case of passengers. I would make a plea for the re-introduction of the system of return tickets. We know that return tickets were an ordinary feature on the Railways up to about 1942 when war-time stringencies compelled the Railway Administration to abolish return tickets. Return tickets were abolished in those days when advertisements used to appear "Travel as little as you can",

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"Carry only so much luggage as would go under the seat", "Travel when you must" and so on. Everyone thought that it would be a temporary measure and it is not right that it should not be a temporary measure. On any transport there is a system of return tickets; if you travel by air, you can get return tickets; if you travel by boat to a foreign country or perhaps even inland, you can get return tickets. There is no reason why the Railways should deny the passengers their return tickets. The Railway Minister has introduced a system of return tickets but only on a limited scale, between 15th July and 30th September. It should be introduced for the whole year and on every Railway.

The last case of injustice I mentioned is the system of rounding off. My friend Shri K. K. Basu has raised the point but on a misapprehension of facts. What happens in rounding off is this. If you travel by first class, your fare is rounded off to the next higher quarter rupee, that is to say, if your fare is 32 pies, it will be rounded off to 48 pies, and it is in this way that it is rounded off. If you travel third class, it will be rounded off to the next higher anna. For instance, if you travel 3 miles, and have to pay 15 pies, you do not pay 15 pies but pay 24 pies, that is, two annas. In this way a big chunk of money is taken away from passengers on a most unfair basis on a basis which is not relevant to the fair rates. That should not be there. If you round it off, you round it off in a manner which is necessary for your accounting or for your convenience. For instance, you can round it off to the next higher pice, which is a unit of account which is necessary in order to give changes. But why round it off the next higher anna or next higher four-anna? I would, therefore, request the Railway Minister to abolish this system which was introduced, I think, in 1948 and which has no where been in vogue because this way of trying to take money by devious means is extremely vexatious to passengers and is unbecoming of the Government. After all, how much revenue you earn by the system of rounding off?

These are the points I want the Railway Minister to consider and I hope he will consider and do justice to them. In particular I would urge the case of those who provisionally opted for Pakistan and I think he will re-open their

cases and take in everyone of them unless on independent enquiry he finds that there is any case of unreliability—and I am sure he will not find it. Secondly, I hope he will remedy the injustices done to those who were on the Assam Railway who were arrested in connection with the Naliapool cases and will reinstate them. Thirdly, I hope he will abandon the safeguarding of National Security Rules or at least strictly regulate their application. Fourthly, I hope he will introduce the system of return tickets. And lastly I hope he will abolish the system of rounding off.

**Shri V. Muniswamy (Tindivanam):** I would like to remind the hon. Minister about one or two important issues which have been pending for a very long time. The Minister is aware that in 1950 the pension system for the Railway was recommended by the Central Pay Commission, and a reference was also made by the Royal Commission. I do not know how far the question was taken into consideration and how long it will be hanging fire. I hope the hon. Minister would make an announcement today regarding the recommendations in regard to the pension system. As a matter of fact, in all cases, except Railway employees, people are getting pension. Some forty years back, I believe, the system was in practice. Even in the recommendations of the Central Pay Commission, it is stated "We believe that the pension system is the one generally in vogue both in the U.K. and U.S.A.". This recommendation is given in paragraph 198 of their Report. I want to know whether the Government will take any interest in recommendations made by such high power committees like the Central Pay Commission and the Royal Commission. When the recommendations made by such important commissions and committees have not been given any consideration so far, how are we to have confidence in the Ministry that they will pay attention to most of the ordinary representations made by the public?

1 P. M.

I have some personal knowledge of these retired railway employees. For example, take the case of a locomotive driver. At the time of retirement he gets about Rs. 15,000 to Rs. 20,000. After putting in thirty years of service the man gets about Rs. 20,000 at the time he retires, with which he builds



a house, purchases certain things and becomes a beggar within four or five years. It is a great sin for the Railway Ministry to let its ex-employees wander in the streets and become beggars. I would earnestly request the Minister to give serious consideration to this matter and accept at least the recommendations made by the Commission. This is an important matter and they should introduce at least the new pension scheme. It will be in the interest of the public and in the interest of the Government to come to a decision and make an early announcement. I know that the Government or the Railway Ministry is not against this proposal; but it is being delayed. That is why I feel that if the Railway Minister gives serious consideration to this important issue, something can be done in this direction.

Another important matter is the inadequate protection or safeguards given to the subordinates. I have seen many cases where the subordinates of the railways suffer a lot because of public complaints. This may appear to be a very minor matter, but it is very serious. Some public man makes a report against an employee. No enquiry is held, no investigation is made, the man is punished immediately. How can you expect him to be faithful to your administration? As a matter of fact, there was a TTR who was working in Egmore. He has been transferred and he is working in Villupuram Junction. I do not want to give his name. A passenger was travelling with a lot of luggage. This TTR detected him and exsessed him and he was made to pay something like Rs. 15 or Rs. 20. It so happens that this particular passenger was the relative of a rich man of Madras. After two or three days that gentleman wrote a letter to the General Manager saying that this particular TTR demanded Rs. 2, which he refused to pay and that was why he was exsessed. Do you know what happened? The very next day this man was given a serious punishment and was transferred to Villupuram. I have gone through the whole correspondence. He has appealed to the G. M. But nothing has happened. How can you expect him to be faithful to his service? I have also written a personal letter.

**Shri B. S. Murthy :** With no results?

**Shri V. Muniswamy :** I know nothing will come out of it. No enquiry

is held. The only proof against him is the statement of the affected party that he demanded Rs. 2 and the man is punished. I have myself asked him : "Why should you be sincere to your administration? Nobody takes care of you". Whenever I have occasion to go to the platforms, I have seen many TTRs who do not even care to collect the tickets. They simply stretch their hands like beggars. Whoever has got a ticket puts it in their hands; whoever has no ticket goes away. They are afraid lest they might antagonise some big man, big man in the sense that he is travelling without ticket. Why should he bring about his enmity and get himself punished?

I would therefore impress upon the Minister that this sort of treatment of the staff would only demoralise them. Among such complainants I include the MPs also. Some MPs make reports. Such complaints should be properly investigated and then only punishment meted out. This particular subordinate to whom I have just now referred is losing about Rs. 3,000. He has been pushed down the list and half a dozen fellows have gone up. I would request the Minister not to take these things lightly.

Then I come to the question of lack of co-ordination in the Railway Ministry. For example, I mentioned in my last budget speech, that there should be a large number of postal vans of a modern type constructed. I have received representations from people and I have also had discussions with certain high officials of the Communications Ministry and they say that it is because of the non-co-operation of the Railway Ministry that nothing could be done.

There was a representation by the RMS officers of the Villupuram Junction. I took the case to the P.M.G. and also a talk about the building of the RMS office in Villupuram Junction with the D.G. It was found quite essential to construct at least a moderate building at the Villupuram Junction for the RMS. At present they have no space at all. It was brought to the notice of the Railway Board; letters were sent to the Ministry, I believe; but nothing has happened. Some proposal was put up, the estimates were prepared, plans were submitted and everything is now kept safe in the Railway



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Board. I request that something should be done in this matter.

Regarding compensation, we have got the Compensation Act. Some twenty days back when I was in Egmore, an accident took place, when an electrician was run over. I learnt that compensation will be paid according to the Act. As a matter of fact, I know the family personally. I request the hon. Minister to give special attention to this particular case and use his discretion to give something more to this person. Of course, the General Manager has got full powers; but he does not generally do anything, because he is too general.

The hon. Member on the other side made a mention about some pending matters which the hon. Minister knows very well. Regarding the case of A grade firemen, I have been repeatedly requesting him to go into it. I think some discussions were held at the Railway Board level and the Board have come to some decision, regarding absorbing these B grade people into A grade. Whatever may be the decision, whether it is good or bad, it is no use holding it up for a long time and keeping them in suspense.

Another suggestion made was the absorbing of the TTRs in the running staff. These things have been mentioned here repeatedly. Not all people who travel in trains are classified as running staff. The TTRs have represented that they should be treated as running staff. I do not know how far this matter has been given consideration. But even the smallest facilities have not been given to them. I have mentioned this on the floor of this House twice or thrice. These poor TTRs have no place to keep their boxes, leave aside their uniforms. You call something as uniform which is not at all a uniform. I have personally seen these things. They are always at the mercy of the officers, ATS and DTS. Whenever we bring these things to the notice of the Railway Minister, he says these are minor things. To whom are these TTRs to go?

There was an ATS at Villupuram—I do not want to mention his name—who was recently transferred to Trichinopoly. He got wild with poor TTRs and transferred all of them to Katpadi, to Villupuram and to Madras. When they met me I asked them the reason why

they were transferred. They told me that the ATS was wild. This is a serious matter. The wife of one of these TTRs who was transferred, is in the family way, his boys are reading.

You know the familiar Tamil proverb. I need not explain it to the hon. Deputy Minister. The Sessions Judge in one sentence says: "Sentenced to death". He disposes of the case, goes home and goes to play tennis. But what would happen to his dependents?

You may think that a person is a subordinate. He is afraid of coming and seeing even the ATS. The DTS does not want to see him. What can he do? That is why I say that these are matters which call for the immediate attention of the Railway Minister.

There is another thing. Gingee is a very important place; it is a centre of historic importance. The hon. Minister knows very well about it. I have made representations twice about putting one out-agency between Tindivanam and Gingee. Nothing has taken place so far. The General Manager of the Southern Railway could not expect me to go and stay in his place for one week. Whenever I happened to meet him, I have been urging him. Even if one or two requisites for having an out-agency there were not there, I requested him to have it. Perhaps he wants me to go after every two or three days to him and ask him something about this out-agency. I am not prepared to do that. I have mentioned it once or twice and I hope the Railway Minister will do something regarding this.

Then I come to electrification of the Villupuram railway staff quarters. It starts from the big officials but never reaches the lowest level. The big officials in Bangalore have themselves arranged for electrification. Very big officers arrange electrification privately but the department once again goes and asks them whether they require electrification. They say: "Look here, we have already got it done". The Railway administration should look into these things.

**Mr. Speaker:** I have allowed sufficient time to the hon. Member.

**Shri V. Muniswamy:** I am finishing. Pension and safeguards—I hope the hon. Minister will give due consideration to these and make some announcements, if possible, now.

**The Deputy Minister of Railways and Transport (Shri Alagesan):** Very many points have been made by hon. Members in the course of this discussion. I am afraid I may not be able to do justice to all the points that have been raised. I shall, however, try to cover a few of the points that have been raised. I may assure the House that the other points that are not dealt with by me today will be very carefully examined and action will be taken on all those points.

The discussion on this group of Demands has ended on a humorous note by a humorous speech from my hon. friend, Shri V. Muniswamy. I can only tell him that any representation, small or big, made by hon. Members will be looked into with the care and attention it deserves and even in the past we have taken action wherever necessary. I think other hon. Members will bear me out when I say this.

Shri Barrow in his speech on the administration of railway schools, as one who is intimately connected with the working of those schools, made various points. He also has said that the railways think that the running of schools is not very much their business and somehow these schools are being tolerated. I should immediately like to remove any such misunderstanding from his mind. I have seen railway schools as well as other schools run by other agencies. I do not mean to say that there is no scope for improvement but I have found the railway schools—many of them—better with regard to accommodation, equipment, staff, playing facilities etc. There are other schools run by various agencies like the local bodies, private managements, etc., where these facilities are not upto the level of the railway schools. It is a matter of common experience. But still we would like to assure all that we would do everything possible to see that these schools are really useful and get all the facilities such as increase in accommodation etc. We will not give them any left-handed treatment.

He also raised the question of opening up hostels. It is true that this matter has been pending for some time. The decision was taken some time back to open four hostels in some places where the children of the railwaymen can go and stay. I am glad to inform the House that proposals for the opening up of these hostels have been received from all the railways and there

will be one on each of the seven railways. The Railway Board is going into this question and in the course of the next financial year we will be able to begin work on all these hostels.

While speaking about the school committees, he said that they had not been functioning well. He mentioned in particular some of them—Kazipet, Nainpur etc. He also said that the chairmen of these committees where they functioned were overzealous and interfered in the running of these schools. If there are any such cases, I should like him to bring them to our notice and we would see that no such interference takes place and all help is accorded to them.

He also said something about the inspection reports not being attended to by the General Managers. The same point was made by him at one of the Anglo-Indian school board meetings at which a representative of the Railway Board was present. He was then told that if there were any such cases they could be brought to the notice of the Railway Board, and action would be taken. I understand that he has not brought any specific case to the notice of the Railway Board. Even now, he may bring any such specific cases that he may have so that we may take action in such cases.

He also made a plea for the investigation into the administration and functioning of these schools. That has been engaging the attention of the Board and it is proposed, almost immediately, to appoint experienced educationists to inspect all the railway schools and make suggestions for their proper functioning and on matters connected with the running of these schools.

He also suggested that the Railway Minister should adapt these schools to multi-purpose or technical schools. I may submit here that it is not so easy as is imagined. We have after all to fit in our syllabus with the syllabus of the State Governments. It may be one Railway Administration but the railway runs over various States and the syllabus etc., are not uniform or the same in all the States. Wherever we have to run our schools, we have to fall in line with the instructions of the respective education departments of the States concerned. Therefore, where the States themselves are not running these technical schools, it becomes a little difficult.

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I have a case in point where the railway employees themselves were anxious that the curriculum of the railway school should not be different from that observed in the other schools in the State, because they feel that when they are transferred their children naturally have to go with them and they may not fit in in the other schools. That is the difficulty. Though we may have sympathy in that proposal these are the difficulties we are faced with. But, I may tell the hon. Member that we would like to establish such schools where the State itself is running such schools and we would like to fall in line in those cases. I may also state that in the next year propose to have some extra-curricular technical course in railway schools which will give a sort of additional benefit to the children of Railwaymen studying in these railway schools.

While on this matter of education I should like to deal with the point raised by my hon. friend Shri T. B. Vittal Rao. He was mentioning about the school in his place, namely Lallaguda. I have got the information on this point. I find that it is a very big school, a boy's high school, where about 1484 boys, all railwaymen's children, are reading. It was proposed to have extension to this school. It was—I should like to just give for the information of the House so that it may be known as to what we are doing with respect to this school—proposed to provide 32 rooms of 400 square feet each, 6 rooms of 800 square feet each, a big hall of 3400 square feet and also other accommodation for other purposes. It was found that the whole thing will cost about Rs. 6 lakhs. But, when the godown fell vacant as a result of the grain shops having been abolished, they thought that they could make suitable alteration to this godown and provide the same amount of accommodation at a lesser cost. Even this remodelling and alteration is estimated to cost about a lakh of rupees. I think when we spend a lakh of rupees the altered accommodation will be quite suitable and it will not be unsuitable as the hon. Member expressed the fear the other day.

Then, Shri Nambiar criticised the programme of construction of houses and said—of course, that was also an exaggeration as he is making so many exaggerations—that it is going to take

us a hundred years to complete the construction of houses. But, the following information will dispel any such opinion.

There will be by the end of March, 1956—for almost a million men employed on the railways—houses provided for 3,37,000. During the First Five Year Plan a little over 40,000 quarters will have been built for the staff at a cost of just over Rs. 20 crores. If it is contended that everyone of the 10 lakh employees should be provided with a quarter the total cost would be over Rs. 300 crores and if it is further contended that quarters should be provided within a short period of five years then the implication is that three-fourth of the expenditure during the First Five Year Plan should have been allotted for the construction of quarters for the staff and we would not have been able to rehabilitate our assets. It is obvious, therefore, that the programme for construction of houses must be spread out over a reasonable period or that while increasing houses became available for staff the programme of industrialisation, or rehabilitation and of development of transport and industry is not interfered with. Against a little over 40,000 quarters which will have been built during the First Five Year Plan almost 70,000 to 80,000 will be built during the Second Five Year Plan; that is, we will be building double the number. There is no reason why this increasing tempo should not be continued during the succeeding Plans as well. Bearing this in mind, as also the fact that many railway employees live in their own houses and many do not desire accommodation to be allotted and that quarters need not therefore be eventually provided for all railway employees, I do not see why we should take such a long time as Shri Nambiar threatened us with. I may remind him that a total provision of Rs. 35 crores including the new townships has been made for staff quarters during the Second Five Year Plan and that in addition to quarters built against this allotment there will be number of quarters built as part of schemes for opening of new crossing stations etc. I hope this should give satisfaction to all reasonably minded people.

**Shri Nambiar :** It looks like a 50 years' programme.

**Shri Alagesan :** I am glad he has immediately reduced it by half.

**Shri Nambiar:** If you can convince me further I will reduce it further. Convince me that it will be done in 10 or 20 years.

**Shri Alagesan:** Then, Sir, the question of running sheds was raised. This is not a new question; it has been raised several times. It was asked why the running sheds were not brought within the purview of the Factories Act. I thought this question was fully discussed by Justice Rajadhyaksha who gave the award on this matter. In fact, when he was going into this question representations were made regarding this matter and he found that there were many anomalies existing. In the same Railway, some workshops were under the Factories Act whereas other workshops were governed by the Hours of Employment Regulation. Not only that, in the same factories some employees were governed by the Factories Act and others were governed by the Hours of Employment Regulation. It was to remove these anomalies that he suggested,—and it was accepted by the Government,—that all these running sheds should be brought under the Hours of Employment Regulation as revised by him. This was accepted and given effect to. For instance, the position that was obtaining from 1-1-1950 was that bare overtime was paid to continuous workers for work in excess of 48 hours per week and overtime at one-quarter times the hourly rate of work in excess of 60 hours a week. That was the position that existed from 1-1-1950 and the calculation was made averaging it over the month. Then, after the Award was accepted and implemented the position that obtained from 1-4-1951—that is to say, this Award was given effect to from 1-4-1951, much earlier than when the hon. Member thought of the Bill that he moved the other day—was bare overtime to continuous workers for work in excess of 48 hours a week, overtime at  $1\frac{1}{2}$  times instead of  $1\frac{1}{4}$  times as before of the hourly rate in excess of 54 hours a week. Again, it was averaged over a month and not over a week. Then in July, 1953 a Bill was brought in the other House by Shri Guruswamy. He wanted that the Factories Act should be amended in a manner to bring under its purview the railway running sheds also. Then an appeal was made to him by the hon. Railway Minister, and also by Shri V. V. Giri who was then the Labour Minister, that this matter might be discussed between the Federation and the

Railway Board at one of their meetings under the negotiating machinery set-up—which was criticised so much by hon. Members—and we would come to a decision on that point. Then discussions took place as a result of which the position obtaining from 1-4-1954, now nearly 2 years, is overtime at  $1\frac{1}{2}$  times hourly rate for all work in excess of 48 hours a week to be paid on weekly basis. The averaging will not be over a month but it will be over a week. This has been obtaining from 1-4-1954. The only difference, it will be realised, is that overtime is not two times as in the Factories Act but it is  $1\frac{1}{2}$  times. Barring that, the progress made with regard to the service conditions of the workers working in the running sheds, I think will be realised and appreciated by all those who will not close their eyes to facts.

**Shri Nambiar:** That is a substantial difference.

**Shri Alagesan:** I would like to go on. He will get all the replies, but only my time is short. I thought I have dealt with Shri Kamath's points the other day in another context. I need not go through it again; he wanted to know when this job analysis was conducted in regard to the particular gateman. I have ascertained the facts and I understand that the job analysis was made only in February, 1955, and it showed that the gateman was legitimately placed in the excluded category.

Then, Shri Nambiar mentioned that there are not less than a thousand anomalies in pay fixation. It is again an exaggeration. He specialises in it. This, I submit, is not correct. It is true that a number of anomalies did arise when the C.P.C.'s recommendations were initially implemented and it led to a large volume of complaint from the staff. The Government, therefore, appointed a Joint Advisory Committee. I know he used to make fun of that Committee and call it 'Anomalies Committee'. This Committee consisted of representatives of the Railway Board and of labour with a neutral Chairman. This Committee considered over 3,500 representations from the staff and unions and framed over a thousand issues. Nearly 500 of them were held not as anomalies. About 520 positive recommendations were made. Government accepted and implemented 500 of those recommendations rejecting only the remaining 20. If the member had referred to the demands of various

[Shri Alagesan]

categories for higher grades of pay or an increase in the number of posts in higher grades, that is understandable. But this was already covered by the hon. Minister in his speech. It has already been announced in the House that this will take up a little time, but whatever decisions are ultimately reached in consultation with the Federation will be given effect to from 1-4-1956. This should set at rest all doubts on this question.

I am sorry to occupy myself with too much of Shri Nambiar's points, but since he tried to mislead the House so completely, I have to deal with his points at some length. He criticised the medical facilities in the Golden Rock colony at Trichy. In fact, he has been asking for a lady doctor. That lady doctor was appointed. Still he now says there is only one lady doctor. In fact he was asking for only one lady doctor. I do not remember his having asked for five lady doctors. He says there are only 100 beds for a population of 20,000. Actually, that hospital serves the whole of that medical district with a population of roughly 40,000. There is, therefore, one bed for every 400 persons against the all India figure of one bed for 3,000 persons. This shows that the railwaymen are much better off in regard to medical facilities than the general run of population of the country. I would appeal to him to see things in their proper perspective.

Incidentally, I may inform the House that additional hospital accommodation at Madura and Villupuram is already under consideration. Shri Muniswamy may be interested in it, but, at the same time, I may say that he is not interested in such vital things.

**Shri V. Muniswamy :** I am interested. I mentioned it last time also.

**Shri Alagesan :** This will improve the availability of beds in that area.

There was also the question of treatment of T.B. patients. Dr. Rama Rao is not here. He has spoken on the subject year after year. This has been dealt with in the hon. Minister's speech. As far as the Southern Railway is concerned, I may inform the House that 25 beds have been reserved for T.B. patients in the hospital at Golden Rock—I am giving the break-up now—and 50 beds were reserved

in other sanatoria. A scheme providing for chest clinics has recently been sanctioned, as mentioned by the hon. Minister in his speech.

My friend, Pandit C. N. Malviya, was asking for reservation of beds in the hospital at Bhopal. I may tell him that it has been decided to reserve 40 beds there, but I am told that it is being held up because the hospital authorities demand much more than what we are paying elsewhere. I hope the hon. Member will contact the authorities concerned and ask them to be reasonable so that there could be no delay in reserving 40 beds in the hospital at Bhopal.

Shri Digambar Singh was pleading for appointment of more watermen. This has been taken up by the Railway Board in right earnest, and instructions have been issued that watermen should be appointed in sufficient numbers. I should also observe, with a little disappointment, that though the watermen are in sufficient numbers, when passengers really want water, it so happens that the watermen are not at hand readily to serve water to the passengers. But this is being taken care of.

Shri Digambar Singh also referred to concessions being granted to *kisans* for travelling by special trains and suggested that the family members of the *kisans* as also labourers working under them on the farms should be granted similar concessions. I should like to state that the term '*kisans*' will embrace not only the peasants owning and working on the land but also those agricultural workers who may not possess any land themselves. Also, the expression will not exclude members of the family who also participate in agricultural operations. Perhaps there was some difficulty regarding the definition in this matter. There should be absolutely no difficulty in taking all these people under the broad definition of *kisans* and they should be entitled to the concessions.

The question of trade tests was referred to in regard to the promotion from unskilled to semi-skilled and from semi-skilled to skilled grades. This was done according to the tribunal which was set up some time ago wherein a labour representative also sat, and the recommendations of the tribunal were given effect to in this regard. There is also no question of a workman who passes a trade test having to appear for a trade test again. That was the point

trade test again. That was the point made by Shri Nambiar. Once the worker qualifies, he goes on to the panel, and remains there. I am also not aware of a person who fails to qualify, having to wait for seven years. That was another misstatement made by Shri Nambiar. Every man gets more than one chance at specified intervals of six months. If he is in a position to give concrete cases where this has not been observed, I shall be prepared to look into it. I may inform the hon. Member that those specimens which are given and on which the workmen work, are kept, and they have also got a right of appeal. I have gone into the figures, and I find that these trade tests are carried on as per the rules laid down and no injustice is being done to the workmen. Appeals have also been taken in some cases and decided. There is no reason to fear that this examination imposes a hardship on workmen.

Shri T. B. Vittal Rao referred to the bad climatic condition in Assam and referred in this connection to a particular place. We, in co-ordination with the Ministry of Finance, have deputed a committee, consisting of the Director of Finance and the Director of Establishment, together with the Joint Secretary, Ministry of Finance, to make an on-the-spot enquiry with a view to rationalise and standardise as far as possible certain bad climate or similar jungle allowances already enjoyed by railway and the Post and Telegraph and other Central Government staff at some of the places in Assam. Perhaps the hon. Member knows that in this matter we follow the concerned State Governments. They have declared certain areas as unhealthy and they have been giving some allowances. I went into this question at some length. There are a number of allowances under various names that are being paid and there is no regular yardstick observed in these matters. Therefore, this committee has been appointed. The report of this committee is expected by the end of this month and I may assure the hon. Member that as soon as it is received, we will quickly examine it and take decisions.

Shri Vittal Rao also mentioned about the opening of one or two new stations. Some time back, I remember, he wanted a new station to be opened; I sent a reply to him and told him that prospects were too poor for the opening of a station there. I have no objection

to go into this question again and find out whether on grounds of operational efficiency that station can be opened in that place.

**Shri T. B. Vittal Rao :** According to the Budget for 1956-57, that station is being opened.

**Shri Alagesan :** If it has been done already, then he should have thanked me, instead of making a complaint about it on the floor of the House.

Shrimati Jayashri has spoken about the overcrowding in the Bombay section. Perhaps she is aware that already a committee is going into this question. They have completed their examination and study with regard to Bombay and they are going to the other places. It is true that on the Central Railway another committee also went into this question. As soon as the report of this committee is received, I have no doubt that the Railway Board will examine this matter very carefully and take suitable action, as soon as possible.

My friend, Shri Sadhan Gupta, referred to the question of those who provisionally opted for Pakistan. This is not the first time that this matter has been raised and answered on the floor of the House. I may assure him that there was no vindictiveness on our part with regard to this question at all. We tried to be as generous as possible in this matter and every time a review was made, more and more people were re-employed. I do not remember when the last review was made; I can only say that I am prepared to go into this question again and see whether we can take any more men, of course, without violence to the feelings of loyalty to this country.

My friend, Shri Muniswamy, pleaded for an out-agency at Gingee. I think this question has been gone into, but the traffic prospects were not considered enough to justify the opening of this out-agency. In this case, it is not the unwillingness of the railways alone that stands in the way; it is also due to the fact that no suitable contractors may be prepared to come forward when prospects are not bright. If my hon. friend can find a suitable contractor for this place, I have no doubt that the railway will look into the matter and see what can be done.

**Shri Nambiar :** May I know what steps have been taken by the Railway Ministry for merging the full dearness

[Shri Nambiar]

allowance with pay, as this is also an important issue on which there is so much of agitation and some expectation as well?

**Shri Alagesan :** This matter does not concern the Railway Ministry alone; it concerns all the Central Government Ministries. Naturally the hon. Member will have an opportunity to voice this grievance during the discussion of the General Budget. We will have to fall in line with the others; we cannot take a unilateral action in this matters.

**Mr. Speaker :** What percentage of the dearness allowance is merged with pay now? I think it is 50 per cent.

**The Minister of Railways and Transport (Shri L. B. Shastri) :** Yes.

**Shri Sadhan Gupta :** May I know what is going to happen to the persons discharged in connection with the Naliapool case?

**Shri Alagesan :** I do not have the details about it.

**Mr. Speaker :** I shall now put all the cut motions to the vote of the House. *All the cut motions were negatived.*

**Mr. Speaker :** I will now put the demands to the vote of the House.

The question is:

"That a sum not exceeding Rs. 52,87,40,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Operating Staff'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 42,07,03,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 15,99,29,000 be granted to the President to defray the charges which will come in course of Payment during the year ending the

31st day of March, 1957, in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 26,41,81,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 5,88,88,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Labour Welfare'."

*The motion was adopted.*

**Mr. Speaker :** The House will now take up Demands Nos. 11, 12, 13, 16, 17, 18, 19 and 20. As usual, hon. Members will send chits to the table indicating the numbers of the cut motions which they want to move.

The time allotted is half an hour.

DEMAND NO. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND

**Mr. Speaker :** Motion moved:

"That a sum not exceeding Rs. 45,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Appropriation to Depreciation Reserve Fund'."

DEMAND NO. 12—DIVIDEND PAYABLE TO GENERAL REVENUES

**Mr. Speaker :** Motion moved.

"That a sum not exceeding Rs. 39,66,44,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Dividend Payable to General Revenues'."

DEMAND NO 13—OPEN LINE WORKS—(REVENUE)—LABOUR WELFARE

**Mr. Speaker :** Motion moved.

"That a sum not exceeding the President to defray the charges



which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Open Line Works—(Revenue)—Labour Welfare'."

**DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS**

**Mr. Speaker :** Motion moved :

"That a sum not exceeding Rs. 3,35,42,42,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Open Line Works—Additions'."

**DEMAND NO. 17—OPEN LINE WORKS—REPLACEMENTS**

**Mr. Speaker :** Motion moved :

"That a sum not exceeding Rs. 54,99,51,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Open line works—Replacements'."

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

**Mr. Speaker :** Motion moved :

"That a sum not exceeding Rs. 22,24,97,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Open Line Works—Development Fund'."

**DEMAND NO. 19—CAPITAL OUTLAY ON VIZAGAPATAM**

**Mr. Speaker :** Motion moved :

"That a sum not exceeding Rs. 1,35,82,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Capital Outlay on Vizagapatam Port'."

**DEMAND NO. 20—APPROPRIATION TO DEVELOPMENT FUND**

**Mr. Speaker :** Motion moved :

"That a sum not exceeding Rs. 22,99,37,000 be granted to the President to defray the charges which will come in course of pay-

ment during the year ending the 31st day of March, 1957 in respect of 'Appropriation to Development Fund'."

**Shri Nambiar :** I do not want to repeat the points which I have already covered with regard to the staff, but I would like to mention something about passenger amenities.

With regard to passenger amenities, much has been said here already, but I may add that the third class passenger who is the most affected and who suffers most, pays the highest. He is not yet acted for. That is my complaint. The promise regarding air-conditioned coaches for the third class passenger is a thing which is only in the air; nobody takes that promise with much seriousness, because we know that it will never happen. It will not be possible also. Therefore, leaving that apart, I would submit that some serious attempt may be made to improve travelling conveniences. For instance, I myself have suffered a lot and I know what is happening in our part of the country. Travelling by G.T. Express—not only G.T. Express, but also the Boat Mail and the Trivandrum Express—in third class is a big exercise for anybody who does it. Let alone sleeping accommodation, they do not even get sitting accommodation. Therefore, the first opportunity must be availed of to see more coaches are put on the track.

I know that several coaches have come from Japan and other countries; but from my experience, I understand that the sitting space now given in the new shell coaches is not enough and the arrangements are not very convenient. Therefore, it may be beneficial if the hon. Minister would kindly enquire into this matter and see whether sitting accommodation can be even more. Further, I understand that these coaches have been already made and they are not in a position to make very radical changes. Therefore, whatever can be done may be looked into.

With regard to the question of traffic and level crossings, I may submit that in my part of the country—Tanjore District—there are a number of level crossings where trains are delayed on one side and the road traffic is delayed on the other side. The hon. Minister may kindly enquire and see that some level crossings or gates or overbridges or other arrangements are made there.



[Shri Nambiar]

With regard to the movement of goods I would suggest that the position now existing in the Tanjore district is very bad, especially during the harvesting season when thousands of wagons are required to move there entire paddy from Tanjore district. But the wagons are not forthcoming. I would request the hon. Minister to pay special attention to this question because, as is known, Tanjore is the granary of the South.....

**Shri B. S. Murthy :** I dispute it.

**Shri Nambiar :** It may be disputed, but it is an admitted fact. Therefore more wagons may be given to that area.

In regard to accommodation in the goods sheds, to which matter I referred last year also, unfortunately nothing has been done. These paddy bags are kept in the rain with the result that the paddy begins to grow from there into something, changing itself into another crop! I would therefore request the hon. Minister to look into the question of improvement of the goods sheds, particularly at Koradacheri, Negapatam and various other stations in that area.

Lastly, I wish to say that recently due to the floods the railway lines on the Vedaranyam line on the east coast were damaged very badly, but only the immediate repairs that were necessary were done. I would request him to see that permanent repairs are done and maintenance of that particular section is attended to.

**Shri B. S. Murthy :** I would first like to say one or two words about the level-crossings in Madras City. The Deputy Minister, Shri Alagesan, comes from Madras and would have had occasion to go to the Secretariat. The level-crossing on the road leading to the Secretariat is very often closed, and for hours people have to stand in queue. Sometimes, it is no exaggeration to say that five, six or seven hundred people are jammed this side and that side.

**Shri Kamath :** What class, A, B or C?

**Shri B. S. Murthy :** It is Kamath class.

**Shri Kamath :** Special class, then.

**Shri B. S. Murthy :** It is an exceptional class like Kamath class. Therefore, I appealed to the hon. Minister that at least the level-crossing leading to the Secretariat should immediately be given top priority, because on certain

occasions when we wanted to go to the Secretariat to attend special committees or the Assembly we had been held up. And this is a matter not unknown to Mr. Alagesan, the Deputy Minister. I hope this matter will be taken up and top priority will be given as far as this level-crossing is concerned.

There is another level-crossing in Madras City, from Periamet leading to Chintadripet. My friends may be wondering why I am still talking about Madras though we have now got Andhra, Visalandhra, but we claim the whole of Madras....

**Shri Kamath :** You claim Madras City.

**Shri B. S. Murthy :** The whole of Madras including Kerala.

**Shri Kamath :** After separation you are fonder of Madras.

**Shri B. S. Murthy :** Mr. Kamath also will learn from me how to be fond of other people after being separated!

**Shri Kamath :** That is why I have been to Andhra so often and I am fond of you.

**Shri B. S. Murthy :** This level-crossing at Chintadripet may also be taken into consideration. But the previous one which I have mentioned must be given top priority and earliest steps must be taken.

Then I wish to say that the goods movement in Andhra is really very deplorable. Once in a month or fifteen days or two months a number of merchants come and say that no wagons are available for transporting rice or grain. At Gudivada, Tadepalligudam, Bezvada and Rajahmundry and sometimes even at Cocanada wagons are not available. Many times we have made representations to the Railway Board, and every time they say: We have been supplying a number of wagons, it is for your General Manager to attend to your needs. But when we go to the General Manager he says: "What can I do? The number of wagons supplied are earmarked, but they have been directed here and there." Therefore it is a very difficult question. People come over to Delhi just to make an appeal. All the rice is being stocked, paddy is being stocke-d, and sometimes the rice gets spoiled. This being a very important article of food, top priority should be given wherever the transport of rice is concerned. Especially at places like Narsapur, Bhimavaram, Tadepalligudam, Bezvada, Gudivada and Tenali,

which are very important centres, everyday they require a few hundreds of wagons. Though not a few hundreds, at least a sufficient number of wagons should be supplied to these places. That is what I wanted to impress upon the hon. Minister.

There is one more point which I mentioned even last time, and that is about the Cocanada-Kotipalli line which was removed during the last war. We have been appealing to the Railway Ministry several times to restore that line. Because from Cocanada to Kotipalli, Kotipalli to Amalapur, Amalapur to Razole and Razole to Narsapur is a route by which hundreds and thousands of people have to travel. The bus routes are not always congenial. Therefore I request that the earliest steps may be taken to see that this line is restored. Because, only the laying of the rails is required. The earth-work has been done, everything has been demarcated; the stations are there. Only renovation is necessary. It would not require a lot of expenditure. I do not know what the hon. Minister is going to say. I can forestall him and say that the revenue derived from this line will be sufficiently remunerative and it will not be a loss to the Railways. Therefore I want him to see that this Cocanada-Kotipalli railway line is restored as early as possible, so that all the inconvenience of the travelling public who have to go from Cocanada and also from Kotipalli is reduced. By doing this he will earn the thanks and gratefulness of all those people.

**Mr. Speaker :** The cut motions to this groups of demands which have been indicated by Members to be moved are as follows :

Demand No.	Cut motion
13	201, 202, 378
18	390
19	391

*Acute shortage of water and electric supply in Golden Rock and Erode Railway colonies*

**Shri Nambiar :** I beg to move :

"That the demand under the head 'Open Line Works—(Revenue.)—Labour Welfare' be reduced by Rs. 100."

*Inadequate residential quarters for Class IV staff*

**Shri Nambiar :** I beg to move :

"That the demand under the

head 'Open Line Works—(Revenue.)—Labour Welfare' be reduced by Rs. 100."

*Inadequate medical and health facilities and failure to develop own sanatoria*

**Dr. Rama Rao :** I beg to move :

"That the demand under the head 'Open Line Works—(Revenue.)—Labour Welfare' be reduced by Rs. 100."

*Insanitary and primitive types of latrines and scarcity of urinals for III class passengers*

**Dr. Rama Rao :** I beg to move :

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

*Inadequacy of developmental programme for the port particularly for 'docks and berths'*

**Dr. Rama Rao :** I beg to move :

"That the demand under the head 'Capital Outlay on Vizagapatam Port' be reduced by Rs. 100."

**Mr. Speaker :** These cut motions are now before the House.

**Shri Shree Narayan Das (Darbhanga Central) :** We very much appreciate the efforts made by the Railway Ministry for the all round improvement made by the Railways in providing the essential amenities and improving the sad conditions of the workers on the Railways. But I will be failing in my duty if I do not draw the attention of the hon. Minister to the very sad state of affairs on the North-Eastern Railway. Here also, I may mention, efforts are being made, but out of all the seven brothers of the railway system (*An Hon. Member : Sisters*) the North-Eastern Railway is the most neglected railway. The previous Railway Minister, the late Shri Gopalaswami Ayyangar, confessed that throughout the British period and also after independence this North-Eastern Railway was being given a step-motherly treatment.

If you just get an opportunity of travelling over that Railway you will find that perhaps all the old coaches with the Railways are being brought to that place. Replacements are seldom made there. There is no light in the trains; the whole train goes without light. If the attention of the authorities is drawn, they say : there is no ar-

[Shri Shree Narayan Das]

rangement here for making repairs. And then at the next station, because the stoppage is for a very short time there is no opportunity of getting it done.

All these kinds of complaints we have been pressing before the House here and they have been brought to the attention of the hon. Minister every now and then, but in spite of all the efforts that the hon. Minister is making no marked improvement is seen.

2 P. M.

I would refer to the Patna-Paleza Ghat line. There is a small ferry there. Of course, some improvement has been made there. I saw the bench provided there for the first class passengers. I do not know who designed that bench. The width of the bench is not more than 12 or 13 inches. One has to sit straight. There is no room to stretch oneself. There are a very limited number of chairs. The passengers in the steamer suffer a great deal. This is the condition in the first class. The condition of the third class passengers can better be imagined than described. In the rainy season, people have to go inside to save themselves from the rain. There is no protection from rain in that steamer. I am not going into the details. When the O. T. Railway was transformed into the N. E. Railway, we thought that an old and tired Railway will be transformed into a new and energetic Railway. But, actually, it has been transformed into a neglected and effete Railway. I hope the hon. Minister will go into this question in great detail. This 7th brother in the railway system has been completely neglected. You find new lines being laid in every other Railway. In this Railway, no new line has been laid for the last 4 or 5 years. In the Second Five Year Plan, some provision has been made. I do not know whether this will serve our purpose. I am glad been made. I do not know whether to refer to the survey that is being made for a line between Muzaffarpur and Darbhanga. But, that is for operational efficiency. That is not for the service of passengers. There was a proposal to double the line from Samastipur to Darbhanga. Samastipur is a junction where four lines meet; Darbhanga is also a junction where four lines meet. Between Samastipur and Darbhanga there is only single line. This is not sufficient to carry the whole traffic. Therefore, for operational purposes, it

was proposed to double the line between Samastipur and Muzaffarpur. That proposal has been changed and now a survey is being made. What will actually be done, no one knows. I believe this doubling work will be done.

I also hope that the two lines for which Members from that part of the country have been pressing all along, Sakri to Hasanpur and Jhangarpur to Lankaha, about which my hon. friend Shri L. N. Mishra also mentioned, will be taken into consideration. On behalf of the Members from Assam, North Bengal, North Bihar and Eastern U. P. I beg to draw the attention of the hon. Minister to this grievance. We who come from that side, are paid T.A. by the Lucknow route although we come *via* Patna. If we come *via* Lucknow, as there is no train other than the one which leaves at 9 p. m., we have to stay at Lucknow station for 9 hours. The night train is convenient to the Lucknow people; but we have to stay in the waiting room for 9 hours. We have been mentioning this times without number; but no attention has been paid to this. Sometimes we are told that it is not possible to change the timings of the Tirhut Mail. That is the only mail in that line. The conditions of travel in that line can only be imagined. There is so much of jolt and jerk that one cannot sleep. That is the lot of the passengers in the N. E. Railway.

Some improvement has been made in the Darbhanga station. As I said, that is a junction where four lines meet. It is impossible to describe the difficulties of the third class passengers who have to wait in the third class waiting shed. There is no protection from rain. Stray cattle come into the third class waiting shed and the passengers have to go elsewhere. I request that immediate steps should be taken to remodel that station, especially the third class passengers shed. The hon. Minister also visited the place. I hope some amenities will be provided to the third class passengers in that station. We have for long been asking for an enquiry office in the Darbhanga station. This is an important junction. Trains generally are late. Hon. Members from all over the country have complained about the late running of trains. Late running has reached the limit here. Trains are very often 2 hours and 3 hours late. A train approaches the station. As the signal is not given, it is stopped outside the station. The other train by which we

have to travel is leaving the station and we see it from our train. We have to wait till the next train. That is the lot of the passengers in that line. The N. E. Railway attends from Agra to Pandu. Generally this line is very neglected and I request the hon. Minister and the Railway Board to pay immediate attention to this North-Eastern Railway.

There is a Railway Service Commission for the recruitment of class III staff. We know there is the Public Service Commission. Although we have not examined these bodies, we have also heard that these Railways Service Commissions are not functioning well. I would request the hon. Minister to reconstitute these Commissions in such a way that people may have confidence in their impartiality. There is a general feeling—I do not blame any particular person—that these Commissions at Calcutta, Madras, Bombay etc., are not working satisfactorily. I think a committee should be appointed to go into the whole matter and make recommendations as to how these Commissions are to be reconstituted. The recommendations of that committee should be adopted and this organisation for the recruitment of class III staff should be overhauled.

Every department requires improvement in this N.E. Railway. Trains run late; there is no light, there is no water in the lavatories. People from other parts of the country may be wondering whether this is the condition in 1956. The hon. Minister, I think, has travelled in this Railway and has some experience of the conditions. I request him to devote his entire attention to the N. E. Railway so that the people in this part of the country may be grateful to him and feel that here is the man who has come to their rescue.

**Shri Alagesan :** Regarding the improvement of conditions of travel on the North-Eastern Railway, I may say that I entirely share the pathos of the hon. Member who spoke last. But perhaps he was not here when the Parliamentary Secretary made mention of this point in his reply and said what we are going to do with regard to that railway by way of improving the conditions of travel, how more rolling stock will be sent there and how all other passenger amenities works also will be speeded up. I have myself travelled on that railway and have not found the conditions to be satisfactory. It requires a lot of pulling up, but as he says, this has been a legacy of the past.

It is not possible to clean up everything within a short period. If the hon. Member can remember, a committee of officers went into this question of providing more, better amenities to passengers on that particular railway, and the recommendations that they made have all been accepted, and extra sums have been allotted under the head "passenger amenities" for this particular railway, namely the North-Eastern Railway. I can only express the hope that this North-Eastern Railway which he has condemned will become new and energetic as quickly as possible and that this cause of disappointment and distress will be removed.

**Thakur Jugal Kishore Sinha (Muzaffarpur—North-West) :** What about the connection at Lucknow?

**Shri Alagesan :** My friend Shri B. S. Murthy was mentioning about level-crossings in the City of Madras. I may inform him that these have been taken up and the Transport Ministry has arranged for loans to be given to the road authority for the construction of these overbridges at some of the important level-crossings. Subject to correction I may say that I think the conversion of the level-crossing at Chetpat at Macnichols Road or something like that is being taken up, and the loan assistance that has been given to the Madras Government is, I think, not less than Rs. 60 lakhs.

**Shri B. S. Murthy : Beach Road ?**

**Shri Alagesan :** There are two or three level-crossings which they want to convert into overbridges. It is the State Government which has been asked to fix priority. Whatever priority they fix and whatever level-crossing they choose for conversion has been accepted and loans have been granted.

He was talking of rice movement in Andhra. I told the other House that there are almost next to nil outstanding on the Bezvada district. They have all been cleared and there is no difficulty about rice movement on that district at least as far as the present goes.

**Shri Nambiar,** I am afraid, was goaded to make a speech by my friend Shri Thanu Pillai. He frightened him completely as to his prospects in his constituency, and so, though late, he remembered his constituency and made certain recommendations with reference to his constituency. I have myself been there when the rice movement has been difficult and tried to step it

[Shri Alagesan]

up as much as possible. Rice was going from there to the West Coast, and it had to pass through the Ghat section, the capacity of which was not much, but within the limitations everything possible was done to expedite movement in that particular area.

Regarding other passenger amenities, especially the question of air-conditioned travel for the lowest class of passengers, I do not know why there should be doubts and misgivings expressed. I can only request hon. Members to wait till October next when they will see this train steaming out of Old Delhi main junction.

**Shri Nambiar :** New trains there may be, but not wholesale possibility.

**Mr. Speaker :** I shall now put the cut motions to vote.

*All the cut motions were negatived.*

**Mr. Speaker :** Now I shall put the Demand to the vote of the House.

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 45,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Appropriation to Depreciation Reserve Fund'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 39,66,44,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Dividend Payable to General Revenues'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 1,62,33,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Open Line Works—Revenue)—Labour Welfare'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 3,35,42,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Open Line Works—Additions'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 54,99,51,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Open Line Works—Replacements'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 22,24,97,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Open Line Works—Development Fund'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 1,35,82,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Capital Outlay on Vizagapatam Port'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

"That a sum not exceeding Rs. 22,99,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Appropriation to Development Fund'."

*The motion was adopted.*

## APPROPRIATION (RAILWAYS; BILL\*

**The Minister of Railways and Transport (Shri L. B. Shastri) :** I beg to move for leave to introduce a Bill to authorise

\* Published in the Gazette of India, Extraordinary, Part II, Section 2, dated the 12-3-56.

payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1956-57 for the purposes of Railways."

**Mr. Speaker :** The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1956-57 for the purposes of Railways."

*The motion was adopted.*

**Shri L. B. Shastri :** I introduce the Bill\*.

DEMANDS \*\* FOR  
SUPPLEMENTARY GRANTS—  
RAILWAYS FOR 1955-56  
DEMANDS\*\* FOR EXCESS GRANTS  
—RAILWAYS FOR 1950-51, 1951-52  
AND 1952-53.

**Mr. Speaker :** The House will now take up discussion and voting on Demands for supplementary Grants on Railways and Demands for Excess Grants (Railways) for 1950-51, 1951-52 and 1952-53. As Members are already aware, two hours have been allotted for the discussion and voting on all these Demands for Grants.

**Shri T. B. Vittal Rao (Khammam) :** Let us take all the Demands together.

**Mr. Speaker :** Yes. Does the hon. Minister want to say anything?

**Shri Nambiar (Mayuram) :** Four year's arrears can be cleared.

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** It can be taken up like that.

**Mr. Speaker :** Would he like to say anything now, or hear hon. Members and reply once for all?

**Shri Alagesan :** We can hear hon. Members and then reply.

*Demands for Supplementary Grants  
(Railways) 1955-56.*

DEMAND NO. 1—RAILWAY BOARD

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 6,02,000 be granted

to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Railway Board'."

DEMAND NO. 3—MISCELLANEOUS  
EXPENDITURE

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 11,06,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 4—ORDINARY WORKING  
EXPENSES—ADMINISTRATION

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 1,09,30,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Administration'."

DEMAND NO. 5—ORDINARY WORKING  
EXPENSES—REPAIRS AND MAINTENANCE

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 6,00,99,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956 in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—ORDINARY WORKING  
EXPENSES—OPERATING STAFF

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 1,65,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956 in respect of 'Ordinary Working Expenses—Operating Staff'."

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

**Mr. Speaker :** Motion moved :

"That a supplementary sum not

\* Introduced with the recommendation of the President.

\*\* Moved with the recommendation of the President.

[Mr. Speaker]

exceeding Rs. 2,30,81,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

**DEMAND NO. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL**

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 79,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Operation other than staff and Fuel'."

**DEMAND NO. 9-A—ORDINARY WORKING EXPENSES—LABOUR WELFARE**

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 46,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Labour Welfare'."

**DEMAND NO. 10—PAYMENTS TO WORKED LINES AND OTHERS**

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 5,40,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Payments to Worked Lines and Others'."

**DEMAND NO. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND**

**Mr. Speaker :** Motion Moved :

"That a supplementary sum not exceeding Rs. 10,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Appropriation to Depreciation Reserve Fund'."

**DEMAND NO. 12-A—OPEN LINE WORKS—(REVENUE) LABOUR WELFARE**

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 22,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—(Revenue) Labour Welfare'."

**DEMAND NO. 12-B—OPEN LINE WORKS—(REVENUE) OTHER THAN LABOUR WELFARE**

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 1,08,82,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—(Revenue) Other than Labour Welfare'."

**DEMAND NO. 13—APPROPRIATION TO DEVELOPMENT FUND**

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 2,43,42,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Appropriation to Development Fund'."

**DEMAND NO. 15—CONSTRUCTION OF NEW LINES**

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 56,13,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st day of March, 1956, in respect of 'Construction of New Lines'."

**DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS**

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 12,07,69,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—Additions'."

**DEMAND NO. 17—OPEN LINE WORKS REPLACEMENTS****Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 6,92,77,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—Replacements'."

**DEMAND NO. 20—DIVIDEND PAYABLE TO GENERAL REVENUES****Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 9,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Dividend Payable to General Revenues'."

*Demands for Excess Grants, 1950-51.***DEMAND NO. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL****Mr. Speaker :** Motion moved :

"That a sum of Rs. 64,36,952 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel' for the year ended the 31st day of March, 1951".

**DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES****Mr. Speaker :** Motion moved :

"That a sum of Rs. 46,60,982 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' for the year ended the 31st day of March, 1951".

**DEMAND NO. 14—APPROPRIATION TO REVENUE RESERVE FUND****Mr. Speaker :** Motion moved :

"That a sum of Rs. 81,09,701 be granted to the President to make good an excess on the grant in respect of 'Appropriation to Revenue Reserve Fund' for the year ended the 31st day of March, 1951."

**DEMAND NO. 16—OPEN LINE WORKS—ADDITION****Mr. Speaker :** Motion moved :

"That a sum of Rs. 2,36,99,864

be granted to the President to make good an excess on the grant in respect of 'Open Line Works—Additions' for the year ended the 31st day of March, 1951".

*Demands for Excess Grants, 1951-52***DEMAND NO. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL****Mr. Speaker :** Motion moved :

"That a sum of Rs. 17,13,954 granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel' for the year ended the 31st day of March, 1952."

**DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES****Mr. Speaker :** Motion moved :

"That a sum of Rs. 11,93,437 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' for the year ended the 31st day of March, 1952".

**DEMAND NO. 10—PAYMENTS TO INDIAN STATES AND COMPANIES****Mr. Speaker :** Motion moved :

"That a sum of Rs. 9,39,703 be granted to the President to make good an excess on the grant in respect of 'Payments to Indian States and Companies' for the year ended the 31st day of March, 1952".

**DEMAND NO. 14—APPROPRIATION TO REVENUE RESERVE FUND****Mr. Speaker :** Motion moved :

"That a sum of Rs. 6,49,23,795 be granted to the President to make good an excess on the grant in respect of 'Appropriation to Revenue Reserve Fund' for the year ended the 31st day of March, 1952."

**DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS****Mr. Speaker :** Motion moved :

"That a sum of Rs. 1,10,16,104 be granted to the President to make good an excess on the grant in respect of 'Open Line Works—Additions' for the year ended the 31st day of March, 1952".



**DEMAND NO. 20—DIVIDEND PAYABLE  
TO GENERAL REVENUES**

**Mr. Speaker :** Motion moved :

"That a sum of Rs. 3,04,834 be granted to the President to make good an excess on the grant in respect of 'Dividend payable to General Revenues' for the year ended the 31st day of March, 1952."

*Demands for Excess Grants, 1952-53.*

**DEMAND NO. 4—ORDINARY WORKING  
EXPENSES—ADMINISTRATION**

**Mr. Speaker:** Motion moved:

"That a sum of Rs. 2,06,262 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Administration' for the year ended the 31st day of March, 1953."

**DEMAND NO. 6—ORDINARY WORKING  
EXPENSES—OPERATING STAFF**

**Mr. Speaker :** Motion moved :

"That a sum of Rs. 10,89,189 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Operating Staff' for the year ended the 31st day of March, 1953."

**Shri T. B. Vittal Rao :** On the Supplementary Demands I sent some cut motions thinking that as usual Saturday would be a working day, but subsequently I learnt that it was a holiday, therefore those cut motions could not be circulated. However, I make a few points.

There are various demands there regarding surveys etc. Firstly I want to take about the examination of the traffic survey reports submitted regarding the Nizamabad-Ramagundam rail link. This link has been hanging fire for a considerable number of years. This link would have been an accomplished fact ten years ago had it not been for the intervention of the war and the subsequent troubles the State of Hyderabad had to pass through.

**Mr. Speaker :** Does it arise out of the Supplementary Demands ?

**Shri T. B. Vittal Rao :** Yes, Sir. Surveys. The survey has been conducted. The amount is marked there.

**The Minister of Railways and Transport (Shri L. B. Shastri) :** It is there.

**Shri T. B. Vittal Rao :** I am very particular because I will be pulled up.

**Mr. Speaker :** I must be equally anxious to see that the time of the House is utilised for the matter before the House.

**Shri T. B. Vittal Rao :** Exactly so. This is an important link, and a part of direct link, between Visakhapatnam in the East coast to Bombay on the West. I hope the examination of the survey report will be undertaken and dealt with expeditiously and I trust the hon. Railway Minister will order the final location engineering survey at least in the coming month.

Then I come to the Railway Equipment Committee's interim Report. We do not know what action has been taken on it. The appointment of the committee had been held over for a very long time. I remember the hon. Railway Minister announced his intention of appointing this committee as long ago as 1954. But that committee was actually appointed only in 1955.

**Shri Alagesan :** To which committee is the hon. Member referring ?

**Shri T. B. Vittal Rao :** I am referring to the Kotak Committee. Probably, the Railway Minister was awaiting the services of Mr. Kotak who had done some good work as the chairman of the Stores Purchase Committee.

I do not know when the final report of this committee will come. I have been reading in the papers that members of this committee have been going round exhibiting certain things which are required by the railways; and I understand that they have submitted an interim report. I do not know when they will submit their final report. I would like the Railway Board to expedite the examination of the recommendations made in the interim report and let us know their decisions. I do not know whether it is as a result of this interim report that our local businessmen have come forward to manufacture 20,000 wagons, and the Railway Board have asked them to go ahead. If that is so, then that is a very good feature. I am sure the Minister will apprise this House of the recommendations contained in the interim report.

**Shri L. B. Shastri :** We expect to get the final report in about three months' time, and it is therefore advisable to wait till then, before taking any action

either in regard to placing orders or in regard to asking the private sector to go in for the manufacture of wagons.

**Shri T. B. Vittal Rao :** I thank the Minister for the information he has given. I read in the press note—which is generally sent to me every month—that the Railway Board have asked the private sector to look into the question of the manufacture of 20,000 wagons.

I now come to staff matters. In 1955-56, the Railway Board wanted the staff to express their option either in favour of grain concessions or in favour of cash dearness allowances.

[SHRI BARMAN *in the Chair*]

In many places, owing to the fall in prices of grains, many railway employees opted for cash dearness allowance.

**Shri Alagesan :** May I interrupt the hon. Member for a minute? Regarding these Supplementary Demands, I would like to say that there have been reductions subsequently, and they have been notified, and the Appropriation Bills have been amended accordingly. The changes are as follows :

Under Demand No. 3, read Rs. 6,40,000 instead of Rs. 11,06,000.

Under Demand No. 4, read Rs. 93,00,000 instead of Rs. 109,30,000.

Under Demand No. 8, read Rs. 46,00,000 instead of Rs. 79,39,000.

These are the reduced figures.

**Mr. Chairman :** There have been savings under these Demands ?

**Shri Alagesan :** There have been reductions. These are the reductions made, subsequent to what has been published in the printed Books on Supplementary Demands.

**Shri T. B. Vittal Rao :** I was referring a little while ago to the question of cash dearness allowance. The staff have got a grievance in this regard, which is a very minor one, and therefore, I hope the Railway Minister will come to a favourable decision in this matter. For, when they opted for cash dearness allowance, they were promised.....

**Mr. Chairman :** Let me place these changes before the House for its information. In the printer Book on Supplementary Demands, under Demand No. 3, the figure shown is Rs. 11,06,000. The corrected figure will be Rs. 6,40,000. In Demand No. 4, the printed figure is Rs. 109,30,000, whereas the correct figure should be Rs. 93,00,000. Under Demand No. 8, instead of Rs. 79,39,000 the real figure will be Rs. 46,00,000.

**Shri U. M. Trivedi (Chittor) :** Can these changes be made now ?

**Mr. Chairman :** What is the difficulty in that ?

**Shri U. M. Trivedi :** The difficulty is that we have no time to study it. That is the ordinary difficulty. What to say of the other difficulties that remain ?

**Shri L. B. Shastri :** We are trying to reduce the expenditure. So, why should the hon. Member object ?

**Mr. Chairman :** I do not find that the hon. Member has advanced any adequate reasons for objecting to these changes.

**Shri U. M. Trivedi :** As you please.

**Shri Nambiar :** We are giving it for four years at a stretch.

**Mr. Chairman :** I shall now once again place these three Demands before the House in the changed form :

DEMAND No. 3—MISCELLANEOUS EXPENDITURE

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 6,40,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 93,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Administration'."

**DEMAND NO. 8—ORDINARY WORKING  
EXPENSES—OPERATION OTHER THAN  
STAFF AND FUEL**

**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 46,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

**Shri T. B. Vittal Rao :** I was referring a little while ago to the cash dearness allowance. If the population of the city in which the employee is working exceeds about 50,000 or so, then he is supposed to be given Rs. 30 extra when he opts for the first time for cash dearness allowance. But the difficulty is that the population figure of 1947 only is taken into account, even though some of these employees are opting for the first time in 1955. I would suggest that in such cases, we should take into account the latest census figures of 1951 only, so that we may not deprive these employees of the small lump sum grant to which they are eligible.

The Minister had referred to the Joint Advisory Committee's recommendations, and the expenditure involved in connection therewith. There is also some expenditure involved in regard to the implementation of certain decisions taken in consultation with the National Federation of Indian Railwaymen. The Minister had mentioned some twenty recommendations or so this morning. They may be gone into thoroughly, and I would request the Railway Minister to reconsider the whole issue.

The recommendations of the Joint Advisory Committee came as a result of protracted negotiations. After the implementation of the Central Pay Commission's recommendations there were anomalies in regard to certain posts and certain duties. This matter was gone into by the Joint Advisory Committee. That Committee was presided over by such an eminent judge as Mr. Jeejeebhoy, who is now the chairman of the Labour Appellate Tribunal. The recommendations of this committee were made somewhere about 1949. And six years have passed since then. The

railways have developed in the meanwhile, and the railway earnings also have increased. Let us therefore reconsider this question and do something in favour of the employees. Let it not be said that any of the recommendations of this committee which was presided over by such a high judicial authority have been rejected. I would request the Minister to reconsider the issue and accept the recommendations that have been made.

Now, I come to operation. We spend a sum of nearly Rs. 1½ crores on hauling coal for the use of the railways in the south. This is an expenditure which could be put an end to. We should not mind whether it is the private sector or the public sector. It is coal meant for the railways; and therefore it should be hauled by the railways. If that is done, then we shall have a saving annually to the tune of Rs. 1½ to 2 crores, which we are at present paying in the form of freight charges for coal to the shipping companies. I hope that from this year at least, we can hope for some saving in this direction. Already, we are running short of finance; and the Planning Commission also have cut down the allotment to the railways. So, if coal is hauled by the railways instead of on ships, then we shall be able to effect a saving of Rs. 1½ crores to Rs. 2 crores, which will be a great sum for us.

I now come to amenities for staff. There are housing colonies in the railways, with clusters of a hundred, two hundred or three hundred houses in some places; but there is no street-lighting in those places. I would request the Minister to provide at least street-lighting in these railway colonies. If he wants, I can give him the names of all these colonies. There are some colonies like this even in a big city like Secunderabad. For instance, there is the railway colony at Chikalguda. Like this, I can go on naming various other places.

Then, I would like to say that the quarters of the class IV staff should be provided with better flooring. Either there should be some concreting or the flooring should be done with Shahabad stones. In any case, there should not be allowed to be earthen flooring.

The staff have been asking for more pay, but they have not been given any extra pay. And we are still carrying on with the recommendations which

were made by the Central Pay Commission in 1947, even though the industries have developed, and the national income has increased. If you do not revise their salaries, then I say, at least for the moment give them more amenities, such as water-taps, electricity connection in the quarters and so on.

Finally, I come to the question of compensation for goods lost or damaged. This is a big drain. Of course, progressively there is a decrease in the amount paid as compensation for the goods lost or damaged. But I would like certain things to be immediately done. In such a big railway station as Secunderabad, the parcels which are received are kept on the platform inside some iron bars. But any body can easily pilfer or damage it. Firstly, I do not like that it should be stacked there. It is ugly. It spoils the beauty of the station. Secondly, because it is kept there like that, it will entail loss for the railway because the railway has to pay compensation for loss or damage. These parcels should be removed and kept in some goods sheds. In a junction station like Dornakal, these things are thrown on the third class waiting shed. Naturally when there is no protection, they will be lost or stolen. So proper arrangements should be made for protecting these things. They should always be kept in parcel godowns or goods sheds.

Now I want to draw the Minister's attention to a representation I made. I made a representation for a platform covering in Bhadrachalam Road and Dornakal stations. This was a long ago as 1954. I was told in 1955 that this would be taken up for consideration in the budget year 1956-57. Now after two years I wrote again, there is no reply. In the budget papers supplied to me, I do not find any such provision being made. A promise was given. Now, they will say it was referred to the Passenger Amenities Committee, it did not get priority there or there were not sufficient funds. But a sort of assurance was given that it would be taken up for consideration. We have also accordingly told our people. What will be our position when these things are not done in 1956-1957? So I would request them at least not to make empty promises which cannot be implemented.

**Shri Nambiar :** We are now called upon to vote four years' arrears. We

have to vote supplementary demands for grants for 1950-51, 1951-52, 1952-53 and 1955-56.

**Shri U. M. Trivedi :** They are excess grants. I would like a clarification, as to whether we are now taking up the supplementary demands for grants.

**Shri Alagesan :** Supplementary demands for grants for 1955-56 and excess grants for 1950-51, 1951-52 and 1952-53—all these have been taken together at the suggestion of hon. Members.

**Shri Nambiar :** We have been discussing the Railway Budget for the last seven days. It looks as if we are continually discussing the same subject. But I may be excused if I make some references. The time that was available was very short to study the books supplied to us. But I find certain amounts were required for certain items. I will mention then one by one.

It is said that an excess amount is required to cover expenditure in respect of staff opting out of the grainshop facility. In this connection, I have a grievance. The staff who were asked to opt out of this facility were given a time-limit. They were also promised some compensatory cash allowance for such option. But certain members could not opt out by that time. Subsequently, the grainshops were abolished *in toto*, thereby making those persons who did not opt out till that time subsequently get out of the scheme. Such men also should get the allowance that was promised. Otherwise, it constitutes an injustice. If they were asked to opt out voluntarily and if they did not do it, the grainshops should have been kept there for their benefit. But if subsequently the grainshops are abolished, then those people should also be given the cash allowance. I think there may not be many such cases. But whatever it may be, when the representation comes, I request the Minister to grant them this concession.

Then there is another item—improvement of ports. In this connection, I would like to point out that in the Cochin Port, in the area which is known as Willingdon Island, the railwaymen working and residing there are not given island allowance. Formerly under the company-managed system, they were given this allowance. I remember having brought this matter to the notice of the Minister, namely, the

[Shri Nambiar]

issue of island allowance in respect of the Rameshwaram Island and the Willingdon Island. The railwaymen employed in Rameshwaram Island have been given the allowance, but the railwaymen in Willingdon Island have been omitted. I would request the Minister to consider this.

With regard to amenities to the staff, of course I have to reiterate another demand or ventilate a grievance of the catering staff. What happened was this. On the Southern Railway, we have departmental catering and the staff employed in the catering department were given free food by the administration. Subsequently, we took the fashion to develop departmental catering and extend it to other railways. This was not the fault of the people who were employed on the Southern Railway catering department; it was for our benefit that this was extended. But when this was done, those persons who—the servers—who were employed already were denied the free food, and instead of two square meals a day, they were given two *sambar* baths and two curd baths.

**Shri B. S. Murthy (Eluru):** Round meals!

**Shri Nambiar:** I do not know why it was done. I represented that matter to the hon. Minister. I wrote to the Railway Board and I am still in the process of representing. The Railway Ministry could have given this little concession. The argument was put forward that if free food was given, then the employees on other railways would also claim it, which was not possible to be given. But on the Southern Railway what happened was that the manager, the servers, everybody was getting two square meals a day; subsequently, the servers were denied the food but the manager continues to get it, the stores clerk continues to get it. Then I asked whether the manager was given the food because he had to taste the food given to the public. Then it was said that it was not on that account. The stores clerk gets it, the manager gets it, but not the persons who serve the food. This is something strange. I hope our brave Shahnawazji consider this question. He must not be limited in his outlook; he must be broad-minded. Whatever was enjoyed by the staff previously should not be denied to them. If you are not introducing this system on other railways, I have no

grievance, but whatever was in existence should be continued and there should not be any discrimination between the server and the manager.

I find that money is allotted for supply of khadi cloth to the staff. I am a sympathiser of khadi. That is all. If it is economical, I will wear khadi. But my submission is this. If you give khadi to the railway staff it will be very difficult for them to work—I may be excused for making this remark. I cannot imagine a station master with a khadi suit, a guard with a khadi and a pointsman with a khadi khaki. Not only that; they will find it very difficult to operate. The guard is the last person to board the train, and with his khadi dress it will be very difficult for him. ....

**Some Hon. Members: Why?**

**Shri Nambiar:** It will be very difficult for him. It is a practical thing.

**Shri Thimmaiah (Kolar-Reserved Sch. castes):** Is it heavy?

**Shri Nambiar:** It is so loose that it will get caught on something and the fellow will fall down. Not only that. It is very difficult also. You cannot allow that man to have a loose dress when he operates it. So is the case with the pointsman. Moreover, on the railways there is a lot of smoke and dust; if you give white khadi, it will be impossible for him to wear. I understand that some encouragement must be given to cottage industry products; if that is so, I would request that they may be supplied handloom cloth. I shall be much obliged if you switch on to handloom cloth instead of Khadi. I am not saying this because I am personally against khadi. But in practice it will be difficult to work on the railways with khadi. I also had occasion to discuss this matter with many railwaymen, station masters and other staff. They told me that khadi would be very difficult to wear in railway work; if they could be given something like handloom, they might like it.

**Shri K. P. Tripathi (Darrang):** British cloth?

**Shri U. M. Trivedi:** He is not talking of British cloth.

**Shri Nambiar:** I am talking of handloom cloth. You can get fine handloom cloth from the south.

With regard to the Watch and Ward also there is a demand put up. I have raised the question of Watch and Ward already. The Watch and Ward staff, at present, are treated very badly. When once they get out of the orbit of the Trade Union Act, they are put on a separate plan and treated badly. The District Officer of the place gives transfer orders and these Watch and Ward men are asked to go immediately on transfer to places 300 and 400 miles away without any notice. If they refuse, then the disciplinary rule comes in and they are kept under suspension. There are many cases like that; in the name of discipline they are being harassed. Therefore, I submit that there are instances like that. If the hon. Minister wants I can give. Since there is no chance for these men to go through the channels of trade unions, that matter must receive attention.

The other day Shri Shah Nawaz Khan said they can form their own organisations or associations and through them they can put up their cases, but it is very difficult. Even where trade unions exist under the Trade Union Act of 1926—which has got so much of world publicity—even in the case of trade unions you are victimising the workers. Then, how can these Watch and Ward men who come under the new category of service associations, assert their rights? It is practically impossible. For purposes of publicity, you may say that you have given them the right. But, in actual practice, that right will not be there. Therefore, I submit that in such cases instructions might be given to the General Managers or Chief Security Officers that they should not approach the issue on the basis of their old views as Police Officers. The Chief Security Officer in each zone belongs to the category of a DIG. He comes from the policeman's category. He thinks of discipline and he wants to instil that spirit of discipline. I remember to have heard a case of a Watch and Ward sepoys who after his 8 hours of duty slept on the platform with the uniform and was punished. The reason given was: How could a sepoy sleep with the uniform? What could he do? After finishing his duty at 4 o'clock in the morning he could not go home and he had to sleep on the platform in a corner and he could not take away his uniform and boots. He slept there and for that he was punished. Such cases are there and if the hon. Minister would be kind enough to go through such

cases, I can send him in dozens—cases which are already pending with me. I therefore, request him to be a little more sympathetic with them.

I come to the question of the education of railwaymen's children. This morning only the Deputy Minister said that schools are being given and more expansion will take place and all the railwaymen's children will get an opportunity for education. But, there is something known as the education allowance, given to the sons of railway employees. There are railwaymen working at far-off places and their children are studying at different places and are getting education allowances. A Mad-rasi may be employed in Delhi and his son may be studying Tamil in Madras. That employee can claim education allowance for his son studying at Madras. This was what was being done. But, of late, there has been further watering down of the provision. In the recent past, if the son is staying with a relation of the father, then he will not get such allowance. In 'relation' are included brother, father etc. Therefore that privilege of education allowance which was given before is being denied now. I would request the hon. Minister to go into this question and see that this education allowance which was being granted previously is allowed to continue.

The Railway Minister, the Deputy Minister and Shri Shah Nawaz Khan, the Parliamentary Secretary, have all spoken much about the good things that were done to the railwaymen. But, I would request them to look into one point. The Chittaranjan Railway colony is even today treated as a protected area. No person, other than an employee can get into the railway colony—not to the workshop. The whole colony is kept as a protected area.

**Shri Raghunath Singh** (Banaras Distt. Central): No; no, we have gone there.

**Shri Nambiar**: Yes, Yes; you have gone there; I have gone there; as Members of Parliament we can go. But that is not the case with everybody. Anybody who wants to enter the colony at Chittaranjan must get the permission from the Security Officer. Why should it be so? (*Interruption.*) You can get into the vicinity of Parliament here. What is the necessity for getting permission to enter the colony there? You need not enter the workshop; but entry into the colony should not be

[Shri Nambiar]

difficult. You cannot have such a thing except in the case of protected military areas. This was raised earlier on the floor of this House. We are speaking of rights here. This is not only democracy denied to the worker but this is democracy denied to the common citizen. (*Interruption.*) Why should it be so? Any person should be allowed into the colony as in the case of other railway colonies.

With regard to the goods sheds I have to submit something. I have visited one goods shed recently at Palghat in Malabar. There I got a lot of complaints that there is no proper approach road, there is no proper facility for the staff to sit. Not only that, the business-men get no proper facility; even drinking water, they are not able to get. I say every goods shed must be improved. I am bringing this particular case not because this is the only place but because if I generalise the hon. Minister will say: This hon. Member is always generalising. Therefore, I have given this instance and you can multiply it in many other places. I request that an attempt be made to improve goods sheds and the approach roads, etc.

One more point I have to submit. Yesterday we were speaking about the working hours of various categories of workers. The hon. Deputy Minister was eloquent enough to say that the hon. Member on the other (this) side did not know that there are railwaymen working only 6 hours a day. I know there are certain cases of 6 hours of duty. The Train Controllers are supposed to do only 6 hours duty. In the Southern Railway there are Train Controllers who do only 6 hours of duty. But I am right if I say that in the Central Railway, in the Northern Railway and even in Delhi the Train Controllers are working 8 hours a day. They are breaking their nerves with 8 hours of work, having two earphones and one phone in front all the time, controlling trains moving hundreds of miles. It is very difficult. I hope the hon. Minister would take note of it and see that like the Train Controllers in the South, in these sections also the Train Controllers are made to have this 6 hours' duty. It would be much appreciated.

Lastly, I have to submit that in Mandapam, the southernmost part, near Rameswaram, there is a marine workshop which may be utilised for repairing certain rolling stock also. We have

got only two ships for ferry service and this workshop attends to them. The whole workshop is not necessary for these two alone. There is time, there is staff and there is skill. Therefore, I would request the hon. Minister to see that this Mandapam workshop can be utilised for the repair of rolling stock also. I know that after representations have been made, wagons are being repaired there. I must thank the hon. Minister for that. I would request him to extend it a little more and see that carriages are also repaired there; if that is done much repair shortages can be eliminated.

I once again request the hon. Minister not to take criticisms from this side as criticisms in a spirit of opposition but in a spirit of co-operation and let him consider these points and do his best.

Shri B. K. Das (Contai): The Supplementary Demands Nos. 11 and 13 relate to the Depreciation Reserve Fund and the Development Fund. The contribution to the Depreciation Reserve Fund will be Rs. 10 crores more. In respect of the Development Fund, to which no contribution was made originally, the demand is Rs. 2.43 crores. It is good that the resources of these Funds are being augmented. But what I feel is that the contribution to these various Funds seems to be rather promiscuous, because in the Budget Estimates last time no contribution was made to the Development Fund. A sum of Rs. 7.14 crores was contributed to Revenue Reserve Fund giving surplus that would arise to the Development Fund, as it has been done in the present Budget. In the present Budget, the contribution to the Development Fund would be nearly Rs. 23 crores, but the Budget Estimates for 1955-56 did not provide for contribution to the Development Fund. All this was done taking into consideration the recommendations of the Railway Convention Committee. But the picture that was presented by the Railway Board to that Committee was that the withdrawal from the Depreciation Fund would be to the extent of Rs. 250 crores in the next five years. But now it is stated that the expenditure from the Depreciation Reserve Fund would be about Rs. 293 crores. It may be so, but I think the estimates of the Railway Board at the time the Railway Convention Committee met were made on rather indefinite data. I feel that if the two periods, that is, the Convention



period and the Plan period, coincide, this anomaly can be got over. These Funds, for which there should be enough resources, should be so adjusted that all the three of them may have their due share. But as I have already mentioned, in the Budget Estimates no provision for contribution was made for the Development Fund, but all the surpluses were given to the Revenue Reserve Fund and no sum was assigned to that. It was pointed out at that time in the Convention Committee Report that for the coming five years, nearly Rs. 90 crores would be necessary for expenditure from the Development Fund and that sum would come from the general revenue as a loan to the Railways. For that reason the contribution was made to the Revenue Reserve Fund. If the picture of the financial results of the Railways for the coming five years had been otherwise, then of course the contribution would have been made accordingly. My complaint is that since the data were presented before the Convention Committee they have undergone sufficient changes. If these two periods coincide and if the Railway Board acts on more definite data, these anomalies may not occur. I think some remedy may be found out and I hope that in future the allocations to these three Funds will be made on more definite data so that all the three Funds may get their due share.

**Shri U. M. Trivedi:** The first point that strikes me before I say anything in general about the Excess Grants is this. You must try to put a stop to this method of budgeting. In the Excess Grants that have been demanded for 1950-51, I find the total comes to Rs. 429 crores. No explanation is forthcoming as to why they were sleeping for all these five years for this Demand. If the expenditure was incurred in 1950-51,—Rs. 4.29 crores or so—I do not know what they did in 1951-52. They slept in 1951-52; they slept in 1952-53; again they slept in 1953-54 and 1954-55. And now in 1956 they have suddenly woken up....

**Shri Kamath (Hoshangabad):** Longer than Kumbakarana!

**Shri U. M. Trivedi:** The hon. Deputy Minister thinks that this is not a very wonderful thing. I do not know what can be more wonderful.

**Shri Alagappa:** When the hon. Minister replies, you will find that we have not been sleeping.

**Shri U. M. Trivedi:** If they were awake, they ought to have taken the House into confidence and told them why this thing took place. Why did they not attach a note here stating that they were not actually sleeping all the time but were adjusting some figures or other. There may be some excuses, but at least this book which has been supplied to us says not a word about it. Is this the main object of preparing estimates, getting grants, having the President's sanction to spend the money, having the permission of the House to spend the money by passing the Appropriation Bill? You must first estimate the expenditure, put it before the House, take the sanction of the President, and then the Appropriation Bill is to be passed. It is not as if you can go on spending money as and when you like and then come before the House and say—

हम तो सेठ हैं खर्च कर दिया, तुम लोग नौकर हो कह दो कर दिया तो कर दिया।

That is not proper. We are the *seths*; we are the masters, not they. They must take our permission, the permission of the House, this sovereign body. They are not our master. So they must come before the House and say, "We want to spend this money for which we want your permission." They have not taken that permission. I say that they should not do this again in future.

The law is like this. If an ordinary reading of Article 115, without trying to read in between the letters, is taken into consideration, it will only indicate that if during the current financial year you find that a particular expenditure is going to be in excess of what you had contemplated, then and then alone, during that financial year, you must ask for a supplementary grant. The question of excess grant is also a similar type and that ought not to be left over for a period of four years or so.

The same story is there in 1951-52 and 1952-53. In these excess grants it is only in respect of two items that you have justified them by giving proper reasons. In one case, you did not find out that the pensionary charges exceeded by Rs. 52. This is a small amount and so we are not worried about this item. Let it go, that being not an amount that can be voted by the House but having been already charged to the Consolidated Fund of India. We cannot grumble about it.



[Shri U. M. Trivedi]

3 P.M.

But as regards the other expenditure, only the day before yesterday in my speech during the discussion on the Demands, I brought to the notice of the hon. Minister that the Budgets are so prepared that they do not show when the actual expenditure has to be incurred. I gave him an instance. In the Budget Estimate you had shown an expenditure of hardly Rs. 95,000 and that was for engineering survey to double the line from Godhra to Ratlam. But the actual expenditure that you are going to incur, part of which had already incurred would be about Rs. 8.5 crores. You have already spent lakhs of rupees on it. I have seen the work going on. I do not know how you say here that the estimated cost of the survey that is to be carried out will be about Rs. 95,000. Is that the method of preparing the Budget and showing it to this House? The provisions of Articles 113 and 114 in the Constitution when read together will indicate only one thing and method. You come to this House and say what you are going to spend and how you estimate and then get the sanction of the House to spend that money. But you cannot go on like this. I again repeat this. The hon. Minister, his Deputy and Parliamentary Secretary are all very sensible people. They will make a note of this for the future at least not to come out with such Demands which only hold us out to ridicule.

When I was looking into the reasons for this operational expenditure, I found that a big sum had been allotted. May I remind him of one thing when moneys are being spent like this? There are so many persons speaking here for this union from this side and for that union from that side and for some other union from some other side. But nobody speaks for a small category of people for whom there is no union in existence.

**An Hon. Member:** There is the Indian Union.

**Shri U. M. Trivedi:** I thank him for the suggestion. I very humbly request the Indian Union's Railway Minister to look into the grievances of these underdogs for whom there is nobody to represent, nobody to threaten with strikes, nobody to put you under duress—nothing of the kind. For such small people also he must have a soft corner

and look into their grievances. May I point out that there are a set of people known as enquiry clerks at big stations like Bombay, Ratlam, Baroda, Ahmedabad, etc. I am talking about my own Western Railway zone. These people are put in a category by themselves. They have no chance to rise and if they make representation, some excuse is given that they do not know how to calculate fares; they have not done this duty or that. Another excuse is that they do not come into contact with the public. On the contrary, the TTEs who have only to deal with the ordinary strata of people, with the common men who is not to behave politely to those rogues who travel without tickets, are promoted; if they can be posted as conductor guards on the Frontier Mail and other mails. I will ask him what solid reasons are there for not promoting these enquiry clerks who have always to behave very politely with all the members of the public and are helpful to them. The grievances of these well-behaved poor clerks are not looked into; they are not even allowed ordinary promotions to reach up to the guards and become conductor guards. It is a monopoly and they have these conductors recruited from the TTEs. I do not want to run down all and sundry. But I have seen with my own eyes certain things. There are certain TTEs who at times officiate as conductor guards and accompany the Delhi Mail or the Frontier Mail. There are certain people called *murgas*—people who travel without tickets—and the conductor guards bring them on their own risk and take the money from them. This is a method learnt by the TTEs and nobody else. Recruitment of TTEs to these posts of conductor guards and such posts on important trains like the Frontier Mail and the Ahmedabad Mail may be put a stop to and the question of considering the promotion of enquiry clerks to these posts may have to be taken up.

At times it is being said that the Railway Minister is very sympathetic and he always looks into the grievances of the very big staff which is under him. I feel that he is a very good gentleman. But my difficulty as I have said before is this. Knowing he is very sympathetic, he is approached by so many people who may be right or wrong and his table is always full of complaints and so he is not able to look into any with the net result that

the people who need his sympathies really are not able to get his sympathy at all. It will, therefore, be proper for him to allocate for this purpose some time between himself and his deputies. Last time, I suggested that he must have four Deputy Ministers and not one. He must have more Parliamentary Secretaries. Then only he will be able to discharge his work because, as I said before, I am afraid that the bureaucracy under him is not very sympathetic towards those who are really under-dogs and who could not hold out threats of duress against the administration.

श्री नवलाल शर्मा (सीकर) :

धर्मेण शासिते राष्ट्रे नचबाधाप्रवर्तते ।

नोजघ्यो व्याघ्रायस्त्वेव रामे राज्यं प्रशासती ॥

शास्त्री जी के कोमल शरीर को देख कर कुछ इच्छा नहीं होती कि उन के साथ कठोर भावों से सम्पर्क स्थापित किया जाय और यद्यपि उनका मार्ग लौह मार्ग है तथापि हृदय उनका लोहे का नहीं है ऐसा मेरा विश्वास है। भले ही हम विरोधी पक्ष में गिने जाते हों, यह उचित नहीं प्रतीत होता कि रेलवे विभाग ने उनके पथ प्रदर्शन में जितनी उन्नति अब तक की है, उससे बिलकुल आंखें मूंद ली जायें। मैं इस बात को विश्वासपूर्वक और निश्चयपूर्वक कह सकता हूँ कि अंग्रेजी शासन काल की अपेक्षा इस समय भारतवर्ष में रेलवे की परिस्थिति बहुत अच्छी है और मेरा विश्वास है कि शास्त्री जी जैसे योग्य व्यक्ति जिस प्रकार लगन के साथ कार्य कर रहे हैं और उनके विभाग में काम हो रहा है, उसको देखते हुए हम लोग एक दिन अभिमानपूर्वक कह सकेंगे कि हमारे देश की रेलवे किसी देश की रेलवे से कम नहीं है।

इस समय सप्लीमेंटरी ग्रान्ट्स का प्रश्न विचाराधीन है। मैंने इस अवसर पर कोई बहुत लम्बा चौड़ा भाषण नहीं करना है। मुझे तो कुछ जरूरी बातें करनी हैं और जो थोड़े बहुत कष्ट हम को अनुभव हो रहे हैं, उनकी और मंत्री महोदय का और इस सदन का ध्यान दिलाना है। यह भी मैं कहने के लिये तैयार नहीं हूँ कि पहले हमने कंसालिडेटेड फंड्स में से इतना झा किया है, अब हम उसके ऊपर और बोझ डालें, यह थोड़े से करोड़ रुपये रेलवे के लिये ऊंट के मुह में जीरा भी नहीं है, इस में कोई बात नहीं है, परन्तु केवल प्रश्न यह है कि आप जिस भावना से यात्री सुविधाओं के लिये आगे बढ़ रहे हैं वह प्रशासकीय है। कोई इलैक्ट्रिक फेंस

मांगता है, कोई बाघ मांगते हैं तो कोई कैटरिंग की सुविधा चाहते हैं।

एक भारत यूनियन के साथ उन की सौतेली संतान भी है। वह स्टेप सन्स कौन हैं? वह वे भारतीय हैं जो भारतीय राज्यों से आ कर के आप के साथ सम्मिलित हुए हैं। जिन को अंग्रेज नेटवर्क के नाम से पुकारा करते थे। वे आप के साथ आ कर मिले, जो उन के पोस्ट आफिस थे, जो उनकी रेलवे थी, जो कुछ भी उनका था वह सब आप के साथ मर्ज कर दिया, किन्तु आज सुविधा के दृष्टिकोण से देखिये, यात्रियों की सुविधा के दृष्टिकोण से देखिये अथवा यातायात के दृष्टिकोण से देखिये, चाहे यात्रियों के लिये स्थान के अभाव के सम्बन्ध में देखिये, चारों ओर उन की उपेक्षा है। स्टेट्स के अन्दर जो एम्प्लायीज हैं जो कि पहले स्टेट्स सर्विसेज में थे, निश्चित बात है कि उनकी पे कम थी। ब्रिटिश टेरिटरी में लोगों के जो स्केल आफ पे थे, उन से स्टेट्स के एम्प्लायीज के स्केल आफ पे कम थी। फल यह हुआ कि जिस समय उन लोगों का मर्जर हुआ तो उन लोगों की पे ब्रिटिश टेरिटरी वालों से कम होने के कारण उन का ग्रेड कम कर दिया गया। जो लोग पुरानी पुरानी सर्विस वाले थे उन को भी नीचे रिलेगेट कर दिया गया और आज तक वह अपने उचित स्थान पर नहीं आ सके हैं। मैं शास्त्री जी से, उन के सहयोगियों से निवेदन करूंगा कि वे इस बात की ओर ध्यान दें, और जिस स्थिति को फेवरिटीज्म और करप्शन इत्यादि का नाम दिया जाता है, उस में दुर्भाग्य यह है कि बेचारे नीचे के व्यक्ति जब तक किसी की पेट पूजा नहीं करते, जब तक किसी को दक्षिण प्रदक्षिणा नहीं दे सकते, तब तक उनको कोई पूछता नहीं है और वह कभी भी अपने उचित स्थान पर नहीं पहुंच पाते हैं। एक जगह नहीं, कितनी ही जगहों पर मैं खुद गया और उन को अपना दुखड़ा रोते सुना।

एक चीज और भिक्षा के रूप से मांगूंगा, न जाने पाऊंगा या नहीं। वह यह है कि आप फाटियर मेल के मार्ग को देख लें, यहां से बम्बई और कलकत्ता के जितने मार्ग हैं उन को देख लें आप को कितनी ही गाड़ियां मिलेंगी, कितनी ही जनता एक्सप्रेस भी मिलेंगी, सब कुछ मिलेगा, लेकिन राजस्थान को यहां से ग्रहमदाबाद मेल जाती है और पैसेन्जर जाती है। शेखावाटी क्षेत्र जिस का मैं प्रतिनिधित्व करता हूँ, उस में आप को कोई लाइन नहीं बिछानी पड़ती, कोई चीज नई नहीं बनानी पड़ती, लेकिन फिर भी उस क्षेत्र को एक ट्रेन भी नहीं दी जाती। यहां से

[श्री नन्दलाल शर्मा]

केवल बीकानेर एक्सप्रेस के साथ दो डब्बे जोड़ दिये जाते हैं जिस में शोखावाटी जाने के लिये इतने लोग खचाखच भरे रहते हैं जिस का कोई ठिकाना नहीं है। दूसरे लोग मांगते हैं पंखे, हम कहते हैं कि आप हमको पंखे न दें, लेकिन वहां के लोगों के लिये यात्रा योग्य स्थान तो दें। इसके लिये उचित तो यह है कि आप कृपा करके वहां पर एक न एक पैसेन्जर गाड़ी चलावें। आप कोई नई लाइन न बिछावें, लेकिन शोखावाटी क्षेत्र के २४ घंटों में कम से कम एक सीधी ट्रेन दिल्ली से दें जो कि जा सकती है। यदि वह भी न दे सकें किसी प्रकार से तो कुछ बोगीज ही और दें। यह आप की सुविधा पर है, दे सकें तो गाड़ी दें, नहीं तो कम से कम बोगीज दें। यह कोई मेरा व्यक्तिगत मामला नहीं है। जनता की सुविधा का प्रश्न है। इस लिये बोगीज का कोटा तो आप को बढ़ाना ही चाहिये। दो के बदले चार कर दें जिसे लोग दो डब्बों में खचाखच भर कर न जायें, उन्हें कुछ सुविधा हो जाय। इस के अलावा बहुरा के लोग आप से कुछ नहीं मांगते। उन लोगों की मेरे पास मांग आई, आप के पास वह कितनी ही बार आ चुके हैं, प्रार्थना भी कर चुके हैं लेकिन उन्हें सर्वदा निराशा मिली, उन का कुछ ध्यान नहीं दिया गया।

फतेहपुर चुरू लाइन को ही लें। यहां कुछ काल से उसकी कथा सुन रहा हूं, लेकिन :

“बहुत शोर सुनते थे पहलू में दिल का,  
जो चीरा तो एक कतरये खून निकला।”

अभी तक वह फतेहपुर चुरू लाइन लटक ही रही है। कब तक पूरी होगी नहीं जानता, कहीं आप की सेकेन्ड फाइव इअर प्लान पूरी होने तक लटकी ही न रहे, इस लिये मैं निवेदन करूंगा कि आप इस ओर भी ध्यान दें।

श्री अल्लवेशन : आप को खुशी होनी चाहिये कि वह लाइन बन रही है।

श्री नन्दलाल शर्मा : आप को धन्यवाद है। यह मुझे मालूम है कि आपने पिछले वर्ष कहा था और यह भी मालूम है कि आप वहां गये थे। मेरे पास जब समाचार पढ़ा था, उस वक्त मैं वहां था नहीं, कहीं और था इस लिये अपनी अनुपस्थिति के कारण आप का स्वागत नहीं कर सका।

मेरा केवल एक शोर निवेदन है और वह यह कि चूंकि राजस्थान के अन्दर यातायात

की इतनी असुविधा है कि कोई उसका अनुमान नहीं लगा सकता, चारों ओर एक रेत का समुद्र है और ऊंट ही उस का एक मात्र एम्प्रोप्लेन है, ऐसी परिस्थिति में अगर कोई साधारण मोटर खी चली जाय तो कठिनाई यह है कि भले ही कोई जीप या अच्छा स्टेशन वेगन वहां पर काम दे जाय तो दे जाय, नहीं तो यदि कोई मोटर रुक जाय तो ऐसे भयंकर रूप से उसकी कमानी टूट जाती है कि कोई उस को चला नहीं सकता है और उस के लिये जाने का कोई मार्ग नहीं रहता है। इस लिये राजस्थान में कोटा से देवगढ़ तक की एक लाइन मांगी गई थी, लेकिन वह अभी तक प्राप्त नहीं हुई।

फिर फुलेरा से दान्तारामगढ़ के एरिया के लिये मैंने शास्त्री जी से एक दो बार प्रार्थना की थी, लेकिन अभी तक उस ओर ध्यान नहीं दिया गया। जो आप की यह द्वितीय पंचवर्षीय योजना आ रही है, भगवान आप को बल दे कि आप उस में जनता को उस के यातायात की सुविधा के लिये और अधिक सहयोग दे सकें और ले सकें और शक्ति प्राप्त करें।

Shri Gadlingana Gowd (Kurnool) :

Sir, I do not want to simply criticise the administration but I want to bring to your kind notice the difficulties of third class passengers. I entirely agree with my friend Shri Nambiar in what he said about the difficulties of third class passengers. I am sure that the third class passengers will be glad to have comfortable seating accommodation in the trains instead of air-condition trains which may or may not come at all.

I will submit some of the instances of my own experience so that I may be cent per cent correct in what I say about the difficulties of these third class passengers. You know, Sir, we are entitled for reservation for our family members in third class wherever this reservation is in force. On the 13th of February when I was coming to attend this Parliament Session—I have brought some of my family members to Delhi—I got reservation for my family members in third class from Bombay to Delhi in the Punjab Mail. When I went to the station two hours earlier and asked the authorities about my seats they said that there was no reservation. I said that I had given 15 days' notice and that my first class berth had been reserved. Since I had requested for reservation of third class seats also in my telegram I was sure that reservation

would have been done. Therefore I asked the man in charge there to enquire into the matter. He told me : "If you want, you go and ask at the railway station office. I cannot go". He then saw the list and told me definitely that there was no reservation done for me. When I went to ask the Station Master he was not there. The Assistant Station Master who was there told me : "Only two hours are left. I cannot enquire now. Therefore, you please come tomorrow morning." I replied : "How can I go alone leaving my family members? Why not kindly look into the matter or give it to me in writing that you have asked me to come tomorrow morning?" Then he asked the reservation branch and the reservation branch said that reservation had been done for such and such people. But there was no reservation done in the through carriage. With some chalk piece they had written on three seats in a wayside station carriage that they were reserved. My family members were asked to sit in that carriage. When I went to see the condition of their accommodation at Kalyan Station I was told—and I myself personally saw it—that all my people were pushed out and some of them had to sit on the floor over their *samans*. I called the Ticket Collector and Ticket Examiner who were standing on the railway platform, showed to them the condition in which my family members were accommodated and told them that three seats were reserved for me from Bombay. I told them to tell the Guard and see that they were properly accommodated. They replied : "It is not our duty." Then I informed them that I will have no other alternative but to pull the chain and inconvenience all the passengers. Which I did not want to do and that he should go and tell the authorities. He would not hear me. He stood there, and the train steamed out. I had to pull the chain and somebody came and asked me why I pulled the chain. I said the condition was so bad. He would not hear me. So, again I pulled the chain. This was for the second time. Nobody took any action to rectify the defects. So, I pulled the chain for a third time. I never left the train. Many officers in the station and some police officers also came and said. "We are going to prosecute you. You have come to the female compartment and then pulling the chain". I said, I had no objection to be prosecuted but that those three seats which

had been reserved for me should be made available to me and that my family members must be accommodated there. They said, "You first go out and then we will do it". Because it was a wayside station my people had to experience so many difficulties. Lastly we reached Delhi. I am mentioning this thing to show that there is so much overcrowding in the third class compartments, and so I request the administration to provide more third class compartments instead of spending money over air-conditioned coaches and on experiments on cinemas and other things.

**Shri Nand Lal Sharma :** What about overcrowding in second class ?

**Shri Gadilingana Gowd :** I have no experience. I am telling you only of my own experiences. Last year, I had to travel from Guntur to Bezvada on a train which was running without lights. At one of the stations, where the train was stopped, I made a complaint. After a few months, I received a very courteous letter from the administration, regretting the inconvenience caused to me, and telling me that the matter was being looked into. I thought that the matter should have been improved by this time. But it is not the case. The Public Accounts Committee, of which I am a Member, had to visit Vizagapatam shipyard. On the 6th February, night I was returning from Vizagapatam to Guntakal, or rather, from Bezvada to Guntakal. I had to take the Masulipatam Express. There were absolutely no lights in the train and because there were no lights, the train had to be stopped for hours together for repairs here and there. Lastly, the train came to Guntakal about four or five hours late, and we had to miss the connecting train. Last year, I made the same observation I do not know as to why there was difficulty for the administration or the concerned people who are in charge of these lines, to look into this matter, though one and a half years have passed since my last observation, no improvement has been effected.

On the line from Nandyal to Bellary on the Southern Railway and from Dronachellam to Kurnool on the Central Railway, the stations are located in the black cotton soil, and it is very difficult to get drinking water. Therefore, the railway administration is sending water tanks containing drinking water for the staff and the passengers

[Shri Gadilingana Gowd]

I visited some of the stations on those lines. I was told that now-a-days water tanks are bringing water only once a week or once in ten days. In response to some of the complaints that I made in the complaint book of the Tuggali station, I received some letters. It remains to be seen whether any improvements have been made there or not. I am informed that now-a-days water tanks are sent on alternate days. Many of the stations on the lines I mentioned just now remain like huts, with only single rooms. Though I have been noticing many stations being repaired, the administration has not taken into consideration the construction of or even improvement of stations in these areas.

I want to repeat what I said during the Demands for Grants in 1954. This is the third year of my attending the House—this session—after my election, and from the first year onwards, I have been suggesting the construction of a railway line from Sirugappa in Mysore State to Kurnool in Andhra State *via* Adoni and Yemmiganur. This is a really important line. When I received a reply from the Railway Ministry saying that my memorandum has been admitted and the matter will be considered at the time of the selection of new lines during the second Five Year Plan period, I was very glad that the Government had taken a good step. But unfortunately from the speech of the hon. Railway Minister, I find it has not been included even for survey. I would appeal to him and request him to see that this line is at least surveyed. I do not mind, if it is not possible for the Government to lay a broad gauge line there. Let it be metre gauge or even narrow gauge. Buses are running from Adoni to Yemmiganur every half an hour. There are more than a dozen buses running through those places.

I should like to bring forward one more aspect, and that is, with regard to the waiting room facilities. The House knows that Secunderabad is one of the twin capital cities of Hyderabad State. These cities of Hyderabad and Secunderabad are going to become the capitals of Visalandhra and they are going to become very important. To come to Delhi, sometimes I come *via* Secunderabad. As the capital of Andhra is now in Kurnool, whenever I go there on some official duties, in the Andhra State, I take the Secunderabad route. Once it so happened that I had to wait

for a train in Secunderabad railway station and I was occupying the first and second class waiting room. There was an old porter sitting there. I took my bath and went out for my breakfast. When I returned to the waiting room, I found my dhoti missing. Immediately I asked the porter as to where it had gone. He said he did not know. I had to wait for a few more hours. Meanwhile, some of my co-passengers asked me to take care of their things while they would be out for their breakfast. I promised to do so. Immediately, that same old man who was sitting there came and began to meddle with those things I asked him what was the matter with him and why he was meddling with those things. He said he had been asked to keep those things in a safe place, and that therefore, he was doing it. Just at that time, one lady—I do know her designation and I think probably she was a member of the railway staff there—came there, and I told her that that old man was meddling with the dhoties of my fellow-passengers, and that he must have taken my dhoti also. Fortunately for me, in the presence of that lady, that fellow said he had kept my dhoti safely in the other room, and he then brought it to me. I made enquiries whether there was any waiter in such important station. I was told that there was no such arrangement. Immediately I sent for the complaint book and made a note of all these things. I received, as usual, a very courteous reply. They are always very courteous in sending replies. I again received another reply that the matter was being looked into. I thought that a waiter would have been appointed by now. About a month or so ago, I happened to go to Secunderabad station and I enquired whether a waiter was there. I am really very sorry to submit that there was no waiter. I do not know if any orders have been passed and whether a waiter has been appointed or not. With these words, I resume my seat.

**Shrimati Sushama Sen** (Bhagalpur South): I strongly support the Supplementary Grants, because the Railway Ministry has done really very good work and from all sections of this House there has been nothing but praise. There have been criticisms—some healthy criticisms—and I am sure the Railway Minister will take into account all that has been said where there have been any failings in the railways. But as far as we can make out, I think the

Railway Ministry deserves congratulations from everyone of us. So, I strongly support the Supplementary Grants. The traffic has increased by 7½ per cent and the movement of goods also has increased. As far as the construction of locomotives is concerned, I have seen the works Chittaranjan Locomotive myself and I feel they are doing some wonderful work there. Therefore, from all considerations, I think there is nothing to grumble about.

There are just one or two things which I would like to bring to the notice of the hon. Railway Minister. There have been demands for restoration of dismantled lines, especially from my backward area. I am happy to say that the Railway Ministry took up the restoration of the dismantled line from Bhagalpur to Mandar hill in 1954. It was the first line to be restored.

There are still some amenities which are indeed, and I would earnestly request the Railway Minister to look into them. For instance, there is great need for a flag station at Punsia. I hear that there has been constant demand from the people of that area, on the ground that they are being put to very great hardship. Then, the platform at Mandarhill needs to be re-done. There is another strong demand from that area and that is for the extension of the Bhagalpur-Mandarhill line to Deoghur. I believe the distance is only 30 miles. From all that I can make out, the Railway Ministry considered this and we were given to understand that in the second Five Year Plan, this would be considered. But now we hear that there is another scheme from Pripainti to Deoghur which involves more expenditure, because the distance to be covered will be 80 miles, whereas from Mandarhill to Deoghur, it would be 30 miles. I would earnestly request the Railway Ministry to look into this question and fulfil the demands of the people from my area.

There are one or two other things which need careful attention. One is about the security of women passengers. A few days ago I read in the papers that in the Darjeeling-Himalayan Railway, two ladies were very badly molested and although they pulled the chain, there was no response and they were put to very great trouble. In fact, I find that the ladies in the ladies' compartments are put to very great inconvenience. The other point is about the

change in the second class. I think that second class should be kept, because there are some people—especially ladies travelling with children—who are not able to travel in the third class. I strongly urge that second class should be not only retained, but there should be reservation also in the second class. At nights, reservation is very necessary. In the third class there is reservation, but in the second class there is no reservation. This seems to be an anomaly, which, I think, should be rectified.

**Shri L. B. Shastri :** I should first like to say a few words in regard to the Demands for Excess Grants which have been presented to the House. The remarks which were made by Shri Trivedi were not quite justified. I wish to make the position quite clear by saying that the Excess Grants for the year 1950-51, 1951-52 and 1952-53 were explained in detail in the Appropriation Accounts of those years which were laid on the Table of both Houses of Parliament, after they were checked and certified by the Comptroller and Auditor-General of India. These questions have since been examined by the Public Accounts Committee who were also supplied with comprehensive explanations for these Excess Grants. They have recommended the regularisation of these Excess Grants in the manner prescribed in article 115 of the Constitution.

Regarding the question of delay, the first year in respect of which such Excess Grants had to be regularised under the Constitution was 1950-51. In fact, this is altogether a new provision. The accounts of the year 1950-51 were finally checked by the Public Accounts Committee and their recommendations on the Excess Grants were included in their Tenth Report signed on the 29th January, 1954. Hon. Members will have to take note of that fact. The procedure regarding the submission of Demands for Excess Grants to Parliament had to be settled in consultation with the Ministries of Law and Finance. This could not be finalised until the Public Accounts Committee's report on excess grants for the civil side the year 1950-51 had been received in July, 1955. Only then the Law and Finance Ministries were in a position to settle the question of procedure to enable the Parliament being approached for the Excess Grants.

**Mr. Chairman :** Is it meant that before 1951-52, it was not the rule or procedure to submit these Excess

[Mr. Chairman]

Grants for the approval of the Parliament?

**Shri L. B. Shastri :** Yes, Sir. This is a new procedure recommended by the Public Accounts Committee under article 115 of the Constitution. I am explaining the reasons for the delay in submitting the Demands for Excess Grants to Parliament.

I was saying, only after the Public Accounts Committee made the recommendations, the Law and the Finance Ministries were in a position to settle the question of procedure to enable Parliament being approached for the Excess Grants. After that the earliest opportunity for submitting the Demands for Excess Grants on the railway side was the December, 1955 session. The delay is only that much and I think the Railway Ministry could not be blamed for it. At that time the Excesses for 1951-52 and 1952-53 were being examined by the Public Accounts Committee and their recommendations were about to be received. It was considered advantageous to finalise the Excess Grants in respect of these two years also and present the Demands to Parliament simultaneously for all the three years—1950-51, 1951-52 and 1952-53—during the current Budget Session.

It was also said that there was some criticism made regarding the contribution to the Revenue Reserve Fund and the Depreciation Reserve Fund and also about money not having been contributed to the Development Fund.

On the anticipation that about Rs. 250 crores would be required for expenditure on renewals and replacements chargeable to the Depreciation Reserve Fund during 1955-56 to 1959-60 the Convention Committee of 1954 recommended that the annual contribution to the Fund which was Rs. 30 crores from 1950-51 to 1954-55 should be raised to Rs. 35 crores for the five years from 1955-56 to 1959-60. A provision of Rs. 35 crores was accordingly made in the budget for 1955-56 and approved by Parliament last year in the Budget Session of 1955-56.

Subsequent to this the Second Five Year Plan for Railways has been prepared, and according to the present anticipations the withdrawals from the Depreciation Reserve Fund during the Plan period, that is 1956-57 to 1960-61,

are expected to be of the order of Rs. 293 crores.

I would not like to go into further details but only say that no appropriation from the surplus was made to the Development Fund in the budget for 1955-56. In view, however, of the heavy expenditure of over Rs. 90 crores on works chargeable to the Development Fund during the Second Five Year Plan, the increase over the budgeted surplus during the current year as well as the whole of the surplus for the next year is proposed to be appropriated to the Development Fund.

I shall touch a few points which were raised in the course of the debate just now. Shri Vittal Kao referred to the increase in earnings and went on to say that in view of this all the recommendations of the Adjudicator should be implemented. The main issues referred to adjudication were hours of work and periodic rest, leave and leave reserves. The award regarding hours of work has been fully implemented. That regading leave was also dealt with by the C.P.C. who discussed the matter with the Adjudicator. The leave rules framed for the railway employees are on the lines of the leave rules for other employees of the Central Government on the recommendations of the C.P.C. Leave reserves for different categories were fixed in 1951. But on account of the continuous increase in the staff and the time taken in training, a shortage of staff has sometimes been felt. We are trying to rectify it as early as possible.

He mentioned about the Nizamabad-Ramagundam survey report. In fact, the figures of construction costs arrived at in the final location engineering survey in 1945-46 have been brought up-to-date to conform with current rates. The traffic survey was sanctioned sometime in August, 1955, and the work commenced on the 1st of the month. It was expected that the survey would be completed by 31st October, 1955. But its progress was retarded by unusually heavy and continuous rains during August, 1955, and it was therefore necessary to extend the period of survey up to the middle of December. Further extension of the survey to the end of February has, however, become necessary as the financial implications of the new lines have now to be worked out, both for the sixth year as well as the eleventh year after opening, on the basis of the actual as well as the inflated mileage.



He also referred to the electrification of railway colonies. The Railway Board generally is trying especially in important stations and big stations, to provide electricity, at least on public roads in the railway colonies. The railway quarters are also being provided with electric lights wherever adequate power is available. In fact, I have visited a number of colonies where there was no electricity at all before, but the whole colony and even the railway quarters have been provided with electric lights now.

He also suggested that railway coal should be carried by rail. Well, naturally, I fully sympathise with him, because it is in the interests of the railways to carry coal by rail to the south. But the difficulty is that the shipping freight is very high, much higher than the railway freight; and when we found that the industries in the south might suffer if sufficient wagons are not provided for the factories or industries which are located in the area, we decided that the railways might carry their own coal through ships and allow the coal for the industries to be carried by the railways. So, much against our wishes we have to undergo this additional expenditure. But I hope that the Rail and Sea Co-ordination Committee which is meeting and considering this problem will be able to give us a solution which might reduce the additional expenditure which the railways have to incur for taking the coal for the railways from the north to the south.

He also referred to providing arrangements for keeping parcels and such other items properly at the railway stations. It is true, I have also sometimes felt rather annoyed by seeing the parcels lying out at the railway stations and there and coming in the way of the free movement of passengers.

**Shri U. M. Trivedi :** It is obstructed completely at Agra.

**Shri L. B. Shastri :** In fact we have already taken up this matter, and at my suggestion the Railway Board is going to take further steps in regard to this. And probably, if hon. Members visit some of the stations, for example Baroda and Surat, they will find that sufficient accommodation, covered accommodation as well as closed accommodation has been provided for keeping the parcels and goods. There the hon. Member will not find these things being thrown and scattered here and there on the railway platform. But

it will naturally have to be done on a programmed basis. But we consider this to be an urgent matter and we will try to take this up as early as possible at all the important stations at least where traffic is definitely heavy.

**श्रीमती मणिबेन पटेल (कैरा—दक्षिण) :** अपने रेलवे मंत्री महोदय ने श्री बड़ौदा स्टेशन के बारे में कहा, परन्तु पिछले महीने में ही दो तीन बार मुझे बड़ौदा जाना पड़ा और वहाँ सीढ़ी के पास इतने पार्सल पड़े रहते हैं कि सीढ़ी तक जाना मुश्किल होता है।

**श्री एल० बी० शास्त्री :** बड़ौदा स्टेशन पर तो पार्सलों के लिये एक भ्रमल जगह बनी हुई है और काफी बड़ी जगह है लेकिन अब आपका बड़ौदा भ्रमल बराबर बढ़ता चला जाय तो मैं क्या करूँ। स्टेशन को तो बढ़ाना मुश्किल है लेकिन पार्सल की जगह को हम और ज्यादा बढ़ायेंगे।

Then, the hon. Member said something about Vridhachalam—covering on the platform. I have no definite information on the point just at present. I shall certainly look into it because he said that he has been pressing for it for some time and no action has been taken.

**Shri T. B. Vittal Rao :** Not pressing; only requesting.

**Shri L. B. Shastri :** I am glad that Shri Nambiar has said something about khadi in a moderate tone. I may tell him that,—I hope so—khadi will be as good as handloom. We have seen the specimen, which is apparently quite satisfactory. Coloured khadi, dosuti especially, will be made available and it will be good and also durable. Khadi, as the House knows, helps the poorest and the weakest. Hence, even at the cost of some inconvenience, we should use khadi. I am glad that the railway staff have gladly accepted to wear khadi uniforms.

Watch and Ward is a favourite subject of Shri Nambiar. I might tell him that won't the name has been changed. It is now called the Railway Protection Force.

**Shri Nambiar :** Security Force.

**Shri L. B. Shastri :** No; protection force.



**Shri Nambiar :** Again changed ?

**Shri L. B. Shastri :** Yes.

**Shri Nambiar :** That must have been after I left Trichinopoly.

**An Hon. Member :** Security is not essential after your leaving.

**Shri L. B. Shastri :** I have said that I attach considerable importance to this organisation. In fact, I want to develop it into a disciplined corps. The important thing is to raise the dignity of the men who are working in this department. I do not want to merely give them the mentality of a chowkidar. The House is very well aware of the fact that they have to protect and guard the goods costing not only lakhs of rupees, but crores of rupees. To say the least, so far this department has been working in a most inefficient way. It has led to the payment of higher amounts of claims during the last few years. I do not know why Shri Nambiar and other friends should have any suspicion in regard to the reorganisation of this department. It has been suggested in this House that the compensation figure should be brought down, that the claims figures should be reduced. We should not pay as much as Rs. 3 crores in payment of claims. Recently, as I said in my speech, the claims have come down by about Rs. 50 lakhs during the last year. I must say that the Railway Protection Force has contributed a good deal in that regard. We have given an assurance to the staff working in the watch and ward branch. Those who are old and who do not want to work in that branch now under the changed conditions, will be given all facilities. They can be absorbed elsewhere. Their pay and everything else will be protected. If some of them have only a year or two to retire, even if they want premature retirement, we will consider without injuring their interests in any way.

**Shri Nambiar** said about Chittaranjan that no one is allowed to go there without permission. It is true. But, perhaps, he himself visited Chittaranjan some time back.

**Shri Nambiar :** With permission.

**Shri L. B. Shastri :** And yet he was perhaps trying to meddle with the workers.....

**Shri Nambiar :** No, no.

**Shri L. B. Shastri :** And he wanted to address a meeting.

**Shri Nambiar :** No, no. I did not do such things.

**Shri L. B. Shastri :** I am sorry. I got a report. It may not be correct. The workers were not prepared to hear him, it seems.

**Shri Nambiar :** That is a joke.

**Shri L. B. Shastri :** In fact, I am happy that he did not go there because I have no doubt that the industrial peace in Chittaranjan would have been surely disturbed. In fact, every one can go there, but not with a view to create trouble or mischief, if I may say so.

**Shri Nambiar :** No trouble.

**Shri T. B. Vittal Rao :** In fact, we are very proud of Chittaranjan.

**Shri Nambiar :** We want more locomotives and not trouble.

**Shri L. B. Shastri :** I think Chittaranjan has been able to work well because there were not many unions working in Chittaranjan.

**Shri V. P. Nayar (Chirajinkil) :** Some of us have seen Chittaranjan.

**Shri L. B. Shastri :** The fact is,—I do not say that the workers have been given all facilities—I think they have been given all possible amenities. There are hardly any complaints amongst the workers regarding the housing conditions and other amenities and facilities which are provided to the railway staff. At every place, it is not on such an extensive scale. In the colony of Chittaranjan, I think each and every worker not only feels happy, but feels proud of Chittaranjan and the various amenities provided to him.

Then, the hon. Member said something about the expansion of the Mandapam marine workshop. I cannot say off hand. I shall certainly look into the question. I did not follow what Shri Nand Lal Sharma was saying. Did he say more bogies between Delhi and Ahmedabad?

**Shri Nand Lal Sharma :** To Sekhavati (Sikar) via Bikaner.

**Shri L. B. Shastri :** I must look into that. Otherwise, he is a great pandit and I might get his curses.

**Shri Nand Lal Sharma :** You are a Shastri yourself.

**Shri L. B. Shastri :** I am a mere Shastri in name. I am an sudra whereas you are a brahmin.

**Shri Kamath :** In the Cabinet also, there are Pandits, your colleagues.

**Shri L. B. Shastri :** It seems to be on the metre gauge ?

**Shri Nand Lal Sharma :** Yes.

**Shri L. B. Shastri :** If it is only more bogies. We will provide more bogies. That much I can immediately say. About running an additional train, I shall have to examine that matter.

**Shri Nand Lal Sharma :** Thank you.

**Shri L. B. Shastri :** As regards the Churu-Fatehpur line, I think it is in the constituency of the hon. Member.

**Shri Nand Lal Sharma :** Yes.

**Shri L. B. Shastri :** I am surprised that he is not in touch with his constituency. The work on that line has already started. Some other Members have asked for the construction of more new lines. I would beseech them not to ask for the construction of more lines, because I have already explained that matter fully in my speech in reply to the general debate. We have, in fact, already enough lines in our hands for survey and we do not want to add to them beyond a reasonable limit.

**Shri Nand Lal Sharma :** How many of them in Rajasthan ?

**Shri L. B. Shastri :** A number of them. Let him see the books that we have supplied with the Budget speech. He will find that we have provided a number of lines for Rajasthan for survey. I may inform the House that we may take up a few more lines for survey in the light of the suggestions and observations made in the House.

I should not take more of the time of the House. Shrimati Sushama Sen will be angry if I do not refer to the Punsia station and the platform at Mandarhill. I think she should be satisfied if I say that I shall surely look into both these matters.

**Shri Nand Lal Sharma :** About second class reservation ?

**Shri T. B. Vittal Rao :** That is being abolished.

**Shri L. B. Shastri :** That is being abolished, and, as I said, our idea is to provide sleeping accommodation to the second class passengers in future.

**Shri Nand Lal Sharma :** A case can be made out for keeping them still.

**Shri L. B. Shastri :** As we change over to the new arrangement it will be possible to provide sleeping accommodation to all the second class passengers.

I do not want to deal with staff matters which are dealt with in a one-sided way in this House.

**Shri Ramachandra Reddi (Nellore) :** May I intervene ? While he is still on the construction and survey of new lines, may I ask the hon. Minister what final conclusion he has come to with regard to the laying or surveying of the Kazipet-Nellore line. He seems to have made a statement in Hyderabad about that and the Deputy Minister was not able to give a categorical reply to that.

**Shri L. B. Shastri :** We have not taken any final decision in regard to the survey of the Kazipet-Nellore line, but anyhow it is under our consideration and in the light of the finances and our plans, we will have to take a final decision in regard to this line also after some time.

I would only like to say that I am sometimes pained to hear from the hon. Members—of course, I shall say only one or two, not many—an outright condemnation of the railway staff. I do not say that there are no shortcomings and no drawbacks, but how does it help the hon. Member to effect an improvement by making a general condemnation and bringing forward or levelling charges in a general way altogether. Only the other day Shri Nambiar condemned the railway doctors as a whole. He challenged me to refute his allegations. May I also ask him to dare refute the charges that the staff also tries to avail of sick leave very frequently and perhaps the workers of his union, the union with which he is associated, may also not be an exception to that practice.

**Shri Nambiar :** It is an exception.

**Shri L. B. Shastri :** But it hurts me to say all that. I do not want to condemn either the railway staff or the railway doctors in that way. There is

[Shri L. B. Shastri]

no point, as I said, in making an outright condemnation because in solving the problem of corruption every one has to lend his helping hand to us. And at least the Members of this House who are, well, very responsible people should not indulge in exaggerations. And I would appeal that they should take a balanced view as I trust taking a balanced view will help all, not only the railways, perhaps the staff too. I have nothing more to add. Thank you very much.

**Shri Nambiar :** I have already submitted in my speech, and if the hon. Minister will kindly go through it he will find that I said that there are cases of corruption and they have to be put down, and that the railwaymen are also offering bribes for the reason that they do not get sufficient leave. Therefore, without being sick they go and pay money and get leave. I did not give any alibi to any person who is corrupt, whether he is a worker or officer. I did not condemn the doctors as a whole. I said there are good doctors also, but generally this is the main feature of the doctors. It is not with a motive to condemn them but it is only with a motive to improve them that I said that. That is the spirit with which I said that.

**Shri L. B. Shastri :** True, but then that is not the way of defending the staff. If you say because they do not get leave they have to pay bribe, it can be hardly justified by that argument.

**Shri Nambiar :** It is a matter of fact.

**Shri L. B. Shastri :** It may be a matter of fact. In fact, they have to fight these things. Hon. Member is quite wrong in suggesting—I do not say suggesting, but he is quite wrong when he directly says that the staff, if they do not get leave, should go and somehow get it.

**Shri V. P. Nayar :** That he never said.

**Shri L. B. Shastri :** Whether he is a member of the staff, whether he is a businessman, let him fight with the railwaymen, let him resist the temptation of giving money and getting something out of them. I do not deny the responsibility of the railways is immense. We must rectify the mistakes wherever they lie, and we have to deal with the staff in a strict way also. But only strictness and punishment are not going to solve this problem. We have to muster

courage, we have to take courage in both our hands and fight this evil. Even if we suffer to some extent, let us decide to fight it, and in that, as I said, I want the help of the staff as well as non-railwaymen also.

**Shri Nambiar :** We have offered that help already.

**Mr. Chairman :** Order, order. Let me now put the Supplementary Demands first. There is no cut motion moved.

**Shri T. B. Vittal Rao :** We sent it on Saturday which was a holiday.

**Mr. Chairman :** Anyhow, it has not been moved. So, I shall put all the Demands.

The question is :

"That the separate supplementary sums not exceeding the sums shown in the third column of the Order Paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of the following Demands entered in the second column thereof :

"Demand Nos. 1, 3, 4, 5, 6, 7, 8, 9A, 10, 11, 12A, 12B, 13, 15, 16, 17 and 20."

*The motion was adopted.*

[The motions for Demands for Supplementary Grants—Railways which were adopted by the Lok Sabha are reproduced below—Ed.]

#### DEMAND NO. 1—RAILWAY BOARD

"That a supplementary sum not exceeding Rs. 6,02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956 in respect of 'Railway Board'."

#### DEMAND NO. 3—MISCELLANEOUS EXPENDITURE

"That a supplementary sum not exceeding Rs. 6,40,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Miscellaneous Expenditure'."

**DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION**

"That a supplementary sum not exceeding Rs. 93,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956 in respect of 'Ordinary Working Expenses—Administration'."

**DEMAND No. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE**

"That a supplementary sum not exceeding Rs. 6,00,99,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956 in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

**DEMAND No. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF**

"That a supplementary sum not exceeding Rs. 1,65,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Operating Staff'."

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

"That a supplementary sum not exceeding Rs. 2,30,81,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

**DEMAND No. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL**

"That a supplementary sum not exceeding Rs. 46,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

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

"That a supplementary sum not exceeding Rs. 46,38,000 be granted

to the President to defray charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Labour Welfare'."

**DEMAND No. 10—PAYMENTS TO WORKED LINES AND OTHERS**

"That a supplementary sum not exceeding Rs. 5,40,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Payments to Worked Lines and Others'."

**DEMAND No. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND**

"That a supplementary sum not exceeding Rs. 10,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Appropriation to Depreciation Reserve Fund'."

**DEMAND No. 12-A—OPEN LINE WORKS—(REVENUE) LABOUR WELFARE**

"That a supplementary sum not exceeding Rs. 22,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—(Revenue) Labour Welfare'."

**DEMAND No. 12-B—OPEN LINE WORKS—(REVENUE) OTHER THAN LABOUR WELFARE**

"That a supplementary sum not exceeding Rs. 1,08,82,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—(Revenue) other than Labour Welfare'."

**DEMAND No. 13—APPROPRIATION TO DEVELOPMENT FUND**

"That a supplementary sum not exceeding Rs. 2,43,42,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Appropriation to Development Fund'."

# DEMAND No. 15—CONSTRUCTION OF NEW LINES

"That a supplementary sum not exceeding Rs. 56,13,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Construction of New Lines'."

# DEMAND No. 16—OPEN LINE WORKS—ADDITIONS

"That a supplementary sum not exceeding Rs. 12,07,69,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—Additions'."

# DEMAND No. 17—OPEN LINE WORKS—REPLACEMENTS

"That a supplementary sum not exceeding Rs. 6,92,77,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—Replacements'."

# DEMAND No. 20—DIVIDEND PAYABLE TO GENERAL REVENUES

"That a supplementary sum not exceeding Rs. 9,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Dividend Payable to General Revenues'."

**Mr. Chairman :** Now; we come to Excess Grants. There are three sets. I am putting them to vote one after another.

The question is :

"That the respective Excess sums not exceeding the amounts shown in third column of the Order Paper be granted to the President to make good the amounts spent during the year ended the 31st day of March, 1951, in respect of corresponding heads of

demands entered in the second column thereof."

*The motion was adopted.*

[The motions for Demands for Excess Grants—Railways which were adopted by the Lok Sabha are reproduced below—Ed.]

# DEMAND No. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

"That a sum of Rs. 64,36,952 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel' for the year ended the 31st day of March, 1951."

# DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a sum of Rs. 46,60,982 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' for the year ended the 31st day of March, 1951."

# DEMAND No. 14—APPROPRIATION TO REVENUE RESERVE FUND

"That a sum of Rs. 81,09,701 be granted to the President to make good an excess on the grant in respect of 'Appropriation to Revenue Reserve Fund' for the year ended the 31st day of March, 1951."

# DEMAND No. 16—OPEN LINE WORKS—ADDITIONS

"That a sum of Rs. 2,36,99,864 be granted to the President to make good an excess on the grant in respect of 'Open line Works—Additions' for the year ended the 31st day of March, 1953."

**Mr. Chairman :** The question is :

"That the respective Excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President to make good the amounts spent during the year ended the 31st day of March, 1952, in respect of corresponding heads of Demands entered in the second column thereof."

*The motion was adopted.*

[The motions for Demands for Excess Grants—Railways which were adopted by the Lok Sabha are reproduced below—Ed.]

**DEMAND NO. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL**

"That a sum of Rs. 17,13,954 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel' for the year ended the 31st day of March, 1952."

**DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES**

"That a sum of Rs. 11,93,437 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' for the year ended the 31st day of March 1952".

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

"That a sum of Rs. 9,39,703 be granted to the President to make good an excess on the grant in respect of 'Payments to Indian States and Companies' for the year ended the 31st day of March, 1952".

**DEMAND NO. 14—APPROPRIATION TO REVENUE RESERVE FUND**

"That a sum of Rs. 6,49,23,795 be granted to the President to make good an excess on the grant in respect of 'Appropriation to Revenue Reserve Fund' for the year ended the 31st day of March, 1952".

**DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS**

"That a sum of Rs. 1,10,16,104 be granted to the President to make good an excess on the grant in respect of 'Open Line Works—Additions' for the year ended the 31st day of March, 1952".

**DEMAND NO. 20—DIVIDEND PAYABLE TO GENERAL REVENUES**

"That a sum of Rs. 3,04,834 be granted to the President to make good an excess on the grant in res-

pect of 'Dividend payable to General Revenues' for the year ended the 31st day of March, 1952".

**Mr. Chairman :** The question is :

"That the respective Excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President to make good the amounts spent during the year ended the 31st day of March, 1953, in respect of corresponding heads of Demands entered in the second column thereof."

*The motion was adopted.*

[The motions for Demands for Excess Grants—Railways which were adopted by the Lok Sabha are reproduced below—Ed.].

**DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION**

"That a sum of Rs. 2,06,262 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Administration' for the year ended the 31st day of March, 1953."

**DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF**

"That a sum of Rs. 10,89,189 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Operating Staff' for the year ended on the 31st day of March, 1953."

**Mr. Chairman :** So, all the Demands are granted.

**APPROPRIATION (RAILWAYS)  
No. 2\* BILL**

**The Minister of Railways and Transport (Shri L. B. Shastri) :** I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1955-56 for the purposes of Railways.

**Mr. Chairman :** The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the

[Mr. Chairman]

Consolidated Fund of India for the service of the financial year 1955-56 for the purposes of Railways”.

*The motion was adopted.*

**Shri L. B. Shastri :** I \*\*introduce the Bill.

#### APPROPRIATION (RAILWAYS) NO. 3 \* BILL

**The Minister of Railways and Transport (Shri L. B. Shastri) :** I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1951, in excess of the amounts authorised or granted for the said services.

**Mr. Chairman :** The question is :

“That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1951, in excess of the amounts authorised or granted for the said services.”

*The motion was adopted.*

**Shri L. B. Shastri :** I \*\*introduce the Bill.

#### APPROPRIATION (RAILWAYS) NO. 4\* BILL

**The Minister of Railways and Transport (Shri L. B. Shastri) :** I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of money out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1952, in excess of the amounts authorised or granted for the said services.

**Mr. Chairman :** The question is :

“That leave be granted to introduce a Bill to provide for the

authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1952, in excess of the amounts authorised or granted for the said services”.

*The motion was adopted.*

**Shri L. B. Shastri :** I \*\*introduce the Bill.

#### APPROPRIATION (RAILWAYS) NO. 5 \* BILL

**The Minister of Railways and Transport (Shri L. B. Shastri) :** I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March 1953, in excess of the amounts authorised or granted for the said services.

**Mr. Chairman :** The question is :

“That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1953, in excess of the amounts authorised or granted for the said services.”

*The motion was adopted.*

**Shri L. B. Shastri :** I introduce\*\* the Bill.

#### COPYRIGHT BILL

**The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) :** On behalf of the Minister of Education, I beg to move :

“That this House concurs in the recommendation of Rajya Sabha that the House do join in the Joint Committee of the Houses on the

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\*\* Introduced with the recommendation of the President.

Bill to amend and consolidate the law relating to Copyright made in the motion adopted by Rajya Sabha at its sitting held on the 16th February, 1956 and communicated to this House on the 21st February, 1956 and resolves that the following Members of Lok Sabha be nominated to serve on the said Joint Committee, namely, Shri B. S. Murthy, Shri N. C. Laskar, Shri Nageshwar Prasad Sinha, Shri Fulsinhji B. Dabhi, Shri Joachim Alva, Shri T. S. Avinashilingam Chettiar, Shri S. V. Ramaswamy, Shri Birakisor Ray, Shri D. C. Sharma, Shri S. C. Samanta, Shri Gurmukh Singh Musafir, Shri M. Hifzur Rahman, Dr. Suresh Chandra, Shri C. P. Mathew, Shrimati Tarkeshwari Sinha, Seth Govinda Das, Shri Rohanlal Chaturvedi, Shri C. R. Basappa, Dr. Lanka Sundaram, Shri U. M. Trivedi, Shri V. G. Deshpande, Shri N. B. Chowdhury, Shri Sadhan Chandra Gupta, Shri Bahadur Singh, Shri Frank Anthony, Srimati Sucheta Kripalani, Shri M. S. Gurupadaswamy, Shri V. Veeraswamy, Dr. Mono Mohon Das and Maulana Abul Kalam Azad."

The Copyright Bill of 1955 was introduced in the Rajya Sabha on 1st October 1955. The motion for referring the Bill to a Joint Committee of both Houses was moved and accepted by that House on 16th February 1956. The recommendation of the Rajya Sabha that this House do join in the Joint Committee is before us now.

While commending my motion to this House, I beg to say a few words about the importance and implications of this Bill. The Copyright Bill is of great importance, because it regulates to a large extent the cultural activities of a country. Literature and fine arts, like music, painting, dance, drama, sculpture, architecture, etc., are but the vehicles of culture. It is the duty of the State to see that all activities in the fields of these arts make their satisfactory progress in an unhampered and undisturbed manner. The State should see that no hindrance is placed in the way of the creative artists whose works are the assets of the whole nation. The State should extend its protecting arm to see that these artists are saved from the hands of unscrupulous men who try to rob them of the products or the

results of their intellectual labour. The stern hand of law should come forward to ensure that the artists may enjoy the fruits of their own labour, the material values, the benefits accruing from his works.

This is the underlying principle of the Copyright Laws. The product of one's intellectual labour, like the products of any other labour, I mean physical labour, is the property of the man who spends his money, energy and time on it. It is therefore only just and proper that he should enjoy this property in the way he likes. But while conceding to the fullest extent possible, the rights of the creative artists over the fruits of their labour, it must be remembered that all works of art—whether it is literature, music, painting or anything else—are not only the property of the creative artists who make them, but also the property of the country as a whole, of the community of which the artists are only members. They are in fact the property of the whole nation. An author writes a book; a composer composes his music; a painter paints his picture. They are no doubt the results of their individual efforts, the results of the love and devotion which they have to the particular branch of art to which they belong. But the real incentive to some extent also comes from the people in general in the form of appreciation.

Art cannot develop without appreciation. If the people do not appreciate it, if the artist does not get his remuneration, the value in terms of money for his works, then his creative genius cannot unfold itself, cannot manifest itself to the fullest extent possible.

So the development of art and literature in a country does not depend alone upon the artists, but it depends also upon the public who appreciate them and who enjoy their products and also pay for them. So the people of the country have also some kind of right over the works of the artists. Copyright laws all over the world have admitted this right of the community and attempted to strike a balance between the right of the author and the right of the readers or the public. Therefore, while it is the duty of the Government to see that the author is not exploited, the artist is not exploited, that the artist gets what is due to him, it is also the duty of the Government to see that the public are not kept away from enjoying



[Dr. M. M. Das]

the fruit of the labours of the artist by unnecessarily high prices. Modern copyright laws in almost all countries provides on the one hand safeguards for the artists against unauthorised copying of their works, against their unauthorised use by dishonest men, and on the other hand, they also ensure that these works are made available to the public at competitive prices at least after the passage of a certain length of time. There is also a third party, an intermediary, so to say, between the author on the one hand and the readers on the other. This third party in the case of books is the publisher and the disseminator in the case of other arts. The function of this third party would be to hold before the public the works of the artist in a presentable form. Attempts have been made in this Bill to arrive at a happy compromise between all these conflicting interests—the interest of the artist, the interest of the publisher and the interest of the public in general. The Copyright Act first came into force in India—I should say, British India—in the year 1847, Act No. XX of 1847. But this was not complete act in the sense that it did not give any protection to translations, to photographs, newspapers, telegrams etc. However the amendment of this Act was postponed in view of the possibility of amendment of the British Act on this subject. The new British Act was passed by the British Parliament and came into operation in 1912. In 1914, the British Copyright Act was made applicable to British India with modifications considered necessary to suit Indian conditions. This Indian Copyright Act of 1914, which is still in force in this country, and which the present measure seeks to replace. It is needless to say that the Indian Copyright Act of 1914, which was the British Copyright Act of 1911 with some modifications to suit Indian conditions, does not fit in with the changed circumstances with the changed political conditions the changed constitutional status of India. The necessity of having an independent Act on the subject of copyright in the light of growing public consciousness of the rights and responsibilities of authors as well as of the readers, and also in the light of the experience gained in the working of the Copyright Act during the last 40 years, has been acutely felt by this country since its independence. Moreover, new technological develop-

ments have occurred since the year 1911 in the field of means of communications such as broadcasting, micro-filming, litho photography, movie cinemas, talkies, television—of course television does not apply to our country now—etc. These changes have produced a new situation. These developments would not have been conceived 40 years ago, when the Copyright Act of England was made applicable to this country. These inventions and technological developments have brought with them new and added complications into the field of copyright. Historically speaking, the original idea of copyright was to prevent unauthorised copying of printed books as well as to recognise the right of the author to the fruits of his intellectual labour. But with inventions like gramophone, radio, television, talkies etc., the field of copyright has now been vastly increased. In addition, with the growth of international organisations like, UN, UNESCO, etc., our international obligations in the field of copyright have also enormously increased. It is not possible for us as a nation to refuse these international obligations. We must incorporate into our Copyright Act suitable laws with a view to discharge our international responsibilities and obligations. India is a signatory to the Universal Copyright Convention signed in 1952 at Geneva. So it is obligatory on our part to reform our own Act in the light of that convention. These are some of the potent reasons why it has been considered necessary by Government to bring this Bill before Parliament.

So far as the different provisions of the Bill are concerned, I do not think the present occasion is opportune to enter into a threadbare discussion on them. Government are fully conscious of the fact that there is enough room for difference of opinion on the individual provisions. I am moving this motion so that this House may join the Joint Committee which will consider all the provisions in great detail and then this House will get the benefit of the mature judgment and collective wisdom of that body before considering and finally passing this measure.

**Mr. Chairman :** Motion moved :

“That this House concurs in the recommendation of the Rajya Sabha that the House do join in the Joint Committee of the Houses on the

Bill to amend and consolidate the law relating to Copyright made in the motion adopted by Rajya Sabha at its sitting held on the 16th February, 1956, and communicated to this House on the 21st February, 1956, and resolves that the following Members of Lok Sabha be nominated to serve on the said Joint Committee, namely, Shri B. S. Murthy, Shri N. C. Laskar, Shri Nageshwar Prasad Sinha, Shri Fulsinhji B. Dabhi, Shri Joachim Alva, Shri T. S. Avinashilingam Chettiar, Shri S. V. Ramaswamy, Shri Birakisore Ray, Shri D. C. Sharma, Shri S. C. Samanta, Shri Gurmukh Singh Musafir, Shri M. Hifzur Rahman, Dr. Suresh Chandra, Shri C. P. Mathew, Shrimati Tarkeshwari Sinha, Seth Govind Das, Shri Rohanlal Chaturvedi, Shri C. R. Basappa, Dr. Lanka Sundaram, Shri U. M. Trivedi, Shri V. G. Deshpande, Shri N. B. Chowdhury, Shri Sadhan Chandra Gupta, Shri Bahadur Singh, Shri Frank Anthony, Shrimati Sucheta Kripalani, Shri M. S. Gurupadaswamy, Shri V. Veeraswamy, Dr. Mono Mohon Das, and Maulana Abul Kalam Azad."

**Dr. Lanka Sundaram** (Visakhapatnam): May I enquire whether any date has been set for the submission of the report?

**Dr. M. M. Das**: It is 25th May.

**Mr. Chairman**: But that is not mentioned here.

**Dr. M. M. Das**: The original motion was moved in the other House.

**Mr. Chairman**: All right. Discussion on this motion will proceed on the next day.

## REPORT OF JAUNDICE ENQUIRY COMMITTEE

**Shri Kamath** (Hoshangabad): Before we proceed to the discussion, may I make a request that in view of the seriousness of the matter, more than one hour should have been allotted. Under rule 213 under which it has been admitted, the time can be up to 2½ hours. I would, therefore, request that the discussion may not be closed today and it may be carried over to tomorrow or

any other day convenient to all concerned. I am sure the House will agree with me in this suggestion.

**Dr. Lanka Sundaram** (Visakhapatnam): I whole-heartedly endorse the suggestion made by my hon. friend Shri Kamath. It is a very serious matter, and I am sure the hon. Minister will certainly take half of the time for reply. I find that a large number of hon. Members have already sent in their names who want to speak. If so we will have very little time.

**Mr. Chairman**: There are 6 hon. Members including Dr. Rama Rao.

**Shri Gidwani** (Thana): This is a very important question.

**Mr. Chairman**: Can the hon. Minister say how much time she may require?

**The Minister of Health (Rajkumari Amrit Kaur)**: Sir, it all depends on what points are raised by the hon. Members. I imagine I ought to be able to reply within 20 minutes.

**Mr. Chairman**: Let us go on with the discussion and in the mean time.....

**Dr. Lanka Sundaram**: With great respect to the Chair, I would make a submission. We will have to ration time right from now if we do not take decision. As I said earlier, nearly half the time will be taken by the hon. Minister, and you will probably give 5 minutes to each of the speakers and you cannot exhaust the names already sent in and that would not be sufficient.

**Shri V. P. Nayar** (Chirayinkil): What are we to discuss in 5 minutes?

**Shri Gidwani**: I would like to know how many names have been sent to you.

**Mr. Chairman**: Can we sit up to 6 o'clock?

**Several Hon. Members**: No, no.

**Shri V. P. Nayar**: We can continue tomorrow also.

[Mr. SPEAKER in the Chair]

**Shri Kamath**: May I request you, Sir, under rule 213—which gives you discretion to allot time up to 2½ hours for such an important matter—considering the seriousness of the matter, which has killed so many people in Delhi—hundreds of people in Delhi—to allot more time for the discussion of this matter? I request that this may be

[Shri Kamath]

discussed for one hour today and may be carried over to tomorrow or the day after or to some other day which is suitable to all concerned for at least one hour, if not an hour and a half.

**Dr. S. N. Sinha** (Saran East): There are many speakers on our side also.

**Shri Gidwani**: It is the general view of the House; there is no question of party.

**Shri Shree Narayan Das** (Darbhanga Central): Let the debate begin and let us see....

**Rajkumari Amrit Kaur**: I have no objection to more time being allotted to the hon. Members but it is a question of how much the Business Advisory Committee has allotted, or can give.

**Mr. Speaker**: The rule says that those hon. Members who want to participate in the discussion must give previous notice to the Speaker. I have got only 4 names besides the sponsors. If they have not given their names already I am not going to allow them to speak. They must abide by the rules. I have got only 4 other names and I am going to allow them only to speak. Why should not others think of the rule? Therefore, I will allow time to them and let me see if the time is not enough.

**Dr. Lanka Sundaram**: With great respect I would submit that it is within your competence and discretion to extent the time in view of the unanimous request of the House for more time.

**Mr. Speaker**: But the other hon. Members who wanted to participate are only 4.

**Shri Nambiar** (Mayuram): We did give our names because there was only one hour and there was no use giving all names. If there is more time we will immediately give the names.

**Shri Gidwani**: I have given my name.

**Dr. Lanka Sundaram**: At any time it is competent for you to judge the opinion of the House and to allot more time.

**Mr. Speaker**: Let the discussion go on and let me see if any more time is necessary. As it is, besides the sponsors of the motion, only 4 more hon. Members have given notice of their intention to participate.

**Shri D. C. Sharma** (Hoshiarpur): Who are those hon. Members?

**Mr. Speaker**: I will tell the hon. Member in due course.

**Dr. Rama Rao** (Kakinada): As is shown by the interest here and the agitation caused in the country, we are discussing a very important subject. The Report itself is very interesting, though from my point of view, there is one recommendation at least which I am going to criticise which is an unfortunate recommendation. Somebody in the Health Ministry seems to have got a sense of colour perception and they have given it a yellow cover. If only my valuable opinion had been taken (*Dr. Lanka Sundaram*: Jaundiced book!) I would have suggested that it should have had a black border because it is a black report. The whole report is not only *post mortem*,—and I do not want to interest myself going into *post mortem* things—but it should open our eyes to the naked facts which are reported.

First and foremost, Delhi is a historic city. It is making history today and our friends here must know that Delhi will have hereafter a place in the history of bacteriology, in the history of human medicine. Because of this unfortunate and unimaginable situation, for some days, all persons, including almost all the VIPs were given 50 per cent sewage and 50 per cent water.

**Shri Gidwani**: Why VIPs?

**Dr. Rama Rao**: I say "including VIPs".

**Dr. Lanka Sundaram**: No discrimination.

**Dr. Rama Rao**: This leads me to the other question that all these days the officers, particularly the officers of....

**Mr. Speaker**: The House is more interested to know how this occurred and so on. Interruptions are no good; they would be taking away the time of the House.

**Dr. Rama Rao**: I am not going into all the details but I would go into a few what I consider to be important details. But this is certainly a point. The Central Government in Delhi has been neglecting Delhi. There has been a sort of stonewall and for once, owing to this fantastic situation, we find a sort of equality. Delhi citizens as well as New Delhi citizens, including our hon.

friend the Minister of Agriculture, have been treated for once equally and this terrible thing has opened our eyes....

**Dr. Lanka Sundaram :** Do you mean Dr. Deshmukh ?

**Dr. Rama Rao :** Yes; Dr. Deshmukh, the Minister of Agriculture.

This is a very serious responsibility. People may say the responsibility is divided. But, I consider it is the responsibility of the Central Government. The Water and Sewage Board has been constituted by the Central Government. That Board, I believe, is responsible, if at all to any body, to this Central Government. Further I will give my recommendations as it were as to what we should do with the Central Board. But, meanwhile, the entire responsibility is that of the Centre and there is no shirking of it. Of course, everybody tries to shove the responsibility on others as we see in this report. The Director is trying to throw the responsibility on the State Government and others are throwing it on the municipal authorities and there are too many authorities.

Let us remember that Delhi gets its water purified and supplied in a very primitive stage. The whole equipment, the whole arrangement is primitive. I do not want to say much about the Delhi State Public Health Laboratory. I will just read a line from the report here. It says :

"Chemical analysis showed contamination as early as on the 11th."

There is no doubt about that; even on the 11th there was contamination. But our wonderful Delhi Public Health Laboratory did not find any contamination till today. Even when there was the height of contamination—that is of course bacteriological—they showed no evidence of contamination even on the 14th. That Report says :

"This shows that either the process of purification and sterilisation adopted by the Engineers had been highly satisfactory or the technique of bacteriological examination demands a rigorous scrutiny."

Of course, the latter is more probable and possible and there is something that is not well with the Delhi Public Health Laboratory. Let us see how we are drinking water. Let me quote only two sentences from this report. First it is

not contested—I will not go into details—that some of these nallas are today discharging sewage into the rivers because of inadequate capacity of the sewers for the pumping units. The South Delhi Municipal area derives its water supply from the river downstream, that is after 6-7 sewage channels from the city drain themselves into the river. Therefore, the water that we drink is normally contaminated with sewage. All these days whatever treatment they have been giving is only for bacteria and not for virus. It is no wonder that the report says that there is a normal calculated occurrence of 400 cases every month, apart from this acute infection. Delhi has plenty of this infection every day.

Regarding red tape, it is an awful story. The report makes a very sad reading in that even after detection as early as the 11th November that the water was contaminated, still nothing happened and no action was taken till Dr. Chadha himself saw the whole contamination with his own eyes. It has also been mentioned in the report that carcasses were there, filth was there, and so on and so forth and it was all just being removed by hand. Being a medical man and a health officer, we have accepted his responsibility and then taken further steps. I will not go into detail but things were done very leisurely and very late. The whole thing is very bad and it is because there is red tape, there is no co-ordination. The whole thing is wrong, from the Central Government, Ministry of Health, Ministry of Defence, then the State Government, various municipalities, various other bodies and lastly this wonderful Board. On the whole it has been a very sad story. I do not want to take much of your time, but I will just give you some points which I think important.

Apart from other things, the report has done one good thing, namely that it has done one good thing, namely that it Parliament but of the whole country. There have been already 12 deaths reported in Delhi. Though we know something about virus, we did not know about its very serious effects. Though something is known about virus it has opened our eyes to the dangers and also to the importance of giving good water for people to drink. In this connection I have a fundamental objection to the whole system and although I raised this matter by my supplementary

[Dr. Rama Rao]

questions, I wish to emphasise this point. Apart from the mistakes or responsibility of this man or that, this system of contaminating or polluting drinking water of rivers is, to put it very mildly, criminal. I am afraid people, millions of us, men, women and children, downstream drink these waters which are being polluted here. The Central Government, knowing full well, are giving all these viruses to the millions of people and even now it is continuing and it is proposed to continue it. This is a most serious affair and a most inexcusable thing. It is not as if the Government has known it only recently. Even in this Parliament there were questions about this matter a year of two ago—it was about the pollution of the river Jumna. Therefore, the Central Government has no excuse for saying that the infection has come off suddenly or that it was an unforeseen thing or that it was an act of God or anybody else. My point in drawing the attention of the Government is this. There is no use of saying "Do not drink this water, do not bathe in this water because it contains 50 per cent sewage and 50 per cent water". If you want to stop bathing in the rivers, put up sign boards a million of them, from the North down to Calcutta stating "Please do not bathe in this water because the Government of India is putting sewage into this river—sewage from the V.I.P.s. and others". I once saw a very interesting sign board in Burma which stated at the end "Thirty accidents took place, forty people died, another sixty injured; please drive slowly". So also, the Health Ministry may put up sign boards stating that the water contains so much percentage of sewage from Delhi, so much from Agra and so on, including the various cities like Mathura etc. Therefore, I am only drawing the attention of the Government and other authorities to the fact that it is a most inexcusable, fantastic and criminal act to contaminate the rivers. I consider the rivers as holy because of their beauty, charm and above all their utility. What is there equal to a river? My reasons for considering a river as holy may be different from those of my friend, Shri Nand Lal Sharma. A dip in the river, from my point of view, may not take me to heaven unless I go into deep waters.

**Shri V. G. Deshpande (Guna) :** Now it will take him to heaven!

**Shri Nand Lal Sharma (Sikar) :** My friend is not bound for heaven!

**Dr. Rama Rao :** That is only a minor matter. I am not bound unless I go to deep waters. The rivers are very important for our very life. It will not suffice if you simply publish a hand-bill or a pamphlet or issue a report asking people not to drink the water of the rivers. When we know that millions of people drink this water, we must try and prevent the pollution of the rivers. It is a most inexcusable and criminal act on the part of these responsible authorities knowingly and consciously putting in millions of germs and viruses and making unsuspecting population drink the water downstream and suffer thereby. I am sure the Government of India would take serious action in this matter. There is no use saying that the action will be taken by 1961. It must be done immediately. Stop all other work and put this work on a war footing. You cannot allow river water to be polluted.

I suggest that these various municipal authorities must be taken over and a body, something like the Corporation in Greater Bombay, must be formed on a democratic set-up and there must be unified authority, not divided responsibility. All these measures must be taken by the Corporation with immediate effect and under the direct assistance and guidance of the Central Government.

It has been established now beyond doubt that this large-scale infection of jaundice has occurred. At least it could have been prevented much earlier. People have been poisoned as it were directly. Therefore, the least that the Government can do is this. In the case of Government servants who were victims of this and who are patients, their families must be given some compensation; at least those Government servants who had no leave to their credit and who were asked to go on leave on loss of pay must be given leave with full pay.

I request the Government to take strong and speedy measures to stop this monstrosity of polluting the river. In this connection I would not like to say any harsh words against this very learned Committee. But I find even the Committee says "Continue the pollution only a little downstream". That, I consider, is a very unfortunate thing in this valuable report. Therefore I hope the Government will take immediate steps

to stop this pollution and give good water to the people, and not half sewage and half water. I also hope that other Governments and authorities in other places will take note of this and see that no river in India is polluted and that people get good water and not water mixed with sewage.

**Shri Kamath :** Mr. Speaker, Delhi, the modern capital of this ancient land, has the unique privilege of so many Ministers and so many Ministries and a number of, a myriad authorities of all kinds, sorts and conditions. Had an epidemic of this proportion, on this scale broken out in other democratic countries and had taken as heavy a toll of human life, I have no doubt in my mind that there would have been an indignant outcry for the resignation of the Minister and the heads of those responsible on a charger.

**Dr. Lanka Sundaram :** There was indeed. Only it does not make any impression upon the Government

**Shri Kamath :** But here, the pathetic patience of the people is also a contributory factor to this lack of action on the Government's part. Misuse of public money does not move them; inefficiency does not irritate them and loss of human life does not lash them into activity. More than a few hundreds of people have died and the epidemic has spread as far as Madras and a few days ago, about ten people died in Madras of infective hepatitis. Whether it was exported from here or not that is a different matter. But the papers reported it, and the Minister may answer this later on.

The Joint Water and Sewage Board of which the Minister is the presiding deity lived up to its name for a few days in November completely, fully and perfectly. It supplied joint water and sewage to the citizens of Delhi. If at all there was a period in the history of its existence when it fully justified its name and lived up to it, it was during those few days in November. I do not remember the exact dates, but then it justified the name bestowed on it by the Minister and Parliament.

One sad fact emerges from this yellow-bound—very properly bound, as my hon. friend said—report. It shows complete lack of co-ordination between all kinds of authorities in this capital—not merely between various Ministries. It almost appears that the

Central Ministry is allergic to the State Ministry and the Central Minister, perhaps to the State Minister or *vice versa* or perhaps both ways.

In a recent answer to a question in Parliament, the hon. Minister replied. I do not remember the exact words used by her but they were to the effect that the anti-fly campaign on the Chinese pattern was dropped because the Delhi State authorities were not willing to take up the scheme suggested by the Central Ministry. If that is the position, why have these two Ministries been fighting against each other and killing the people in Delhi? Both must go from Delhi; they have no business to be here. If there were one unified authority in Delhi, as my friend said, looking after water and food, this crime might not have been committed; the matter is worsening day by day in the capital. The Health Ministers—both in the Centre and in Delhi State—have no moral justification for their continued existence in the capital if they cannot supply wholesome, clean and good food and water to the citizens of the capital.

Let us now turn to a few excerpts from this yellow report. The Committee in its report on page 19 is constrained to point out lack of co-ordination and says that there seems to be no co-ordination whatever with regard to the daily analysis of water. That is so within the Board itself. What follows? In this particular case, contamination appears to have been detected for the first time only by the naked eye although the chemical analysis revealed such contamination a few days earlier: that is what the report says. Atrocious! It was left to the naked eye to discover things although the chemical analysis a few days ago had earlier proved the water to be contaminated! Yet no action was taken. The Engineer-Secretary followed his own course which, according to him, was not successful. But that also reveals the pathetic lack of co-ordination and co-operation between the various departments of the Government in the Centre—the Central Ministry of Health, the CPWD and the Ministry of Defence.

Shri Tyagi is here and I would draw the attention of the House to a serious fact relating to his Ministry. The very first bull-dozer that was brought on the scene for necessary operations got struck in the mud in the Jamuna.

**Dr. Lanka Sundaram :** Mud has stuck to it.

**Shri Kamath :** I am really apprehensive about the future of our country and the defence of our country so that it might not repeat the history of Egypt before King Farouk was deposed. According to Press reports, Egypt had to suffer heavily in its war with Israel because of the tragic failure of the equipment which the Egyptian army had. There was a very big scandal about the arms purchases by King Farouk—more or less like the jeep scandal here. But that is a story apart. But here, the first bull-dozer that came got stuck up and it took another day to find another bull-dozer to go into action again and clear the mess in the river at that spot. Are we to depend upon such equipment? That is a subsidiary point that I am making.

**Mr. Speaker :** We are going away from the main point.

**Shri Kamath :** This also is in the report. I am not dilating upon that but incidentally I suggested that the Defence Ministry should always get sound, good and proper equipment which is in order.

Coming to the casualties, I am inclined to believe that the figures supplied by my colleague, and MLA in the Delhi State Assembly—Mir Mushtaq Ahmed—are correct and the figures supplied by the Ministry are absolutely wrong. The latter minimises the gravity of the toll. It does not include figures outside Delhi hospitals, and the Minister has of course admitted that the patients of *hakims*, *vaid*s, etc., were not included in this.

May I point out one more instance? A friend of mine who was attacked by jaundice told me that he went to Irwin Hospital on a particular day at 4 o'clock in the afternoon. Irwin hospital may be said to be Delhi State's responsibility. Again, there is this shifting of responsibility. The doctor in attendance examined him and said that he was all right, though he had seen his eye-balls yellow in the mirror. He went home and at 5 o'clock he started vomiting—that is, one hour later. He did not want to go back to Irwin Hospital and be treated harshly by the authorities. He sought remedy from some others and by the grace of God he was cured.

Answering a question here, the hon. Minister said the other day that jaundice was only a symptom.

**An Hon. Member :** Of what?

**Shri Kamath :** Of mal-administration. Or, we do not know what. She said that it is only a symptom.

5 P.M.

This is not the way to deal with it in view of the heavy toll of life. I do not know in rural areas how many people have succumbed to this disease. No facts and figures are given and the Minister also admits those figures are not available to the Ministry. Are we to deal with such a big epidemic in this cavalier fashion? The Minister would not take any responsibility on herself or on her Ministry as regards this very serious matter. An examination of the contents of the Report here shows that the Health Ministry did not leave the matter entirely to the Delhi State health authorities, because it is said here that the Joint Water and Sewage Board who are directly in charge of it did not notify this disease and the executive pretext given is that according to the standing manual of instructions only cholera, smallpox and plague are notifiable diseases. Even when people started dying in the capital right before their eyes it was not notified. That is the love the Government has for the life and health of the common man, the poor man in the capital. If it is so in the capital, I shudder to think what the state may be in the country outside Delhi.

You will agree with me when I point out one or two more extracts from the Report that are very damaging, and an indictment of the entire administration of water supply in the capital. As regards the warning which it is the duty of the health officials to give so that at least those who have regard for technical opinion may have profited by it, it was not done.

Now, coming to lack of co-ordination to which I referred it is said :

"If, however, all the parties concerned, including the Chief Commissioner, the Ministry of Health and the Army authorities...."

Shri Tyagi was blinking at that time. It is mentioned here.



"...had been told of the great danger of contamination, perhaps the difficulties mentioned by the Defence Secretary would have been overcome and help would have been given by taking even more vigorous steps than were taken."

Now, they may say: "We were not informed in time by the Engineer-Secretary". It is clear from the Report that even when he informed the Joint Secretary of Health Ministry, Shri Venkatasubban, Mr. Mehta, Engineer-Secretary, it appears did not tell them what the matter was. He only said: "On some urgent matter, an emergency, I want your help". He did not tell that contamination had taken place and what steps were to be taken. He did not tell any of the authorities in the Ministry what exactly the matter was. So, *prima facie* it appears he did not take the action that was necessary and absolutely essential in the circumstances of the case.

The Report further indicates administration, and says that the officers in charge of the filtration plant failed to take note of the results of the chemical analysis indicating sewage pollution on the morning of the 11th November.

This catastrophe took place in Delhi and there was a heavy toll of human life. It is now nearly three months since it took place. So many people died in the capital because of negligence, carelessness and may I say, callousness of the authorities right from the Ministers down to the authorities in the capital. Even though three months have elapsed now neither the Minister nor any officer has resigned. Nobody has been brought to book or punished. This is the state of affairs. These are the public standards that we are promoting in our country.

I may seriously suggest one thing if it is not impossible to do it. We should not be satisfied with this 'Yellow Report'. Look at the composition of this Committee. There are three officers and, of course, one retired High Court Judge. They have given a fairly good Report. But, we should not be satisfied with this. When such a tragedy has taken place in the capital I would suggest that a Parliamentary Commission should go into this whole matter again on the basis of this Report and bring to book whoever it may be,

Minister or no Minister, officer or any other authority or local authority that is concerned.

I would in the end hope that the Minister may not, being wise in her own conceit, turn a deaf ear to all that has been said here as she and her officers have turned perhaps a blind eye to all that has taken place outside....

**An Hon. Member:** Jaundiced eye.

**Shri Kamath:** Not 'jaundiced eye'; a 'blind eye'. They have taken rather casually the heavy loss of life in the capital. No real action, no stringent action, no drastic action has been taken in the matter.

I would, therefore, once again earnestly suggest that firstly, there must be a unified authority in the capital for supply of water, and also food—when it comes to that because food also can kill, though food may not be relevant today in this context. But, supply of water is the important issue. There are so many authorities—Ministers, Ministries and other local officers—who are dealing with this one subject. They may be eliminated. If at all there are several authorities there should be complete co-ordination, and co-operation between all of them. Secondly, I would suggest that a Parliamentary Commission should examine this matter again on the basis of this Report and it should not spare even the highest in the land. They should bring the highest authority, even a Minister to book.

**Mr. Speaker:** I find that a number of hon. Members want to speak. I have got as many as 19 chits. I do not want to interrupt the normal course of work because we have very little time. If the House is willing to sit some time after 5:30 tomorrow, for half an hour at least, I shall request the hon. Minister to reply tomorrow.

**Dr. Lanka Sundaram:** I am afraid it won't be sufficient, Sir.

**Mr. Speaker:** That will mean half an hour more for this item. If the House is willing to sit for an hour more....

**Dr. S. N. Sinha:** One hour more.

**Mr. Speaker:** Now, I should not be made to ring the bell for quorum. As it is, it is a very important matter. If you so desire, we will sit for an hour after 5:30 tomorrow for



this discussion and at the end of it I will give 20 minutes to the hon. Minister. I will call not only those people who have given notice already or representatives of groups but I will also allow any hon. Member to state his concrete suggestions. Of course, by going into various extraneous matters, it may take more time. For want of time all those things may be cut.

**Dr. Suresh Chandra (Aurangabad):** Sir, those who have given their names before should have priority over others.

**Mr. Speaker:** In which case those who have given names are all from the Communist Party.

**Dr. Suresh Chandra:** No Sir, I had given my name earlier.

**Mr. Speaker:** When?

**Dr. Suresh Chandra:** In the morning.

**Mr. Speaker:** It is enough if the name has been given before now.

**Shri V. P. Nayar:** I have also given my name.

**Mr. Speaker:** Has the hon. Member also given his name before?

**Dr. Lanka Sundaram:** Yes, Sir.

**Shri D. C. Sharma:** I also sent my name in the morning, Sir.

**Mr. Speaker:** Now, let there be this arrangement. I have got the names of all hon. Members. I will take it that they have all been given before the discussion started. I will try to distribute time over the various sections of the House. We will sit tomorrow for an hour more from 5.30 to 6.30 and I will call the hon. Minister to speak for 20 minutes tomorrow evening. In the meanwhile in view of the large number of Members who want to take part in this discussion I will allow not more than five minutes for each Member.

**Dr. Lanka Sundaram:** I speak in the name of thousands and thousands of families of Delhi who have gone through anguish and sorrow as a result of this epidemic, because my own child was afflicted by it. I can tell you about the panic which swept over this city during those fateful days in December and January. To get adequate medical treatment and to save certain disaster for lack of treatment was also a problem to some of us. I am also speaking from a knowledge of 21 years of this city

and its problems, a city which has today a population of one and three-quarter millions people, and yet, which has also an administration which is not only rickety but which is completely out-of-date and inefficient. I also speak with some knowledge of the problems of the Najafgarh nalla. I am here to say that I had the privilege of examining this particular question on the spot in the company of no less a person than Padma Shri Dr. S. N. Kaul, Superintendent of the Ganga Ram Hospital. Both of us have taken adequate precautions to get such technical assistance as was necessary for any one to understand this report. I would say only one word in addition to those which fell from my hon. friends Dr. Rama Rao and Shri Kamath. The report is very extraordinary document. There are contradictions galore, and to give one bright example—I am sorry my friend Shri Tyagi is not here at the moment—here is something worthy of note. I refer to one sentence in the report from paragraph 73:

“The Committee is satisfied that no blame can be attached to the Army authorities”.

If the House turns to paragraph 56, it will see the letter from the Defence Secretary to the Ministry of Health.

I am quoting:

“On the 9th of November the Secretary to the Ministry of Defence wrote to the Secretary to the Ministry of Health that the supply and use of Army equipment would not be a practical proposition mainly for three reasons: (1) The personnel capable of operating the Army equipment were away from Delhi at that time and it would have taken a few days to recall them to Delhi; (2) The use of the Army equipment would have been expensive; (3) It was understood that similar equipment was available with the C.P.W.D. which could, therefore, be utilised”.

I regret to say that that was a ‘bright’ example, and the manner in which the Ministries have functioned is certainly tantamount to a censure of their efficiency, and more so, of the lack of it. That is as far as the Ministries are concerned. I would not labour this point beyond endurance, but I would say straightaway that the report is a jumble of contradictions, even though I

have the greatest regard for some of the people who have served on that Committee. I regret to say without any compunction at all that the army authorities have failed the city of Delhi, this great city of Delhi, this capital city of Delhi, in the discharge of the duties which are expected of them normally.

There are other passages in the report and every hon. colleague of mine must have gone through them, because they throw a lurid light on the manner in which the Field Commander or whoever it was in charge of the Delhi Area functioned, as far as the army is concerned. They are guilty of dereliction of duty. I trust that my hon. friend Shri Tyagi, would look into this matter from this angle, because this problem is not a matter of yesterday. There were occasions, as the report says, when the army came to the rescue of the civil authorities. The army is always there to come to the rescue of the civil authorities.

Now, I would come straightway to the recommendation No. 11 as listed in the report, because the inquest may take long and I am not much worried about the punishment, where punishment is to be meted out to the officers who are guilty of the dereliction of duty. I am bothered about the future of this great city, with a million and three-quarter people. Recommendation No. 11 reads thus :

"Immediate steps should be taken to divert the Najafgarh Nalla downstream of its present point of confluence with the Jamuna River. If this is likely to take a long time, temporary arrangements should be made to divert the dry weather flow of the Nalla further downstream. This should be done before the end of the summer of this year (1956)".

I am here to say with some knowledge of the sentiments and the opinions of the people of Delhi—and I repeat that I have more than 20 years of continuous contact with the people here—that this recommendation will be stoutly resisted and to the last by the people of this city. The reason is this. What is this nalla? There is a description of this nalla in this book. From my personal knowledge, ranging over a number of years, I can tell you this. All the waste material which flows out of the factories—there are dozens of them on

the banks of the nalla or nearabout the nalla—consisting of chemicals, sullage, etc., is drained into this nalla. Night-soil is washed into this nalla. I have seen it with my own bare eyes a number of times. All the sludge goes into the nalla and all this goes into river. In one place, the report says that from the headworks of the pumping station, the distance of the Najafgarh nalla is 750 feet. You can calculate the yards. How near it is, one can see. I am here to say that the pumping station must be shifted upstream. There is no other alternative. I know the advice of certain engineers and people in the know of things, and have known it in the company of Padma Shri S. N. Kaul of the Ganga Ram Hospital, and we are advised that the capital cost of shifting would not be even Rs. 5 lakhs. We are also advised—I am subject to correction here by competent authorities—that for such an adjustment or shifting, the running charges or the recurring expenditure of this process would not come to much. The question cannot be escaped by this House, because we have responsibility for the administration of Delhi, even though the Delhi legislature is there and the Delhi Ministry is there. So, as I have said earlier, recommendation No. 11 cannot be accepted by the people of Delhi, as far as my knowledge of the opinions of the people are concerned.

Secondly, I come to another alternate proposal. We are technically advised to filter this water temporarily, so as to separate the nightsoil content. On examination, it was found that urine content was also found in the water. I suggest this to my hon. friend, the Minister, straightway. Already, three months of delay has been gone through. Filtering arrangements should be made, and here we are advised that the cost would not be Rs. 50,000 even. It is a simple process. I am not competent enough to talk of electrolysis or any technical process. But there are good process for eliminating the sludge from the main current of water. That should be carried out forthwith. I request the hon. Minister to investigate into this matter leaving aside the implementation of the report to a later stage.

I come to the final point, and it is this. I do not find in this report any reference to the possibility of pollution from the subsoil water. I am advised by competent medical authorities—I have got it here and I should like to

[Dr. Lanka Sundaram]

pass it on to the Minister later—that the question of the possibility of subsoil water has not been properly examined. I would like to draw the attention of the Minister to this question immediately. I repeat again that a man of public spirit like Padma Shri S. N. Kaul, the Superintendent of the Ganga Ram Hospital, has gone over this question individually and in my company and also in the company of some others. We should take competent advice on this matter. These are some of the very important questions which have escaped the notice of the Enquiry Committee. I suggest that these matters should be looked into.

There is one more point.

**Mr. Speaker:** There are other Members to speak.

**Dr. Lanka Sundaram:** I shall finish in a minute. The other point is about the ghats and bathing facilities and so on to which Dr. Rama Rao referred. The nalla is perilously near the bathing ghats. The religious sentiments of the people of this country cannot be violated. Recommendation No. 11, which I have quoted, is something which directly destroys the very sentiments of the people of this country. You cannot bring the nalla downsteam. On the other hand, it has got to be diverted, whatever the cost. Considering the health and well-being of a million and three-quarter people of this great city, cost cannot be a consideration.

**Shri C. K. Nair (Outer Delhi):** I first of all congratulate our Government for appointing a Jaundice Enquiry Committee to enquire into the jaundice epidemic affair. But for that immediate action, we would not have been able even to discuss this matter or would not have been benefited by such very valuable suggestions proposed in the report. Strangely enough, the colour of the book, let the report, also is yellow—reminding us of the jaundice colour. Now that we have tided over the crisis, I think we should dispassionately consider the report, study it thoroughly, understand the suggestions and see that they are implemented as early as possible.

I would certainly say that there is no use in apportioning blame to individual officers for the neglect of their duty. I am told that this is the first instance in the history of the medical world; in that respect also we have made history.

Anyhow, I think it is a blessing in disguise. It has opened our eyes to so many other terrible realities of the situation in Delhi, I have always been demanding the appointment of an organisation to draw up master plan for the city including everything—civic amenities, rehabilitation of the middle class and poor people etc. All these things are to be put in the form of a master plan. I have been pleading for it and I am glad to know that the same thing has been suggested in this report. I congratulate the committee which produced this report. I must also congratulate the Health Minister for having appointed such an authority, to draw a master plan for the city of Delhi. This is a very opportune time for that committee to take into account all the conditions that are prevailing in this city.

We should concentrate more on the avoidance of such occurrences hereafter. That is the most important thing. Some people are responsible for this. It is a notorious fact with regard to Delhi that we have got a number of statutory bodies which are moving in their own grooves, not giving attention to the comprehensive approach of the problem. Unfortunately, they come into conflict with one another and the sufferer is the citizen. This is the biggest eye-opener of all the recent occurrences. There are so many things that happen in Delhi which are ignored. That has been my complaint. Of course, the Ministry has upheld that it alone is responsible for the welfare of the people of this city. Now there are so many difficulties and our Ministry is struggling hard to tide over them and bring order out of chaos. I express all my admiration for the Ministry in this regard.

I had told even last time that this matter must be taken up on a war footing. I suppose the House remembers what I said the other day. When a great crisis was there, the Defence Ministry was approached. They said in their usual manner, "it is not possible for us to do it because our equipments are not here and men are not here..." and so on. This is the metropolitan city of India which is attracting the attention of the whole world and such excuses are inexcusable. The responsibility cannot be fixed on the Engineer-Secretary of the Joint Water and Sewage Board alone. Perhaps he is not allowed to spend more than Rs. 2,500 or Rs. 25,000, I

do not know. Yes Rs. 2,500. This amount is ridiculous by small compared to the responsibility of supplying water to the whole city which is growing from day to day before our very eyes. From 2½ lakhs, it has gone up to 17 lakhs and it is still growing. It is impossible for any Joint Water and Sewage Board to cope up with this growing demand. I may even congratulate that man who has been doing his best to cope with the situation, in spite of the difficulties he has to face. The difficulty lies in the nature of the situation that is there in our midst, namely, the organisation itself is incapable of executing any emergency orders, because they are not empowered with sufficient authority to do so. I hear a single authority has been created recently by the Ministry with power to supersede the powers of all the smaller existing statutory bodies. That is a good move in the right direction.

I want to give one important suggestion. The Najafgarh Nalla which was meant for storm water is now being used to carry sullage water and it is passing just behind the factory area where even tanning is going on and several chemical and other factories are situated. All the waste water—sullage, urine, etc.—flows in to that nalla and it passes through the refugee colonies of Moti Nagar, Ramesh Nagar, Tilak Nagar, Bharat Nagar, and a number of other colonies including Kingsway Camp, notorious for its insanitary conditions. It is unfortunate that we have created about 20 colonies in Delhi, without having any consideration for the sanitary conditions of those colonies. Now we have to face that problem. I am very sorry to say that no mention has been made about it in the report. I remember our Health Ministry opposing this idea of creating more and more colonies in the city without proper amenities being provided.

Another important suggestion I want to make is that this Joint Water and Sewage Board should immediately have

a Member of the Delhi State Health Directorate. Now that we are going to have a master plan, I would request the hon. Minister to keep the whole picture in view. Let this master plan be not a lifeless architectural picture alone. Let it be drawn up by some imaginative people who can approach the problem in a psychological and sociological manner. Let the representatives of the people be taken into confidence. I feel that the present organisation is working in a very rigid manner ignoring the appalling conditions that exist in the city of Delhi. As a matter of fact, the rehabilitation of about 5 or 6 lakhs of people in this city has to be handled. It is a human problem; it is not a mere architectural and physical one. It is a human problem which has to be approached with new ideas on house building. I am told that even in America and some European countries, they have come to realise that town planning is not an architectural question at all. It is essentially a psychological and sociological problem and as such it should not be lost sight of.

**Mr. Speaker :** Let me know the sense of the House. Are hon. Members willing, at short notice, to sit for another half an hour today and half an hour tomorrow?

**Some Hon. Members :** No.

**Some Hon. Members :** Yes.

**Mr. Speaker :** Let me see who are all against sitting for another half an hour.

**Some Hon. Members :** *rose*—

**Mr. Speaker :** All right; this will go on for another hour tomorrow. The House will stand adjourned till 10-30 A.M. tomorrow.

5.30 P.M.

*The Lok Sabha then adjourned till Half Past Ten of the Clock on Tuesday, the 13th March, 1956.*

## DAILY DIGEST

[Monday, 12th March, 1956]

## COLUMNS

## COLUMN

PRESIDENT'S ASSENT  
TO BILL. 2219

Secretary reported to Lok Sabha that the Representation of the People (Amendment) Bill, 1955, which was passed by the Houses of Parliament during the current session was assented to by the President on the 1st March, 1956.

DEMANDS FOR GRANTS  
ON ACCOUNT. 2219-44

All the Demands for Grants on Account for the year 1956-57 were voted in full

STATEMENT *RE*: LEAKAGE  
OF BUDGET PROPOSALS. 2244-51

The Prime Minister made a statement regarding the investigations that were being carried out in regard to the leakage of the Budget Proposals, by the Central Intelligence Bureau and the Bombay and Delhi Police.

DEMANDS FOR GRANTS—  
RAILWAYS, 1956-57. 2251-98

Further discussions on Demands for Grants—Railways was continued and all the remaining Demands namely Nos. 6 to 13 and 16 to 20 were voted in full.

DEMANDS FOR SUPPLE-  
MENTARY GRANTS—  
RAILWAYS, 1955-56. 2299-2348

All the Demands for Supplementary Grants—Railways, 1955-56 were discussed and voted in full.  
6—21 Lok Sabha.

DEMANDS FOR EXCESS  
GRANTS—RAILWAYS, 1950-51,  
1951-52 AND 1952-53. 2299-2348

All the Demands for Excess Grants—Railways, 1950-51, 1951-52 and 1952-53, were discussed and voted in full.

BILLS INTRODUCED 2251, 2298-99,  
2348-50

- (1) Appropriation (Vote on Account) Bill.
- (2) Appropriation (Railways) Bill.
- (3) Appropriation (Railways) No. 2 Bill.
- (4) Appropriation (Railways) No. 3 Bill.
- (5) Appropriation (Railways) No. 4 Bill.
- (6) Appropriation (Railways) No. 5 Bill.

BILL UNDER DISCUSSION  
2350-55

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) moved for concurrence of Lok Sabha the motion adopted by Rajya Sabha to refer the Copyright Bill to a Joint Committee of the House. The discussion was not concluded.

DISCUSSION ON REPORT  
OF JAUNDICE ENQUIRY  
COMMITTEE. 2355-76

Dr. Rama Rao raised a discussion on the Report of the Jaundice Enquiry Committee.

## COLUMNS

## COLUMNS

The discussion was not concluded.

# AGENDA FOR TUESDAY, 13TH MARCH, 1956—

Consideration and passing of  
Appropriation Bills, General Discussion on General Budget and discussion on Report of Jaundice Enquiry Committee.

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