

Thursday
15th November, 1956



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CONTENTS

Part I - Parliamentary Debates (Part I - Questions and Answers)

No. 2—Thursday, 15th November, 1956.

ORAL ANSWERS TO QUESTIONS—

Starred Questions Nos. 40, 80, 41, 43 to 47, 49 to 55 and 57 53—78

WRITTEN ANSWERS TO QUESTIONS—

Starred Questions Nos. 42, 48, 56, 58 to 63, 65, 67 to 79 and 81 to 86 78—90

Unstarred Questions Nos. 25 to 76 90—116

Correction of answer to Starred Question 1329 dated 22-3-1955 116

DAILY DIGEST 117—20

he would personally enquire into the matter, when the Minister was somewhere out of India?

Rajkumari Amrit Kaur : I was here when the Press Conference took place at which the Prime Minister gave his reply. All that he said was that he was interested as much as anybody else in the water supply. But I may say that there was no let-up at any time, either in the Water and Sewage Board or by my Ministry as far as taking every precaution was concerned. In fact, experts who have come since then, from Poona, Bombay and elsewhere, have assured me that the situation was handled extremely well.

Shri Kamath : Oh, really?

Shri Veeraswamy : May I know why the authorities concerned with the water supply failed to inform the public in time about the water scarcity that occurred? Because, only after the water supply was restricted the people came to know of that; I was in Delhi at that time.

Rajkumari Amrit Kaur : I may say that the people were warned as soon as possible. After these unprecedented floods, the water situation became very difficult. Now the river has been receding for the last two years, going further and further over to the left bank. It receded during the floods in August. That situation was dealt with, and dealt with satisfactorily. And by the end of October when we had hoped that the monsoon was over and that no further difficulties would appear, came these very unprecedented floods.

As far as the restriction of the water supply on the 24th October is concerned, the previous night the water receded suddenly without any warning. The river does not give any warning, unfortunately. So I cannot always warn people what exactly is going to happen. It was at that time that the situation became fraught with a little danger, and therefore we gave notice at once on the morning of the 24th October, and the supply was restricted therefrom.

Dr. Ram Subhag Singh : In reply to part (a) of the question the Minister said 'No' and in reply to part (b) that it does not arise. Later on she accepted that the public was warned to boil the water and again went on to say that there was water scarcity. May I know whether the Minister had at that time cared to visit the pumping station and whether she is aware that the Delhi Municipal Chairman has said that the water was contaminated, and may I know on what basis this reply has been prepared?

Rajkumari Amrit Kaur : The Chairman of the Municipality, I may say, did

not make any such remark. He told me afterwards that there was one Member of the Municipal Committee who had said so. I may say this also that two Members of the Municipality are Members of the Water and Sewage Board, so that they knew exactly what was happening. I myself visited the spot more than once. My people were there morning and evening and everybody was working there twenty-four hours of the day and night.

Now, people are warned only when nature provides excesses, which are unprecedented and wholly unexpected. And people were naturally warned to take care because of the unfortunate happenings of last year. But tremendous precautions were taken, and the situation was so well handled that apart from one day, the Delhi public really did not have any inconvenience and I venture to hope that no contamination has taken place. Now, as far as actual contamination is concerned we reckon that contamination may take place if certain contents of the water rise above the specified rate. When we found there was danger of their rising, we cut off the supply of water, stopped the pumps, and then cleaned and put everything right within twenty-four hours.

श्री अलगू राय शास्त्री : मैं यह जानना चाहता हूँ कि क्या इस यमुना को स्रोद कर गहरा करने की और उस को ट्रेन करने की कोई योजना है, ताकि इस तरह से एकाएक पानी न घट जाया के?

राजकुमारी अमृत कौर : जी, हाँ, इस के बारे में भी पैजाव गवर्नरमेंट और यू०पी० गवर्नरमेंट के साथ सतोकिताबत हो रहा है, बल्कि यू०पी० गवर्नरमेंट ने तो काम करना शुरू भी कर दिया है, और जो हमारे इंजीनियर बगरह पूना से आये थे, उन्होंने भी अभी हाल में एक योजना दी है। उस के बारे में भी हमने बहुत से कदम उठाये हैं। और जो स्टेटमेंट मैंने रखा है, उस से आप को मालूम हो जायेगा कि हम ने क्या कदम आज तक उठाये हैं और क्या कुछ हो गया है।

Shri D. C. Sharma : In view of the vagaries of nature and the vagaries of the monsoon, may I know what long-range policy the Government is going to adopt, so that these unfortunate occurrences do not take place in the future, and how long Government will take for the completion of the long-range scheme that they have under contemplation?

Rajkumari Amrit Kaur : We are taking up his question, and plans have been drawn up already for a 30 million gallon per day increase in the present supply. And this facility should be available within the next two years. The proposal for getting water from the Western Jamuna Canal, that is the Bowaria scheme, is awaiting the Punjab Government's concurrence. I hope I shall have it very very early. My colleague, the Minister of Irrigation and Power has taken up that question with the Punjab Government. The question of argumentation of the supply of water from the Hindan river has also been taken up with the U.P. Government and they are working on a reservoir scheme near Ghaziabad.

Shri Bhagwat Jha Azad : Since the Minister has repeatedly emphasised that the restriction of water supply was only for one day, may I know in what parts it was only for one day? Because in South Avenue at least for five days water shortage was there.

Rajkumari Amrit Kaur : Water supply was restricted to three hours in the morning and three hours in the evening except on the 24th when it was stopped. The restriction was applied everywhere. The restriction was not confined to any part. Rashtrapati Bhavan was just as well without water as any other place.

Dr. L. K. Sundaram : May I know whether the hon. Minister is in a position to state that the steps so far taken to control the sludge and nightsoil which flow from the Najafgarh nullah into the river are adequate, that there is no further contamination of the water and that she can tell the House that there is no need for the citizens of Delhi to boil the water from today onwards?

Rajkumari Amrit Kaur : I think the citizens of Delhi have now been told that there is no necessity to boil the water. The water supply is perfectly pure. As far as the Najafgarh nullah is concerned, according to the Press *communiqué* which we issued in May and again — if I remember aright — in July and August, the Najafgarh nullah water will have been diverted by the end of this year as promised. Everything is up to schedule. In fact, some of the actions I promised to take on the enquiry report that was issued have been taken and steps are well in hand.

Shri Bansal : The hon. Minister just now said that this time, the water difficulty was on account of the unprecedented floods. Last year, it was on account of the water level being very much down. I would like to know from the hon. Minister the level which she would like

the Jumna to keep so that the difficulty in water supply could be overcome?

Mr. Speaker : Next question.

Coal freight

*41. { **Shri A. K. Gopalan :**
Shri C. R. Narasimhan :

Will the Minister of Transport be pleased to state:

(a) whether it is a fact that Government have received any representation from the Coal Consumers' Association of India suggesting payment of subsidy on freight charges for coal by sea for consumption in Saurashtra and South India; and

(b) if so, the action taken by Government in this regard?

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

(b) A copy of the representation has been forwarded to the Rail-Sea Co-ordination Committee who are already examining the question of the reasonableness of the existing level of freight rates on coal carried on the coastal sea routes. The Association's request will be considered on receipt of the Rail-Sea Co-ordination Committee's report which is expected by the end of December, 1956.

Shri A. K. Gopalan : May I know whether the Government have assessed the impact of sea route charges on coal consumed in South India?

Shri Alagesan : The representation made was that there is a difference of Rs. 35 between coal carried by the all-sea route and that carried by the rail-cum-sea route, and the request was that they should be granted a subsidy of Rs. 30 per ton for the coal that is carried to South India and Saurashtra. The whole matter has been referred to the Rail-Sea Co-ordination Committee who are in charge of the examination of this particular matter. So, as soon as we receive the Committee's report, we will be able to consider the question and take decisions.

Shri C. R. Narasimhan : Will the Government be pleased to place on the Table of the House the suggestions which Mr. Driver has put forward so that we may know what his suggestions are in the matter?

Shri Alagesan : I am not able to recall the recommendations of Mr. Driver. Perhaps, the hon. Member is referring to

the Committee which was presided over by Mr. Driver. I should think that the report is already available. I shall look into it. At least, copies can be placed in the library.

Shri A. K. Gopalan: What are the Government's difficulties in the way of subsidising the price of coal in South India?

Shri Alagesan: I should not like to go into the question, but I may inform the hon. Member that the Production Ministry also are examining the question of equalisation of the freight on coal distributed all over the country. The report in question has been sent to the Ministry of Production also. Before taking a decision in the matter, they will also give due weight to the matter. The matter is already being examined in the Production Ministry.

Shri V. P. Nayar: I understand that two Ministries are enquiring about it. Could I know whether, when a final decision is taken and a subsidy is recommended, in the case of these two States, retrospective effect will be given to the grant of subsidy from the date on which the enquiry commenced?

Shri Alagesan: I think it is too much for me to say anything on such questions.

Suburban Railway Services

Shri Dabhi:
*43 **Shri T. B. Vittal Rao:**
Shrimati Tarkeshwari Sinha:
Shri S. C. Samanta:

Will the Minister of Railways be pleased to refer to the answer given to Starred Question No. 1400 on the 25th August, 1956 and state:

(a) whether the recommendations of the Committee set up to investigate into the problem of excessive overcrowding during the peak hours in suburban railway services at Bombay, Calcutta and Madras have since been examined;

(b) if so, the nature of the decision arrived at; and

(c) whether any action has been initiated to implement the same?

The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) to (c). The recommendations are still under examination.

Shri Dabhi: May I know whether copies of the report of the Committee are available to the Members of Parliament as well as to the public and, if not why not?

Shri Shah Nawaz Khan: Copies of the report are under print and I hope they will be available very soon.

Shri Dabhi: May I know how long will it take for the Government to take a decision?

Shri Shah Nawaz Khan: The report of the Committee was received by the Ministry on 9th April, 1956. Thereafter, the report was circulated to the railways for their remarks. Then, on the 23rd August, a meeting of all the Chief Operating Superintendents was held and certain decisions were arrived at, and those decisions are under circulation among the Railway Board and the Minister. I hope a decision will be taken very soon.

Shri S. C. Samanta: May I know whether the Committee has suggested that the congestion during peak hours in Bombay is less because of electrification than in Madras and Calcutta?

The Deputy Minister of Railways and Transport (Shri Alagesan): I cannot say that the congestion there is as great as perhaps in Calcutta. But it is difficult to compare the two. The congestion is great in both the areas.

Shrimati Tarkeshwari Sinha: In view of the fact that the whole system of transport has been reviewed under this new report submitted by the Expert Committee, may I know what interim and immediate steps Government propose to take before the finalisation of the decisions on the report, so as to meet the acute transport difficulties in Bombay especially?

The Minister of Railways and Transport (Shri Lal Bahadur Shastri): The hon. Member has mixed up many things. This question pertains to overcrowding on the suburban services. We have recently imported a number of E.M.U. coaches to meet the shortage in the railways. The supply of these coaches will help a great deal in reducing overcrowding during the peak period.

Besides that, several recommendations have been made by this Committee and we have accepted many of them. But it is not easy to implement all those recommendations immediately. For example, they have said that the ladies' compartment should be abolished and should be withdrawn. It is not easy to accept that recommendation, but we have decided that in the case of upper class ladies' compartments, we might agree to the suggestion and we could withdraw them. Similarly, they have made other

recommendations which we are trying to implement, and it will not take much time. I think within a month or so, we will be able to implement some of them and reduce over-crowding to some extent at least.

Chinese Agricultural Science Study Mission

*44. **Shri Bhagwat Jha Azad** : Will the Minister of Food and Agriculture be pleased to state whether the Chinese Agricultural Science Study Mission after its tour has suggested any method to improve Indian Agriculture?

The Minister of Agriculture (Dr. P. S. Deshmukh) : No. The Chinese Mission has not yet concluded its tour of the country. The Mission is not expected to submit any formal report, nor at any rate to the Government of India.

Shri Bhagwat Jha Azad : To what aspect of our agricultural life is this Mission giving its special attention?

Dr. P. S. Deshmukh : It is a somewhat comprehensive delegation. It consists of 2 persons who have divided themselves into three groups. One group is interested in studying the institutes of agriculture, another group is concerning itself with animal husbandry and so on. They want in fact to have a general view of all agricultural progress in the country including research institutes.

Shri Bhagwat Jha Azad : Could we have any idea as to the time by which the Mission would be able to finish its study tour and submit a report to the Government?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru) : There is no question of their submitting any report to us. We have not appointed them. The Chinese Government have sent the experts. We have gladly welcomed them; we have discussed matters with them. We got ideas from them; they got ideas from us — good enough. There is no question of their submitting any report to us.

Dr. P. S. Deshmukh : My friend wanted to know when the tour would be completed. They are expected to leave on the 26th of November.

Shri B. S. Murthy : May I know whether there is any programme for this mission to meet agricultural officers and experts of India and have mutual exchange of ideas?

The Minister of Food and Agriculture (Shri A. P. Jain) : They have

been meeting our agricultural experts and officers of the Central as well as State Governments.

श्रीमती कमलेन्द्रमति शाह : क्या यह सत्य है कि इस देश में जापानी ढंग से की जाने वाली खेती को छोड़ दिया गया है, क्योंकि उस पर अधिक व्यय आता है और अब अपने ढंग से की जाने वाली खेती को अपना लिया गया है, क्योंकि उस पर कम व्यय आता है?

श्री अ० प० जैन : ऐसा कुछ नहीं है कि हमने जापान के तरीके से जो खेती करनी शुरू की थी, उस को छोड़ दिया गया है। हम उस को भी बढ़ा रहे हैं।

Shri V. P. Nayar : The hon. Prime Minister said that some problems were discussed with this Mission. I would like to know whether the possibility of combining agricultural operations with piscicultural operations and the possibility of developing both together were discussed with this Chinese Mission?

Shri A. P. Jain : I cannot say whether it was discussed with the Chinese Mission; but, our people are giving attention to combining the cultivation of rice and the rearing of fish.

Train Accident

+
 { **Shri Gidwani** :
Shri Bhagwat Jha Azad :
 *45. { **Shri Krishnacharya Joshi** :
Shri Ram Krishan :
Shri Kamath :

Will the Minister of Railways be pleased to state:

(a) whether the inquiry into the accident of 565 Down Secunderabad Dhornachallam Passenger Train had been completed and referred to a high judicial officer for further scrutiny;

(b) whether that officer has submitted his report to Government; and

(c) if so, what is the nature of the report?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan) : (a) The Report of the Government Inspector of Railways has not so far been received, but is now expected soon. The reference to a judicial officer could only be decided after its receipt.

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

Shri Gidwani: May I know when the report will be submitted?

Shri Shahnawaz Khan: We are expecting the report very shortly.

Shri Krishnacharya Joshi: May I know whether the inspection and repairs of bridges in that area have been completed?

The Minister of Railways and Transport (Shri Lal Bahadur Shastri): The hon. Member is perhaps asking about all the bridges. The main point was that a committee should be set up which should examine all the bridges in that area. That committee has been set up. Everything has been decided and they will start the inspection.

Shri Kamath: Has it been brought to the notice of the hon. Minister that the local President of the National Railway Mazdoor Union who gave warning of the damaged bridge well in advance has been prosecuted by the Government instead of being asked to assist in the inquiry?

Shri Lal Bahadur Shastri: He has not been prosecuted on account of the statement he made, but because he pulled the chain when the train was running on that particular line and in the normal course he was prosecuted by the police.

Shri Kamath: Is the Minister aware that soon after he pulled the chain, he told the authorities on the spot that he pulled the chain because the bridge was damaged and he wanted to give a warning and yet he has been prosecuted?

Shri Lal Bahadur Shastri: The hon. Member is not aware of what he said. He never said that the bridge was damaged. He simply said that as it was raining heavily he had some doubt. That was his statement. Anyhow, it will not be proper to go into that statement because the inquiry is still on.

Shri Krishnacharya Joshi: May I know whether the Claims Commissioner has started working and if so, how many claims have been received?

Shri Shahnawaz Khan: The Claims Commissioner has already been appointed and he has started the work. I do not know the exact details about the number of claims submitted so far.

Shri M. R. Krishna: In view of the fact that disastrous accidents take place only in Hyderabad, may I know what special measures have been taken by the railway Ministry to avoid further acci-

dents by making all the existing bridges in that area suitable for heavy locomotives?

Shri Shahnawaz Khan: A special committee of three very experienced railway officers has been appointed to examine very thoroughly all the bridges in that area and if those bridges need any alteration or repairs, that will be done.

Shri Sivamurthi Swami: May I know whether in the meanwhile any compensation has been given to the sufferers?

Shri Shahnawaz Khan: I have just now said that the Claims Commissioner had been appointed. All the claims will be submitted to him and after due scrutiny, he will determine the compensation to be paid.

श्री लाल बहादुर शास्त्री : जिस ने चेन लीची थी और इस स्थान से लीची थी कि पुल डैमेजड है और फिर भी उस पर मुकदमा चल रहा है, उस डिसास्टर के हो जाने के बाद क्या रेलवे मिनिस्ट्री उचित नहीं समझती कि उस पर से वह मुकदमा हटा लिया जायें और उस को कुछ इनाम दिया जाय?

Mr. Speaker: The matter is before the Court.

Shri Kamath: No; it is not. (Interruptions.)

श्री लाल बहादुर शास्त्री : यहां तो नहीं, पर वहां मैंने यह कहा था कि

Shri B. S. Murthy: In English please.

Shri Lal Bahadur Shastri: I had said that the case against that young gentleman should be withdrawn, but it is for the police to do it. I had made that suggestion and I thought those concerned might take the necessary steps. Only recently I asked the Railway Board to enquire about this matter as to why that case should not be withdrawn. In fact, it does not lie in my hands; it is for me to give advice and I have given it.

Shri M. R. Krishna: Was this committee appointed after the first accident at Jalgao or after this accident which has recently taken place near Bangalore?

Shri Lal Bahadur Shastri: This has been appointed recently. In fact I made a slight mistake; this committee has already started its work; I thought it has not.

Shri Gidwani: May I know whether this committee will consider the question as to who is the final authority to sanction the tenders for the construction of bridges?

Mr. Speaker: How does it arise out of this?

Dr. Lanka Sundaram: Accidentally.

Mr. Speaker: I am going to the next question.

दिल्ली परिवहन सेवा

*४६. श्री नवल प्रभाकर: क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली परिवहन सेवा ने अग्रिम टिकट बेचने के लिये नये कर्मचारियों की भर्ती की है; और

(ख) यदि हाँ, तो उनकी संख्या क्या है?

रेलवे तथा परिवहन उपमंत्री (श्री शाह नवाज शाह): (क) जी, हाँ।

(ख) ५० कन्डक्टर और एक सहायक खजानी।

श्री नवल प्रभाकर: क्या यह सत्य है कि ये लोग बसों में बिना टिकट सफर करने की बुराई को समाप्त करने के लिये रखे गये हैं?

श्री शाहनवाज शाह: जी हाँ, इन को इसी लिये रखा गया है कि लोग बगैर टिकट के सफर न करें।

श्री नवल प्रभाकर: इस प्रकार डी० टी० एस० को कितना फायदा होगा?

श्री शाहनवाज शाह: इस महीने के अन्दर अन्दर तकरीबन १ लाख ८१ हजार रुपये की आमदानी बढ़ी है, जब कि इन अद्वितीयों पर तकरीबन २५ हजार रुपये का खर्च आया है।

Shri Matthen: What steps have been taken to encourage and enforce the queue system in the bus stands? If the bus stops a few yards away from the stand where the people are standing in queue, other people rush into the bus. What steps

have been taken to enforce the queue system?

Shri Shahnawaz Khan: The queue system has already caught the imagination of the Delhi public and generally queues are formed in all the bus stands. Where we have introduced this new scheme of issue of tickets in advance, our people request the public to come in the queue. But in other stands we do not have any method to enforce it.

Mr. Speaker: Next question.

Shri Matthen: The hon. Minister has not understood my question.

Mr. Speaker: I have called the next question.

Assault on Railway Pay Clerk at Rajahmundry

*47. **Dr. Rama Rao:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 2146 on the 13th September, 1956 and state:

(a) whether he has since received any report from the State Government about the assault on the Railway Pay clerk on Southern Railway at Rajahmundry;

(b) whether the Railway authorities have made any departmental enquiries; and

(c) if so, the findings thereof?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan):

(a) and (b). No.

(c) Does not arise.

Dr. Rama Rao: In view of the fact that the pay clerk who was carrying Rs. 7 to 8 lakhs was removed from the train and assaulted and otherwise harassed, may I know why the Government has not instituted any departmental enquiry?

Shri Shahnawaz Khan: The police have already registered a case. We thought it would be improper to come in their way. We are waiting till they complete their proceedings.

Dr. Rama Rao: May I know for what this clerk is being prosecuted. Is it for performing duty properly or for any false charge?

Shri Shahnawaz Khan: No.

Mr. Speaker: When a case is pending...

Dr. Rama Rao: What is the case?

Mr. Speaker: We cannot go into the details of the case.

Shri Shahnawaz Khan: The allegation is that he was suspected to be drunk and he was obstructing a government official in the performance of his duties.

Dr. Rama Rao: The hon. Minister was just now pleased to say that he was obstructing a government officer in the performance of his duty whereas he was performing his duty and he was pulled out of his compartment. Is it a fact that the Civil Surgeon certified that he had no alcohol in him at that time?

Shri Shahnawaz Khan: He was taken to the hospital and he was put to certain tests. It was found that he was not drunk but his urine showed certain symptoms.

Shri B. S. Murthy: May I know whether the pay clerk is still in Government service or is under orders of suspension?

The Minister of Railways and Transport (Shri Lal Bahadur Shastri): He is in service. I may tell the House, that it is somewhat unfortunate that difference has cropped up between the State officers and the Railway. The Railway clerk has his own version. The State Government officers who were travelling by that train have got a different version. The police have registered a case against the pay clerk under section 353 I.P.C. and section 4(1)(j) of the Prohibition Act. We have been, in fact, put in a fix and we do not know what to do. The utmost that I can do is, I can again write to the State Government of Andhra and tell them our opinion and what we feel about this. It is ultimately for them to decide as this is almost a case of law and order. It is for them to take the final decision.

Mr. Speaker: Next question.

Shri Nambiar: May I know.....

Mr. Speaker: No.

Shri Nambiar: This is a case in which a Minister ordered the beating of the pay clerk when he was on duty.

Shri Raghavaiah: Shri Kala Venkata Rao.

Shri Nambiar: Shri Kala Venkata Rao was responsible for the assault of the pay clerk. The prosecution is against the pay clerk. I want some more information. These questions cannot be allowed.

Mr. Speaker: I cannot go on with a single question for fifteen minutes.

Shri Nambiar: This is the procedure.

Shri Raghavaiah: Allow two questions.

Mr. Speaker: Hon. Members are not new to this House. If there is any particular matter over which further elucidation is necessary, there are steps which they can take for eliciting further information. I am not going to allow any further questions.

Shri Nambiar: What steps?

Mr. Speaker: Hon. Member will look into the Rules of Procedure. Next question.

Rapti River Scheme

***49. { Shri Bishwa Nath Roy:**
Shri R. N. Singh:

Will the Minister of Irrigation and Power be pleased to state whether any Scheme is under consideration of Government for taming the Rapti River?

The Deputy Minister of Irrigation and Power (Shri Hathi): Yes, Sir. A Statement giving the schemes already sanctioned and those under the consideration of the Government of U. P. is laid on the Table of the House. [See Appendix I, annexure No. II].

Shri Bishwa Nath Roy: May I know when the actual work will start?

Shri Hathi: Of the schemes that have been sanctioned, work on three has started and those schemes have already been completed. The fourth one is under execution.

Shri Bishwa Nath Roy: May I know whether any work has been undertaken in any part of the U. P. in this connection?

Shri Hathi: All these four works are undertaken in the U. P. Three out of the four works have been completed. They are in the U. P.

Shri Bishwa Nath Roy: May I know if any irrigation project is in this scheme?

Shri Hathi: Of the four works that have been sanctioned, there is no irrigation project. There is no irrigation benefit arising out of these works.

Shrimati Tarkeshwari Sinha: May I know what is the amount of losses suffered due to floods in the Rapti during the last five years?

Shri Hathi: I require notice for collecting figures for the last five years.

Travancore-Cochin Transport service

***50. { Shri V. P. Nayar:**
Shri Punnoose:

Will the Minister of Transport be pleased to state whether the State Transport Service in the erstwhile Travancore-Cochin State will be extended in the near future to the main routes in the erstwhile Malabar District of the Madras State?

The Deputy Minister of Railways and Transport (Shri Alagesan): No such proposal is under consideration at present.

Shri V. P. Nayar: May I know whether the workers of the Travancore-Cochin State Transport have demanded that, in view of certain circumstances and also in view of the very large profit earned by the State Transport in the Travancore-Cochin section of the Kerala State, the service should also be extended to the other parts of the Kerala State?

Shri Alagesan: I do not know about the demand of the workers. But, the Transport Director of the previous Travancore-Cochin State has made a recommendation to the State Government for running an express service up to Palghat and Calicut. Government themselves are considering the question of taking powers for operating one service. They will be enabled to take the power as soon as the Motor Vehicles (Amendment) Bill, which is before the Select Committee is passed by both Houses of Parliament, and they arrange powers to operate the service. ■

Shri V. P. Nayar: In answer to a question last session, No. 958, the hon. Minister revealed that by the operation of the Travancore-Cochin State Transport, for an investment of Rs. 1.89 crores, there has been a gross profit of Rs. 4.24 crores so far. What then is the objection for extending these lines to the other parts of the same State at present?

Shri Alagesan: I do not remember the figures which the hon. Member has quoted. I take them for what he says. There is no objection. The Government are only considering this question. We have not received any objection. The Government themselves are in favour of extension of the service. They are waiting for certain developments to take place.

Shri V. P. Nayar: The hon. Minister said that the Government have no objection. Could we know a possible date within which the main routes of the present Malabar district will be nationalised and State Transport run there?

Shri Alagesan: It is not possible for me to say. They have a new Government for the Kerala State now. It is for them to do this.

Shri Kelappan: May I know whether the whole transport service in Travancore-Cochin is nationalised now?

Shri Alagesan: If my information is correct, a very large part of it is nationalised.

Shri Matthen: May I know from the hon. Minister what is the policy of the Government regarding this matter? When the Planning Commission is hard pressed

for funds for financing immediate projects, would it be desirable to invest money on this nationalisation when there are private people who are ready to do it?

Shri Alagesan: As far as the policy matter is concerned, the Transport Ministry has circularised the various State Governments that they can undertake nationalisation of passenger transport services provided they can evolve a phased programme and send it to the Central Government beforehand so that sufficient notice is also given to the private operators and the thing is not done in a hurry but is done in suitable stages. That is the policy in the matter.

Third Class Sleeping Accommodation

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*51. { **Shri Dabhi:**
Shri Amar Singh Damar:
Shri Sivananjappa:

Will the Minister of Railways be pleased to refer to the replies given to Starred Questions No. 1773 on the 27th April 1956 and No. 245 on the 23rd May 1956 and state:

(a) when the present three-tier berths in 3rd Class sleeper coaches are going to be replaced by two-tier berths;

(b) whether there will be an increase in the surcharge of Rs. 3; and

(c) if so, to what extent?

The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) There is no proposal at present to replace three-tier III class sleeper coaches with two-tier coaches.

However, a few two-tier coaches, having provision for some sleeping accommodation in addition to seating accommodation, are under construction and will be utilized to provide sleeping accommodation, in III class in addition to the existing 3-tier coaches.

(b) No.

(c) Does not arise.

Shri Dabhi: May I know whether it is not a fact that in reply to a supplementary question to Starred Question No. 2451 asked on 23-5-1956 the hon. Railway Minister stated that the three-tier berths in the sleeping coaches would be replaced by two-tier berths within about five to six months?

The Minister of Railways and Transport (Shri Lal Bahadur Shastri): Yes, Sir. I still stick to it. The only thing is that all the three-tier coaches would not be removed immediately. They will also be running and the new coaches that we propose to provide will have only two berths.

or two tiers. They will be merely two-tier coaches.

Shri Dabhi: May I know for how many coaches and in which trains this replacement will take place?

Shri Shahnawaz Khan: We have placed orders purely as an experimental measure for six broad gauge and six metre gauge coaches having two tiers. These coaches will be available either in February or March.

Shri Dabhi: What about the promise that the Minister gave on the floor of the House that the three-tier berths would be replaced?

Mr. Speaker: He has already answered.

Shri Heda: In view of the fact that the third tier is very difficult to climb, pending the replacement of these three-tier berths by two-tier berths, will the Ministry consider not reserving the third tier for anybody, because now if anybody goes to reserve three or four seats, he is compelled to take the third berth also?

Shri Shahnawaz Khan: Certain modifications have already taken place regarding spacing of the various tiers. That, I believe, has already made some difference. Although the space on the third tier is rather limited, I myself have got into it.

Shri Heda: That is impossible.

Shri Sarangadhar Das: When Shri Santhanam was the Railway Minister, he had introduced three-tier berths in the second class and they were found to be a failure and it was remarked at the time that several crores of rupees had been wasted on that. In view of this fact, why is it that the third class coaches were provided with three tiers again?

Shri Lal Bahadur Shastri: I do not know about the past history, but anyhow there was no sleeping accommodation provided to the third class passengers at all. That has to be kept in mind by the hon. Members, and as an experiment we decided to provide sleeping coaches with three tiers. Economically it is a sound proposition for the railways. Still, with a view to provide adequate comfort to the third class passengers we are considering the abolition of the third tier. I might inform the hon. Members that only the other day when I was travelling in the G. T. Express, I went to the third class passengers and they said: "You should immediately provide the third tier so that we can get more sleeping accommodation." So, those friends who do not travel in the third class, if they will excuse my saying so, are keen on getting more sleeping accommodation.

I might also inform the House that we are thinking of making another experiment—a third class coach in which we will provide sleeping accommodation for 80 per cent. of the passengers travelling in that coach. That is another experiment which we propose to make, providing sleeping accommodation to almost all the passengers who are travelling in the coach. So, we are making experiments with a view to give as much comfort and convenience to the third class passengers. And I continue to get questions all the time, as possible and every time Shri Dabhi comes forward with these questions. He knows that we are making adequate arrangements. It sometimes gets nauseating.

Signalling Equipment Factory

*52. **Shri K. S. Rao:** Will the Minister of Railways be pleased to state :

(a) whether there is any proposal to set up a factory for the manufacture of mechanical and electrical signalling equipment;

(b) if so, where the same is likely to be located ; and

(c) the time by which the factory is likely to go into production ?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No, Sir.

(b) and (c) Do not arise.

Shri K. S. Rao: May I know whether it is the policy of the Government to expand and develop the manufacture of signalling equipment on the railways?

Shri Shahnawaz Khan: We have signalling equipment workshops and those workshops are enough for repairs and maintenance of all the signalling equipment that are with the railways. They also manufacture non-standard fittings. There is no proposal at present to set up a signalling equipment factory as such because the railways would like to leave that to the private sector.

Shri Nambari: May I know whether it is a fact that the S.T.E. Workshops in Trichinopoly on the Southern Railway is to be expanded or developed under any scheme?

Shri Shahnawaz Khan: Yes, Sir. During the next five years we propose to spend Rs. 125 lakhs on the expansion of signalling equipment workshops, and that workshop would be one of them.

Shri V. P. Nayar: Could I know whether the Estimates Committee which examined the question last year has made

any specific recommendations on the improvement of the signalling equipment and has also suggested the setting up of a factory for that?

The Minister of Railways and Transport (Shri Lal Bahadur Shastri): As the Deputy Minister has just now said, we are starting the new workshops as part of bigger workshops. On almost all the railways we are opening shops for manufacturing signalling equipment.

Dr. Rama Rao: Just now the Deputy Minister said that the manufacture of this signalling equipment is to be left to the private sector. When we are expanding our workshops, and we have already got efficient workshop why is it that the Government leaves the manufacture of a part of this equipment to the private sector?

Shri Shahnawaz Khan: Because we want to encourage the private sector.

Shri B. S. Murthy: May I know whether the cost of production by the private sector and by the public sector has been estimated and whether manufacture of signalling equipment by the private sector is beneficial to the railways?

Shri Lal Bahadur Shastri: There are private factories which are already making signalling equipment. We do not to deprive them of their business. In fact, at the present moment we have to take advantage of all the sectors. The railways have a lot of work to do and therefore if we can get some of the parts and components from the private sector, we would naturally like to have them and we will make them in our workshops also.

Locust Swarms

***53. Shri R. P. Garg:** Will the Minister of Food and Agriculture be pleased to state:

(a) the time when the locust storms were last seen in this country on a large scale and the damage done to the crops;

(b) the damage done by the locust swarms that visited Rajasthan on a small scale, before monsoon; and

(c) the steps taken to destroy the larvae which have more fertility in damp weather?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The locust swarms on a large scale were last seen on the 29th January 1955. The value of loss to crops was estimated at about Rs. 50 lakhs.

(b) None.

(c) Young locust were killed by dusting and spraying poison with ground equipment and aeroplanes—Trenches were also dug in front of the moving locust hopper bands to aid destruction.

Shri R. P. Garg: May I know whether a warning was received by the Government of India from the Anti-Locust Research Centre, London?

Dr. P. S. Deshmukh: I could not say in which particular case warnings were received. I must have notice.

Shri R. P. Garg: May I know if the attention of the hon. Minister has been drawn to the news item in the *Hindustan Times* dated May 30 where a warning issued by the London centre has been given?

Dr. P. S. Deshmukh: If it was given it must have been received and I am sure it must have been utilised also.

Shri Kaaliwal: May I know whether the hon. Minister's attention was drawn to the fact that owing to a lot of rains in the western part of Rajasthan large-scale breeding of these locusts are taking place and may I also know whether effective steps have been taken to eradicate them?

Dr. S. P. Deshmukh: We have got a very extensive organisation and I venture to say that the work they have done is very commendable. As I have already stated, we have not had any swarms since 29th January 1955. I have no doubt that whenever there was any likelihood due to lack of rain or more rains, we try to do our best in co-operation with the State Government.

Shri Veeraswamy: May I know whether these locust swarms have invaded any part of South India and, if so, which part and what is the extent of damage done to crops by the last swarms?

Dr. P. S. Deshmukh: The south had hardly any share in this respect.

Shri B. S. Murthy: Is he inviting them?

The Minister of Defence Organisation (Shri Tyagi): They are linguistic.

Dr. P. S. Deshmukh: and the damage done is therefore nil. I have got a full list of the damage done in the various States. But, so far as the south is concerned no damage has been reported. They have it seems gone up to Madhya Pradesh. The damage there was about Rs. 70,300; and also Bihar. That is the information we have got.

Goitre

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

(a) the name of the States where goitre is prevalent in the country; and

(b) the steps taken for eradicating this disease?

The Deputy Minister of Health (Shrimati Chandra sekhar): (a) Goitre is prevalent in endemic form in Jammu and Kashmir, Punjab, Himachal Pradesh, Bihar, West Bengal, Assam, N.E.F. Agency, Tripura and Manipur.

(b) A Goitre Pilot Survey Project in the District of Kangra has been established and is working since November, 1954. A scheme for the eradication of endemic Goitre through distribution of iodised salt at an estimated cost of Rs. 18.00 lakhs is under consideration of the Government of India.

Shri D. C. Sharma: May I know what is going to be the estimated cost of the Pilot Project which is working in the Kangra district and what is going to be the normal life of the Project?

Shrimati Chandrasekhar: It will be for 5 years and the estimated cost is about Rs. 1.25 lakhs.

Shri D. C. Sharma: May I know if any preventive measure are being adopted to overcome the incidence of this disease in the mountainous and submountainous districts of India, especially Himachal Pradesh, Kangra and Hoshiarpur?

Shrimati Chandrasekhar: After this Pilot Project is over, we will take it up—that is this control scheme for goitre. We will supply iodised salts in areas where goitre is endemic.

Shrimati Kamlendra Mati Shah: May I know whether any measures have been taken to eradicate this disease in the 4 hill districts of U.P. because there has been no grant given?

Shrimati Chandrasekhar: Wherever there is this endemicity of goitre iodised salts will be supplied.

Shri D. C. Sharma: May I know if the scheme to which the hon. Minister has just now referred will be put into operation after 5 years or in the near future?

Shrimati Chandrasekhar: It is no after 5 years. This Project is for 5 years. Meanwhile, as soon as other data are available it would be taken up. As a matter of fact, arrangements and preparations are being made and a plant costing about Rs. 27.220/- has been purchased and money has been set apart in this year's Budget for the supply of iodised salts.

Inter-State River Water Disputes

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Dr. Ram Subhag Singh:
Shri D. C. Sharma:
Shri Bhagwat Jha Azad:
Shri Krishnacharya Joshi:
Shri Gidwani:
Shri Ram Krishan:
Shri Jethalal Joshi:
Shri L. N. Mishra:
Sardar Iqbal Singh:
Sardar Akarpuri:

*55.

Will the Minister of Irrigation and Power be pleased to state:

(a) when the discussions between the representatives of India and Pakistan which have been taking place at Washington with the participation of the World Bank are likely to be finalised; and;

(b) the progress made so far in reaching an agreement?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The negotiations between the representatives of India and Pakistan, through the goods offices of the World Bank, are still going on and are likely to conclude by the 31st March, 1957.

Dr. Ram Subhag Singh: Pending finalisation of these discussions, may I know, on what basis the interim arrangements have been made for sharing water between India and Pakistan and whether India has been put to any loss because of this arrangement?

Shri Hathi: During negotiations and as a result of the negotiations, we have been able to come to an agreement with Pakistan *ad hoc*—for the transitional period for 1955 Kharif, 1955-56 rabi and up to 31st March 1957. There will be no difficulty and India has not suffered on that ground.

Dr. Ram Subhag Singh: May I know whether Pakistan has been regularly paying the water rate to India?

Shri Hathi: So far as the undisputed amounts are concerned, they have paid except I think, for last year.

श्री अलग् राय शास्त्री : क्या मैं जान सकता हूँ कि भारत में जो स्टेट्स हैं उनमें आपस में भी पानी के बारे में कोई सङ्गठ चल रहे हैं और अगर चल रहे हैं तो उनको दूर करने के लिये गवर्नरेंट कौन से स्टेट उठा रही है या उठाने का विचार कर रही है?

Shri Hathi: That relates to the internal question of the disputes between States in India. For that, perhaps, the hon. Member knows that we have already passed an Act, the Inter-States Water Disputes Act. There are certain disputes and this Act

will take cognizance of them and we shall be able to settle disputes under the provisions of that Act.

Shri Gidwani: Is it a fact that the World Bank has evolved a master-plan in June 1956 for the distribution of water between India and Pakistan and settled the dispute permanently and that India has accepted that scheme but Pakistan has rejected it? If so what was the nature of that Scheme and what was the reason for rejection by Pakistan?

Shri Hathi: Perhaps, the hon. Member refers to the Bank's proposal which they made to both countries in February, 1954. This is actually the basis on which the new negotiations are being carried on. Both the Governments of India and Pakistan have agreed that this will be the starting point of the basis on which the negotiations will continue.

Shri Gidwani: My question was whether the scheme was accepted by India and rejected by Pakistan; and, if so, what were the reasons?

Shri Hathi: At, one time, Pakistan did not agree; but subsequently, the World Bank wrote to both the Prime Ministers and now they have agreed and it is on that basis that the negotiations are being carried on now.

Shri Kasliwal: The hon. Minister will recall that when the last negotiations—previous to this—took place, India had agreed to pay a certain sum of money for the use of waters—probably it was Rs. 45 crores or Rs. 60 crores. May I know whether there is any change in that position now or does the old position remain?

Shri Hathi: It was not actually that India had agreed to make any payment. It was only an estimate of what would be the cost of the construction. There was a proposal that roughly it might be about Rs. 40 or Rs. 50 crores which India might have to pay. But, there is no agreement and India has not yet agreed to any sum being paid because these have not been finally settled.

पशुओं के प्रति निर्देश रोकने के बारे में समिति

५७. श्री भक्त दर्जन : क्या खाली और हृषि मंत्री १७ जुलाई, १९५६ के तारीकित प्रश्न संस्था ४१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या पशुओं के प्रति निर्देश रोकने व अन्य संबंधित विषयों के बारे में

नियुक्त की गई समिति ने इस बीच अपना प्रतिवेदन प्रस्तुत कर दिया है;

(ख) यदि हां, तो क्या उस प्रतिवेदन की एक प्रति सभा-पटल पर रखी जायेगी; और

(ग) उस समिति को सिफारिशों पर क्या निर्णय किये गये हैं ?

हृषि मंत्री (डा० पं० श० देशमुख) :
(क) जी, नहीं ।

(ख) और (ग). प्रश्न नहीं होते ।

श्री भक्त दर्जन : क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि यद्यपि दो वर्ष से अतिधिक का समय हो गया है परन्तु अभी तक भी यह समिति अपना कार्य समाप्त नहीं कर पाई है, इसका क्या कारण है और कौन सी खास अड़बने इसके रास्ते में आ रही है ?

Dr. P. S. Deshmukh : It seems that the Committee has been appointed and a very inauspicious day.....

Dr. Lanka Sundaram : Who is responsible for it?

Dr. P. S. Deshmukh : Difficulties have been cropping up. When I replied to this question last, I said that we were expecting the report to be submitted soon. Unfortunately, the draft could not be approved by all the members then and they are now proposing to meet in the first week of December. That is the position.

WRITTEN ANSWERS TO QUESTIONS

Assessment of Overcapitalisation

***42. Shri Chattopadhyaya :** Will the Minister of Railways be pleased to refer to the answer given to Starred Question No. 1460 on the 16th April, 1956 and state :

(a) whether the Railway Board have since finalised the principles on which precise assessment of overcapitalisation should be made ; and

(b) If so, the steps taken to assess the same ?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) The principles on which precise assessment of over-capitalisation should be made are

still under reference with the Minister of Finance.

(b) Does not arise.

Delhi Road Transport Authority

*48. **Shri Jhulan Sinha** : Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the Advisory Council of the Delhi Road Transport Authority meets only once in three months; and

(b) whether any suggestion has been received to have monthly meetings of the Council to accelerate the pace of improvement in the working of the Delhi Road Transport Authority ?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan):

(a) Yes.

(b) The Public Accounts Committee in its 20th Report on the Delhi Road Transport Authority (Bus Section) has recommended that the meetings of the Delhi Road Transport Authority Advisory Council should be more frequent than at present. The Authority has accepted this recommendation and decided that in future the Advisory Council should meet once in two months.

Dislocation of Traffic on Eastern Railway

*56. **Shri Nageshwar Prasad Sinha** : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that railway traffic on the main line on Eastern Railway between Mugalsarai and Buxar was dislocated in the middle of September last;

(b) which of the passenger mail and express trains were cancelled and for how many days;

(c) what were the reasons for such a dislocation; and

(d) what arrangements had been made for passage of goods and passengers during that period?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan) : (a) Yes.

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

Beggars and Vendors on Trains

*58. **Shri Ramachandra Reddi** :
Shri Jhulan Sinha :
Shri S. C. Samanta :

Will the Minister of Railways be pleased to state :

(a) whether it is a fact that a large number of beggars and vendors travel in trains in Southern Railway without tickets and move on the foot boards of trains in movement, freely and frequently; and

(b) if so, what steps are taken to prevent it?

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

(b) Sustained efforts are being made to eliminate this evil by intensified checks by Travelling Ticket Examiners, Trespass Squads of Railway Protection Force and the prosecution of offenders as also by the system of checking by T. T. Es. in many suburban trains in Madras area which has produced a salutary effect.

Propaganda requesting passengers to desist from encouraging beggars and hawkers is done through loudspeakers, handbills, posters and notices in newspapers.

Damodar Valley Dams

*59. **Shri N. B. Chowdhury** : Will the Minister of Irrigation and Power be pleased to state :

(a) whether there was any danger to the Damodar Valley Corporation Dams during the high flood of September, 1956;

(b) if so, how much water was released from the reservoirs to ensure the safety of such Dams; and

(c) whether the Dams have been affected as a result of the heavy rainfall?

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

(b) Does not arise.

(c) No, Sir.

Community Projects

*60. **Shri K. C. Sodha** : Will the Minister of Community Development be pleased to state what steps are taken by the Central Government to ensure that the State Governments and District Authorities give careful consideration to the recommendations made in para 6, chapter XI, of the Second Five Year Plan ?

The Minister of Community Development (Shri S. K. Dey) : A statement giving the information is placed on the Table of the House. [See Appendix, I annexure No. 13].

Shipping

*61. { **Shrimati Tarkeshwari Sinha : Shri Shivananjappa :**

Will the Minister of Transport be pleased to state :

(a) whether the loans to be given to the private sector for the development of shipping, are further being liberalised;

(b) if so, the main features of the terms of new loan; and

(c) what is the amount of assistance, proposed to be given to the private sector for shipping development in the Second Five Year Plan?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). The question is under consideration

(c) About Rs. 17 crores.

Kabaddi and Wrestling Sports

*62. **Shri Kamath :** Will the Minister of Health be pleased to refer to the reply given to supplementaries raised on Starred Question No. 2336 on the 18th May, 1956 and state :

(a) whether there is any scheme for coaching in popular Indian games such as *Kabaddi* and wrestling; and

(b) if not, the reasons therefor?

The Minister of Health (Rajkumari Amrit Kaur) : (a) No coaching programme has so far been organised in *Kabaddi*, but a two months' coaching camp in Wrestling was organised at the National Stadium, New Delhi during 1955-56 for the benefit of some wrestlers.

(b) No request for coaching assistance has so far been received either from any sponsors of *Kabaddi* or the Wrestling Federations.

Jamuna Bridge

*63. { **Shri Kajrolkar : Shri Gidwani :**

Will the Minister of Railways be pleased to state :

(a) whether Government propose to set up an expert committee of engineers to carry out a thorough examination of the Jamuna Bridge;

(b) whether pending such expert examination it is proposed to allow normal traffic over the bridge; and

(c) if the reply to part (b) be in the affirmative, whether Government have secured expert opinion in favour of such decision?

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

(b) Normal traffic is already permitted over the bridge.

(c) No.

Goitre Disease

*65. { **Thakur Jugal Kishore Sinha : Shri Asthana :**

Babu Ramnarayan Singh : Will the Minister of Health be pleased to state :

(a) the details of the investigation carried out in connection with the spread of goitre disease in Sitamarhi sub-division in the State of Bihar in general and with particular reference to the national water supply scheme;

(b) the results thereof; and

(c) what curative and preventive measures have been taken in this connection?

The Minister of Health (Rajkumari Amrit Kaur) : (a) to (c). A statement containing the requisite information is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 14].

Development of Beypore Port

*67. **Shri Nettur P. Damodaran :** Will the Minister of Transport be pleased to state :

(a) whether there is any proposal to develop the Beypore port in Kerala into an all-weather port and if so, whether the proposal will be included in the Second Five Year Plan; and

(b) whether any investigation has been made to ascertain the suitability of this port for development as an all weather port and if so, what the findings of the investigation are?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). The approved Second Five Year Plan does not include any scheme for the development of Beypore into an all weather port. A proposal for such development has

recently been received and is under technical examination. As a first step, a hydrographic survey of the port approaches has been included in the hydrographic survey programme for the current season.

Planning Forum

*68. **Shri Bansal** : Will the Minister of Planning be pleased to state :

(a) whether the proceedings of the first meeting of the Planning Forum have been drawn up; and

(b) if so, whether a copy of the same will be laid on the Table of the Sabha?

The Deputy Minister of Planning (Shri S. N. Mishra) : (a) Yes, Sir.

(b) A copy of the Summary Record of the First Conference of University Planning Forums is laid on the Table of the House. A few copies have been placed in the Library of the House for the information of the members. [Placed in the Library. See No. S-454/56].

Port Trust Employees

*69. **Shri A. K. Gopalan** : Will the Minister of Transport be pleased to state :

(a) whether it is a fact that the pay scales and wages of port trust staff and workers vary from port to port in India;

(b) if so, what are the current pay and wage scales of engineering and traffic personnel in port trusts in major ports in India;

(c) the reasons for variation; and

(d) whether Government propose to introduce uniformity in the scales of pay and wages of the port trust personnel?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) There are numerous categories of posts in the major ports. The scale of pay for the posts in the lowest category is Rs. 30—4—35 at all the major ports. The scales for other categories vary.

(b) The information is being collected and will be laid on the table of the Sabha in due course.

(c) The main reason for variations between the scales of pay applicable to posts in categories other than the lowest is that the nature of the duties and conditions of work vary from port to port and the employees in one port are not liable to be transferred to another.

(d) An Officer on Special Duty has been appointed to collect full facts regarding disparities and anomalies and assess the extent to which uniformity can be achieved.

Ex-Saurashtra Railway Corruption Cases

*70. **Shri Chattopadhyaya** : Will the Minister of Railways be pleased to refer to the replies given to Starred Questions No. 1975 on the 7th May, 1956 and No. 1148 on the 16th August, 1956 and state :

(a) whether the Union Public Service Commission have since communicated their decision regarding the punishment to be meted out to the three officers of the ex-Saurashtra Railways for embezzlements; and

(b) if so, the nature of the decision taken?

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

(b) Does not arise.

U. S. Expert's Report on Indian Railways

*71. **Shri T. B. Vittal Rao** : Will the Minister of Railways be pleased to refer to the answer given to Starred question No. 1367 on the 24th August, 1956 and state :

(a) whether the suggestions contained in the report of Mr. John Kenneth Galbraith, U. S. A. on the Indian Railways have been examined by the Railway Board; and

(b) if so, the decision taken thereon?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). Prof. Galbraith has made a number of suggestions to enable Indian Railways to meet the transportation requirements with reduced capital investment. It is difficult to implement all the recommendations of Prof. Galbraith. The implications of his proposals are many and they have, therefore, to be fully studied. However, action on an experimental basis would be undertaken and a trial given to some of his suggestions, and one of them—to consider Centralised Traffic Control in lieu of doubling a section to increase line capacity—is already under active study.

Port Facilities to Pakistan

*72. **Shri Gidwani** : Will the Minister of Transport be pleased to refer to the

Reply given to Starred question No. 1386 on the 25th August, 1956 and state :

(a) whether the Pakistan Government have since asked for port facilities from the Government of India for the speedy movement of imported foodgrains to East Pakistan; and

(b) if so, whether those facilities were afforded?

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

(b) Does not arise.

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दिल्ली परिवहन सेवा

*73. श्री नवल प्रभाकर : क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय दिल्ली परिवहन सेवा की कितनी बसें चल रही हैं; और

(ख) इन बसों में से कितनी बसें खराब पड़ी हुई हैं?

रेलवे तथा परिवहन उपमंत्री (श्री शाहनवाज खान) : (क) ४०० बसों की कुल संख्या में से ३०० बसें चल रही हैं।

(ख) ५० बसें भारी मरम्मत के लिये सेन्ट्रल वर्कशाप में हैं।

Budameru Reservoir

*74. Dr. Rama Rao : Will the Minister of Irrigation and Power be pleased to state :

(a) whether any final decision has been taken regarding construction and site of the Reservoir on Budameru (Krishna District Andhra);

(b) if so, place selected and reasons therefor;

(c) estimated expenditure for the same;

(d) when is the work likely to commence; and

(e) whether the work on the Tamilem Reservoir (Budameru Kolleru Food protection Scheme) has commenced?

The Deputy Minister of Irrigation and Power (Shri Hathi) : (a) Not yet; the matter is still under the consideration of the State Government.

(b) Does not arise.

(c) and (d). This information can be given only after the site for reservoir has been finally decided by the State Government.

(e) No, Sir.

Estimates Committee's Recommendations

*75. Shri Dabhi : Will the Minister of Railways be pleased to refer to the reply to part (b) (iii) of Starred Question No. 2104 on the 13th September, 1956, and state :

(a) whether Government have now taken a decision regarding recommendation of the Estimates Committee in their Twenty-fifth Report, viz. that reservation should be provided in all mail and express trains for third class passengers travelling over a distance of 100 miles or more; and

(b) if so, what is the decision?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan) : (a) and (b). This matter is still under consideration.

Godavari Railway Bridge

*76. Shri K. S. Rao : Will the Minister of Railways be pleased to state :

(a) when the Railway Bridge across the River Godavari near Rajahmundry was thoroughly inspected last;

(b) by whom was the inspection carried out;

(c) what is the life of this bridge;

(d) whether the Railway Board propose to get the bridge inspected by experts; and

(e) if so, when?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan) :

(a) Both the masonry and steel work of the bridge were last inspected in December 1955.

(b) Detailed inspections were carried out by Bridge Inspector and the General Inspection by the District Engineer, Godavari.

(c) This bridge was completed and opened to traffic in 1900.

(d) No.

(e) Does not arise.

Self-Improvement Trust in Railway Workshops

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

(a) whether any more self-improvement Trusts have been set up by the Railway Workers in the Railway Workshops on the model of the Jhansi Self-improvement Trust; and

(b) if so, what encouragement has Government given to them?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Instructions have already been issued to the Railway Administrations for the setting up of such trusts. The Northern Railway have introduced the scheme in a small way and are developing it further. Other Railways have arrangements in hand for introducing the scheme.

(b) As the scheme has been sponsored by the Government, the question does not arise.

Breaches due to floods

*78. { **Dr. Ram Subhag Singh** :
Shri Bhagwat Jha Azad :
Shri R. N. Singh :
Shri Bibhuti Mishra :
Pandit D. N. Tiwary :

Will the Minister of Railways be pleased to state:

(a) whether Railway tracks had been breached by flood this year;

(b) if so, names of places where these breaches have been serious;

(c) the estimated value of damage done to Railway tracks and other properties due to floods during this year; and

(d) whether there is any scheme to provide more bridges on the Railway tracks to prevent the recurrence of such breaches in future?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan) : (a) Yes.

(b) A statement is laid on the Table of the Lok Sabha showing the sections where breaches or heavy damage occurred. Further particulars are being collected and will be placed on the Table of the Lok Sabha. [See Appendix I, annexure No. 15].

(c) The total estimated value of the damages is about Rs. 31.31 lakhs.

(d) The question of providing additional waterways at the affected places as also other flood protection measures is under examination.

धातवीय जल स्रोतों का विकास

*79. **श्री भवत दर्शन** : क्या स्वास्थ्य मंत्री १० अगस्त, १९५५ के अतारां-कित प्रश्न संख्या ५६४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगी कि :

(क) धातवीय जल स्रोतों के विकास के बारे में रूसी विशेषज्ञों ने जो सिफारिशें की थीं, उन्हें कार्यान्वित करने की दिशा में इस बीच क्या प्रगति हुई है; और

(ख) सोहना और राजगृह के जल स्रोतों के अतिरिक्त इस देश के अन्य धातवीय जल स्रोतों का विकास करने के लिये कौन कौन से कदम उठाये जा रहे हैं?

स्वास्थ्य मंत्री (राजकुमारी प्रमृत कौर) :

(क) यह व्यवस्था की गई है कि दो रूसी विशेषज्ञ प्रो० ओसिपोव और उनकी धर्म-पत्नी, जो इस समय भारत में हैं, शीघ्र ही राजगृह और सोहना का दौरा करेंगे ताकि वे वहां के चश्मों का विकास करने के बारे में और आगे सिफारिशें कर सकें।

(ख) रूसी विशेषज्ञों की प्रारंभिक रिपोर्ट में की गई सिफारिशों सम्बन्धित राज्य सरकारों को भेज दी गई थीं, जो इन चश्मों के विकास के लिये अंतिम रूप में जिम्मेदार हैं।

Divisional System on Railways

*81. { **Sardar Iqbal Singh** :
Sardar Akarpuri :

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 499 on the 30th July, 1956 and state further steps taken in regard to the extension of the divisional system of Railways in this country?

The Deputy Minister of Railways and Transport (Shri Alagesan) : A statement is placed on the Table of the Lok Sabha. [See Appendix I, annexure No. 16.]

Dhanushkodi Pier

*82. **Shri Chattopadhyaya** : Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 988 on 29th March, 1956 and state the action taken by the Railway Board on

the report of the [Committee of Experts appointed to go into the question of shifting the Dhanushkodi Pier to a safer place near Rameshwaram in view of the danger of erosion by sea?

The Deputy Minister of Railways and Transport (Shri Alagesan) : The report of the Committee is still under examination.

पट्टैल नगर स्टेशन

*८३. श्री नवल प्रभाकर : क्या रेलवे मंत्री २५ जुलाई, १९५६ के तारांकित प्रश्न संख्या २६१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पट्टैल नगर रेलवे स्टेशन पर बहुत कम गाड़ियां रुकती हैं; और

(ख) क्या यह भी सच है कि उनके रुकने का समय भी बहुत कम है?

रेलवे तथा परिवहन उपमंत्री (श्री शाहनवाज लां): (क) इस सेवाशन पर दोनों ओर से १२-१२ गाड़ियां चलती हैं जिन में से ६ अप गाड़ियां और ५ डाउन गाड़ियां इस स्टेशन पर रुकती होती हैं। ऐसा मालूम हुआ है कि इस स्टेशन की जारूरतों के लिये ये गाड़ियां काफ़ी हैं।

(ख) २ से ३ मिनट तक गाड़ियों का रुकना काफ़ी समझा जाता है।

Kuhira River Project

*८४. Dr. Ram Subhag Singh : Will the Minister of Irrigation and Power be pleased to state :

(a) whether Government of Bihar have approached the Government of India for the technical sanction of Kuhira River project; and

(b) if so, whether that sanction has been given?

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

(b) Not yet.

Flood Warning Stations in Nepal

*८५. Shri D. C. Sharma : Will the Minister of Irrigation and Power be pleased to state :

(a) whether it is a fact that Flood Warning Stations have been set up by the Government of India in Nepal, Sikkim and Bhutan;

(b) if so, their expenditure per year; and

(c) how far these stations have been useful?

The Deputy Minister of Irrigation and Power (Shri Hathi) : (a) to (c). A statement giving the requisite information is laid on the the Table of the House. [See Appendix I, annexure No. 17].

Principal Laboratories in State Capitals

*८६ { Sardar Iqbal Singh :
Sardar Akarpuri:

Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 839 on the 7th August, 1956 and state whether the details of the scheme for the establishment of one principal laboratory at the headquarters of each State Government have been finalised?

The Minister of Health (Rajkumari Amrit Kaur) : Yes, the details have been finalised and communicated to the State Governments.

Medicinal Plants

25 { Shri Punnoose :
Shri V. P. Nayar :

Will the Minister of Food and Agriculture be pleased to state;

(a) whether plants of known medicinal value found in Kerala forests have been listed with details of possible quantities estimated to be available; and

(b) whether Government would place on the Table a statement showing the availability of the important medicinal plants in Kerala forests?

The Minister of Food and Agriculture (Shri A. P. Jain) : (a) No systematic Survey of the plants of known medicinal value found in Kerala forests with details of possible production figures has been made so far.

(b) A list showing the important medicinal plants available in Kerala forests is attached [See Appendix I, annexure No. 18.] This list is however, not exhaustive.

Teak Plantation

26 { Shri Punnoose :
Shri V. P. Nayar :

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 946 on the 25th August, 1956 and state ;

(a) whether the Office of the Chief Conservator of Forests does not maintain details of teak plantations ;

(b) whether it is not a fact that the teak plantations have special officers to develop them; and

(c) if so, how many such officers are working?

The Minister of Food and Agriculture (Shri A. P. Jain): (a). According to available information the practice varies in different States.

(b) Teak plantations need no involve special officers always ; but when large areas are taken up for planting, special officers may be necessary.

(c) No such officers are working at present.

Timber

27 { Shri Punnoose :
Shri V.P. Nayar :

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 945 on the 25th August, 1956 and state whether Government have taken any steps to use timber other than conventional varieties like Teak, Tembavour or Anjili in Government constructions in order to facilitate greater export of high priced timber to other States in India?

The Minister of Food and Agriculture (Shri A. P. Jain): Yes, Sir.

Paddy Cultivation

28 { Shri Punnoose :
Shri V. P. Nayar :

Will the Minister of Food and Agriculture be pleased to state :

(a) whether any efforts are being made to increase the average yield of paddy in Kerala State apart from the Japanese Method ; and

(b) the increase in the average yield per acre on account of work done during the First plan period?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, efforts are being made to increase the average yield of paddy by—

- (i) evolving high yielding and superior varieties of seed ;
- (ii) multiplying and distributing these improved varieties to growers ;
- (iii) preventing loss of crops from pests and diseases by plant protection methods ;
- (iv) improving irrigation facilities and
- (v) improving the productivity of land.

(b) The increase in average yield at the end of the 1st 5-Year Plan was about 18 per cent.

Poultry

29 { Shri Punnoose :
Shri V. P. Nayar :

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 942 on the 25th August 1956 and state :

(a) whether any steps have been taken to increase the average number of eggs laid by indigenous varieties of fowls in the erstwhile T.C. State ;

(b) what is the proportion of Rhode Island and White Leghorn in the State to the total number of fowls; and

(c) the percentage of fowls dying every year by bird diseases of an epidemic or endemic nature?

The Minister of Food and Agriculture (Shri A. P. Jain): (a). Yes. Steps taken are (i) introduction of foreign breeds like White Leghorn, Rhode Island Red, Barred Plymouth Rock for breeding under the conditions prevailing in the State, (ii) crossing local birds with improved breeds, and (iii) distribution of these improved birds and eggs to the public.

(b) Approximately 10%

(c) About 1%

B. C. G. Vaccination

30. **Shri Ram Krishan :** Will the Minister of Health be pleased to state the total number of persons tested and vaccinated under B.C.G. Campaign between January, 1956 and October, 1956, Statewise?

The Minister of Health (Rajkumari Amrit Kaur): The total number of persons tested and vaccinated under B.C.G. Campaign between January, 1956 and September, 1956, State-wise, is shown in the statement laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 19]. Figures for the month of October, 1956, are not yet available.

Irrigation Research Organisations

31. Shri Ram Krishan: Will the Minister of Irrigation and Power be pleased to state :

(a) the name of the States which have their irrigation research organisations ; and

(b) the names of the research Stations ; State-wise ?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b) : The information is contained in the enclosed statement. [See Appendix I, annexure No. 20].

Level Crossing at Dalmia Dadri Station

32. Shri Ram Krishan: Will the Minister of Railways be pleased to state :

(a) whether it is a fact that level crossings of Dalmia Dadri Railway Station on Rewari Bhatinda Metre Gauge section of Northern Railway, near mandi and P.W.D. Rest House remain closed from 7 P.M. to 6 A.M. causing great inconvenience to public and traffic ;

(b) if so, whether Government propose to make necessary arrangements for keeping these level crossings open ; and

(c) if not, the reasons therefor ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes ; the gates are however, opened on specific requests from the public during these hours.

(b) It is not proposed to keep this level crossing open to road traffic as a permanent measure from 7 P.M. to 6 A.M.

(c) There is a level crossing 1700 ft. off on one side and another 2200 ft. off on the other side which can be conveniently used.

Central Tourist Traffic Advisory Committee

33. Shri Ram Krishan: Will the Minister of Transport be pleased to refer to the reply given to Unstarred Question No. 1376 on the 6th September, 1956 and state :

(b) whether Government have since considered the recommendations made by the Central Tourist Traffic Advisory Committee ; and

(b) if so, the nature of the decision taken ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). A statement giving the required information is attached. [See Appendix I, annexure No. 21].

Late running of Trains

34. Shri Ram Krishan: Will the Minister of Railways be pleased to state :

(a) whether it is a fact that most of the trains run late from Rewari Railway Junction on metre gauge section of Northern and Western Railway ;

(b) if so, the reasons therefor ; and

(c) the action which Government propose to take in this direction ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The percentage of trains departing from Rewari to time to the total number of trains are as follows :—

	August. '56	Sept. '56
To Western Railway	71.0	86.7
To Northern Railway	71.6	76.6

(b) Set back in the punctuality performance for some time prior to September, 1956, was mainly due to the breaches and the subsequent engineering restrictions in connection with the restoration of the line as also for the doubling of the Ahmedabad-Kalol section. The section on the Northern Railway had breaches in October also.

(c) The Railway Administrations being fully alive to the necessity of maintaining punctuality at a high level, continue to take all feasible steps towards improvement.

Goods Traffic and Revenue Earnings

35. Shri Feroze Gandhi: Will the Minister of Railways be pleased to state :

(a) the total tonnage of goods traffic originating in the year 1955-56 on B.G., M.G. and N.G. separately ;

(b) the total originating tonnage of revenue earning traffic in the year 1955-56 on B.G., M.G. and N.G. separately:

(c) the total originating tonnage of non-revenue earning Traffic in the year 1955-56 on B.G., M.G. and N.G. separately; and

(d) the total originating tonnage of traffic carried for Railways' own use in the year 1950-51 on B.G., M.G. and N.G. separately?

The Deputy Minister of Railways and Transport (Shri Alagesan): The information asked for is given below:—

(Figures in thousands)

	B. G.	M.G.	N.G.*
	Tons	Tons	Tons
(a) .	87,187	24,439	2,428
(b) .	68,999	19,713	2,019
(c) .	18,188	4,726	409
(d) .	15,387	3,762	329

The figures shown against parts (a) to (c) are provisional.

*Excludes figures of Non-Government Railways.

Wagons

36. Shri Feroze Gandhi: Will the Minister of Railways be pleased to state:

(a) the total average number of wagons (in terms of four-wheelers) on line daily in the year 1955-56 on B.G. and M.G. separately;

(b) the total number of wagons (in terms of four-wheelers) under or awaiting repairs daily in the year 1955-56 on B.G. and M.G. separately;

(c) the percentage of overaged wagons to total number of wagons on line in the year 1955-56 on B.G. and M.G. separately; and

(d) whether it is a fact that the age of wagons was reduced from 40 to 30 years if so, in which year was this decision taken?

The Deputy Minister of Railways and Transport (Shri Alagesan): The information asked for is given below:—

	B.G.	M.G.
(a) .	155,144	71,124
(b) .	7,257	5,222
(c) .	*21.2%	*12.1%

* Based on No. of overaged wagons and total No. of wagons on line as on 31-3-1956

(d) No. The age of standard wagons is 40 years at present.

Wagon Mileage

37. Shri Feroze Gandhi: Will the Minister of Railways be pleased to state:

(a) the wagon miles per wagon day in the year 1955-56. on B.G. and M.G. separately;

(b) the net ton miles per wagon day in the year 1955-56 on B.G. and M.G. separately;

(c) the average wagon load in the year 1955-56 on B.G. and M.G. separately; and

(d) the net ton miles per goods train hour in the year 1955-56 on B.G. and M.G. separately?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (d). A statement is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 22.]

Floods in Lower Damodar Valley

38. Shri N. B. Chowdhury: Will the Minister of Irrigation and Power be pleased to state:

(a) the reasons for unprecedented flood in the lower Damodar Valley area during the last week of September, 1956 in spite of the D.V.C. flood protection measures; and

(b) whether any investigation will be carried on to supplement the Projects with a view to prevent floods in the lower regions?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The main reasons are:—

- (i) Unusually heavy precipitation in the lower Damodar Valley between Burdwan and Dhanbad causing a greater flood flow in the uncontrolled reach of the Damodar below the Maithon and Panchet dams and heavy rains in the upper reaches of the Damodar Valley simultaneously.
- (ii) Simultaneous rising of the Ajoy river which runs parallel to the Damodar river along the northern boundary of the Damodar Valley to 2' 4 ft. above the highest flood level on record.
- (iii) Several breaches on the right embankment of the Ajoy river.
- (iv) Congestion of the drainage channels due to excessively heavy local rainfall and simultaneous rising of the Damodar and the Ajoy rivers.
- (b) The situation created by floods during this year is under detailed examination.

Khan Market

39. Shri Kamath: Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No. 725 on the 16th August, 1956 and state:

- (a) the reasons because of which unlicensed coal and fuel depots are permitted in Khan Market, New Delhi;
- (b) whether any steps are being taken to have them removed from the residential area and
- (c) if not, the reasons therefor?

The Minister of Health (Rajkumari Amrit Kaur): (a) to (c). Three coal and fuel depots which were constructed by the Ministry of Rehabilitation have not been permitted to function at any time as they were unlicensed. The dealers were prosecuted from time to time by the New Delhi Municipal Committee and as a result one depot has closed down. It is expected that the other two depots will also close down soon.

Improvement of Railway Stations

40. Shri Kamath: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 386 on the 14th March, 1956 and state:

- (a) whether the programme for improvements during 1957-58 has been finalised in respect of the railway stations on the Central Railway; and
- (b) if so, the main features thereof?

The Deputy Minister of Railway and Transport (Shri Alagesan): (a) The Railway Users' Amenities Programme for 1957-58 has been finalised in consultation with the Railway User's Amenities Committee, but none of the stations mentioned is included therein.

- (b) Does not arise.

Overbridge in Narsinghpur

41. Shri Kamath: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 448 on 7th August, 1956 regarding the overbridge in Narsinghpur and state :

- (a) whether the reply of the Madhya Pradesh Government has been received; and

- (b) if so, the details thereof?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Yes. The Madhya Pradesh Government have approved of the works mentioned in the attached statement. [See Appendix I, annexure No. 23].

Tawa Multipurpose Project

42. Shri Kamath: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 2412 on 26th May, 1956 and state :

- (a) whether the final project report and estimates in respect of the Tawa Multipurpose Project have since been received; and

- (b) when the construction work will commence?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The reply is in the negative.

(b) It is difficult to indicate even roughly a date for the commencement of construction as the project report is not yet ready.

Pay Clerks on Central Railways

43. Shri Kamath: Will the Minister of Railways be pleased to state :

- (a) the starting pay of Pay Clerk on the Central Railway during the period prior to 1931;

- (b) what it was during the post 1931 period;

- (c) whether it has been modified as a result of the Central Pay Commission's recommendations;

(d) whether the cost of living index today justifies a lower start than the pre-1931 and post 1931 periods;

(e) if not, whether Government propose to redress the anomaly; and

(f) if not, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Rs. 80 in the scale of 80-5-100.

(b) Rs. 80/- (fixed).

(c) Yes; to Rs. 60/- in the scale Rs. 60-150.

(d) Cost of living index is taken into account for determining the pay structure as a whole and not the scales applicable to specific categories of staff.

(e) and (f). Do not arise.

Improvement of Stations on Central Railway

44. Shri Kamath: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1507 on the 10th September, 1956, and state:

(a) how far the work at Itarsi Station has progressed; and

(b) the main features of the revised scheme for Pipariya Station?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The necessary asbestos sheets for the III Class Waiting Hall, Parcel office, Booking office and Food Stall at Itarsi have just been received and the work will now be progressed rapidly. The work of additions and alterations to tea stall has been completed except for the provision of show-cases, the supply of which is awaited.

(b) The main features are:—

- (i) Extension and asphalting of platform,
- (ii) Provision of sanitary blocks,
- (iii) Additions and alterations to station building,
- (iv) Provision of class III waiting hall,
- (v) Provision of retiring rooms,
- (vi) Provision of platform for tourist traffic,
- (vii) Provision of cover over platform
- (viii) Water supply and drainage arrangements,
- (ix) Provision of tea and food stall.

Bridge Over Narvada

45. Shri Kamath: Will the Minister of Transport be pleased to refer to the reply given to Unstarred Question No. 1504 on 10th September, 1956 and state at what stage the matter of construction of the Road bridge over the Narvada river at Barmhan (Narsinghpur District, Madhya Pradesh) rests?

The Deputy Minister of Railways and Transport (Shri Alagesan): A detailed estimate is still awaited from the State Government.

Improvement of Stations

46. Shri Kamath: Will the Minister of Railways be pleased to state the main features of the improvement and expansion schemes for Gurram-khedi, Bankhedi, Salichanka Road, Bohani, Karakbel and Gurra on the Central Railway during the Second Plan period and when the work will commence in each case?

The Deputy Minister of Railways and Transport (Shri Alagesan): Improvements to Karakbel station by way of extension to waiting hall and raising and surfacing of platform at an approximate cost of Rs. 31,000/- have been tentatively proposed for 1959-60 and will be placed before the Railway User's Amenities Committee for their consideration. It is not possible to state when the work will be commenced as the inclusion of this item in the Works Programme for 1959-60 will depend upon availability of funds and relative importance of works at different stations.

Proposals for certain improvements to Bohani station were placed before the Railway User's Amenities Committee, but were not recommended by them for inclusion in the 1957-58 Works Programme.

The remaining stations have not so far been programmed for provision of additional amenities.

Train Services

47. Shri Kamath: Will the Minister of Railways be pleased to state:

(a) whether Government propose to run additional through passenger trains between Jabalpur, Itarsi, Gwalior and Indore on the one hand and Bhopal (capital of Madhya Pradesh) on the other;

(b) if so, the details of such proposals particularly with regard to the number of such trains and the date or dates on which they will start running?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) There is no such proposal at present.

(b) Does not arise.

Janata Express

48. Shri Achalu: Will the Minister of Railways be pleased to state:

(a) whether the proposal to run a weekly Janata Express between Vijayawada and Bombay via Hyderabad has been dropped; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No. It will, however, take sometime before it can materialise, when additional line capacity, coaches and locomotives become available for the purpose.

(b) Does not arise.

Steel

49. Shri Achalu: Will the Minister of Railways be pleased to state:

(a) the quantity of steel received by the Railways between 1st April to 31st October, 1956; and

(b) the works held up due to short supply?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 0.20 Million tons approximately upto 30-9-56.

(b) New Lines, Relayings, Bridge Works, construction of buildings and repair works in the Workshops, etc.

Village Feeder Roads (Mysore)

50. Shri Keshavaiengar: Will the Minister of Transport be pleased to lay a statement on the Table showing.

(a) the total number and cost of the schemes received from the State of Mysore for the construction of village feeder roads on co-operative basis year-wise from 1953-54 to 1956-57;

(b) what are the number and amount of grants made by the Central Road Fund (ordinary) reserve for the above; and

(c) what are the respective sums utilised and the amounts lapsed each year?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). A statement is attached. [See Appendix I, annexre No. 24]

Thefts in Goods Sheds

51. Shri Bahadur Singh: Will the Minister of Railways be pleased to state:

(a) the number of thefts and burglaries committed in Northern Railway goods sheds from 1st April, up to the end of October, 1956; and

(b) the number of persons arrested in this connection?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 112

(b) 106

Improvement of Backward Areas

52. Shri D. C. Sharma: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 551 on the 9th August, 1956 and state:

(a) the number and nature of schemes sanctioned, undertaken and completed in different backward areas under the programme of permanent improvement during the Five Year Plan, in the different States of India; and

(b) the extent of irrigation provision and other facilities so far achieved by these schemes?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). A statement showing the number of schemes sanctioned in different States in scarcity areas under the programme of permanent improvement during the First Five Year Plan and their progress is laid on the Table of the House. [Placed in Library. See. No. S-452/56.]

Delhi Road Transport

**53. { Shri Jhulan Sinha:
Shri Ram Krishan:
Shri D. C. Sharma:**

Will the Minister of Transport be pleased to state:

(a) the total number of buses meant for running on the Delhi Roads during the year 1955-56;

(b) the average number actually running during the period; and

(c) the number of new buses to be run on different routes during the current year, route-wise?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) *Buses run by the Delhi Road Transport Authority:*

223 buses on an average were scheduled for operation daily at the beginning of the year 1955-56 and 278 at the end of that year. The total fleet of the Authority was 266 at the beginning of the year and 400 at the end of the year.

Buses run by the Private operators

15 buses throughout the year.

(b) The average number of buses on the road during 1955-56 was 246 run by the Delhi Road Transport Authority and 15 by private operators.

(c) The Delhi Road Transport Authority has added no new buses to its fleet in the current financial year. The number of private buses also remains the same as during 1955-56.

Ernakulam-Quilon Railway

54. Shri Velayudhan: Will the Minister of Railways be pleased to state:

(a) how many people got tender in connection with the construction work of the Railway from Ernakulam to Quilon;

(b) on what items tenders were issued for this Railway construction; and

(c) who are the contractors to whom contracts were given?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 16 Contractors were awarded major contracts.

(b) Tenders were issued on the items as given below:

Earthwork bridges, supply of material, construction of staff quarters and service buildings, transport of material and supply of timber.

(c) Contracts were awarded to the following contractors, excluding minor works:—

- (1) Shri E. John Philipose, Trivandrum.
- (2) Shri M. A. Rashid, Chirayinkal.
- (3) Shri P. P. Philip, Kottayam.
- (4) Shri M. P. Moothadath, Shoranur.
- (5) M/s. The Modern Housing Construction Properties Ltd., Madras.
- (6) Shri M. Philip, Ernakulam.
- (7) Shri Paul P. Mani, Kanayanoor.
- (8) Shri C. P. Issac, Kollencherry.
- (9) Shri P. H. Mohamed Kunju, Ernakulam.
- (10) Shri K. R. Mathai, Ernakulam.
- (11) Shri K. V. George, Kottayam

(12) Shri P. Ittaom Thomas, Koothattukulam.

(13) Shri V. K. Eppen, Karunagapally.

(14) Shri John Alexander, Quilon.

(15) K. Kesavan, Quilon.

(16) Shri M. Balkrishna Pillai, Chavara.

Railway Programme in the Second Five Year Plan

55. { Shri D. C. Sharma: **Shri Ram Krishan;**

Will the Minister of Railways be pleased to state:

(a) the nature of work proposed to be done on the various stations on the Northern Railway during the Second Five Year Plan period;

(b) the names of those stations; and

(c) the names of the stations where different kinds of works are proposed to be done during 1956-57, 1957-58, 1958-59, and 1959-60, and 1960-61, respectively?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). It is proposed to spend a sum of Rs. 2.30 crores during the Second Five Year Plan period on Railway User's Amenities on Northern Railway.

A list of stations and details of works which are proposed to be carried out during 1956-57 and 1957-58 is attached. (Placed in Library. See No. S-453/56).

For the remaining 3 years of the Second Five Year Plan Period, the details of the works and stations have not yet been drawn up but will be finalised each year in consultation with the Railway User's Amenities Committee, keeping in view the relative importance, urgency and need for individual stations and the availability of funds during the year.

Andaman and Nicobar Islands

56. Shri D. C. Sharma: Will the Minister of Planning be pleased to state:

(a) the amount sanctioned for the development plans of Andaman and Nicobar islands during the Second Five Year Plan; and

(b) the items for which it has been sanctioned?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) Rs. 592.50 lakhs.

(b) A statement is laid on the Table of the House. [See Appendix I, annexure No. 25]

Level Crossings in the Punjab

57. Shri D. C. Sharma: Will the Minister of Railways be pleased to lay on the Table of the Sabha, the complete list of level crossings recommended by the Punjab Government for replacement by over/under bridges and state when these works will be taken up?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) A statement is attached. [See Appendix I annexure No26] The construction of road over bridge at mile 245/24-246 near Cheheru a station is to be taken in hand during the current financial year.

The construction of the remaining three bridges depends upon the acceptance by the Punjab Government of their share of cost of the work.

Reserved Posts on Railways

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

(a) the number of vacancies reserved for the Scheduled Castes in each of the Railways in 1956-57; and

(b) the actual number of vacancies filled by Scheduled Castes on each Railway so far?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Information is being collected and will be laid on the Table of the Lok Sabha.

Railway Porters

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

(a) the number of licensed porters on Northern Railway;

(b) the number of them who are not provided with any kind of uniform; and

(c) who is the immediate controlling or supervising authority over them?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 7,653.

(b) Information is under collection and will be laid on the Table of the Lok Sabha.

(c) The Station Master and in some cases the licensed porters Supervisor appointed by the Railway, wherever porters are appointed direct by the railway administration.

Contractor or a Supervisor appointed by him, wherever the licensed porters are appointed by contractors.

Railway Stores Purchase

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

(a) the total value of stores purchased in foreign countries by the Indian Railways in 1956-57 so far; and

(b) the value of stores purchased in India during the same period?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). The information is not available and can be furnished only after the close of the financial year 1956-57.

Ticketless Travel on Southern Railway

61. Shri Veeraswamy: Will the Minister of Railways be pleased to state:

(a) the number of ticketless travellers found on the Southern Railway during January to the end of October 1956;

(b) the amount collected from the ticketless travellers during the same period; and

(c) the steps taken by the Railway authorities to prevent ticketless travel?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) *6,42,339.

(b) Railway fare	Penalty
Rs.	Rs.
*9,95,437-10-0	*1,54,987-5-0

(c) (i) Checking the tickets of passengers entering and leaving stations, by posting of ticket collectors at larger stations, and deputing other staff at the smaller stations, for manning the gates.

(ii) Providing Travelling Ticket Examiners to work on allotted sections according to prescribed programmes, as well as to conduct occasionally surprise checks.

(iii) Frequent surprise checks by 'Flying Squads', including cross country checks by proceeding by road to points selected for these checks.

(iv) Periodical 'replacement checks' so as set the standard for performance of station Ticket Collectors and Travelling ticket Examiners; and

(v) Check, by Travelling Ticket Examining Staff in mufti in the suburban area of Madras.

*These figures are for the period from January to August, 1956. Figures for the months September and October, 1956 are not yet available.

सागर रेलवे स्टेशन

६२. श्री शू० श० सोबिया : क्या रेलवे मंत्री ६ सितम्बर, १९५६ के तारांकित संस्था १८४२ के भाग (ख) के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) सागर रेलवे स्टेशन के सामने के पक्के प्लेटफार्म के, जिसका कुछ हिस्सा खराब हो गया था, बनवाने में कितनी लागत लगी थी और उसे कब बनवाया गया था;

(ख) क्या इस प्लेटफार्म के कुछ हिस्से के खराब हो जाने के कारणों में से एक कारण यह भी है कि छत न होने के कारण बरसाती पानी उस पर इकट्ठा हो जाता था; और

(ग) मध्य रेलवे के फिन-किन स्टेशनों पर बिना छत के पक्के प्लेटफार्म बनाये गये हैं?

रेलवे तथा परिवहन उपलंब्धी (श्री अल-गेशन) : (क) प्लेटफार्म केवल पक्का किया गया था। इस काम पर ८,४७४ रुपये लगे और यह अगस्त १९५६ में पूरा हुआ।

(ख) फर्श की ठीक तराई न होने, भारी बरसात, ठेकेदार द्वारा काम शीक न किए जाने और लोहे के टावं वाला ट्रालियों के आने जाने की वजह से पक्के प्लेटफार्म के लगभग १२०० वर्गफीट हिस्से को नुकसान पहुंचा। ठेकेदार से दुबारा काम कराने के लिए कारवाई की गयी है।

(ग) बयान साथ नत्य है। [वेस्ट एपरिवाइट १, अनुबन्ध संस्था २७].

Derailment of Trains

६३. Shri Jethalal Joshi: Will the Minister of Railways be pleased to state:

(a) the number of derailments of the passenger and goods trains during the period from April to September 1956 in the ex-Saurashtra State;

(b) the reasons for the same; and

(c) the steps taken or proposed to be taken for reducing the calamity?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) २१ derailment viz. १३ to passenger trains and ८ to goods trains on the ex-Saurashtra railway.

(b) The causes of these derailments are as under :—

Failure of Railway staff	1
Failure of other than Railway staff	1
Failure of track	3
Failure of mechanical equipments	10
Other miscellaneous causes	2
Under enquiry	4
	21

(c) Among the measures taken to minimise the incidence of such accidents are :—

The manufacturing technique and the means and methods of testing materials are reviewed and action taken to bring about improvements wherever possible.

Systematic examination and intensive inspection of Permanent Way and Rolling Stock etc.

Effective disciplinary action against railway staff held responsible for accidents.

More intensive patrolling of selected lengths of the Permanent Way in consultation and collaboration with the State Government, where necessary

Grant of special priority to works required to enhance the margin of safety.

Education of staff in the safety rules through periodicals, circular letters etc.

Frequent warnings to staff to remain vigilant and cautious and making them more safety-minded.

Agricultural Loans in Tripura

६४. Shri Birendra Dutt: Will the Minister of Food and Agriculture be pleased to state:

(a) how many applications for agricultural loan have been received from Shalghara Tehsil of Tripura; and

(b) how many applicants have received agricultural loan during October, 1956?

The Minister of Food and Agriculture (Shri A. P. Jain) : (a) 500.

(b) 179.

Godown Shed at Dhang

65. **Thakur Jugal Kishore Sinha:**
Shri Asthana:
Babu Ramnarayan Singh:

Will the Minister of Railways be pleased to state:

(a) what action has been taken on the representation made by the people for the construction of a godown shed at Dhang on N.E. Railway;

(b) on what basis the construction of such godown sheds are sanctioned; and

(c) whether the traffic in goods justify the construction of a goods-sheds at Dhang?

The Deputy Minister of Railways and Transport (Shri Alagesan)

(a) On a representation made by the people the matter was investigated. The existing godown 16' 8" is sufficient to meet the requirements of the goods and parcels traffic dealt with at the station.

(b) Volume of traffic dealt with at a station is generally the basis for sanctioning the construction of godowns or determining the size of such godowns.

(c) No. Average number of outward and inward goods packages handled daily is 10 and 3.4 respectively.

Passenger Amenities

66. **Thakur Jugal Kishore Sinha:**
Shri Asthana:
Babu Ramnarayan Singh

Will the Minister of Railways be pleased to state:

(a) what amenities are going to be provided for the passengers at the railway stations between Janakpur Road and Bairagni on N.E. Railway during the current year and in 1957-58;

(b) estimated cost on each item with particular reference to passengers hall, latrine, platform electrification and covered platform; and

(c) the steps that are being taken to improve the conditions of approach roads of the stations mentioned in part (a) of the question?

The Deputy Minister of Railways and Transport (Shri Alagesan)

(a) and (b). Following works of amenities have been completed during the current financial year 1956-57:—

Works	Approx. cost
(1) Bairagni-Modernising upper class waiting room	Rs. 5,000

Works	Approx. cost
(2) Dhang-addition and alteration to station building to accommodate III class passenger hall . . .	Rs. 6,000
(3) Sitamarhi (a) upper class waiting room . . .	12,000
(b) Refreshment room . . .	14,000
(c) Extension to III Class passenger hall to provide ladies enclosure . . .	1,000
(4) One extra tube well has also been sunk at each of the stations between Janakpur Road and Bairagni . . .	3,000

Following additional works are proposed to be provided during the current financial year:—

(1) Five seated water borne platform latrine and urinals at Bairagni . . .	7,000
(2) Drinking Water fountains at Sitamarhi . . .	1,000

In 1957-58 one hand pump each in the Goods sheds at Janakpur Road and Sitamarhi stations at an estimated cost of rupees four hundred each is proposed to be provided.

(c) Estimate for repairs to the approach roads at Bajpatti, Sitamarhi, Dhang and Bairagni have been sanctioned and work will be taken up shortly.

Traffic Accidents

67. **Shri M. Islamuddin** : Will the Minister of Transport be pleased to state:

(a) the number of traffic accidents in Delhi with details thereof during September and October, 1956 as compared to the same months in the previous year; and

(b) what special steps have been taken or are being taken by Government to bring it to the minimum?

The Deputy Minister of Railways and Transport (Shri Alagesan)

(a) and (b). A statement giving the information required is attached. [See Appendix I, annexure, No. 28].

Cultivation of Medicinal Plants

68. **Shri S. C. Samanta** : Will the Minister of Food and Agriculture be pleased to state:

(a) what items have been recommended by the Medicinal Plants Committee of the Indian Council of Agricultural Research for immediate research;

(b) the schemes submitted by different States (State-wise); and
 (c) the action taken thereon?

The Minister of Food and Agriculture (Shri A. P. Jain). (a) The Medicinal Plants Committee has drawn up a list of about fifty plants, which have large internal and external demand, for cultivating in India. The main item of work in the I.C.A.R. schemes is to ensure the requisite quantity of alkaloids in the medicinal plants to be cultivated.

(b) Assam, West Bengal, Jammu and Kashmir and Himachal Pradesh.

(c) The I.C.A.R. sanctioned medicinal plants schemes in West Bengal and Jammu and Kashmir, operative from 1953; in Assam from 1954; and in Himachal Pradesh sanctioned from 1955, but not yet started. An Ergot production scheme in Assam is in operation from 1953 and in West Bengal from 1954. A scheme for cultivation of medicinal plants in Chakrata in Uttar Pradesh under the supervision of the Forest Research Institute, Dehra Dun, was also sanctioned and has been in the operation since 1952.

Disposal of Dead Bodies in Railway Premises

69. { **Thakur Jugal Kishore Sinha :**
Shri Asthana :
Babu Ramnarayan Singh :

Will the Minister of Railways be pleased to state:

(a) the names of the department or the officers who are responsible for the disposal of dead bodies found in the train or Railway premises;

(b) number of such cases that have been reported in 1956 and the manner in which they were disposed of at Muzaffarpur;

(c) whether there was any difficulty in finding out the authority who could take charge of such dead bodies; and

(d) whether procedure has been laid down or directives given for the disposal of dead bodies under the above mentioned circumstances?

The Deputy Minister of Railways and Transport (Shri Alagesan) :
 (a) Government Railway Police.

(b) Ten upto 7-11-1956.
 9 cases were disposed of by Government Railway Police; in one case however the body was handed over to relatives as per instructions of Government Railway Police officials at Muzaffarpur.

(c) No.

(d) Instructions exist with staff to hand over dead bodies to the Government Railways, Police for disposal.

Sugar Factories in Punjab

70. { **Sardar Iqbal Singh :**
Sardar Akarpuri:

Will the Minister of Food and Agriculture be pleased to state:

(a) the names of the places where the sugar factories are located in Punjab State;

(b) their total annual output; and

(c) the average annual consumption of sugar in the State?

The Minister of Food and Agriculture (Shri A. P. Jain) : (a) In the re-organised Punjab State there are four sugar factories located at Yamunanager, (Distt. Ambala), Phagwara and Jagatitnagar, (Distt. Kapurthala) and Dhuri (Distt. Sangrur).

(b) About 38,000 tons during the 1955-56 season.

(c) 1.4 lakh tons.

Passenger Shed at Pakki Quberwala

71. { **Sardar Iqbal Singh :**
Sardar Akarpuri:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is a great need of a passenger-shed at Pakki Quberwala on Bhatinda Hindumalkote line;

(b) whether Government have received any memorandum for the erection of passenger-shed at above region;

(c) if so, whether Government have taken any decision in the matter; and

(d) how long it will take to complete the work?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) The maximum number of passengers dealt with, at a time, at Pakki and Quberwala (two, separate stations on Bhatinda-Hindumalkote Section) does not justify the provision of a passenger shed on platform at either of these stations.

(b) No.

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

Community Development Artisan Co-operative Societies

72. { **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of Community Development be pleased to state:

(a) the total number of artisan co-operative societies formed and working in the Community Project and Extension Block areas in Delhi State and their total membership;

(b) what percentage of the total artisans of that area have come into this co-operative fold; and

(c) the main difficulties, if any, experienced in marketing those products and the steps taken to overcome them?

The Minister of Community Development (Shri S. K. Dey): (a) The total number of artisan co-operative Societies is 40 and their membership is 595.

(b) About ten per cent.

(c) High cost in relation to quality is the main difficulty in the marketing of these products. The steps taken to overcome this difficulty are:—

(i) A Technical Officer has been appointed under the Registrar of Co-operative Societies, Delhi to provide the necessary technical guidance;

(ii) Two Emporia, one run by the Government and the other by Indian Co-operative Union Ltd., arrange the sale of products of various Artisan Co-operative Societies. Besides, the Delhi State Handloom Depot, also run by the Government, arranges the sale of products of handloom societies.

Punjab Regional Tourists Traffic Advisory Committee

73. { **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of Transport be pleased to state:

(a) the names of members of the Punjab Regional Tourists Traffic Advisory Committee; and

(b) the interest each of them represents?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Presumably the Honourable Member is referring to the Punjab Tourists Traffic Advisory Committee set-up by the Go-

vernment of the Punjab. The names of members according to the information available are as follows:—

1. Mr. Justice G.D. Khosla, I.C.S. Chairman.
2. Shri Saroop Krishen, I.C.S., Commissioner, Ambala Division.
3. Tourist Reception and Information Officer, Simla.
4. Shri V.D. Dev, Director of Information, Pepsu.
5. Shri P.R. Mahajan, Director, Public Relations and Tourism, Himachal Pradesh.
6. Shri Suraj Singh, General Manager, Himachal Pradesh Transport.
7. Shri Gurcharan Singh Dhillon, Deputy Transport Controller, Punjab.
8. Shri H. K. Dass, Managing Director, Metro Motors Ltd., Ambala.
9. Shri H.K. Nagpal, S.D.O., P.W.D., Kulu.
10. Shri D.C. Verma, Director, Public Relations Punjab Secretary.

(b) Since the Committee is set-up by the Government of Punjab, the details are being ascertained from that Government.

All India Crop Competition

74. { **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of Food and Agriculture be pleased to state the number of States which have taken part in All India Level Crop Competition in 1956?

The Minister of Food and Agriculture (Shri A. P. Jain): The Scheme of All India Level Crop Competition was dropped for the year 1956. No entry has, therefore, been entertained from any State.

Technical Training Schools

75. { **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of Community Development be pleased to state:

(a) how many technical training schools have been opened in the Community Project and National Extension Service Block areas in Punjab and Delhi State during the last four years and how many persons have finished training;

(b) the total capacity of the schools and the period of training; and

(c) the main subjects taught and trained in?

The Minister of Community Development (Shri S. K. Dey) : (a) Presumably the Honourable Member is referring to the Demonstration-cum-Training Centres opened in Community Development and National Extension Service Blocks in Punjab and Delhi from October, 1952 i.e., from the inauguration of the Community Development Programme. The position upto June, 1956 is as follows:—

	Punjab	Delhi	Total
1. Demonstration cum-Training Centres (Nos.)	250	2	252
2. Persons trained (No.)			
Refresher Training	273	..	273
Basic Training	7,197	259	7,456

(b) and (c). Training is imparted in these Centres in Several subjects e.g. carpentry, leather works, black-smithy, weaving and spinning etc. The period of Training varies from three to six months. The information with regard to the total capacity of these Centres is not available with the Central Government.

Flood Control

76. { **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 1684 on the 12th September, 1956 and state:

(a) whether the information in respect of some State Governments not providing proper machinery for collection of necessary data for flood control works has since been collected; and

(b) if so, when the information will be laid on the Table of the House?]

The Deputy Minister of Irrigation and Power (Shri Hathi) : (a) The reply is in the affirmative.

(b) A statement giving the requisite information is attached. [See Appendix I, Annexure No. 29].

CORRECTION OF ANSWER TO STARRED QUESTION NO. 1329 DATED 22-3-1955.

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan) : It is regretted that the reply given to part (b) of the Starred Question No. 1329 put by Shri Anirudha Sinha on the 22nd March 1955 was incorrect and may, therefore, be replaced by the following reply:

“(b) Approximately Rs. 108 lakhs have been spent upto 31-1-1955. Figures upto February 1955 are not available at present.”

Thursday, 15th November, 1956

ORAL ANSWERS TO
QUESTIONS....

S.Q. Subject

No. Subject
 40 Wazirabad Pumping Station
 80 Water Contamination in Delhi
 41 Coal freight
 43 Suburban Railway Services
 44 Chinese Agricultural Science Study Mission
 45 Train Accident
 46 Delhi Transport Service
 47 Assault on Railway Pay Clerk at Rajahmundry
 49 Rapti River Scheme
 50 Travancore-Cochin Transport Service
 51 Third Class Sleeping Accommodation
 52 Signalling Equipment Factory
 53 Locust Swarms
 54 Goitre
 55 Inter-State River Water Disputes
 57 Committee on Prevention of Cruelty to Animals

WRITTEN ANSWERS TO
QUESTIONS....S.Q.
No.

42 Assessment of Overcapitalization
 48 Delhi Road Transport
 56 Dislocation of Traffic on Eastern Railway
 58 Beggars and Vendors on Trains
 59 Damodar Valley Dams
 60 Community Projects
 61 Shipping
 62 Kabaddi and Wrestling Sports
 63 Jambuna Bridge
 65 Goitre Disease
 67 Development of Beypore Port
 68 Planning Forum

COLUMNS

53-78

S.Q.
No.

Subject

COLUMNS

69 Port Trust Employees
 70 Ex-Saurashtra Railway Corruption Cases
 71 U.S. Expert's Report on Indian Railways
 72 Port Facilities to Pakistan
 73 Delhi Transport Service
 74 Budameru Reservoir
 75 Estimates Committee's Recommendations
 76 Godavari Railway Bridge
 77 Self-Improvement Trust in Railway Workshops
 78 Breaches due to floods
 79 Development of Mineral Water Resources
 81 Divisional System on Railways
 82 Dhanushkodi Pier
 83 Patel Nagar Station
 84 Kuhira River Project
 85 Flood Warning Stations in Nepal
 86 Principal Laboratories in State Capitals

U.S.Q.
No.

78-116

25 Medicinal Plants
 26 Teak Plantation
 27 Timber
 28 Paddy Cultivation
 29 Poultry
 30 B.C.G. Vaccination
 31 Irrigation Research Organizations
 32 Level Crossing at Dalmia Dadri Station
 33 Central Tourist Traffic Advisory Committee
 34 Late running of Trains
 35 Goods Traffic and Revenue Earnings
 36 Wagons
 37 Wagon Mileage
 38 Floods in Lower Damodar Valley

WRITTEN ANSWERS TO
QUESTIONS—*contd.*U.S.
Q. No.

Subject

COLUMNS

39 Khan Market
 40 Improvement of Railway Stations
 41 Over-bridge in Narsinghpur
 42 Tawa Multipurpose Project
 43 Pay Clerks on Central Railway
 44 Improvement of Stations on Central Railway
 45 Bridge over Narvada
 46 Improvement of Stations
 47 Train Services
 48 Janata Express
 49 Steel
 50 Village Feeder Roads (Mysore)
 51 Thefts in Goods Sheds
 52 Improvement of Backward Areas
 53 Delhi Road Transport
 54 Ernakulam-Quilon Railway
 55 Railway Programme in the Second Five Year Plan
 56 Andaman and Nicobar Islands
 57 Level Crossings in the Punjab
 58 Reserved Posts on Railways
 59 Railway Porters
 60 Railway Stores Purchase
 61 Ticketless Travel on Southern Railway

97
97—98
98
98
98—99
99
100
100
100—01
101
101
101
102
101
102—03
103—04
104
104
105
105
105—06
106
106U.S.
Q.
No.

Subject

COLUMNS

62 Saugor Railway Station
 63 Derailment of Trains
 64 Agricultural Loans in Tripura
 65 Godown Shed at Dhang
 66 Passenger Amenities
 67 Traffic Accidents
 68 Cultivation of Medicinal Plants
 69 Disposal of Dead Bodies in Railway Premises
 70 Sugar Factories in Punjab
 71 Passenger Shed at Pakki Quberwala
 72 Community Development Artisan Co-operative Societies
 73 Punjab Regional Tourists Traffic Advisory Committee
 74 All India Crop Competition
 75 Technical Training Schools
 76 Flood Control

CORRECTION OF ANSWER TO
STARRED QUESTION.... 116

The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan) made a statement correcting answer to Starred Question 1329 asked on 22-3-1955

CONTENTS

Part II - Parliamentary Debates (Part II - Proceedings others than Questions and Answers)

No. 2—Thursday—15th November, 1956

Paper laid on the Table!	125
Business Advisory Committee—	
Forty-second Report	125
Committee on Private Members' Bills and Resolutions—	
Nomination of two Members	126
Part C States (Laws) Amendment Bill—	
Motion to consider	126—33
Clauses 2 to 4 and 1	133—36
Motion to pass as amended	136—38
Indian Tariff (Amendment) Bill—	
Motion to consider	138—204
Clauses 2 and	204
Motion to pass as amended	204
Industries (Development and Regulation) Amendment Bill—	
Motion to consider	204—54
Committee on Private Members' Bills and Resolutions—	
Sixty-second Report	254
Daily Digest	255—56

(Part II—Proceedings other than Questions and Answers)

125

LOK SABHA

Thursday, 15th November, 1956

The Lok Sabha met at eleven of the Clock.

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

12 hrs.

PAPER LAID ON THE TABLE

JOINT STATEMENT BY PRIME MINISTERS OF BURMA, CEYLON, INDONESIA AND INDIA

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Sir, I beg to lay on the Table of the House a copy of the Joint Statement made yesterday by the Prime Ministers of Burma, Ceylon, Indonesia and India. [See Appendix I, annexure No. 30].

BUSINESS ADVISORY COMMITTEE

FORTY-SECOND REPORT

Sardar Hukam Singh (Kapurthala-Bhatinda): Sir, I beg to present the Forty-second Report of the Business Advisory Committee.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

NOMINATION OF TWO MEMBERS

Mr. Speaker: I have to inform the House that I have nominated Sarvashri Jaipal Singh and B. Ramachandra Reddi to be members of the Committee on Private Members' Bills and Resolutions Vice Shri Bhawani Singh, died, and Dr. Natabar Pandey, resigned from Lok Sabha.

*CORRECTION OF ANSWER TO STARRED QUESTION NO. 1329

PART C STATES (LAWS) AMENDMENT BILL—concl.

The Minister in the Ministry of Home Affairs (Shri Datar): Sir, I beg to move:

"That the Bill further to amend the Part C States (Laws) Act, 1950, for the purpose of extending certain Acts to the State of Manipur, be taken into consideration."

This is a very simple Bill. In 1950 an Act was passed known as the Part C States (Laws) Act. It made a number of Acts applicable to the Part C States of Himachal Pradesh and Vindhya Pradesh also to Tripura and some to the State of Manipur, except certain Acts which had to be examined. A question then arose as to whether certain Acts, ten Acts, should be extended to the State of Manipur and it was then considered that the position should be examined

*See Part I Debates, dated 15th November, 1956, col. 116.

[Shri Datar]

in the light of the peculiar conditions obtaining in Manipur, and therefore in that Act it was stated that these ten Acts would not be applicable to the State of Manipur.

Now all these Acts have been examined, and Government have found that six of these Acts ought to be made applicable, and for that purpose this short Bill has been brought forward. Most of these Acts are familiar. The Code of Criminal Procedure and the Code of Civil Procedure have been recently made applicable to the State of Manipur in the condition in which they were before certain amendments were passed to the Code of Criminal Procedure. Now it is considered that inasmuch as we have ordinary courts of law in addition to the special courts known as the village courts, it would be advantageous to have these two Acts also made applicable. They have been included also in the six Acts that are to be made applicable to the State of Manipur under the present Bill.

Now formal amendments have been put in order to change the name "State of Manipur" to "Union Territory". Subject to this, inasmuch as only certain Acts are to be made applicable, there is nothing of a special nature that calls for any comment from me at this stage.

I, therefore, commend the provisions of this Bill to this House.

Mr. Speaker: Motion moved:

"That the Bill further to amend the Part C States (Laws) Act, 1950, for the purpose of extending certain Acts to the State of Manipur, be taken into consideration."

Shri L. Jogeswar Singh (Inner Manipur): The name of the Bill is Part C States (Law) Amendment Bill, 1955. The main purpose of this Bill is to extend certain Acts to the

State of Manipur, now the Union Territory of Manipur. The Acts to be extended are the Code of Criminal Procedure, 1898, the Indian Oaths Act, 1873, the Transfer of Property Act, 1882, the Suits Valuation Act, 1887, the Code of Civil Procedure, 1908, and the Indian Succession Act, 1925. These are the Acts to be extended to the State.

The extension of these Acts was overdue. As you know, Manipur was one of the States of India where there was no real Act established during the time of the Maharaja. Also in that State there were two areas, one the British Reserve and the other the Native State area where different laws were operating in the respective regions. The lawyers and the judges were acting according to their conscience, and the cases were decided on the opinion of the judges. Lot of confusion was there. The opinions of lawyers and judges were sometime full of anomalies. These Central Acts have been extended and are being adopted in the State of Manipur after the integration of the State with the Centre. The most important Act that was extended to the State of Manipur had been mentioned here and that was the Criminal Procedure Code. Once I was the victim under the improper application of the Criminal Procedure Code, and Shri Lohia was also a victim under it. This so happened even after independence. I think this Act was adopted in spirit by the merged Government even. It was due to the non-adoption or non-inclusion of this Act that many people were sent to jail. The authorities there were, according to their opinion, taking the decisions on legal Acts and the people were sent to prison, under the Criminal Procedure Code, by saying that they have violated the law, section 144 of the Criminal Procedure Code even though that was not actually extended. In this way even a meeting of five members was not allowed in that

part of the country. Although the Act was not actually introduced in that State, there was no civil liberty during the Maharaja's time. In the British Reserve it was adopted in spirit while it was not so in the State area. One was the British authority and another was the Maharaja's authority. The Criminal Procedure Code, section 144, was not introduced, and at the same time people were harassed by adopting the spirit of section 144. When the matter was referred to the courts, they decided the issue arbitrarily but when these decisions were referred to the Supreme Court, almost all these decisions were revised and the Supreme Court ruled that they were not based on lawfully passed Acts.

In the tribal areas of Manipur, the administration of justice will be difficult whereas I do not think it will be so difficult in the plains areas. The plains area is more advanced educationally and economically and can be compared to some extent with the other areas of the country. But, if these laws are extended to the tribal areas, it will be very difficult. They have their local customs and traditions and their day-to-day life is governed by these customs and traditions and if there was any dispute in the tribal areas, it is generally decided by the people themselves according to these customs. A law has just been passed yesterday so that the village authorities may be democratised and village courts are established in the tribal areas. These Acts have to be extended to the tribal areas only gradually. There may not be very big cases involving huge sums of money as the people in the tribal areas are generally poor.

The judges sometimes did not do justice to the cases brought before them because of the absence of these Acts and they were passing judgments as they pleased saying that that had been the custom or tradition. That is very dangerous and whenever

these cases had been referred to the Supreme Court, these judgments were categorically set aside because they were not based on any valid Ac's. I feel that the extension of these Acts is very welcome and I hope that they will be extended cautiously and gradually in the tribal areas. I have nothing more to say and I welcome this Bill.

Shri Biren Dutt (Tripura West): I will be very brief. In the long title, the words 'Part C States' are now sought to be substituted by the words 'Union Territories'; an amendment has been introduced to that effect. From the 1st of November this year, Tripura, Manipur and other Part C States were known to be 'Union Territories'. In regard to Tripura all the gazettes so far published by the Government of Tripura are still continuing in the same old way and the laws etc. are enacted in the name of the Chief Commissioner in the same way as was done before the 1st of November. This has created a serious situation in Tripura because the administration of the Union Territory of Tripura is no longer under the Part C States Act.

Shri Datar has introduced an amendment suggesting that the words 'Union Territories' should be substituted in all places where the words 'Part C States' occur in the Bill. After the introduction of this amendment, I would like to know whether the Government would be known as the Government of Tripura or the Government of the Union Territory of Tripura. All along it was a Part C State and now it has been transformed into a Union Territory. The Part C State is no longer in existence. Before introducing this terminology, 'Union Territory', Government should have gone through the implications. We asked the Secretary and some other authorities in Tripura as to how they were publishing the gazettes and also whether it was the same Government, as was there before the 1st of November, that was

[Shri Biren Dutt]

continuing in Tripura. They did not know. The advisory council had not been dissolved or reconstituted. On the 1st of November, legally it does not exist as it was constituted under the Part C States Act. Article 239 of the Constitution which authorised the President to constitute advisory councils for Part C States has been amended and at present, the President has got no such power to introduce advisory council in the old manner. It has been found that the old advisory council of Manipur has been introduced and the Chief Commissioner has been made the President of that body; that is all the change. But, in the case of Tripura there has been nothing. If this Bill is to be passed, we do not know how these things will be adjusted with the present practice of the Government of Tripura. They are continuing as a Government of a Part C State and there has been no change to suit the present set-up after the 1st of November.

So, I want to know from the hon. Minister as to how he is directing the State authorities to make the necessary modifications. What is the actual position of the advisory council and the Chief Commissioner? Is he functioning as an Administrator or as Chief Commissioner in the State of Tripura? I want these clarifications and I commend this Bill.

Shri Datar: Sir, I may point out to the hon. Members that at Adaptation Order was issued and it came into force on 1-11-1956. According to that, in the Acts, wherever the words 'Part C State' occur, they have been substituted by the words 'Union Territory'. This is my answer to the question raised by both the hon. Members.

So far as the general question is concerned, we have got the same administration. It is now the 'Union Territory of Manipur'. As the hon. Member is aware, the Chief Commissioner has also been re-named as

Chief Commissioner. So, the same administration has been going on and I imagine there could be no difficulty so far as the continuity of the administration is concerned. Ordinarily, as the hon. Member is aware, unless the new change has been introduced in a proper manner the old system or the old administration has to continue. Therefore, so far as this question is concerned, there is no difficulty at all.

Then, another friend raised the question as to what is to happen when certain new Acts have been introduced. I would invite his attention to section 42 of the Manipur Courts Act. In fact, I myself introduced an amendment when the Manipur Courts Bill was under consideration. Thereby all customs and manners, so far as certain important matters are concerned, are saved. I would read to my friend section 42 of the Manipur Courts Act. It says:

"Where in any suit or proceeding, it is necessary for any court under this Act to decide any question regarding succession, inheritance, marriage or caste or any religious usage or institution, any custom (if such there be) having the force of law, or any personal law, governing the parties or the property of the parties to such suit or proceeding shall form the rule of decision except in so far as such custom or personal law has, by legislative enactment, been altered or abolished."

Therefore, the position is that a number of Acts have been made applicable by what was then known as the Part C States Act. I believe there are more than 100 Acts. All of them were made applicable to all the Part C States wherever there was any need. So far as Manipur was concerned, it was

thought that about ten out of these numerous Acts required a further examination and, therefore, in that Act it was stated that these ten Acts would not be made applicable to Manipur.

The question was then considered. The Law Ministry also was consulted. The Chief Commissioner ascertained the opinion of the people in that area. Ultimately we came to the conclusion that six out of these ten Acts ought to be made applicable to Manipur. Therefore, the present Bill has been brought forward for the purpose of extending six out of these ten Acts to the territory of Manipur. So far as the other Acts are concerned, it is considered that they are not necessary.

The hon. Member will therefore see that whatever he had in view has already been carried out so far as the provisions in the Manipur Courts Act are concerned. So far as the present Bill is concerned, six Acts have to be made applicable because they would be of general use and, whenever there is any custom etc. that custom, as I have already pointed out, will also have the force of law unless that particular custom has been modified or rescinded by any legislative enactment.

Mr. Speaker: The question is:

"That the Bill further to amend the Part C States (Laws) Act, 1950, for the purpose of extending certain Acts to the State of Manipur, be taken into consideration."

The motion was adopted.

Shri Datar: Sir, there are certain amendments in list No. 2, the Object of which is to introduce the expression "Union territory of Manipur" in place of "State of Manipur".

Amendment made:

Page 1—

in the Title—

for "State of Manipur" substitute: "Union territory of Manipur".

—[*Shri Datar*]

Mr. Speaker: We will now take up clause by clause. What are the amendments to clause 2?

Amendment made:

Page 2, line 1—

for "1955" substitute "1956"

—[*Shri Datar*]

Amendment made:

Page 2—

after line 3, add:

"(c) after sub-section (3), the following Explanation shall be inserted, namely:

Explanation.—For the purpose of this section and section 4, any reference to the State of Manipur or Tripura in relation to any period after the 31st October, 1956, shall be construed as a reference to the Union territory of Manipur or Tripura as the case may be."

—[*Shri Datar*]

Mr. Speaker: The question is:

"That clause 2, as amended, stand part of the Bill."

The motion was adopted.

Clause 2, as amended, was added to the Bill.

Mr. Speaker: Now we go to clause 3.

Amendment made: Page 2—

(i) line 5—

for "the Act" substitute "this Act"; and

(ii) line 11—

after "shall be substituted" add:

"and in the second proviso, for the words 'as now extended', the words 'as extended' shall be substituted."

—[*Shri Datar*]

Mr. Speaker: The question is:

"That clause 3, as amended, stand part of the Bill."

The motion was adopted.

Clause 3, as amended, was added to the Bill.

Mr. Speaker: Next we take up clause 4.

Amendments made:

(i) Page 3—

for the amendments in column 4 relating to the Code of Criminal Procedure, 1898, substitute:

"(1) in section 1, in sub-section (2), the words 'and the Union territory of Manipur' shall be omitted,

"(2) in section 93A, in sub-section (1), the words 'or in the Union territory of Manipur' shall be omitted."

(ii) Page 2, line 26—

for "1955" substitute "1956".

—[Shri Datar]

Mr. Speaker: The question is:

"That clause 4, as amended, stand part of the Bill."

The motion was adopted.

Clause 4, as amended, was added to the Bill.

Mr. Speaker: Then comes clause 1.

Amendment made:

Page 1, line 4—

for "1955" substitute "1956".

—[Shri Datar]

Mr. Speaker: The question is:

"That clause 1, as amended stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Mr. Speaker: There is one amendment to the Enacting Formula also.

Amendment made:

Page 1, line 1—

for "Sixth" substitute "Seventh"
[Shri Datar]

Mr. Speaker: The question is:

"The Enacting Formula, as amended stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended was added to the Bill.

Mr. Speaker: Then we come to the Title. We have already adopted amendment No. 6. There is one more amendment:

Amendment made:

Page 1—

in the Title and wherever they occur in the Bill—

for "Part C States" substitute "Union Territories"

—[Shri Datar]

Mr. Speaker: The question is:

"That the Title, as amended, stand part of the Bill."

The motion was adopted.

The Title, as amended, was added to the Bill.

Shri Datar: Sir, I beg to move:

"That the Bill, as amended, be passed.

Mr. Speaker: Motion moved:

"That the Bill, as amended, be passed."

Shri Biren Dutt: Sir, as I have said the Bill is going to be passed and the question of changing the administrative set-up in every Part 'C' State has caused very serious apprehension. A few days ago about 50,000 people expressed their objection to the designation given to the Administrator. The Chief Commissioner's designation has been rejected by this House, but again it has been intro-

duced in the Administration of Delhi, Manipur and Tripura. This has been objected to and the retention of Advisory Councils in those States has also caused very serious apprehension in the minds of the public just before the general elections. It seems as if the ruling party is against the express will of this House and has attempted to retain the Advisory Council most illegally without any justification both in Tripura and Manipur. The hon. Home Minister assured this House that for the interim period the Members of Parliament will be consulted through an Advisory Council, formed at Delhi, to help in the administration of those territories. In the case of Bombay, we have heard that when an opinion had been expressed and the House had given its authority for the formation of one Bombay State, if anybody said anything against the express will of this House, it was condemned by the Prime Minister, the Home Minister and every one that people should not move or act against the will of this sovereign Parliament. This House has categorically rejected the designation of the Chief Commissioner. It has been removed in the original Bill, as introduced by the hon. Home Minister in the Select Committee, but now it has been introduced. According to the Constitution, there is no provision to introduce the Advisory Council by an amendment.

Shri Datar: Is it in order to consider the constitutional aspect of the administration of Manipur?

Mr. Speaker: No.

Shri Biren Dutt: This is a serious matter that has happened in Tripura. There is not even a gazette notification about the retention of the adviser. Where we have asked these people to quit, we still find that they are continuing. It is amazing to find that these illegal things are continued against the express will of Parliament.

Mr. Speaker: The hon. Member has said enough, though not quite relevant. He must now conclude. The general administration of Manipur is not the subject-matter of this Bill.

Shri Biren Dutt: There should be a regular process if it is to be a Union territory.

Mr. Speaker: Order, order. The hon. Minister has already stated that a gazette notification was issued by the hon. President under the Adaptation of Laws Act, adopting or substituting the words "Union territory" for "Part 'C' States". Therefore, this is as good a law under the Constitution. In these circumstances, there is nothing more for the hon. Member to state.

Mr. Speaker: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

INDIAN TARIFF (AMENDMENT) BILL

**The Minister of Heavy Industries
(Shri M. M. Shah):** Sir, I beg to move:

"That the Bill further to amend the Indian Tariff Act, 1934, be taken into consideration."

Sir, this bill seeks to amend the Indian Tariff Act, 1934, in order to give effect to certain recommendations of the Tariff Commission, on those industries. The House will have observed from the Statement of Objects and Reasons that the Bill seeks in the first instance—

(i) to grant protection for the first time to the calcium carbide industry;

(ii) to discontinue protection in respect of electrical accessories made of plastics designed for use in circuits of less than ten amperes from the 1st January 1957; and

[Shri M. M. Shah]

(iii) to continue protection to fourteen industries for various periods beyond the 31st December, 1956.

I shall first deal with the calcium carbide industry to which protection will be granted for the first time. A copy of the Tariff Commission's Report on this industry and Government's resolution thereon has already been laid on the Table of the House. Early in 1940, Government announced that specified industries promoted with direct encouragement during war-time might feel assured that, if they were conducted on sound business lines, they would, by such measures as Government may devise, be protected against uneconomic competition from outside India. The Calcium Carbide industry was among the industries which were given an assurance of protection against uneconomic competition after the war in accordance with this decision. The assurance was reiterated by Government in 1942 in the following terms:

"As the indigenous production of calcium carbide is an urgent war necessity, the Government of India have decided to give an assurance of post-war protection against unfair competition from abroad to all those who are either at present engaged in, or wish to undertake its manufacture, provided their affairs are conducted on sound business lines."

Commercial production of calcium carbide was established in India only after the war and not during the war and regular production commenced in November, 1954, by one unit, in Calcutta. Calcium Carbide, as hon. Members know, finds its use in India, mostly in the generation of acetylene gas for the welding and cutting of steel, and partly for lighting purposes. The potential uses in the future industrialization of this country will, however, be extensive, especially in the manufacture of calcium cyanamide and a number of synthetic organic chemicals, which find uses as

solvents, plastic raw materials and intermediates.

Sir, according to the Tariff Commission, the fair ex-works price of saleable calcium carbide manufactured in the country is Rs. 909-13-0 per ton. Comparing this ex-works price with the landed cost without duty of the imported product, namely, Rs. 562-14-0 a duty of 63.3 per cent. is indicated to protect the indigenous industry against foreign competition.

The Commission has observed that even barely to cover the prime costs, overheads and interest on working capital, but without any return on the block (unusually allowed at 10 per cent), the duty required to protect the unit's product against the imported product is 46.5 per cent. In the light of these calculations made by the Commission, Government see no special reason to reduce the current rate of duty on calcium carbide, which is 50 per cent. *ad valorem* to 45 per cent *ad valorem* as recommended by the Commission. The Commission has also recommended the grant of protection to this industry up to the end of 1958, Government have also accepted this recommendation and the Bill seeks to implement it.

Hon. Members will be glad to know that the present annual production of calcium carbide in the country is about 3,000 tons, the demand being 10,000 tons annually, about 7,000 tons are being imported. However, the House will be pleased to note that as a result of several steps taken by Government, four new factories are coming up in different parts of the country with a rated annual capacity of about 30,000 to 35,000 tons. The industrial requirements of the country at the end of the Second Five Year Plan are expected to rise from 10,000 tons to about 40,000 tons and the House will be happy to note that we hope and we are confident that more or less we will be fully self-sufficient in calcium carbide in the next five years.

The hon. Members will therefore see that the three basic considerations before us in giving protection to any industry are: firstly, maximum and most profitable utilisation of indigenous raw materials for production of such items for which the country has so far relied upon foreign imports; secondly, protection should not be more than the minimum required to protect or give shelter to any indigenous production as against a competitive foreign product and thirdly, to so accelerate production of such items at comparatively economic costs as to make the country self-sufficient as early as possible, and to withdraw the protection at the earliest possible date or to reduce it to such an extent that it becomes almost nominal protection. So, the idea is not to continue protection *ad infinitum* for any industry.

From the history of the calcium carbide industry, as mentioned by me just now, the hon. Members will kindly see that all these three basic considerations have been kept in view with regard to this industry.

Efforts are also being made on getting indigenous products manufactured on such sizes of units and at such locations as will produce the indigenous articles at comparatively lower prices, thus obviating the need for continuing the protection or any high tariff protection for a long time.

Now, I come to the industries where the protection already in force is due to expire at the end of the current year. There are 14 such industries. The Commission has submitted reports on three of these industries, as they were already engaged on protection work for locomotives, boilers and roller-bearings. So, the Tariff Commission submitted reports on ball-bearings, power and distribution transformers and plastics (comprising phenol formaldehyde moulding power, buttons and electrical accessories) industries. Copies of the report of the Tariff Commission on these three industries and the Government resolution thereon are already laid on the Table of the

House. I need not, therefore, go into the details, and shall make only passing observation on some of the important features which have led the Government to decide to continue or discontinue protection in certain cases.

Taking up first the ball-bearing industry, a comparison of the fair ex-works prices of 20 selected sizes of indigenous bearings with the ex-duty landed cost of imported bearings of corresponding sizes indicates that the industry needs a much rate of protection than is provided by the current rates of protective duty. For example, the rate of duty needed to protect indigenous bearings up to 1" bore diameter works to 111 per cent. and those for bearings above 1" and up to 2" bore diameter and adapter bearings require about 175 per cent. of protective duty and 283 per cent. *ad valorem* respectively. The Commission however decided that the industry is receiving a substantial measure of protection from import trade control and as such the protective duty need not be to the extent indicated by the difference in the relative prices of the imported ones and that of the indigenous manufactures, and that, therefore, it is not necessary to enhance the existing protective rates of duty which are at present 94½ per cent *ad valorem* so as to bring it on a par with the other protected type of bearings. So, in future, according to the recommendation of the Commission which the Government have accepted, all bearings will have a protective duty of 94 per cent *ad valorem*. The enhanced rate of duty has already been brought into force from the 4th August, 1956 by a notification under section 1 of the Indian Tariff Act, 1934.

The Government have also accepted the Commission's recommendation regarding the extension of the period of protection for another four years—up to 31st December, 1956—and the Bill seeks to implement these recommendations.

The Commission has also recommended that the National Bearing

[Shri M. M. Shah]

Co. which manufactures this type of bearings in this country should introduce a proper system of accounting which it has not maintained so far. The hon. Members must have observed that the Commission has made very stringent remarks upon this aspect. It has also raised some of these prices which in some cases are higher than fair ex-works prices by more than 60 per cent. The industry is also protected by high tariff and also derives considerable benefit through import control. The industry has, therefore, been instructed accordingly, as per the section concerned in the Tariff Act, to take necessary steps to introduce a proper system of cost accounting and to effect reduction in selling prices. The House will be glad to know that the company has already reduced the retail selling price of a number of their sizes in accordance with the Government advice and it is also taking steps towards the maintenance of proper cost accounting. Recently, the company has already sent to us a copy of its memo which it has already issued and worked out in this connection.

Government have also made some relaxation of import control over ball-bearings during the current licensing period because there were some difficulties felt by the indigenous industry for various types of ball-bearings during the period of July-December, 1956. As a short term remedy, some imports have been permitted. All these measures have greatly stabilised the prices and availability of the different numbers of sizes of ball-bearings in the country. The House will be also happy to know that the production of ball-bearings has increased from 2,30,000 in 1951 to over a million during the current year. This is almost a five-fold increase. The House will also be pleased to know that this production is expected to rise to about 2.5 millions, that is, 25 lakhs, by the end of the Plan period, when we hope to be more than self-sufficient in this particular category of ball-bearings.

Similarly, the production of steel balls which was about 7.5 lakhs gross in 1951, has risen to 2.5 million gross, that is, 25 lakhs gross, in the current year and it is expected to double itself, namely, 5 million or 50 lakhs, by the end of the second Plan period.

Turning to power and distribution transformers, up to 2,500 KVA, the hon. Members will be happy to know that this industry has made very substantial progress in the last four years. The production of three-phase transformers below 2,500 KVA was 1.83 lakhs in 1950-51. It rose to over two lakhs in 1952 and it has now risen to 8,54,000 KVA in 1956, indicating almost an increase by six times the original production. The production of the same is expected to go up to about 15 lakhs by the end of the Plan period. Perhaps the country will be more or less self-sufficient in the production and distribution of power transformers up to 3,000 KVA capacity by the end of the Plan period and perhaps we may be enabled to export a little of these transformers by that time. Excepting a few categories, very little will have to be imported in this line. The indigenous transformers are generally satisfactory in performance and comply with the required standards of specification and acceptance tests. The Commission has recommended the continuance of the duty, namely, 31½ per cent *ad valorem* in the case of P.F. moulding powder and 66 2/3 per cent *ad valorem* or 12 annas per gross, whichever is higher, in the case of plastic buttons. Even at present, it is gratifying that we are now manufacturing most of the phenol formaldehyde moulding powder in the country. More or less we are self-sufficient, this year, excepting a small import of about 100 to 150 tons. The current year's production has risen to 900 tons per annum from 200 tons in 1951-52. This is expected to rise further, to about 1,500 tons within the next three years, making the country self-sufficient in the moulding powder.

The production of plastic goods in the country has also increased very phenomenally. From a value of Rs. 3 crores in 1951-52, it had risen, in 1955, to Rs. 7 crores, and it is expected to come up to the value of Rs. 15 crores annually, by the end of the second Five Year Plan. That shows how the plastic industry and the P.F. moulding powder industry are making very rapid strides under the protection granted to them from year to year. Practically, most of the plastic goods will be manufactured both for indigenous production and to some extent for the export market also in the next four or five years.

The industry engaged in the manufacture of plastic electrical accessories for which the Tariff Commission has recommended a withdrawal of protection has also considerably progress since 1950. Some of the domestic manufacturers have established well-equipped factories and their products are comparable in quality with the best of imported articles. The prices are also maintained at reasonable levels as a result of keen competition in India amongst the domestic manufacturers. As the fair ex-works prices of the selected items of electrical accessories were found to be less than the ex-duty landed cost, the Commission has expressed the view that the industry would be in a position to overcome competition from imported electrical accessories and as such tariff protection should be withdrawn. That recommendation is sought to be incorporated in this Bill. The Commission has recommend that protection to this section of the industry engaged in the manufacture of electrical accessories may be discontinued. The Government, therefore, have accepted this recommendation and have decided to continue the existing duties of 50 per cent. *ad valorem* (preferential) and 60 per cent *ad valorem* (standard) as revenue duties after the withdrawal of protection from 1st January, 1957. The Bill seeks to implement this recommendation and decision.

I now turn to the remaining eleven industries for which protection is due

to expire on the 31st December, 1956. These are preserved fruits, sago globules and tapioca pearls, cocoa powder and chocolate, calcium lactate, cotton and hair pelting, non-ferrous metals, antimony, electrical brass lamp holders, bicycles, automobile leaf springs and diesel fuel injection equipment industries. The Tariff Commission has reported that owing to its preoccupation with various enquiries like automobiles, locomotives etc.—hon. Members will appreciate these are important industries requiring high priority—it is not possible to finalise and submit reports on these eleven industries so far. The Commission has recommended that pending submission of its reports, Government may take steps to continue protection to these eleven industries for another year. The Bill accordingly seeks to extend the period of protection to these industries up to the end of 1957. The House will no doubt agree that all these are important industries and it will not be proper to alter, modify or withdraw tariff protection except after detailed investigation by the Commission. Short notes on these industries have already been circulated to hon. Members. I need hardly dilate on them at this stage, as the House will have another opportunity for full discussion when reports on these industries become available and Government bring forward legislative measures for implementing their decisions.

In the past sometimes observation has been made about some of the delays taking place in the recommendations of the Tariff Commission as well as their implementation by Government. I can only commend to the hon. Members the dates of submission of the reports on the four industries which I have just mentioned and the dates of Government action on the same. Hon. Members will see from those dates that not more than three months on an average have elapsed between the receipt of the recommendations of the Tariff Commission and the Government's action thereon. Also, during the open hearing that the Tariff Commission

[Shri M. M. Shah]

gives, some time always becomes necessary for hearing all the interests in the country. However, I can assure the House that due care is being taken and will continue to be taken to see that the least amount of time is spent for the making of the recommendations by the Commission and their implementation. As the industrial development of the country is progressing rapidly from year to year, it may perhaps be necessary sometimes even to expand the Tariff Commission and to augment the strength of the staff. I can assure you on behalf of the Government that if such a contingency arises, action will be taken. I do not want to take up the time of the House by giving more details; only I will draw the attention of hon. Members to some of the clauses, so that their contents and purpose may become more clear.

In Clause 1, sub-clause (2) seeks to withdraw tariff protection in respect of electrical accessories made of plastics designed for use in circuits of less than 10 amperes on the recommendation of the Tariff Commission, *vide* clause 2(vii). The effect of the withdrawal of protection will come into force from the 1st January, 1957, but the remaining provisions of the Bill will come into force as soon as the Bill receives the President's assent.

In clause 2, sub-clause (i) seeks *ad hoc* extension of tariff protection for the following eleven industries for one year up to the 31st December, 1957, on the advice of the Tariff Commission. I have already mentioned those eleven industries in my general observations. Sub-clause (ii) seeks to grant protection for the first time to the calcium carbide industry up to the 31st December, 1958. Sub-clause (iii) deals with nickel powder. Nickel powder is at present assessed under Tariff Item No. 70(1) as "All non-ferrous alloys and manufactures of metal and alloys, not otherwise specified". The protective rate of duty on this item is 31½ per cent. *ad valorem*. The amendment is being made with the concurrence of the

Tariff Commission with a view to assessing nickel powder under Tariff Item No. 65(1) which is duty free.

Sub-clauses (iv) and (v) of clause 2 seek to give effect to the Tariff Commission's recommendation for continuing protection to the ball bearings industry, which I have mentioned before. They also seek to bring the protective rate of duty on adapter bearings falling under Tariff Item No. 72(37) at par with the protective rate of duty of 94½ per cent. *ad valorem* leviable at present on ball bearings of other categories. Pending legislation, a section 4(1) Notification under the Indian Tariff Act, 1934 has already been issued on the 4th August, 1956, enhancing the protective rate of 10 per cent *ad valorem* applicable to Tariff Item No. 72(37) to 94½ per cent. *ad valorem*.

Sub-clause (vi): The amendments to Tariff Item No. 72(39) seek to include in the scheme of protection power and distribution transformers above 2,500 KVA and up to 3,000 KVA which are at present assessable under Tariff Item 72 and extend the period of protection to power and distribution transformers for another four years up to the 31st December, 1960, as recommended by the Tariff Commission. The existing rate of duty of 10½ per cent. is being continued. Pending legislation, the rate of duty on the newly protected categories of transformers has already been raised from 5½ per cent. *ad valorem* to 10½ per cent *ad valorem* with effect from the 4th August, 1956. Simultaneously, the customs duty on transformer oil imported with such transformers has also been raised from 5½ per cent. *ad valorem* to 27 per cent. *ad valorem*.

Sub-clause (vii) seeks to discontinue protection in respect of electrical accessories made of plastics designed for use in circuits of less than 10 amperes. I have mentioned this in the general observations.

Sub-clause (viii) seeks to exclude exhaust fans of a diameter exceeding

24" from the scope of Tariff Item No. 73(18). By sub-clause (ix), in order that component parts of elements and delivery valves of single cylinder fuel injection pumps for stationary diesel engines should pay the same customs duty of 5½ per cent. *ad valorem* as elements and delivery valves which are not at present enjoying tariff protection, component parts thereof are being excluded from the existing protective Tariff Item No. 75(18) (a). Pending legislation, a notification has already been published reducing the customs duty on component parts of elements and delivery valves to 5½ per cent. *ad valorem*.

Sub-clause (x) seeks to extend the period of protection in respect of the two protected categories of plastics mentioned below for another three years up to the 31st December, 1959, as recommended by the Tariff Commission. The existing protective rates of duty indicated against each item will also continue to be in force.

I do not desire to take more time of the House. I should be glad to elucidate any points that may arise during the discussion. I commend the Bill to the acceptance of the House.

Mr. Speaker: Motion moved:

"That the Bill further to amend the Indian Tariff Act, 1934, be taken into consideration."

Shri Ramachandra Reddi (Nellore): I shall make a few observations with a view to elicit certain information from the hon. Minister especially regarding the preserved fruits industry. I find from the note here that there have been some ups and downs in the industry and the duties have been increasing and decreasing. As a result of the Tariff Board's review of the question, they have temporarily reduced the duty and subsequently the average rate of duty on fruits canned, bottled or otherwise packed with reference to item 23 etc., has been increased under the Finance Act, 1953.

It is also noticed in the note given to us that the actual production has gone over the demand in the country. The demand in the country is 400 tons and the actual production in 1956 comes to 458 tons. While I appreciate the anxiety of the Government to increase the capacity of the existing units and also trying to use as much of the local product in the Defence Services they are not doing everything they can to improve or assist the food preserving industry in this country. There are several items of food to be preserved in this country which can be utilised fully here. But, unfortunately, the policy of the Government does not seem to be very clear in the matter of importing those items which are available here.

Taking the figures of last two weeks ending with May 1956, import licences seem to have been granted to some of the hoteliers with regard to several items and I will refer particularly to these:

Pineapple juice of the value of Rs. 4,000;

Apple juice of the value of Rs. 24,000 and

Green peas of the value of Rs. 6,000.

13 hrs.

Shri U. M. Trivedi (Chittor): Green peas!

Shri Ramachandra Reddi: And so on and so forth. That shows that even for the products that are available here in good condition, import licences are being issued to hoteliers, probably on the plea that the foreign tourists require the foreign product only, and not the indigenous product. I am not aware of the actual position, but I am doubtful whether there are not any foreign agencies working here with these hoteliers to insist upon securing the foreign products only for the purpose of consumption in India. I may also draw attention to the fact that with regard to certain items, particularly pineapple

[Shri Ramachandra Reddi].

juice which was hitherto exported to West Germany there has been a setback in the export, for the simple reason that West Germany has restricted the import of Indian pineapple juice. In these circumstances, it is necessary that Government should come forward with a more generous attitude towards the preserved food-stuffs industry.

I am not so much interested in the manufacturer; but I am interested in the agriculturist whose product has to be properly and adequately utilised in this country for the good of the public at large. In the last paragraph of the note regarding the preserved fruits it is said:

"An appreciable quantity of canned fruits and fruit products is purchased for the Defence Services."

I would ask the hon. Minister whether there has been enough coordination between the Defence Services Department and the Industries Department to secure all the required products for the Defence Services from the available products here. If such coordination does exist then I think the hon. Minister must supply all the requirements of the Defence Services from indigenous products and refuse licences for the import of foreign products. If there is a possibility of reducing the cost of these products, it is easy to develop the industry to a larger extent, to utilise the agricultural products that are otherwise going to waste, and also spread the utilisation of these products in rural areas also where these are not available. It is not possible to have every kind of fruit in every area; but certain kinds of fruits are produced in certain areas and they must be passed on to other areas in this country and thus increase the demand from the consumers. Unless it is made cheaper it is not possible for the rural areas to take to them. It is therefore very necessary that in the interests of the development of fruit

preservation industry in this country a further reduction in the duties should be thought of and the Defence Services should be made to take more of the indigenous products for their use; apart from that import licences for products which are available in this country should be completely banned, or restricted to a large extent.

Shri Kasliwal (Kotah-Jhalawar): There should be a drive for the use of indigenous preserved food-stuffs.

Shri Ramachandra Reddi: We are having too many drives for everything and I am sure this drive will come in only if the manufacturer is unable to sell his products at a cheaper rate to suit the pockets of the rural population.

In this connection I would like to enquire of the hon. Minister whether some of the factories which are producing these products have been paying any income-tax. If they have not been paying, it looks as if their resources are not enough to pay income-tax and at the same time to give to the consumer the things that are required by them within a reasonable cost. It must also be made possible for these manufacturers to sell their products at a cheaper price in their retail trade. I do not wish to take more time of the House, but I would like the hon. Minister to say categorically to what extent it is possible for the Government to reduce the duties on the food products and to what extent he will be able to assist the manufacturers in the further development of their capacity.

Shri Bansal (Jhajjar-Rewari): Mr. Speaker, Sir, at the outset I would like to congratulate our very youthful and energetic Minister for Heavy Industries for having brought forward this Bill.

Shri V. N. Nayar (Chirayinkil): Light Minister for Heavy Industries.

Shri Bansal: I give my wholehearted support to the Bill. While I fully agree with the granting of protection

to the new industry, namely, calcium carbide industry, and the continuation of protection to the remaining of fourteen industries, I would like to bring to the notice of the House certain disturbing facts in the working of the Tariff Commission.

Sir, I have been comparing the number of reports that have been presented by the Tariff Commission to Government from year to year. In 1952-53 they submitted 19 reports; in 1953-54, 24 reports were submitted; in the next year, 1954-55, 25 reports were submitted. But during the year 1955-56, that is the latest year only 11 reports have been submitted. The number is less than half of last year and about half of the first two years. I would like to know from the Minister as to what is happening to the Tariff Commission that its work is slowing down so much.

Last year when we discussed the Second and Third Tariff Amendment Bills the number of items on which duty protection was being extended and on which we did not have any reports before the House was five. This time the number is eleven. We are extending protection to eleven industries for a period of one year without having any recommendation or any report from the Tariff Commission. Surely, the Tariff Commission cannot say that it was much too busy because, as I have shown, they submitted only 11 reports to Government as against 25 during last year. I would, therefore, very earnestly request the hon. Minister for Heavy Industries to go into the working of the Tariff Commission very carefully and see that they expedite their work. I am saying this with all the force at my command because I know that whenever Government is approached by a particular industry to refer its case to the Tariff Commission, the first reply that comes is that the Tariff Commission is too busy. I would like to know how the claim that the Tariff Commission is too busy can be justified in the light of the facts which I have given to the House just now.

Shri B. S. Murthy (Eluru): Is the quantum of work decided by the number of reports?

Shri Bansal: It also depends on the importance of those industries, but I do not want to waste the time of the House on that point. I have got the reports for all the years with me and if I read to you the reports which were submitted by the Tariff Commission during the previous years it cannot be said by any stretch of imagination that during these years the industries reported on were less important than they have been during the year 1955-56. If you will permit me, I am quite willing to read out the names of the industries. But I think it is not at all necessary.

Then the hon. Minister made a claim that Government have been very prompt in taking action on the recommendations of the Tariff Commission and he said, very cleverly in my opinion, that on the average Government have been taking action within a period of three months. As you know, there is a statutory provision that Government must take action on the recommendation of the Tariff Commission within a period of three months and if they do not take action within a period of three months they must come before this House with an explanation as to why action has not been taken within that period.

In the case of one industry to which we are giving new protection action was taken in a period of $4\frac{1}{2}$ months. By a magic of averages it might have been reduced to three months; but the fact remains that action was taken after $4\frac{1}{2}$ months. I am now bringing this to the notice of the House because last time when I had occasion to speak on this subject I drew the attention of the House to the delay that was being caused in Government implementing the decisions of the Tariff Commission. In the case of engineering steel file industry it took $5\frac{1}{2}$ months for Government to come to a decision. In the case of art silk (mixed) industry they took five months. Then there were other industries which took $5\frac{1}{2}$ months, $6\frac{1}{2}$ months, $4\frac{1}{2}$ months and 6 months. So it is almost a regular

[**Shri Bansal**],

feature with Government that even when the Tariff Commission's report has come and although the statutory provision incorporated in the Act passed by this august House stipulates a three months' period, they almost invariably take in the case of new protection much longer time than three months. It may be that Government may say that they are understaffed. I want to say it very emphatically—that the Ministries are not understaffed. It is only a question of organising the work in the Ministry and I think that my youthful friend will now devote his attention to that aspect also and do something to get the reports of the Tariff Commission expedited as soon as they come to Government.

Mr. Speaker: Is there any difference in age between the hon. Minister and the hon. Member?

Shri Bansal: No sir. That is why I am talking youthfully.

There is one case of very inordinate delay at the end of the Tariff Commission, and that is in the case of non-ferrous metal industry. This industry was given protection in September 1948 until March 1950. After that the protection is being extended year after year, that is, ever since March 1950, we are called upon to extend protection to that industry year after year and even in the present Bill we are being called upon to extend the protection to that industry for another year. In the note which has been circulated by Government it is indicated that the industry is working much below capacity. The capacity of that industry is supposed to be 1,31,000 tons per annum while it is producing only about 30,000 tons. This is a very important industry and its importance is bound to increase. I therefore suggest that the Tariff Commission should be asked to expedite this enquiry and find out as to what are the reasons which are hampering the full capacity being utilized and what are the types of aids that are needed to this industry so that it can produce

to its full capacity. If the Tariff Commission is asked to take up this work in all earnestness I think a great service will be done to the industry and to the country as a whole.

I have been, in my own way, trying to study the reports of the Tariff Commission on the various industries, the importance of protection in our new set up and also the value of the work that the Tariff Commission has been doing. I know at one time the work of the Tariff Commission was at a very great premium because the entire development of industry depended on the recommendations of the Tariff Commission (then the Tariff Board). But I wonder if the work of the Tariff Commission is really of that much importance nowadays because, apart from the import restrictions which are in vogue nowadays and which we will have to continue whether we like it or not, in view of our foreign exchange position, the Government themselves have taken power to increase duties on a number of items. In fact that was suggested as a measure of working out import controls in a more judicious manner than quantitative restrictions and on two occasions in the past Government have come before the House with lengthy lists of industries on which revenue duties have been increased. Whether they are revenue duties or protective duties, the effect is bound to be protective. There is only one difference between a protective duty and a revenue duty and that is the protective duty ensures a time limit while there is no certainty of the period in the case of a revenue duty. But the fact remains that now these two methods namely, import restrictions by direct quantitative methods and the imposition of revenue duties in order to see that the impact of quantitative restrictions does not work in a haphazard manner have come to occupy partly the place of protective duties and in view of that I sympathise with the Tariff Commission that their work is really not of

as much importance as it was in the days of the Tariff Board. And it is in that line that I want to request the hon. Minister to consider as to whether he should not now lay a little greater emphasis on some other types of enquiries. In fact, it is being done already. A large number of price enquiries are being referred to the Tariff Commission. I think that is a step in the right direction. They were studying the prices of locomotives, automobiles, rubber, aluminium etc., and I think it would be better if the services of the Tariff Commission are utilised for that purpose in an increasing measure, and also to see from time to time as to how our industries in the various sectors are serving the best interests of the country.

Sir, in this connection I would like to revert to my pet theme of the working of foreign enterprises or foreign combines in this country. The Tariff Commission submitted a very lucid report on the fair prices of rubber tyres and tubes in 1955. Government did take some action on it, and I had had occasion to refer to this report when we were discussing the Second and Third Tariff (Amendment) Bills. But, Sir, what happened after action was taken is not only disturbing but must cause serious concern to Government. In the report it was suggested that some steps should be taken to see that the prices charged to the consumers of these items should be reduced. There were a large number of other recommendations also, to one or two of which I would come slightly later. Government took action in fixing certain prices. But I am told very reliably that the entire decrease was passed on by the manufacturer to the dealers and to the middlemen, with the result that, as far as the consumer is concerned, he is paying the same price if not the higher price. It was a paradox really when the Resolution of Government came out. When I wanted a cycle tyre, I saw that the price had gone up by 10 or 15 per cent. I tried to find out as to how that was and I was told by the dealer that

Government having reduced prices, they are not getting stocks and it is for this reason that the prices are going up. But I was told from other reliable sources also that the entire price decrease was passed on in various ways to the distributors with the result that the consumer did not get any relief at all.

Now, Sir, there was another very important recommendation, out of 28, to which I would like to invite the attention of the hon. Minister. One was that Government should explore the possibility of securing imports of tyres and tubes with a view to providing some measure of competition to the Indian companies. I want to know whether this recommendation was given effect to; and if so, from which source tyres and tubes were imported by Government or were allowed to be imported by the private sector and if so, under what particular order or licence. Then, there was another recommendation in my opinion which was vital; and that was that a pilot project should be started for manufacture of tyres and tubes and special assistance should be offered to Indian enterprises wishing to enter this field either independently or in collaboration, on reasonable terms, with foreign enterprises. I would like to know, Sir, if this recommendation was considered by Government and, if so, what action was taken.

Then, as regards prices, that question has become very topical in view of Burmah Shell refinery announcing some very generous reductions of which so much was said yesterday. According to the Commission the Dunlop factory overhead increased by 85 per cent. as against the increase of 21 per cent. in the output of tyres and tubes; factory overheads of Firestone has increased by 85 per cent. between 1946-47 and 1952-53 whereas the output of tyres and tubes expanded by only 43 per cent, necessitating stricter control over the factory overheads and here also, they go on to show that most

[Shri Bansal]

of such increases were for marketing and advertisement etc. Now, Sir, I want to know if Government are giving due consideration to this question of these foreign combines increasing their costs of production and passing on the entire burden to the consumer and not exercising the economies which they ought to exercise if they are to justify their claims of being Indian concerns.

I am glad that some action is being taken as far as oil refineries are concerned. The Prime Minister made a statement yesterday that this was a part of a bigger question and that it was under constant review. I would like to state that similar cases such as rubber and aluminium should be got examined by Government. I would like to request the hon. Minister to look into this and tell us whether they are keeping a vigilant eye on this kind of thing.

Sir, I am of the view that the time has come when this type of activity should increasingly become the growing concern of the Tariff Commission than the routine type of tariff enquiries. And I very much hope that the hon. Minister will give his careful consideration to this suggestion and also expedite the consideration of the reports in his own Ministry, and, at the same time, see that the Tariff Commission does not lag behind but goes on working with at least the same speed as it was doing in the previous years, if not at a faster speed.

Shri V. P. Nayar: Mr. Speaker, Sir, I was very much interested in hearing Shri Bansal speak today, but I do not propose to take the same course as I do not believe that neither the tyre industry nor the other industry which he referred to had any relevance to the Bill before us. Normally, Sir, one should not oppose the introduction of protective duty in respect of a commodity which is very vitally required for our country. I would not at all have said anything

had it not been for the fact that the hon. Minister, while he explained his position, did not explain the whole position of the case. Calcium carbide is very vitally important for the development of even so many industries in which we, at present, are lagging behind. I can understand its importance to Indian economy. If you go through the Tariff Commission's Report, even in the very first paragraph, you will find that the enquiry in respect of calcium carbide was made at the instance of one of the manufacturing units. I am reading from the Report of the Tariff Commission: "An application for grant of protection and assistance to the manufacture of calcium carbide was made to the Government of India by Messrs. Birla, Jute Manufacturing Company Limited, Calcutta in their letter dated the 29th of November, 1954." Sir, here is a case in which a Jute manufacturing firm has tried its skill in a highly specialised industry, starting production only of the 15th of November of the year. Only on the 15th November, 1954, the Birla Jute Manufacturing Company started production of calcium carbide. Sir, you will remember that at the time when we discussed the managing agency system, the Government spokesman had been repeatedly telling us that there were certain managing agents who knew the know-how of almost every industry. If you go through the report of the Tariff Commission on the calcium carbide industry which started functioning on the 15th November, 1954 and the approach to the Government which was made on the 29th of the same month for protective duty, you will find that that particular unit has been reported by the Tariff Commission to be an uneconomic unit using the wrong processes for the manufacture of this calcium carbide, not being able to use its wastes and located at a wrong place, etc. This is one of the important units which you find has been getting this protection. In spite of that, I am not at all against giving protection or giv-

ing protective duties for such a vitally required substance for our industry. But have Government taken any steps? I find from the recommendations of the Tariff Commission that they suggest that from a particular date there should be a reduction in the price. I cannot understand. There have been three other units, the Travancore Electro-chemical Industries, the Travancore-Cochin Chemicals and the subsidiary of the Mettur Chemicals, all of them engaged in calcium carbide production. And there is the undertaking at Talaiyuthu in Tinnevelly District which has been working at a loss of Rs. 2 lakhs but did not ask for a tariff protection like this. I am submitting this because calcium carbide as far as I can understand is not an industry which has necessarily to depend upon imported raw material. I do not have half the knowledge of chemistry which my hon. friend Mr. Shah has; but if I am to believe what the Tariff Commission says, the materials required for the production of calcium carbide by the conventional process are limestone (which we have in plenty), coke (which also we have) and charcoal. If you take the costs of limestone, coke or charcoal today, India is not at all in an unhappy position. These are the processes, and the processes are also described. Calcium carbide is manufactured by the electro-thermal heating of lime with a carbonaceous material like coke or petroleum products. Why on earth should it not be possible for our calcium carbide manufacturers to manufacture at the cost at which foreign agencies are able to supply, meeting the transport costs? I understand from the hon. Minister, and the Tariff Commission also says, that the calcium carbide as manufactured by the processes in India today costs well above Rs. 900 per ton, while the quotations from Switzerland for the Indian Oxygen and Acetylene Company—which the Tariff Commission dismisses with the remark that they are quotations for their subsidiary firm in India—come only to Rs. 560. After all, this is not an article in which the bulk of the manufac-

turing cost goes to the foreign manufacturers of raw materials. I should have very much liked the hon. Minister to have told us or to have circulated to us a note indicating the precise difficulties which face this calcium carbide industry.

I heard him say that the Second Five Year Plan has set a target of 30,000 tons for this. But I remember—my memory may not be very accurate—that the Commission's target for calcium carbide was 24,000 tons. I am subject to correction. (An Hon. Member: 25,000 tons.) He said it is used also for lighting purposes. It is not at all an important matter today, because carbide lamps have gone far out of use. There were lamps at some places, especially in motor cycles—when I first rode a motor cycle, the lamp was a carbide lamp. But it has changed.

The main point is, owing to the lack of development in certain other spheres of industrial activity, especially in the manufacture of solvents and intermediates for which calcium carbide is a basic requirement, our whole industrial set-up is suffering; and I should have welcomed if the target of calcium carbide was raised to 50,000 tons. But Government have not taken all aspects into consideration in fixing up this duty. This document of the Tariff Commission is very very interesting. I would, with your permission, read out one or two relevant portions in order to show that this particular tariff protection for calcium carbide will certainly be taken more advantage of by one of the manufacturing units, the name of which I have already given.

I can understand tariff protection being given to an industry which was started at the right place, using the right material but which owing to circumstances beyond our control has necessarily to incur extra expenditure. But here the case is entirely different in so far as one particular unit is concerned. I am not sanguine about

[Shri V. P. Nayar]

these calcium carbide factories converting calcium carbide into calcium cyanamide for neutralising the acidic soil as indicated. I for one would not ask the Indian peasant to use calcium cyanamide costing nearly a thousand rupees per ton—because it comes to Rs. 909, and with the cost of nitrogen it will come to a thousand rupees—to neutralise acidic soil. The Tariff Commission thinks there is going to be a great use for calcium cyanamide as a nitrogenous anti-acid fertilizer. I do not think so, because we have plenty of lime and there are other alkalis which are cheaper to neutralise acids. In spite of that, we find a very cryptic sentence by which the Tariff Commission describes how the unit which was seeking protection first is functioning at present. In describing the claims for protection of the industry the Tariff Commission says at page 22 of its report:

"At present the calcium carbide industry has only one unit engaged in commercial production of the material, viz., the Birla Jute Manufacturing Co. Ltd. This unit is an uneconomic unit and its costs are unrealistic."

What more could the Tariff Commission say about it? Then they find out an argument later. Although it is uneconomic, although the costs are unrealistic, they say that we should not dismiss it like that and we should look into the claims. Later on you will find about this one factory—the others are using their wastes in a better way, but this one is not capable of doing it because of certain other conditions—I am reading from page 18 of the Report of the Tariff Commission: "The fair ex-works price of Rs. 909-13-0 of the Birla unit includes a sum of Rs. 51.88 as adjustment for 'fines' and price differential for 'off-grades', of the final product." Who asked them to manufacture calcium carbide with so much of fines and so much of offgrades being rendered useless? Then they go on saying: "Both

the Travancore-Cochin Chemicals Ltd. and the Travancore Electro-chemical Industries Ltd. do not require any allowance as they expect to absorb the unsaleable material ('fines' and 'off-grades') in the manufacture of other products using calcium carbide as starting material. The Travancore-Cochin Chemicals Ltd. intend to manufacture polyvinyl chloride"—certainly a very very important substance for our future—"for which the 'fines' and 'off-grades' of calcium carbide can be used in their own acetylene generators".

Why is it that the Tariff Commission could not recommend that the advantage of the extra import duty which is proposed to be levied should be given to manufacturing units which have basic defects in their organisational set-up, which do not utilise waste products,—that they should take advantage of this protection which we are giving—only on certain conditions? I would have very much liked if the hon. Minister had told us: Look here, the Birla Jute Manufacturing Company have directions from the Government to remove their factory to the most suitable site within three months, they have also directions to use the waste material, that is off-grades and fines, and manufacture other things like polyvinyl chloride or something else. In that case the incidence on the cost would have been very much less and the protection would have been different. Looking at the price which is now fixed, I do not find that there could be any justification for it—apart from the fact that, because we do not happen to have other units of production, we have necessarily to give them same protection. If you are giving them such protection, I am perfectly certain that you are encouraging the wrong type of persons coming into the industry, the wrong type of investments in industries where there is no proper technical know-how as manifested by the particular firm which has claimed this protection.

I would like the hon. Minister who is very very enthusiastic, as I personally know, to go into these details before the recommendations of the Tariff Commission are accepted. I once again say that Government must go all out to increase the production of calcium carbide, because I happen to have a little knowledge—though not the knowledge of the hon. Minister—and I know how the plastic industry, the pharmaceutical industry and other industries suffer, and how it is impossible, owing to the lack of solvents, to extract alkaloids etc. However, it is important for us not to forget that in giving such protection, certain firms which belong to a part of an industrial empire, take the fullest advantage. I do not want to make any more comments on that.

Shri U. M. Trivedi: Is there only one firm manufacturing this in India?

Shri V. P. Nayar: Only one before the enquiry was instituted, and that for 14 days.

There is another industry which, again, is the subject matter of this legislation, that is, the fruit preservation industry. It has got many problems. There is certainly a consumer preference for imported fruit products. I am perfectly certain, Mr. Speaker, that if my hon. friend goes out to the market, he will certainly try first whether he can get I.X.L. jam and imported strawberry before going to Rex Products or Madhu Canning Products. The difficulty is not confined to one sphere. Again, I must submit that the fruit preservation industry is not an industry which requires all the difficult know-hows, skills, and tools as, for example, in the case of the steel industry or the processing and manufacture of special steel or heavy chemicals. It is a comparatively simple process. In spite of that, and in spite of the fact that India produces a large variety of luscious fruits, you will be surprised to know that thousands of tons of such fruits do not reach

the consumer. We could not develop the industry and the industry has to content itself with the production of 3,000 or 4,000 tons. You will remember that in the Andhradesa, several thousands of tons of mangoes go waste in the season. You will also recall that in the whole of the west coast, two lakhs of tons of what are called cashew apples are rendered unfit for human consumption because in a raw condition they are not tasty. I ask the hon. Minister whether the imposition of a high protective duty is the only way to develop an industry. It is certainly not. The hon. Minister who knows so much of the industry will not say so. For the fruit preservation industry, what other positive steps have the Government taken? That is what I want to know. In order to justify the high protective duty on imported fruit products, what precise steps have been taken by the Government to develop this indigenous industry? Last year, my hon. friend Shri Bansal had convened an Exhibition. I discussed some problems with fruit manufacturers' associations at this exhibition. They said that they do not have bottles according to specifications, and that they do not get any concession from the sugar mill-owners. We know that the sugar industry is making an enormous profit, thanks to the policy of keeping the price of sugarcane down. What is the concession which has been given to the fruit preservation industry? We are not using so much of saccharine now. We are using sugar for syrups, jams and jellies and even marmalades. Has the fruit preservation industry so far got any concession worth the name from the sugar manufacturers?

There is the more important problem of technical know-how. I was surprised the other day to find that although the fruit preservation industry is producing a few thousands of tons, there has not been a single attempt made to manufacture pectin which every other country manufactures as a by-product of

[**Shri V. P. Nayar**]

fruits which is an article in great demand for the development of the confectionary industry. No attempt has been made in this direction. Fruits, as you know, are seasonal. You cannot get pineapples in Travancore-Cochin all the year round. For canning pineapples or taking pineapple juice, you cannot run a factory for more than a few months unless you are able to get other fruits from the surrounding places which can feed the factory. I ask this question of the hon. Minister. Is there any fruit preservation industry in our country which can go all the year round, because fruits are seasonal?

I can also give suggestions. For example, a centre like Punalur is probably the place which produces the largest number of pineapples of the best variety in India. But, our poor cultivators do not get any advantage from this industry because in a raw condition in which they are sent to Bombay or Calcutta or Delhi, the prices are dictated by the persons who buy it in a lot. If we had a well organised preservation unit at Punalur, instead of four annas that a man get for 3 or 4 pounds of pineapple, he would get more. If you go to the Empire Stores or any other stores, for the same pineapple content, you may have to pay Rs. 1-8-0 per pound or even more. If at suitable places such factories had been located and if the Government had given them some assistance, not merely in the matter of finance,—I am not worried about finance; it will be found somehow—but, the know-how, the people would have taken advantage of it. There are researches going on in the erstwhile Imperial now Indian Council of Agricultural Research; there are other Food Technological Institutes. I want to know what steps have been taken by the Government apart from putting up the protective tariff duty for the development of the fruit preservation industry, in which there is very great

scope. It is really shameful for us to see that the fruit preservation industry has not developed to such an extent that we can think of export now. No other country, to my knowledge, produces such a variety of fruits which can be preserved.

There is another important matter in which the Government could have done something. There are large quantities of plantain fruits which are commonly called bananas. Have we made any attempts to preserve them? If only bananas could be preserved either as a syrup or in some other form, a preservative factory at any place would have been justified because bananas and plantains are not normally as seasonal as other fruits like mangoes and pineapples. I understand that there are some technical problems. Plantains have certain enzymes and they do not stand ordinary preservation. Have the Government tried their hand? Thousands of tons of these fruits can be preserved and we can think of exporting it too. It will add to the very depleted diet of our countrymen in the inner regions. It is not a question of merely affording tariff protection and then trying to cajole the industry or asking the industry to develop on its own.

There is the monopoly of the Metal box company which has been revealed in the Tariff Commission's report. What have we done about it? You will be surprised to hear that with tin plates costing Rs. 49-8-0, they manufacture tins of the sale value of Rs. 250. Is it not fantastic? In spite of all that, the complaint of the Metal Box Company is that although they have a capacity for 30 million cans a year, ultimately, one million is asked for. What is it due to? There is no overall development of the fruit preservation industry because the Government do not help the fruit preservers, with all the technical knowledge as has been revealed by the Tariff Commission. Government have not felt it necessary to insist on

indigenous fruit products being compulsorily bought at least on Government orders.

I have a little more to say about the fruit preservation industry. But, unfortunately that may not be relevant to the context in so far as only a protective duty is asked for. I submit that the Government should take a very realistic view of the matter and not think of tinkering with the existing legislation unless it is felt that that and that alone is the factor which prevents the development of the industry as a whole.

Let us take the case of cycles.

Mr. Speaker: There are a number of other hon. Members who are anxious to speak

Shri V. P. Nayar: There are a number of items and I happen to be the only spokesman from our side.

Mr. Speaker: The hon. Member has already taken 45 minutes.

Shri V. P. Nayar: If I am speaking anything irrelevant....

Mr. Speaker: The hon. Member is not speaking anything irrelevant at all. That is not my point. I have to distribute the time.

Shri V. P. Nayar: I wish to speak on two other items.

Mr. Speaker: Three hours have been fixed for this. Four Members are anxious to participate in the debate.

Shri V. P. Nayar: I would ask what steps the Government have taken in order to assure the cycle manufacturers supply of the requisite raw materials manufactured in India. It is a very elaborate report and I do not want to comment upon it. Today, the position is such that the cycle, which is supposed to be the vehicle of the common man, cannot be purchased by the common man

unless he gets a subsidy or loan from Government. Its price is fixed at Rs. 150 or above. Shri Bansal may be knowing it better. The protection given to the cycle industry is not a single protection, it is a double protection, because several thousands of cycles are bought on the advance given to Government servants by the Government. Government are giving advances and recouping them in 20 or 40 instalments in order that a poorly paid employee may go and get a cycle which is priced at Rs. 150. And to get an imported cycle he has to pay a very high duty. So that, the high tariff is not the only source of protection. It is a double protection. I ask this question. Had it not been for the fact that the Government of India is now finding it possible to advance money to Government servants in regular employment to purchase cycles, what would have been the position of consumption of cycles in India? This is a question which we should pose and answer.

Even apart from that, I find that the ordinary mild steel which is required for cycle spokes could not be manufactured in India. The other day when we were discussing the budget of the Iron and Steel Ministry I raised the question of our switching on our attention to the manufacture of specialised varieties of steel. Even the tube-steel for the cycle, I understand, is not available in this country. Although we are now thinking of raising the production of steel to three times, we have not made a beginning in this direction. Without these advantages being given to the cycle manufacturer if you just say that the Tariff Commission could not go on with the enquiry on account of very heavy work and hence protection should be continued, I cannot take it in that spirit. I want the industry to thrive and I also want the consumer in the very near future, at least during the Second Five Year Plan period, to get a cycle for Rs. 75. We used to get

[Shri V. P. Nayar]

Raleigh cycles for Rs. 45 before the war and Japanese cycles for Rs. 25. There is no excuse now that we should charge Rs. 150 for a cycle and yet see that imported cycles are not allowed to be bought. I once again emphasise that I am not at all against protecting any industry by raising the tariff wall.

Then I would also say one word about the last item. I understand the phenol-formaldehyde moulding powder has also some protection. I know that there is some research going on in respect of phenol-formaldehyde in the Fuel Research Institute. I have not been able to gather more details. But has it been possible to correlate this research in the Fuel Research Institute in respect of this commodity which is very vitally required for the growth of the plastic industry, the turnover of which at the end of the Five Year Plan according to the hon. Minister was Rs. 15 crores, and give the advantage of such research to the manufacturers? These are questions which we have to consider before we pass a Bill like this.

13-54 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

I expected that the hon. Minister would give me some details. Of course, he gave some details about the industry. Most of the details were available in the respective Tariff Commission Reports also.

I forgot at the time when I was discussing the calcium carbide industry to discuss another aspect. There is a complaint which is evident from the report of the Tariff Commission that the calcium carbide manufactured in our country is of very inferior quality and its impurities include phosphorus which in the process of welding generates phosphine which combines with acetylene into an explosive mixture. This should be standardised, and before we give tariff pro-

tection, I submit that it is incumbent on the Government to ensure that the article which is so manufactured using the advantages of tariff protection should at least conform to certain specific standards. In oxygen and acetylene welding you know if there is a small bubble and it erupts or explodes, both the eyes of the welder will go. Although we have legislation here, wherever you go, even in Government factories where welding is done, they do not use the eye protectors. In fact, the Tariff Commission says that certain complaints like that have been brought to its notice. In any case, I submit that when the Tariff Commission recommends and when Government goes on the recommendation in giving protection for a particular industry, it should inevitably lay down certain rules which those who take advantage of the tariff protection must necessarily be compelled to follow.

For example, the automobile leaf spring industry is a very ordinary industry to develop which we are not developing and we still require imports because we have not set standards. As you know much better than I do, the entire weight of the automobile, whether it be a Baby Austin or a ten ton truck, rests on its front and hind springs. It has to have some specifications which we do not keep, the result being that our manufacturers confine themselves to the specifications laid by their overseas partners and do not allow the industry to grow up.

So, I submit that when Government consider the question of giving tariff protection, they must also lay down that those who take advantage of the tariff protection must conform to certain standards which Government specify. Government may make a few mistakes, I do not worry. The Indian Standards Institution may also make a few mistakes, but it is always necessary that the standards should be insisted upon and when such conditions are not being observed, the protection should immediately be

withdrawn and penal action taken against those firms which in spite of such protection do not act in conformity with the needs of a developing economy.

I could have given a better account of the other articles, but Mr. Speaker has asked me to be very short, and hence I am resuming my seat.

Shri Kasliwal: I would like to join my friend Shri Bansal in congratulating the hon. Minister on his very lucid and able speech on this Bill. There is no doubt that he has made out a good case for protection to the calcium carbide industry for the first time.

My friend Shri V. P. Nayar has dwelt at length on this industry and I need not go into it in great detail, but there are three points to which I would like to draw the attention of the hon. Minister. One is that the purity of the products, so far as these companies are concerned, must be insisted upon. As Shri Nayar said, the Tariff Commission itself has reported cases. Because of impurity there have been explosions and this is highly dangerous. Therefore I would request the hon. Minister to keep this in mind.

Secondly, I would mention that there are certain uneconomic units working in this industry. They must be made economic. There is no meaning in continuously giving protection to such units as are unable to function economically.

Thirdly, and that is a point again which is brought out by the Tariff Commission's Report, there are certain units which are using machinery which is old and antiquated. In fact, the words used by the Tariff Commission are that they are using improper type of equipment. The Minister must take into consideration these points and tell the industry that these are matters which they have got to rectify, otherwise protection will be withdrawn.

Take the case of one particular unit to which my hon. friend Shri Nayar also referred. It has been using machinery which is practically unfit for the production of calcium carbide. Yet, they have been using it. I would like the hon. Minister to tell them plainly that if they are going to use the same machinery, they will not be given protection any more and their licence for the manufacture of calcium carbide will be withdrawn.

Then there is another industry to which I would like to refer, and that is the ball bearing industry. It is proposed to give protection to this industry for a further period of four years. For the first time, protection to this industry was given in 1952. I must say and I am glad to say that this industry has made progress. The National Bearing Company has made considerable strides in the manufacture of ball bearings, but there are two points to which the hon. Minister has also referred. I must say I am really shocked and surprised that those two defects in the working of this particular company still continue.

14 hrs.

In 1952, when for the first time protection was being granted to the ball bearing industry, there was only one unit, the National Bearing Company and I had occasion to say that in that company there was no proper system of costing, there were no proper accounts and there was complete mismanagement. I am surprised to find that even now, in 1956, the same complaint is there. I would like to draw the attention of the hon. Minister to it. I know he himself must have read it because he has mentioned it. The Tariff Commission says that the company should introduce a proper system of costing as early as possible. They also say that the company should reduce the price and make the necessary reduction to bring it in fair relation to the cost. I would like to ask why the company has not done any

[Shri Kasliwal]

of these things in the last four years. In 1952, when protection was given to this industry for the first time, the Commission had raised these very objections and I am sorry to say that these objections still continue to exist. It is amazing that an important company like the managing agents of this company should continue to manage this concern in such a bad state. I hope the hon. Minister would draw the attention of the managing agents to this and ask why all this time they have not been able to have a proper system of costing and proper accounting.

I will pass on to another industry, the industry which my hon. friend, Shri Bansal has also mentioned. That is the non-ferrous metal industry. My friend Shri Bansal was quite right when he said that the progress which has been made by the non-ferrous metal industry is very poor. The present production does not keep pace with the installed capacity. The installed capacity is 131,000 tons where as the present production is less than 30,000. I submit this is happening because the Government have not applied their minds to any improvement in this particular industry. I am sorry to say that the Government have been so far neglecting this non-ferrous metal industry.

I want to give an instance in my own State, the instance of the Zawar mines. These are the only mines in the whole of India so far as lead, zinc and silver are concerned. This is an excellent industry but the Government has not taken over that industry. What is happening there? Thirty lakhs of rupees were given to a firm known as the Metal Corporation. Only last month I was there to see what they were doing. They are only crushing about 250 tons of ore whereas they can easily crush 1,000 tons a year. That is the position. I had raised my voice against this by way of some questions. I want to know why Government are not taking

over this concern which is running so very badly. Instead of taking over this concern, the Metal Corporation is being given more and more money. I cannot understand that. They have broken every pledge, every contract; they were told to crush 1,000 tons but even now they are not crushing even 500 tons. They only do some crushing. Then they take the lead, zinc and silver to a factory in Bihar. They have some agreement with a Japanese concern and the entire lead, zinc and silver is taken over to Japan. Why all this? Cannot we do all the extracting, refining and processing of lead, zinc and silver in this country? I expect the Government to apply its mind to this industry, take it over from the Metal Corporation and nationalise it and run it properly. I say it is a national concern; there is no other mine except the Zawar mines. In certain places, the ore is 66 per cent. and the quantity of ore available is not small. It will not be exhausted even in 50 years. That is the position so far as these mines are concerned. I would therefore request the hon. Minister to keep this in mind and see that such units as the Metal Corporation which have only the profit motive are not concerned with such national industries. They should not be allowed to function in the way they are functioning.

Lastly, I would like to mention a word about the bicycle industry. I do not want to go into great detail about this industry except to say that this time the Tariff Commission has not reduced the protective duty for this industry. I am very happy that last time they had reduced it to some extent. I am only expressing my sentiment as my hon. friend Shri Nayar has done. It is obvious that the bicycle is the poor man's vehicle. The Tariff Commission has not completed its enquiry into this industry. Next time, when they complete it, I hope they will see their way to a further reduction in the protective duty on bicycles.

सेठ अब्दल सिंह (जिला आगरा—पश्चिम) : उपाध्यक्ष जी, जो बिल हमारे सामने पेश किया गया है, उस के सम्बन्ध में सब से पहले तो मैं यह कहना चाहता हूँ वह कि टैरिफ कमीशन का जो काम है, वह उसको पूरा नहीं कर रहा है। उस का काम यह है कि वह तमाम इंडस्ट्रीज की छान बीन करे और फिर इस बात का निश्चय करे कि उन में से किस को सहायता की आवश्यकता है। जैसा कि मेरे पूर्ववक्ता ने बताया है, राजस्थान में कई खानें हैं, लेकिन सरकार की ओर से कोई सहायता और प्रोटेक्शन न मिलने के कारण उन का काम सुचारू रूप से नहीं चल रहा है और उन की कोई तरक्की नहीं हो रही है। इसी प्रकार और भी बहुत सी इण्डस्ट्रीज हैं, जिन को सरकार की सहायता मिलनी चाहिये। टैरिफ कमीशन का यह कर्तव्य है कि वह देखे कि कौन कौन सी इण्डस्ट्रीज को प्रोटेक्शन की आवश्यकता है।

जब हमारे देश में विदेशी हकूमत कायम थी, तो उस ने यहां की इंडस्ट्रीज को पनपने का कोई भौका नहीं दिया और वह यहां की आवश्यकता की चीजें बाहर से इम्पोर्ट करती रही, जिस के कारण हमारे देश का बहुत धन बाहर जाता रहा और हमारे देश की कोई तरक्की नहीं हो सकी। अब हमारा देश आजाद हो गया है और हमें इस बात का भौका मिला है कि हम अपने देश में नई नई इंडस्ट्रीज स्थापित करें और उन को प्रोत्साहन दें। हमारे यहां नई नई इंडस्ट्रीज शुरू हो रही हैं और कई प्रकार की चीजें बन रही हैं। अगर इन इंडस्ट्रीज को गवर्नमेंट की तरफ से प्रोटेक्शन मिले तो वे काफी प्रगति कर सकती हैं और हमारे यहां जो करोड़ों रुपये का सामान विदेशों से आता है, वह यहां ही तैयार हो सकता है और हमारे देश का बहुत धन बाहर जाने से बच सकता है।

इस सम्बन्ध में मैं माननीय मंत्री महोदय का ध्यान बाल-बियरिंग इंडस्ट्री की ओर दिलाना चाहता हूँ। आगरा में उस का एक कारखाना है, जिसके मालिक एक नामधारी सिंह हैं। उन्होंने मुझ से कहा है कि वह सारे हिन्दुस्तान की ज़रूरत को पूरा कर सकते हैं बशर्ते कि गवर्नमेंट उन की सहायता करे। इस समय वह रोजाना मुश्किल से चार दर्जन बाल-बियरिंग तैयार कर पाते हैं। इसका कारण यह है कि उन के पास योग्य सरमाया नहीं है। मैं चाहता हूँ कि टैरिफ कमीशन आगरा जाये और वहां पर इस बात की जांच करे कि इस इंडस्ट्री को डेवलप करने का कितना स्कोर्प है और उस की किस प्रकार सहायता की जा सकती है।

इस के बाद मैं डीजल इंजिन के पार्ट्स का चिक करना चाहता हूँ। पिस्टन और रिंग सेट बाहर से दाईं सौ रुपये में आता है, जब कि यहां के लोग सिर्फ़ एक सौ रुपये में दे सकते हैं। लेकिन यहां के लोगों के सामने कठिनाई यह है कि उन को ठीक मेटल नहीं मिलता है, उन को कोई सलाह देने वाला नहीं है और न ही उन को कोई सहायता मिलती है। इन कठिनाइयों के बावजूद उन का माल मद्रास, कलकत्ता, बम्बई, कराची वगैरह दूरस्थ स्थानों तक जाता है। अगर इस इंडस्ट्री को गवर्नमेंट की प्रोटेक्शन, मदद और सलाह मिले, तो वह काफी तरक्की कर सकती है।

फिरोजाबाद में करोड़ों रुपये का चूड़ी और कांच का काम होता है। इस इंडस्ट्री को भी गवर्नमेंट की सहायता और सलाह मिलनी चाहिये, लेकिन वह नहीं मिलती है और परिणामस्वरूप बहुत सा सामान बाहर से आता है। अगर उस को गवर्नमेंट की प्रोटेक्शन मिले, तो बाहर से एक पसे का कांच का सामान, बैंगलज़ और खिलौने वगैरह मंगाने की ज़रूरत नहीं रहेगी।

[सिठ अचल सिंह]

मेरे कहने का मतलब यह है कि टैरिफ़ कमीशन का यह कर्तव्य है कि वह जगह जगह जा कर देखे कि किस किस इंडस्ट्री को सहायता और प्रोटेक्शन की ज़रूरत है। ऐसा करने पर मैं उम्मीद करता हूँ कि आज जो करोड़ों रुपये का माल बाहर से आता है, वह यहां ही तैयार होने लगेगा, और आज जो करोड़ों रुपये हम को बाहर भेजने पड़ते हैं, वे बच सकते हैं। इस के साथ ही साथ हमारी इंडस्ट्रीज डेवलप होने से इस देश की बैंकारी की समस्या भी हल हो सकती है।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ।

Shri A. M. Thomas (Ernakulam): I wish to make only a few observations, although the Bill deals with 15 important industries. The hon. Minister, when he moved the motion for consideration, dealt also with the working of the Tariff Board, and he anticipated to a certain extent the criticisms that may be levelled by the hon. Member, Shri Bansal. Shri Bansal also referred to one industry, for which, as Shri Nayar pointed out, there is not much relevance to the Bill, namely, the rubber tyre industry and the tube industry. The Tariff Commission has gone into the fair prices of rubber tyres and tubes, and Shri Bansal has referred how it has not been possible in spite of the Government's best efforts, to keep the prices of tyres and tubes at a reasonable level. The hon. Minister's predecessor in office, Shri T. T. Krishnamachari, when he was a Private Member, was the most vehement critic in this House concerning the prices of rubber tyres and tubes and the monopoly of the Dunlops. But unfortunately, even during the period that he was in office, he was not able to do much in this direction. The only way to tide over this situation, according to me, is to explore the possibilities of putting up addi-

tional units. That is the only way to break the monopoly of the Dunlops. In fact, although there are three or four units, it is all a combined venture, I should say, and the Dunlops are enjoying a monopoly in this matter. The only point that I wish to emphasise on this occasion is that the only way to get over the situation is to put up additional units, and I am glad the hon. Minister of Heavy Industries is quite alive to this problem.

I do not think there has been much opposition to the objects or the provisions of the Bill. The criticisms that have been levelled have been more or less of a constructive nature to develop the industries concerned, and I hope that criticism in that direction falls within the ambit of discussion of a Bill of this nature. We are concerned with the progress of the industries which are touched by this Bill, so that as early as possible we may be in a position to withdraw the protection given to them.

I only want to refer to one industry, among the four of which the reports of the Tariff Commission have been placed before us. Of the four industries I wish to refer to the transformer industry. With regard to the transformer industry, detailed mention has been made about the present capacity and targets laid down in the Second Five Year Plan. I find that in the State of Travancore-Cochin, where there is great possibility of development of the transformer industry, only one unit has been mentioned, namely, the Industrial Engineering Corporation at Pallam, Travancore-Cochin. I have come to know that there had been another factory that had been set up. I do not know whether for want of adequate help from the Government both at the Centre as well as the State, the venture has been dropped. There are possibilities of developing this industry. I wish to know from the hon. Minister what has happened

to the new unit that has been set up in Travancore-Cochin in a place called Alwaye.

Only to two more industries I wish to make some reference. One is the preserved fruit industry and the other is the sago globules and tapioca industry. I am glad my hon. friend, Shri Nayar, has referred in detail to the possibilities of the preserved fruit industry. When I went through the industrial targets in the *Programmes of Industrial Development 1956-61*, I was able to find that India is one of the countries in which consumption of preserved fruits has been at the lowest level. To quote from this publication, "the present consumption of preserved fruit and vegetable products of all kinds is believed to be about 20,000 tons per annum. This corresponds to a per capita consumption of 2 ounces per annum. When compared to the per capita consumption in other countries like the U. S. A. (86 lbs), Canada (57 lbs), the U. K. and Australia (20 lbs), the consumption of preserved fruit and vegetable products in India is exceedingly low." It is a very deplorable state of affairs, and the target that has been laid down in the Second Five Year Plan is an increase of the per capita consumption from 2 ounces to 8 ounces only. Even then we will be perhaps lowest in the level. I wish to know from the hon. Minister what steps have been taken by the Central Government in the direction of at least reaching this very modest target of 8 ounces consumption. The problems of the industry have been detailed in this publication, but I am afraid that the problems have only been detailed but they have not been met. The real question now is the possibility of starting new factories in places where the raw materials are found. The major raw material is the fruit itself. The manufacturers are reluctant to set up factories in areas where fruits and vegetables are grown since they would suffer from various handicaps particularly in regard to the supply of other raw materials

like sugar, tins and bottles, etc., for which the Tariff Commission had made recommendations. I want to know from the hon. Minister why the recommendation of the Tariff Commission to the effect that there must be a waiver of contribution to the steel equalisation fund in respect of tin plate used for the manufacture of open top cans for the fruit and vegetable preservation industry has not been accepted by the Planning Commission or the Central Government. That is the only way of developing the industry, and if this very reasonable recommendation of the Tariff Commission is not being implemented, I do not know what steps Government intend to take to develop the industry.

My hon. friend, Shri Nayar, has referred to the banana fruit industry. I have also in mind the cashew apples, which are found in abundance in my part of the country and which is going to waste. There is the possibility of developing preservation of those fruits, but absolutely no steps have been taken for the preservation of that fruit.

With regard to mangoes in Andhra, my friend referred so much to them. Perhaps he was afraid that he might be dubbed as being parochial. He did not refer to the various kinds of mangoes in Kerala. No steps have been taken for preserving those fruits. There is no question of the Central Government not knowing about these possibilities. The Planning Commission has gone in detail into these matters, and the Government publications themselves disclose the possibilities of development. But the fault is that no step has yet been taken, and that is my complaint also. I believe that more attention would be devoted by the Minister of Industries, especially even my friend, Shri Nayar, who is after all not very liberal in the matter of paying compliments, has been very fair today.....

Shri V. P. Nayar: In compliments I am over-generous, when due.

Shri A. M. Thomas: To his predecessor Shri Nayar was very hard but I am glad there is a change of attitude to the hon. Minister of Heavy Industries, and Shri Nayar is rather kind and I hope he will continue in this path of giving more constructive criticisms so that he may be in a position to do whatever he would be able to do for the country, for the problem State of Kerala in particular.

I wish to refer to another industry which I have already mentioned, namely, the starch industry. In the note that has been circulated, it has been stated:

"Tapioca globules are used as food for the invalid and for making puddings. Tapioca root is the only raw material required by the sago industry and it is available in plenty in South India."

As far as the State of Kerala is concerned, it has got a monopoly for the raw tapioca.

It has also been stated:

"Although the product of the industry taken as a whole is reported to be fairly good, there is still some more room for improvement in its quality."

When this matter came up during the discussion on the two previous tariff amendment Bills this was referred to and more than one hon. Member, especially hailing from the south, had remarked that the development of the tapioca industry in all its aspects had not been taken up very seriously. I am glad to find that in the matter of manufacture and storage some industrial units are being set up. I do not know whether besides planning for them, the Government has been able to do anything further in regard to these industries. All the same, there is no denying the fact that these industries have got a great scope for development, especially because we have got the raw

material in abundance. I would ask the hon. Minister to look into this matter and see that we not only grant protection and impose protective duties but do our duty also to see to the development of the industry and also implement the subsidiary recommendations of the Tariff Commission. The Tariff Commission's report is awaited. In the previous report, it has made several valuable subsidiary recommendations with regard to the development of tapioca industry and I am sorry that the Government had not been able to implement them. I wish the hon. Minister to go into the old one even though there may be some delay in the submission of the report which is now being prepared by the Tariff Commission. With these words, I support the Bill.

पंडित च० ना० मातलबीय (रायसेन) : उपाध्यक्ष महोदय, इस में कोई सन्देह नहीं है कि हाजस इस बक्त एक आशा बांधे हुये है कि अब जो हमारे नये मिनिस्टर साहब इस विभाग में आये हैं वह खास तौर पर इस मामले के ऊपर ज्यादा गौर करेंगे और इस को जरा अच्छी तरह से देखेंगे, और जो शिकायत बंसल साहब ने की है, जिस शिकायत का हामी मैं भी हूँ, तथा दूसरे आनरेबल मेम्बरान ने भी जिस की तरफ ध्यान स्थिंचा है, उस शिकायत को वह रफा करेंगे।

इस बक्त में किसी खास इंटरेस्ट को सामने न रखते हुये, किसी मैनुफैक्चरर के इंटरेस्ट को सामने न रखते हुये, केवल यही कहना चाहता हूँ कि इस देश की आबादी के सब से बड़े हिस्से, कंजूमर्स के इंटरेस्ट को भी सामने रखना चाहिये। जो प्रोटेक्शन दिया जाय, या दिया जाता है, उस में कंजूमर की क्या हैसियत है। साथ ही यह सवाल उठता है कि प्रोटेक्शन देने के बाद वह इंडस्ट्री तरक्की क्यों नहीं करती है। मसलन कूट प्रिज़वेंशन इंडस्ट्री को ले लीजिये। हम

रात दिन इस चीज़ को महसूस करते हैं, कि जहां हमारे भोजन में अन्य पदार्थ होते हैं वहां फलों की भी ज्यादा से ज्यादा जरूरत होती है। हिन्दुस्तान में बहुत से ऐसे फल होते हैं जो फसल के ऊपर इस कदर बाजार में आ जाते हैं कि उन का कोई खरीदार नहीं होता, वह मिट्टी के भोज बिकते हैं या वृक्ष के नीचे रह कर सड़ गल जाते हैं। इस के बावजूद जो यूनिट्स इस वक्त देश में काम कर रही है फूट प्रिज़र्वेशन की ओर जिन को काफी कर्पेसिटी है, हालांकि उन को सन् १९४८ से प्रोटेक्शन मिल रहा है, फिर भी उन का प्रोडक्शन नेग्लिजिबल है। इस के अलावा जब हम बाजारों में जाते हैं तो हम विदेशों से आये हुये फलों के डब्बों को ज्यादा आसानी से देखते हैं। चूंकि खरीदार की आंखों के सामने ज्यादा आसानी से वह डब्बे आ जाते हैं, इस लिये जब वह कीमत अदा करता है तो क्वालिटी का मुकाबला वह यहां की चीज़ों से करता है और क्वालिटी को दृष्टि से एक या दो पैसा ज्यादा दे कर भी वह विदेशों से आये हुये फलों को खरीदना चाहता है। इस तरह से इस इंडस्ट्री को प्रोटेक्शन देने से क्या फायदा ?

इसी तरह से मैं एक्सपोर्ट और इम्पोर्ट पालिसी को सामने रखना चाहता हूँ। हमारे यहां जो व्यापारी हैं, जिन का काम मैन्यू-फैक्चरिंग नहीं होता, सिर्फ़ अपने देश का माल एक स्थान से दूसरे स्थान पर ले जाना या अपने देश से बाहर भेज देना, या फिर बाहरी देशों का माल ला कर इस देश में बिकवा देना होता है। उन के सामने गालिबन देश का हित नहीं होता कि देश की बनी हुई चीज़ों को हमें प्रोत्साहन देना है, या हम अपने देश की बनी हुई चीज़ों को, जिन को हमारी गवर्नेंमेंट प्रोटेक्शन भी देती है, जिस की वजह से उस को अपनी टैरिफ़ पालिसी को हर तरीके से भोल्ड करना पड़ता है, और हमारी रेबेन्यू का भी नुकसान होता है,

उस की सहायता करना है। इन स्व बातों के बावजूद वे बाहर से इन चीज़ों का मंगा कर और उन को प्रोत्साहन देकर हमारी पालिसी को फेल करते हैं। इस लिये हमारे इम्पोर्ट और एक्सपोर्ट के साथ साथ जब तक हमारे व्यापारियों पर हमारा कंट्रोल नहीं होता है तब तक हमारा काम नहीं चल सकता है। आज हम अपनी एक पंचवर्षीय योजना को समाप्त कर के अगली पंचवर्षीय योजना शुरू कर रहे हैं जिस में इंडस्ट्रीज पर ज्यादा जोर दिया गया है। इस वक्त जरूरत है कि हमारा टैरिफ़ कमिशन ज्यादा एफिशिएन्टली काम करे और आइन्ड्रा हमारे सामने इस किस्म का एतराज़ न हो, या ऐसी कमी महसूस न हो कि हमारे देश में उत्पादन कम हुआ है। एक तरफ़ तो लोग बेकार हैं, दूसरी तरफ़ आप कहते हैं कि हमारे पास स्टाफ़ की कमी है, यानी टेक्निकल और स्किल्ड आदमी बेरोज़गार हैं। तीसरी तरफ़ हमारा टैरिफ़ कमिशन है जो सारे देश की इंडस्ट्रीज को सामने रख कर आप को एक्सपर्ट राय देता है कि इस वक्त आप इस का टैरिफ़ कम कीजिये और इस का ज्यादा कीजिये। आज सारे देश में इंडस्ट्रियल डेवेलपमेंट हो रहा है। जैसा बंसल साहब ने कहा है वाक्यात के लिहाज़ से वह सही हो सकता है, लेकिन मैं उन के लाइन आफ आर्गमेंट को नहीं मानता। हो सकता है कि जब टैरिफ़ कमिशन ने अपनी रिपोर्ट तैयार की है उस वक्त इंडस्ट्रीज में कुछ कमी हो, या उस को ज्यादा मौका न मिला हो तमाम चीज़ों को सामने रखने का या उस समय इतनी उलझनें न रही हों, लेकिन आज हमारे इंडस्ट्रियल इंजेशन की जो स्पीड है, साथ ही साथ इस काम में जो बहुत सी चीज़ आती है, उन को सामने रखते हुये हो सकता है कि रिपोर्ट में कमी हो। लेकिन अगर हम इस दलील को मान लें कि यह वाक्या है कि उस के सामने उलझनें हैं, तो जैसा आपने महसूस किया है वह एहसास आप के दिल में दब कर न रह जाय, बल्कि

[पंडित च० नां मालवीय]

मैं चाहता हूं कि आप का वह एहसास जरा तेज हो कर और अमली रूप में सामने आये। टैरिफ कमिशन की एफिशिएन्सी को बढ़ाने के लिये सिर्फ स्टाफ ही ज़रूरी नहीं है। आप को टैरिफ कमिशन की जो स्टेटवाइज रिपोर्ट है उस को ग्राह से देख कर अगर उस में कोई संशोधन कर सकते हों तो करना चाहिये जिस में आप रीजनवाइज या स्टेटवाइज ऐसा कर सकें कि जहां पर इंडस्ट्री हो उसी रीजन का एक बोर्ड हो, जिस में कंज्यूमर, भैनफैक्चरर और ट्रेड एड कामर्स के ट्रिप्रेजेन्टेव शामिल हों। जब तक आप ऐसा बोर्ड हर रीजन या हर स्टेट में नहीं बनायेंगे और आप ने जो आल इंडिया टैरिफ कमिशन बनाया है, जबतक उस के साथ उस का कोआर्डिनेशन और सीधा सीधा सम्बन्ध नहीं होगा, उस बक्त तक टैरिफ कमिशन की नीति देश में पैदा हुई चीजों के बारे में हमेशा इनएफिशिएंट रहेगी। जब तक इस कमी को दूर नहीं किया जावेगा बराबर इस किस्म की विक्रित बनी रहेगी। गवर्नरमेंट अपने आंकड़ों की बिना पर तमाम कोशिशों से सही नतीजे निकालते हैं। उस बक्त तक स्थिति बदल जाती है। इस लिये जितनी जल्दी हमारे देश की प्रगति हो रही है उस तेजी को सामने रखते हुये काम करने की ज़रूरत है। जो भी वाक्यात पेश हों उन का पूरा लिहाज रखना ज़रूरी है। और जिस समय में वह पेश हों उसी बक्त रखना ज़रूरी है। तभी हमारी इंडस्ट्रीज बढ़ सकती हैं। तभी जिस इंडस्ट्री को हम प्रोटेक्शन देते हैं, उस की जो पैदावार होती है उस से कंज्यूमर्स फायदा उठा सकेंगे और हमारे देश की जो ज़रूरतें पूरी होनी चाहियें वह पूरी हो सकेंगी, वर्ना 'का वर्षा जब कृषि सुखाने'? जिस बक्त हैं, जिस चीज की ज़रूरत है उस के ऊपर आप ने उस बक्त ध्यान नहीं दिया और बाहरी देशों से आ कर वह चीज बाजार में पहुंच गई, और लोगों की ज़रूरत पूरी

हो गई, तो फिर आप के उस इंडस्ट्री को प्रोटेक्शन देने से कोई फायदा नहीं हो सकता।

जिन इंडस्ट्रीज को हम प्रोटेक्शन देते हैं उन के द्वारा जिन चीजों को तैयार किया जाता है उनकी क्वालिटी और उनकी कीमतों पर भी हमें नजर रखनी चाहिये। कंज्यूमर्स के इंटरेस्ट को सेफगार्ड करने का यही एक तरीका हो सकता है। अगर आपने कीमत तो कम कर दी लेकिन उस चीज की क्वालिटी खराब कर दी तो उस चीज की ज्यादा खपत होने वाली नहीं है। इस बास्ते आपको देखना चाहिये कि एक तो क्वालिटी अच्छी हो और दूसरे कीमत भी न बढ़ने पाये।

इसके अलावा टैरिफ कमिशन का जो काम है, उसको और अच्छा बनाने के लिये यह ज़रूरी है कि आप उसको और फैलायें और उसको और ज्यादा विस्तृत करें। इसको इस तरह से फैलाया जाना चाहिये कि हमारे देश में जितने भी रिजन हैं उनकी जो स्थिति है, वह जल्दी जल्दी हमारे सामने आये और जिन आंकड़ों को हम आज एकत्र करते हैं उन पर जो भी कार्रवाई हमें करनी है वह फौरन की जानी चाहिये। अगर इस तरह से काम किया जाये तो मैं उम्मीद करता हूं कि हमारी जो टैरिफ पालिसी है जिसके जरिये से हम प्रोटेक्शन देते हैं वह लाभदायक सिद्ध होगी। अगर ऐसा न किया गया तो यह महज एक दिल को समझाने वाली बात ही रहेगी और जो हम इससे नतीजे निकालते हैं चाहते हैं या जो मक्कसद हासिल करना चाहते हैं, वे हम नहीं कर पायेंगे।

अन्त में मैं इतना ही कहना चाहता हूं कि यह बात बिल्कुल साफ है कि इस बिल के जरिये आप जिन इंडस्ट्रीज को प्रोटेक्शन देना चाहते हैं उसकी कोई मुखालिफत नहीं

करता और न की जा सकती है। उसका मैं पूरे तौर से समर्थन करता हूँ। लेकिन इसके साथ ही साथ मैं यह भी कहना चाहता हूँ कि टैरिफ कमिशन ने जिन ११ इंडस्ट्रीज़ को प्रोटेक्शन दिया है, अभी तक उन के बारे में रिपोर्ट तैयार नहीं की है। मैं चाहता हूँ कि वह अप-टू-डेट आंकड़े इकट्ठे करके अपनी रिपोर्ट प्रस्तुत करे और उसको एक साल या दो साल पुराने आंकड़ों के आधार पर कोई रिपोर्ट नहीं देनी चाहिये।

Shri Achuthan (Crangannur): Mr. Deputy-Speaker, Sir, I welcome this Bill. Some of my hon. friends have already spoken on the detailed provisions of the Bill. In fact, Shri Bansal, who is an authority with regard to these matters, has dealt in detail and given some remark about the working of the Tariff Commission. I endorse his view. He said that the Commission must expeditiously do the work entrusted to it. There is no excuse for delay in the work of the Commission. If at all there is any difficulty, it must be looked into and the Government must see that the Commission completes the work that it has taken up so that the industry can rest assured that some process is going on whereby the Government would be able to give proper protection where needed and see that the industries are quite prospering.

Now I come to some of the items in this Bill. With regard to fruits and sago I have also to offer some remarks. Shri V. P. Nayar and Shri Thomas have already spoken about them. In fact, our region has got a number of varieties of fruits. I do not know whether the hon. Minister knows about jack fruit that is grown in our parts. That is produced in abundance in our region. That is a seasonal fruit and is available only during March and April. After those two months when the rainy season starts, although plenty of those fruits will be available all will go waste. There is no facility available to preserve them. Jams can be made

out of them. Even raw fruits can be preserved by adding some syrups. There are a number of methods by which these fruits can be preserved, but no attempt is made in that direction. If these fruits are preserved, they can be made available to the people in Central and North India. It is a very delicious fruit and people say that it has been found to contain nutritive elements also. Therefore, merely giving protection to fruits is not sufficient. The Government must see that industries come up to preserve these fruits, whether in the private sector or in the public sector, or jointly by both the Government taking some of the shares. The Government must see that the necessary technical 'know-how' and raw materials are made available. Shri V. P. Nayar mentioned about tins. Sugar also must be made available. In fact, there are many fruits which can be preserved. There is jack fruit, pine apple, plantains and so on. Plantains are not seasonal fruits. Plantains can be grown at any time.

There are many varieties of plantains. We have got a special kind of bananas. With the construction of new dams and other irrigation facilities, in areas where practically nothing was grown previously, now you can see bananas grown in thousands. Almost estate-wise you see gardens where even 5,000 banana plantain are grown. Previously we could find only 50 to 100 banana trees in one garden, and that too was grown with very great difficulty. Now I have seen personally gardens having 5,000 to 7,000 trees. Bananas can be grown in any season because of the improved irrigation facilities. Therefore, the Government must, without waiting for private parties to come up, give due encouragement and ask the State Governments to have pilot schemes so that private parties can copy them and have their own industries in those regions. As I said already, we have got a variety of fruits in those regions. we have got a variety of plantains. There are cashew apples which, as stated by Shri Thomas, go waste. I understand

[Shri Achuthan]

that some experiments were done for some medicinal purposes. I think the juice of that fruit can be extracted and converted into some syrups.

My friend was arguing about pine apples. In some parts of my constituency—Trichur and suburbs of Cochin, pine apples are grown in abundance. That also is not a seasonal fruit. It is grown in all seasons. I understand that a Bombay firm has gone over there and started the industry on very favourable terms. The people there complain that this Bombay firm dictates terms. This firm says that it will purchase the fruit only at a fixed rate and nothing more. The people there have no other facility to preserve the fruit. The Bombay firm has got a monopoly over it, as far as Trichur and other parts of my constituency are concerned.

Coming to sago and tapioca there is one difficulty because of the rise in the price of rice. Poor people take tapioca in large quantities because of the rise in the price of rice. Unless the Government take some measures to give due encouragement to tapioca cultivation, there is bound to be competition between the sago industry and the common man. People will require tapioca at cheap rates whereas the sago industry will pay higher prices. The cultivators will naturally sell the commodity to the industry and the common man will suffer. That is the main item of food in our parts; I do not know whether the Minister knows it. In some families tapioca is the main item of food and rice is only a second item. It is only due to poverty and unemployment that they go in for this item. Therefore, all the care must be taken by Government in this respect. I see from the Report that the Tariff Commission is going over there during December-January to enquire about this industry. The Government must inform the State Government about this and ask them to look into all matters and give proper evidence

before the Commission so that they can come to reasonable conclusions by which the industry will prosper, the cultivation will increase and the common man will not be put to much difficulty due to the rise in the price of tapioca for industrial purposes.

These are the few observations that I have to make on this Bill.

Shri M. M. Shah: Mr. Deputy-Speaker, Sir, I am very grateful to the Members for the very constructive criticism and suggestions that they have offered on this Bill. I am also most grateful to all the hon. Members for the generous references that they have made to the work of the Government and the Tariff Commission. Even though some hon. Members had a few points to suggest about the working of the Tariff Commission on one point or the other, on the qualitative side of the work of the Commission, I should like to say that on the whole hon. Members were highly satisfied with this work that the Tariff Commission has done in the last few years. After all, all these observations are born out of the experience that the working of the Tariff Commission has generated in this country. As I mentioned in the earlier part of my speech while moving the Bill for consideration, the very fact that the three industries under consideration, for which the Tariff Commission's recommendations are being embodied in the present Bill, have registered phenomenal progress shows what great care the Tariff Commission has given to each aspect of the industry under their care.

There has been some observation about the delay or the work that the Commission has done in the last year. My friend Shri Bansal mentioned that in the last year there have been submission of only eleven reports. Mr. Deputy-Speaker, may I draw the attention of the House to the very figures that Shri Bansal placed before us. In 1952-53, 19 reports were submitted by the Commission. 21 reports

were submitted by the Commission in 1953-54. In 1954-55 the Commission submitted 25 reports. All these go to show that continuously the Tariff Commission is not only exercising a very qualitative influence on the development of industries, which is the primary function, but in the expeditious disposal of the work also the number of industries considered by them is increasing.

The question might naturally arise as to why, in the year 1955-56, only eleven industries were looked into by them and only eleven reports submitted. I think that it is very clear that the nature of the work in regard to certain industries which they undertook during 1955-56 has also to be borne in mind in this connection. The Commission was engaged in looking after one of the most basic and important industries in this country, namely, locomotives, and another important industry, namely, automobiles. These two industries are so widespread and so very essential and vital for the needs of this country that it was the Government's desire—the Government instructed the Commission in this regard—that the Commission should make a very thorough study and that a long-range policy for the development of locomotives and automobiles industry in this country should be formulated and laid down. It was only because of that that the reports submitted by the Commission are with respect to eleven industries only. I may assure the House and the Members who have shown their anxiety and concern in this connection that it was no laxity on the part of the Tariff Commission but that the very vital and keen interest which the Commission has shown towards these two basic industries has been responsible for the submission of fewer reports in 1955-56 compared to the progressively increasing number of reports that they had submitted during the last three years.

There was also an observation made by my friend Pandit C. N. Malviya regarding the function of the Tariff Commission. As all of us know, the

Tariff Commission is like a Board of Health for industry. It is not a principal nutrient; it does not develop industries by a sort of promotional activity. Its main work is to look to the health of the industries, particularly, the protected industries under its care. The figures of production should be compared in this light. I may repeat to the House a few figures which I had already mentioned. They would go to show that clearly, the health part of it has been properly looked into by the Tariff Commission. Any promotional activity like the setting up of regional boards in different States is clearly not within the purview of the Tariff Commission, nor was it contemplated by this House when the Tariff Commission was established in 1951 by an Act of Parliament.

The industries which we are currently considering are the calcium carbide industry, the transformer industry and the ball-bearing industry. As I have already mentioned, production in one case has been almost three times. In the case of the ball-bearing industry, the production from 2,30,000 units has gone to a million units. In the case of transformers, the production has risen from 1,53,000 KVA to 8,64,000 KVA, which itself shows how very carefully the Tariff Commission is looking into all these industries which are entrusted to it for examination.

As for the developmental aspect of industries, we are very shortly introducing in the House a Bill called the Industries (Development and Regulation) Bill, with a view to amend it. This was an Act of Parliament, enacted in 1951, and it came into existence or actual effect from 1952. I can assure the hon. Members, who have shown great anxiety and care about these industries, that not only the development of industries in the entire country is being looked into, but the development of each industry indigenous to each region is also being looked into and special care is being exercised towards that aspect. We are

[Shri M. M. Shah]

looking into the problems of each State—what raw materials are available and in which parts of the State, the maximum extent to which the industry could be developed in the earliest possible time, etc. But I may submit that these are not the functions of the Tariff Commission, as such to look into.

Then, I come to the other aspects of the Tariff Commission, namely, the working of the Tariff Commission. It was also asked as to whether the recommendations and the criticisms that the Tariff Commission makes with respect to several industries are being borne in mind by the Government or not. I can assure the House, on behalf of the Government, that every recommendation of the Tariff Commission, as I would presently show in respect of three industries mentioned earlier, is very carefully gone into. Not only are they gone into but immediate steps are being taken to implement each one the recommendations of the Commission.

It was also mentioned that a stage has now come where perhaps the working or the orbit of working of the Commission might be slightly changed from its original function. I may submit that even though I agree to the widening of the Tariff Commission's work in principle, I do not concur with the view that the Tariff Commission's original function to look after the health of the industries is over or has become less important than the other work. I would say that for many more years to come, till the industrial base of this country is very much lifted, no such change is to be made. Today, the base is so small and therefore the increase in figures, in comparison, becomes almost very realistic. The base is 100, and with a 30 per cent increase, it becomes 130. But the base is so small and the output of the industry is very small; as such, mere percentages should not satisfy us and divert our attention from the basic aspects which have been entrusted by Parliament to the Tariff Commission, and make one say

that the Tariff Commission should be discontinued. It will have to continue function in a larger measure in the coming years along with the increase and development of industries. The protective aspect of industry and also the health aspect of industry will be continuously pursued by the Tariff Commission. It is true that a stage has now come when the consumer aspect, that is, the price aspect, and the quality aspect should also be looked into by the Tariff Commission.

I may inform the House—and I hope the hon. Members will be glad to note it—that several enquiries of this nature have come in. Very soon an enquiry on the cement industry is being entrusted to the Tariff Commission. The Commission has been specifically asked, not about the protection that may be desired by the industry as against foreign competition but has been asked to enquire into the working of every unit of the industry, how efficiently it has been doing the work, what is the price structure and the cost structure of production of each unit of the cement industry, what price-level is reasonable, what particular areas should be kept for the production of cement, etc. All these points are being referred to, while keeping in view the development of the cement industry continuously in mind. Several such enquiries touching the different aspects of the industry are being entrusted to the Commission. I can assure the hon. Members—Shri Bansal and some others who have expressed their anxiety in this connection—that the price structure, reviewing the work of the industry and the development of the industry, reviewing the technological improvement and the technological development of each industry, whether production is taking place in a proper, scientific way, etc.,—all these points are also being entrusted to the Tariff Commission along with the original aspect of looking after the protective part and the health part of the industries.

I now come to the individual items to which several hon. Members have

made reference. I will first take up the calcium carbide industry, because that is an industry which has come under protection for the first time since its manufacture in this country. It is true that the unit which has been established at Calcutta is not scientifically located. We may not forget the days when this industry came up in that region. It was at the express desire of the then Government of India that it came in. The firm was almost cajoled and was told to go ahead with production, because, during the war years, calcium carbide was a very important material, both for indigenous as well as for war requirements. But, as my hon. friend Shri V. P. Nayar has said, this industry is a highly technical industry. It is not merely limestone and electricity that are essential. As the hon. Member knows, it is not that any limestone can produce calcium carbide. It is not that every type of limestone is useful for this industry. Nor can high cost of electricity ever help to produce calcium carbide at a reasonable price. The main difficulty in the Calcutta unit is, as was ably put by the Tariff Commission themselves, the limestone that they are getting there is not of the proper quality. Any limestone is not good for this industry. The limestone should have practically no phosphorous, no arsenic, no iron. The physical structure of limestone is also of great importance. It has to be somewhat hard,—not too soft—and crystalline and porous its structure. The experiments conducted round about Calcutta, of some of which I have personal knowledge, show that this factory is not in a position to get the right type of limestone. It is also doubtful whether good limestone of the requisite type and quality will be available in any other place near about Calcutta in this country.

Another point regarding calcium carbide has also to be looked into. The process of development in other parts of the world in respect of calcium carbide has not so improved as to make a shift of this industry to another location economically possi-

ble. As every hon. Member knows, the removal of an industry like this, where brick and mortar and electrical furnaces and appliances are the main equipment and machinery and where the salvage value is hardly 10 per cent, would merely mean the destruction of a unit without any corresponding gain to the community. It is therefore in the other direction that the Government has applied its mind. I may submit that as a result of very strict instructions issued by the Government, the concern has improved the quality. From 3.4 cubic feet of acetylene per lb. it has now improved to 4.4 cubic feet of acetylene per lb. of calcium carbide as against the world standard of 4.8 cubic feet. I hope it will further improve the quality to reach the British standard specification of 4.8 cubic feet. Also, the phosphorous content of this material has improved. From .01% the present content has come down to .008% and it will soon reach the British standard specification of .006%. Phosphorous is one of the dangerous components in calcium carbide and its content should be reduced to the minimum.

Several members have spoken about the reduction of price. I may inform the House that the reduction of price in respect of electric power is not very much likely to materialise, but there is another aspect of it, namely, enlarging the capacity which is possible. At the present moment, the production is about 3,000 tons per annum. Recently who have given licences for production up to 6,000 to 9,000 tons, so that all the overheads and the consumption of electricity per ton of calcium carbide may considerably go down. In that direction very active steps are being taken and I hope those steps will help them to reduce the price of calcium carbide considerably.

Coming to the point why new industries should not be located in more favourable circumstances and in more favourable locations, I again repeat before the House what I told in my preliminary observations that four

[Shri M. M. Shah]

more units have been licensed, two in the State of Kerala, one in the State of Madras and one in Bombay, where *prima facie* good limestone of the requisite quality and cheap power are available. I can say from my personal observations that all these units are encountering so many difficulties of a technical nature, over and above the financial difficulties. So, this special industry will require the continuous support of all the hon. Members before it can really stand on its own feet. I am glad to see that on the whole the House has very warmly welcomed the protection to this very vital industry and I can assure the House on behalf of the Government that we will be taking all active steps to reach the target of 30,000 tons by the end of 1960-61.

I now come to the next industry—fruit preservation industry—about which several Members have rightly expressed their anxiety and keenness. I did not dwell on it in my preliminary remarks because it is not an industry on which the Tariff Commission has given a detailed report. However, as it is a very vital industry it is very right that hon. Members should be very anxious about its development. I may mention some of the positive steps taken by the sister Ministry—the Food and Agriculture Ministry—in this regard. In 1955, the Government of India appointed a Fruit Preservation Panel and the report of that panel has already been received by the Government. The Government have provided Rs. 1,75,00,000 for the next five years for the promotional and developmental aspect of this industry. I am sure the House will be glad to hear this. As some hon. Members have rightly observed, it is not merely the protective aspect which can put this industry on a right footing. It is the promotional and developmental aspect which alone can develop an indigenous industry. One hon. Member mentioned that the Government has not accepted the recommendation of the Tariff Commission for giving some special subsidy of Rs. 500 per ton of tinplate.

I can assure the hon. Member that this recommendation has been accepted and a subsidy of Rs. 500 per ton of tinplate has been sanctioned for this industry and it is also under consideration whether some more subsidy toward price of sugar should be given to this industry. Some positive steps in this direction may also be forthcoming by way of giving liberal loans at low interest. The House will be glad to know that from a production of 20,000 tons, which is the current figure, the Government have fixed a target of 50,000 tons in the second Five Year Plan. Even in the last few years, one cannot quite correctly say that the industry has not been looked into by the Government. From the production of 9,000 tons in 1951, the present production has come to 20,000 tons. Of course that is not very much, but that shows the trend in which the Government is trying to help this industry. As several hon. Members rightly suggested, this industry should be given its proper place not only in the interest of the development of the industry, but in the interest of the cultivator and the grower in this country. Regarding the export side of preserved fruits, the target has been raised from only 1,000 tons to 12,000 tons. A country like ours which is predominantly agricultural should benefit by exporting preserved fruits as much as possible.

Regarding the tin-plate industry, a reference was made that this is exclusively confined to only one company. I may inform the House that very active steps are being taken by the Government in this matter. In Rourkela, we are going to instal a tin plate plant with a capacity of 65,000 to 70,000 tons a year and this will also greatly help to meet the requirements of tin for canning purposes. Also, another industry which is making tin plate in this country is doubling its capacity very shortly. I am referring to the Tin Plate Company of India. Special care has been taken to see that the variety required for the canning of fruits is produced.

Shri V. P. Nayar: The tinplate manufacturers do not make the specific variety which is required for the canning industry. They have suggested that some other variety is required which involves a very heavy initial cost. Is that problem going to be solved?

Shri M. M. Shah: My hon. friend is right, namely, that the quality manufactured at present is not of the requisite standard. It is not that it is completely useless, but it is not up to the standard required for preserving fruits. In the Rourkela Plant, the Government have taken special care to see that a portion of the production of 60,000 tons of tin plate is devoted to meeting the requirements of the fruit canning industry.

Coming to the ball bearing industry, a reference has been made by one hon. Member that there are several small units which are manufacturing ball bearings and they should be given proper protection. I may assure him that all steps to develop this industry and help the small units are being undertaken very rigorously by the Government in the small-scale industries section through the Small-scale industries Corporation and the other regional institutions which have been set up throughout the country. As a matter of fact, this industry is looking up and I am getting data from several places where the smaller units are functioning. Ball bearings, steel balls and roller bearings are not industries which can be very easily trifled with, because they are used in locomotion and wheels turning at extraordinary speeds. So, the Government cannot overlook the need for a lasting development of this industry producing high quality and precision bearings and as such, steps are being taken to see that more units are established very soon in this country for manufacturing different types of ball bearings.

[**PANDIT THAKUR DASS BHARGAVA** in the Chair.]

15 hrs.

The House will be glad to know that very soon one of the two proposals which is being actively considered will fructify and our requirements in this branch of industry will be more or less fulfilled in the coming few years.

A reference was made to the tapioca industry. It is not one of the industries on which the Tariff Commission has reported on, but I am sure that a Committee was appointed by the Government of India, headed by Dr. Nagaraja Rao. This Committee visited Kerala and submitted a report to us. I think it will be taking certain important decisions.

Shri V. P. Nayar: They visited Kerala and then held a public inquiry at Bombay.

Shri M. M. Shah: They visited Kerala once. Being the principal crop of the State, it is a very important industry, and as hon. Members know one of the glucose factories and the starch industries established in Kerala are principally based on the utilization of tapioca.

There was one mention about non-ferrous metals also by my hon. friend Shri Kasliwal. He rightly mentioned that the Zawar mines which were the only mines in this country which were giving the zinc were not being developed. I can say with full confidence that the present Corporation to which this work has been entrusted is going ahead absolutely according to schedule and production by the end of December is expected to go to 500 tons of ores per day and by end of the year 1958 the production is expected to go to about 1,000 tons per day. It will not be correct to say that they have failed in their endeavour to produce zinc in this country. It is impossible to produce zinc until a sufficient quantity of electrical power is made available, and the Chambal Project is not likely to function, until the end of November 1959 and I can assure the House that by that time the zinc smelter would have been es-

[Shri M. M. Shah]

Established, if no other type of adverse circumstances arise. From a *prima facie* observation and preliminary data that we have got, the indications seem to be that the resources in that area seem to be good, the ore is good, electricity is easily available, and the water resources are also there. If all factors conducive to the location of zinc smelter in the Zawar Mines area found technically and economically sound and feasible, we hope that the zinc smelter will come up there according to the schedule which the Government have drawn up and for which a continuous review is being made every three months.

Most of the points which hon. Members made, I have tried to meet. I can only say that regarding the non ferrous metal industry, very great attention is being paid from different directions and I would not take up the time of the House by going into the various details.

Most of the hon. Members know that our present production of Aluminium comes to about 12,500 tons per annum and in the Second Five Year Plan, we are hoping to produce 40,000 to 50,000 tons per year. One of the factories is coming up in Mettur and another in Rihand. We are very much conscious of this fact that the country needs development in non-ferrous metal part of the industry. We are giving it a very high priority and all due care will be taken to develop it.

Sir, I am very grateful to hon. Members for the active support they have given and the generous references they have so kindly made in this connection. I have taken note of all their observations and I can assure them that their constructive comments, which are very useful will be looked into properly. I can assure every hon. Member that all the suggestions that have been made in order to improve the working of the Tariff Commission and the working of the industries which are expanding at the cost of the consumer will be properly

looked into as the benefits are to be derived by the country, the consumer and the industry.

Mr. Chairman: The question is:

"That the Bill further to amend the Indian Tariff Act, 1934, be taken into consideration".

The motion was adopted.

Mr. Chairman: I will put all the clauses together

The question is:

"That clauses, 1, 2, the Enacting Formula, and the Title stand part of the Bill."

The motion was adopted.

Clauses 1, 2, the Enacting Formula, and the title were added to the Bill.

Shri M. M. Shah: I beg to move:

"That the Bill be passed."

The motion was adopted.

INDUSTRIES (DEVELOPMENT AND REGULATION) AMENDMENT BILL

The Minister of Heavy Industries (Shri M. M. Shah): Sir, I beg to move:

"That the Bill further to amend the Industries (Development and Regulation) Act, 1951, be taken into consideration."

Sir, as hon. Members of this House are aware the Industries (Development and Regulation) Act was enacted in 1951. The object of that measure was to bring within the jurisdiction of the Union Government certain industries of all-India importance and to provide a machinery by which these industries could be developed and regulated in conformity with the National Plans. As the House is aware, this Act actually came into force in May, 1952. In 1953, certain amendments were made to this Act, mainly for the purpose of removing certain

practical difficulties that had come to light in the working of the measure and for the inclusion of certain additional industries in the First Schedule to the Act; viz., artificial silk, dye-stuffs, soap, plywood and ferro-manganese.

Hon. Members are aware that when the Industries Act came into force some apprehensions were expressed in several quarters about this measure. This measure has now worked for over four years and if I may say, the way in which this Act has been working during this period goes to show that the original apprehensions were largely unfounded. In fact, there has, of late, been a demand from several quarters that the scope of the Act should be enlarged and several industries should be brought within the purview of the Act.

Before coming to the subject-matter of the Bill before the House, I might mention briefly some of the salient facts about the working of this measure during the last four years.

As laid down in Section 5 of this Act, a Central Advisory Council of Industries has been established, consisting of representatives of industry, labour, consumers and primary producers pertaining to the scheduled industries. I must take this opportunity to thank the Members of this Council for the very valuable co-operation and guidance that they have given from time to time. This body has held seven meetings so far and advised Government on various problems relating to the scheduled industries and the working of the Industries Act.

Another aspect of this measure is the constitution of Development Councils. We have so far set up ten Development Councils for the under-mentioned industries:

- (1) Heavy Chemicals (Acids and Fertilisers);
- (2) Heavy Chemicals (Alkalies);
- (3) Internal Combustion Engines and Power Driven Pumps;
- (4) Bicycles;

- (5) Sugar;
- (6) Heavy Electrical Industries;
- (7) Light Electrical Industries;
- (8) Art Silk Textiles;
- (9) Woollen Textiles; and
- (10) Pharmaceuticals and Drugs.

Hon. Members will also be happy to learn that now we are going to appoint another council for the development of non-ferrous metals. Several of these Councils are doing very useful work for the development of the Industries with which they are concerned.

The provisions of the Industries Act relating to the grant of registration for existing undertakings and licences for new ventures have been working very smoothly. Over 3,000 industrial undertakings pertaining to the scheduled industries have been registered under the Act and about 1450 licences have been issued for the establishment of new industrial undertakings since the inception of this Act. Several schemes of substantial expansion and manufacture of new articles have been sanctioned. A Licensing Committee has been set up for the examination of the applications received for licences. This Committee acts as the main instrument of the Government's industrial policy and tries to secure a planned development of industries according to the Government's policy.

Coming to the subject of the Bill before the House, you will observe that the Act as it stands now applies to 42 industries which are listed in the First Schedule. As I have stated, there has been a demand from the industries that the scope of the Act should be extended so as to include a number of other important industries. It has been pointed out that certain industries which are closely related to those already included in the Schedule do not find a place in the Schedule. For example while rayon is included, staple fibre, which is a related item, does not find a place. That was an obvious omission. While ferro-manganese finds a place,

[Shri M. M. Shah]

the other ferro-alloys like ferro-chrome and ferro-silicon are not included; while paper is included, the related item wood-pulp does not find a place, while heavy chemicals are included, fine chemicals and photographic chemicals are not included. We now propose to fill in these omissions. There are also a number of industries of considerable importance like the manufacture of television sets, teleprinters, X-ray equipments, plastic mouldings industries, synthetic rubber, photographic film etc., which have acquired considerable importance in the present stage of the country's development. The Bill which is now before the House seeks to add some 31 industries to the Schedule of the Industries Act. The Central Advisory Council of Industries, to which I have just made a reference, has considered this proposal and has approved the inclusion of these industries in the First Schedule.

As hon. Members would have noticed, the present arrangement of the items in the First Schedule is in the form of a list. We are now taking this opportunity of classifying them in a scientific and rational manner.

A few minor difficulties have been brought to light in the working of this Act and the Bill seeks to make a few amendments for removing these difficulties. Let us see briefly the various difficulties that have come to our notice.

As regards the amendment in clause 2, I may explain that clause (b) sub-section (1) of section 13 of the Act at present applies only to cases where registration is revoked on the ground that it had been obtained by misrepresentation as to an essential fact. There is now no provision in the Act for licensing of those undertakings whose registration has been revoked for other reasons than the one mentioned above, e.g., on account of closure, discontinuance of production of articles falling within the scope of the Act etc. We are, therefore, making slight amendments in section

13(1) (b) which would permit such undertakings to recommence business after securing the licence under the amended Act.

The second amendment in clause 2 covers licensed undertakings which seek to effect substantial expansion. Section 13 (1) (d) now provides for licensing of substantial expansion of industrial undertakings which have been registered. There is, however, no provision at present for the licensing of substantial expansion of licensed undertakings, that is, an industry which is already licensed, if it wants to undertake a substantial expansion today under the present Act there is no provision to bring it under the purview of the Act. This amendment seeks to regularise that position and to provide for licensing of such substantial expansion.

The amendment in clause 5 provides for the licensing of undertakings, which by reason of an exemption order granted under section 29-B of the Act, do not require to be registered or licensed under the Act at the time of the commencement of the Act or at the time of the establishment or when they commenced manufacturing or producing new articles or when they sought to effect substantial expansion, as the case may be. There are so many industries which are not in the Schedule now. When these industries are grouped under the Schedule, naturally we will have to make provision to see that they are properly registered and licensed. This particular amendment seeks to authorise the Government to take suitable action in that manner. Therefore, the provisions are now introduced in clause 5 under which industrial undertakings which were subject to the exemption order can be licensed when the exemption is cancelled.

Amendments to clauses 3, 4 and 6 are only consequential. I have already given notice of some amendments to the revised First Schedule to the Act as now proposed in clause 7. The main amendment which I have proposed is to include organic fertilisers,

which the Ministry of Food and Agriculture desire to regulate as regards quality, distribution and price. Also, we propose to add sizing materials including starch under "Chemicals" in the Schedule. These are the principal points on which the amendments are proposed.

While moving this Bill I take this opportunity to say that the licensing of industries under this Act has been somewhat adversely criticised in several quarters. I might submit that I can only draw the attention of the House to the report of the Central Advisory Committee which was appointed under the Chairmanship of Pandit H. N. Kunzru. The Committee, after going into the licences issued and the applications pending, has, to say the least, highly commended the speed with which the licensing committee has worked. That does not mean that there is no scope for any improvement. I can assure the House that further action is being taken and care is exercised to see that the speed of licensing, looking into the various applications, obtaining the information required under the Act and expeditious disposal of all applications is improved. There has been much improvement during the last six months. The pending applications, which were about 490 in the month of April, has now been reduced to 176 and perhaps by the end of this month we hope that the number will be only 49 or 50 pending applications. This is exclusive of special applications for textile mills and re-rolling mills and etc. The number of licences issued every month also, from an average of 22 at present, is reaching the figure of 70 to 80 per month. All this goes to show that this Act, about which several apprehensions were being entertained in several quarters, has worked for the promotion of industries and in no case has it worked to the detriment or retardation of industrial development.

Observations have also been made in several places and by different persons as to the place which the different industries find under the

industrial policy statement enunciated recently by the Prime Minister of which a copy was laid on the Table of the House. It is true that in a developmental economy like ours where the country and the State are wedded to the socialistic pattern of society the relative roles of the public sector and the private sector should be clearly understood both by the industries and the public at large. That cannot be denied. As a matter of fact, it has now been gradually accepted and I am glad to say that the climate in the country has been generated whereby the role that the public sector has to exercise in the field of industrial development is being fully appreciated and realised. In a country so under-developed in the industrial field as ours, where the missing links in industrial development are many the State has got to regulate judiciously too very often the development in the private sector and to move and that too at a fast speed and pace to set up industries in the public sector. And the State has to set up such industries which are vital to the growth of the nation and those industries which are of national and strategic importance. Apart from those industries, there is ample scope, and that too of a healthy nature for the private sector. We can be sure that there will be regular and speedy development as a result of the working of the Industries (Development and Regulation) Act. Thus it is sought to create a sort of co-ordinated development between the industries which are vitally considered necessary to be set up by the Government, and that too without loss of time, and such industries which can very well be looked after in a country so big as ours by the several industrialists and entrepreneurs in the different fields of industry. There industries should also grow not in a slip-shod manner but in a planned and regulated manner so as to give the maximum benefit of industrial development, to the community and to the industries in general. With these preliminary observations and the assurance that the Government looks upon the enlargement of the Schedule to the Act

[Shri M. M. Shah]

not as a measure of taking any very strict coercive steps by restricting its field of action but as a promotional measure for the establishment of industries. I am sure that all the sections of the House will welcome this bill. If some figures which are very relevant to the production of industries could be placed before the House, they will also appreciate that as a result of the working of this Act not only the development has been facilitated but the production also has increased considerably.

Before this Act came into operation in 1952, if you take the figures of 1949 as indicative of the development of industries at that stage, as the House is aware, the production of sulphuric acid in 1949 was 99,456 tons. In 1952 when the Act came into force the production slightly declined to 96,000 tons, that is, from 99,456 tons it declined to 96,000 tons. In 1955, that is, after a few years of the working of this Act, the production rose to 1,66,200 tons. It shows that in the three years after the coming of the Act and subsequent years the production has gone up. In respect of soda ash, which is one of the basic industries in this country, the production in 1949 was 17,916 tons and rose to 77,268 tons in 1955. Same is the case with cement which was 2.1 million tons in 1949 which came to 3.5 million tons in 1952 and which has risen to about 5.7 million tons during the current year. In case of textiles, the same is the phenomenon, though not of a very remarkable nature. The textile industry was already well-established. Even there, the production in 1948 was 4318 million yards of cotton cloth which today stands at about 52.00 million yards of cotton cloth. In August this year we have reached the record production of 478 million yards per month and that will continue to increase every month, thanks to the activity of the industry as well as the care exercised by the Government. I beg to submit, Sir, that the working of this Act on the whole and the purpose of this amendment to enlarge its scope will be welcomed by all

sections of the House. I would like to assure hon. Members that any concrete suggestion that they may offer in this regard would be properly looked into by the Government.

Mr. Chairman: Motion moved:

"That the Bill further to amend the Industries (Development and Regulation) Act, 1951 be taken into consideration".

Shri G. D. Somani (Nagaur-Pali): Mr. Chairman, Sir, we have just heard from the hon. Minister about the working of the various industries under the Act and how the production of the various industries has gone up due to the steps taken by Government from time to time. I may tell the House that there is no difference of opinion so far as the principles of the Bill are concerned. As the hon. Minister himself pointed out in his preliminary remarks, the Central Industrial Advisory Council which consists of almost all the interests in the country has unanimously resolved that the Act should be strengthened by incorporating in it various other important industries which were so far not included under the working of this Act. We had only 43 industries regulated under this Act; but now a further list of 31 industries is going to be added to ensure their running and functioning under this Act. So far as the principle is concerned, it is unanimously recognised that if the industrial development of the country is to be regulated and organised according to a planned programme of development, then it is very essential that the Government should have proper powers of regulating the establishment of new industries and the expansion of the existing industries. It is, therefore, a matter of common ground that we should have this Act for the development and regulation of industrial development in the country. Therefore, there is no difference of opinion so far as the Bill is concerned. As this Act is being amended to include various other important industries, it gives me an opportunity of making a few obse

tions about the working of this Act since it was enacted.

As the hon. Minister has pointed out, there have been complaints about the delays in the disposal of various applications for licensing of new industries or expansion of existing ones. An analysis has been made which shows that in almost 50 per cent of the cases the applications received by the Ministry were kept pending for almost three months before even a preliminary examination of those applications was taken up by the Licensing Committee. It does not happen that once application comes up before the Licensing Committee it is sanctioned automatically. It might be that the application itself might be lacking in some particulars and the fact that 50 per cent of the applications were put up before the Licensing Committee three months after they were received in the Ministry clearly indicates the abnormal delay which is caused in the Ministry in disposing of these applications. We are on the threshold of an ambitious programme of industrial development throughout the country and if this ambitious programme is to be implemented successfully and promptly and if this Act is to serve the main purpose of promotion of development of industries, then, there cannot be any serious difference of opinion about the desirability of minimising the delay as far as possible. In any case, the Ministry should see that the application is put before the Licensing Committee within a month after its receipt in that office. I am quite aware of the initiative, drive and energy of the present Minister who is piloting this Bill and who is taking special pains to ensure that the various applications that are pending before the Ministry are disposed of. The Ministry should give more attention to the developmental and promotional sides of their activities rather than to the regulatory or restrictive provisions that are contained in the Act. Sir, if the industries are expanded or if new industries are to be established, it is highly essential that the various regulations under which any new industry is established

should be able to function in a manner which will not retard its growth. It is not licence alone which is the problem. Even after the licence is obtained, there are hundred and one ways in which the Ministry's active help and cooperation would be necessary if the establishment of new industries is to be undertaken in the most expeditious manner desirable. My submission to the hon. Minister, therefore, is that, in the light of the experience we have gained so far, some effective and urgent measures should be undertaken not only to see that the applications are disposed of without delay, but also to see that the regulations which come in the way of the establishment of the new industries are exercised in a manner which will not cause any avoidable delay.

Now, I would like to refer to the various aspects of the functioning of this Act. Of Course, the Licensing Committee is guided by the broad policy of the Government in the matter of capacity which is laid down by the Planning Commission as well as by the Ministry concerned. But here again some discretion should be exercised by the Ministry and the Licensing Committee not to stick too rigidly to the targets or the capacity laid down. Because, after all, it is quite obvious that all the licences that are issued do not materialise immediately. Indeed, in certain cases licences remain pending for quite a long time, due to various reasons—they may be financial or something else. My submission is that while the broad targets as laid down by the Commission may be the determining factor in the issue of licences, this capacity should be treated in a rather liberal way. For instance, in regard to the textile industry we are told that two million spindles were licensed several years ago. But most of these licences never materialised, due to reasons which are quite well known to the Ministry. As soon as the Ministry came up to the very limited number of spindles which they were authorised to issue, they closed all further applications. And it happened that those who were not in a position to

[Shri G. D. Somanil]

utilise their licences had their licences on their hand for quite a long time, while those who required them very badly either for balancing purposes or those uneconomic units which could have been able to raise their capacity to an economic level were deprived of the opportunity of doing so. My submission is that there should be certain broad considerations as to how any existing uneconomic unit—which by itself is a drain on the national economy, in the sense that its capacity is not economical—could be helped and the cases of those units should be considered irrespective of the broad policy of certain targets laid down for particular industries.

Then, cases have come to light where applications for the spinning of staple fibre yarn or weaving of staple fibre cloth have been refused, simply because they thought that there would be an infringement of the limit of looms that has been imposed by the policy of the Government. Such policy targets, in my opinion, should be carried out in a manner which will not impose any rigid limit on the installed capacity, but each case should be examined on its merits, and wherever it is found that in the broader interests of that unit or of the industry it is essential to sanction five or ten per cent more of the targeted capacity, then it should be within the discretion of the Licensing Committee to give due consideration to the applications of such units.

Then, various conditions are also imposed by the Licensing Committee which also are not of a uniform character. Recently it has been brought to the notice of certain new industries being established in certain parts of the country that they are required to agree to take their coal requirements by sea. It so happens that the freight of coal transport by sea to those units is something terrible compared to what they have to bear if the coal is transported by railway. These new industries have, in the initial stage, to face certain special difficulties even in the ordinary course at the time of establishment of the

few units. And if over and above those difficulties they are asked to undergo an additional burden in the shape of transport of coal by sea, I think it imposes an unduly heavy burden upon the establishment of a new unit. This matter about coal is already a subject of enquiry by a Committee; and whatever may be the policy of the Government in due course, I do not think the Licensing Committee is justified in imposing restrictions of this nature.

It has also happened that although representatives of various Ministries are there in the Licensing Committee, after the licence is issued the necessary transport facilities are not made available, and the Railways later on point out their inability to cope with the traffic. I quite agree that in view of the growing requirements and in view of the resources available with the Railways, it may not be possible for them to carry the entire traffic that they are called upon to carry. But when the Railways themselves are represented on the Licensing Committee it should, in the ordinary course, be the policy of the Railways to satisfy themselves about the transport requirements of that unit in the particular year of production when it is likely to function, and in view of that to ensure that the necessary facilities are made available; and when the unit goes into production it should not be faced with the difficult situation of being told by the Railways that they are not in a position to carry the traffic which is required to be carried at the time of production.

Then, there are quite a few other minor points of difficulties that are experienced by the various industries, in the working of this Act. It is not my intention to give a long list of those difficulties. Nobody is better aware of them than the hon. Minister himself; because, in the day-to-day regulation of his Ministry he himself comes across the genuine difficulties of those who are in the process of establishing new industries or who are

in the process of expanding their existing units. I would, therefore, like to stress again that the Ministry should take special care to see to the promotional and developmental side of the Act rather than concentrate more on the regulative or restrictive features of the Act. We recognise that the industries have to be regulated, that the development has to be planned according to the agreed policy of the Government. But subject to the overall policy of the Government enough help could be made available, and is certainly being made available by the various Government departments, for the promotion of these industries. But what is wanted is this. So far as the delays are concerned, I mentioned about the Licensing Committee. As I said a little later, the delay that one is confronted with is not only with the Licensing Committee, but with the issue of licences, control of capital issues, relaxation of controlled materials and so on. And I would suggest to the hon. Minister to have in his own Ministry a special Development Wing to which anybody could look forward for any assistance in case of any difficulty in any of the issues. I am aware of the cases where the matters have been brought to the notice of the hon. Minister and he has taken special pains to see that the industrial development does not suffer. But it is not possible for everybody to get that special help, and therefore I am suggesting for some uniform procedure under the Act by having a special Development Wing of the Ministry which will look to all the difficulties of that party right up to the time of production. The responsibility should not end with the issue of licences, but that Development Wing of the Ministry should at all times be willing to afford such reasonable assistance as is possible in regard to the various permits and licences and various kinds of assistance which are required before the unit concerned comes into production.

As I said, the country is going forward with great speed by the industrialisation of the various resources

of the country. And it is in the context of the need to do everything possible to assist the promotion and development of industries on such a vast scale that the working of this Act should be so ensured as to assist the promotion and all-round development of those industries.

There is only one other point to which I would like to draw the attention of the hon. Minister, and that is this. When any application for licence is rejected by the Committee, an opportunity should be given to the party to make a proper appeal. I understand that there is a Review Sub-Committee functioning. But the party concerned does not get the full reasons which compelled the Licensing Committee to reject that application. Unless he knows the various details and the reasons as to why it was rejected, it is not possible for the party concerned to make out a proper case for a review of his application. Therefore it is only fair that wherever any application for licence is rejected due to any grounds, those grounds should be made available to the party concerned so that he can have an opportunity of getting his case reviewed. And this Review Sub-Committee should as a matter of fact properly function as an appellate body, and if for any insufficient or improper reason any application has in the first instance been rejected by the Licensing Committee, it should be open to the Review Sub-Committee to reconsider the whole case in all its aspects and to approve any licence which may have been originally rejected.

These are the few points to which I wanted to draw the attention of the hon. Minister when this Bill is considered. This Bill is a really necessary piece of legislation. There is no doubt that due to the various kinds of assistance and encouragement that have been received by industry from the Ministry, it has been possible to expand the production in various industries. I would also like to know something about the establishment of these Development Councils. The

[Shri G. D. Somani]

hon. Minister gave the list of a few industries where such Development Councils have been established. I do not think that there is such a Development Council for the cotton textile industry which is a well organised big industry. I would like to know the criteria for the establishment of these Development Councils and why such a Council has not been established for the cotton textile industry.

With these words, I generally support the Bill.

Shri Bansal (Jhajjar-Rewari): Mr. Chairman, no one can have any objection to the principle of adding to the list of the scheduled industries. As far as that goes, I welcome the addition of these 31 new industries to the schedule. I also welcome the effort that is now being made to classify scientifically the various industries under main heads. I was going through this classified list and I found that perhaps the classification could have been improved. Under main head No. 13, Commercial, Office and Household Equipment, you see typewriters, calculating machines and hurricane lanterns have been included. I should submit that hurricane lanterns and sewing machines should be in a separate category from typewriters and calculating machines.

Shri V. P. Nayar (Chirayinkil): Why not cooking utensils?

Shri Bansal: Similarly, I find that Instruments, scientific, mathematical, etc., have been divided into three main headings. I should have imagined that one main heading would have been sufficient for these instruments. We have one item Industrial Instruments, another item Scientific Instruments and a third item, Mathematical and Surveying Instruments. I think all these could be lumped together under one head, Industrial and Scientific Instruments. Then, I find that there is one item Chemicals and another item Dye-stuffs and another item Drugs and Pharmaceuticals. I think there could be a better scientific

classification of this also. All of them could have been brought under Chemicals, Drugs and Pharmaceuticals. Then, I find synthetic rubber and rubber have been shown separately. There must have been some reason. But, I do not think there can be much basis for dividing synthetic rubber from rubber. I am bringing these to the notice of the hon. Minister and in case this division of various industries under main heads has been done in a hurry and if it requires to be looked into, I am sure, the hon. Minister will do so.

Coming to the main amendment apart from the addition of more industries to the schedule; I find that the Bill seeks to provide that where registration has been revoked on such grounds as closure of the undertaking or discontinuance of production of certain articles, a new licence will have to be taken. I do not understand why there should be need for a new licence when a concern has closed down for a temporary period. What I feel is, it may be that due to some financial reasons, a concern closes down temporarily and its registration is revoked. Then, that firm should be asked to register again and not necessarily take out a licence. Because, if it could have worked with registration before this Act came into force, I do not see what reason is there for its not being able to continue to work with merely registration and why should there be need to get a new licence. What I am afraid of is, if a licence is insisted upon, that would cause a lot of delay. I know of a case recently where a concern which had closed down had to wait for four or five months for getting a fresh licence. What happens in all such cases is that, the existing capacity of the machinery lies idle. I do not think it is in the interests of the country to allow such a delay to take place.

There is another amendment under which a licence will have to be taken, namely where the exemption granted

under section 29 of the Act has been cancelled. That means, supposing an industrial unit was exempted from taking a licence although the industry as such came within the purview of this Act, and all of a sudden the Government decided to cancel that particular exemption, then, the unit will have to take out a licence. I suggest that in all such cases, the granting of a licence should be a mere matter of routine and should not involve such long delays in procedure as it involves these days.

My hon. friend Shri G. D. Somani has—already referred to the cases of delays. I have also got an analysis with me of the way in which 660 applications were dealt with in the year 1955. I find that exactly 30 per cent. of the applications were considered for the first time after a period of three months. Actually, under the rules which have been framed under the Act, Government are supposed to answer finally to the applicants within a period of three months. If an application is not complete, they are supposed to tell the applicant that the application is not complete and so the required data should be filled up. Otherwise the applications have got to be sanctioned within a period of three months. But, here I find in 1955, as many as 30 per cent. of the applications were considered for the first time after a period of three months had passed.

Shri V. P. Nayar: What were the industries?

Shri Bansal: I have the entire list of 42 industries and it would take quite a long time to go through that. I have worked out the number of industries and the percentages. I do not think it is worth while going into all this. But, I can point out this. As compared to 30 per cent. in the totality of applications, that is 660 applications, in the case of ferro manganese, 40 per cent. were considered for the first time after three months, in the case of dye-stuffs, 75 per cent. were considered for the

first time after three months; sewing machines 50 per cent.; internal combustion engines 60 per cent.; art silk yarn and fabric 54 per cent.; iron and steel 80 per cent.; sugar 37 per cent.; and so on. What is worse, in the month of January-February, 1956, 50 per cent. of the applications were considered for the first time after three months. That shows that up to the period for which I have latest information, the situation did not improve, but it worsened. That is, instead of 30 per cent. of the applications being considered for the first time after three months, 50 per cent. were considered for the first time after three months. I would suggest to the hon. Minister to please gear up this Licensing Committee and see to it that they do not take such a long time and go against the intention of the framers of the legislation.

This does not exhaust all the cases. I know of four cases, applications for sugar industry, where an answer that the applications will be considered after the report of the Sugar Capacity Committee has been received was sent after four months of the receipt of the application. In one case such a reply was sent after nine months. That a preliminary reply stating that the case will be considered after the report has been received was sent after nine months, shows a very sorry state of affairs. I also know of certain cases where applications took as long as 16 months to be granted. I would not name those industries. I think the hon. Minister himself is quite aware of them. I also think that the manner in which these applications are processed, referred back and forth to the State Governments and the various committees requires to be looked into. I would suggest to the hon. Minister to see that in this process there is no element of vendetta taking place because there is a feeling around that such a thing is happening, and I made a reference to it at the time the Demands for Grants of the Commerce and Industry Ministry were being passed. I would earnestly request the

[Shri Bansal]

Minister of Heavy Industries and our new Commerce and Industry Minister that they should not allow this feeling to continue, because when you allow such applications to remain pending, when you allow such applications to go to and fro the State Governments and the various expert bodies and come to a decision after as long a period as 16 months, such a suspicion is bound to go round.

Then there is another aspect, namely the reasons for refusal of grant of licence. In 44 per cent. of the cases of refusals, the refusal was on the ground that there is already enough capacity in the country. In one case where a party wanted to manufacture printed tin containers, the answer was that there was already sufficient capacity. My friend sitting opposite, while talking on the Tariff (Amendment) Bill, pointed out the case of the Metal Box Company which is charging exorbitant prices for tin cans required for the fruit preservation and other industries. Now I suggest to the Government that it is not enough that there is enough capacity in the country. Government should also see the price at which the products of that industry are being made available to the consumers. Government have a duty to see whether that concern is not having a monopolistic position in the country. I think the examination of applications will not be complete unless such considerations are fully examined by Government.

[MR. DEPUTY-SPEAKER in the Chair]

15.53 hrs.

I have a communication from a party that they applied for licence for the manufacture of bilentren, which is a pharmaceutical product, and it was refused on the ground that the terms of foreign collaboration were not reasonable. The terms were that the foreign concern wanted 1,000 Swiss Franks per annum and a royalty

of four per cent. Frankly I do not know what is inequitable in these terms. But even if there is anything inequitable in these terms, in my opinion that was quite counterbalanced by the fact that that product is being sold at three times the price today in this country over what it would cost the consumer if the licence is granted and production starts. Even taking it for granted that what was stated by the applicant in this regard was not quite correct and that the price difference would not be so much, I would like to know from Government their policy in regard to royalty and whether they have come to any conclusion that the terms of royalty and foreign participation, all that is involved in foreign participation, will be these and not more than these. I have been trying to find out from Government the percentage of royalty that they will normally allow. I have not got a categorical reply so far.

The other day on the floor of the House it came out that the Defence Ministry has entered into an agreement with a German concern for the manufacture of railway coaches in the Hindustan Aircraft Factory on a royalty basis. I wanted to know from the hon. Defence Minister the percentage of royalty that was being given. He could not answer the question. If my information is right, the royalty could not be less than four per cent.

I am not at the moment saying that four per cent. is a reasonable amount. It may be reasonable in some cases. I understand Government in some cases have allowed as much as 12 per cent., if I mistake not. I think that is very unconscionable and the general royalty should be two or $2\frac{1}{2}$ per cent. But what I want to know from Government is whether, before refusing an application on this ground, they had made up their mind that the terms of foreign collaboration should be this and not this, and whether it has been made public so that the intending parties do not unnecessarily waste

their time first in entering into agreements, then coming before Government for a licence and then being told that their licence will not be granted.

I would like to impress upon this House the great harm that is being done to the country by this delay in giving licences. I know of a case where the party entered into a final arrangement with a foreign concern for setting up a factory. Their application took 16 months to fructify and in the meanwhile naturally the foreign participants are bound to get restive. They are bound to begin to suspect the motives and the capacity of the Indian counterparts. This does not create a very good impression either in the foreign countries or help the Indian concerns which want to establish industries. I want to put up a factory today after considering all the economic factors which are ruling in the market. After a year or a year and a half the situation may change. Some other substitute may come in the market, and I may not feel the necessity of putting up the industry. Therefore, I suggest that the Minister should see that applications in almost every case must be examined and answered within a period of three months, and on no account should delay be allowed to take place.

Then there is the question of various principles involved in the consideration of these applications for licences. In one case an application was refused on the ground that transport would not be available, but subsequently it was granted. I want to know what happened to the transport within a period of two or three months, who decided that transport would not be available at first and later on who came to the conclusion that it would be made available.

In another case a concern wanted a licence for producing carpets out of cotton waste. The licence was refused on the ground that cotton waste can be used by the handloom industry. It can be used by the handloom industry, but the fact remains that today

we are exporting huge quantities of cotton waste. In fact, we are the only country exporting cotton waste, while in other countries it is being used for manufacturing first class textiles. You make carpets out of cotton waste, jute waste and silk waste. You make carpets, blankets, you make all types of fancy goods from cotton waste, but we are exporting it and allowing other countries to manufacture beautiful stuff out of it. And when a concern wants to put up a factory in order to utilise the waste material, it is told that it will not be given the licence because cotton waste can be used by the handloom industry.

Then in one or two cases licence was refused for staple fibre looms on the ground that the same looms can be used for cotton yarn. That concern assured Government that it will instal these looms in a separate shed. But the Government said, 'No', simply because the staple fibre loom is the same loom as the cotton loom. Even admitting that the looms are substitutable, could not Government with all the machinery and with all the forces at their command see that looms are not used for producing cotton textiles? I think it is a very sad commentary on the power of vigilance of the Government to refuse licence on a ground like this.

16 hrs.

On the last occasion, I had made a reference to the fact that certain cases have come to my notice where a word has gone round to the applicants that if they change the location of their factories from one place to another, the licence may, perhaps, be granted. This has not been told to them officially or plainly but a sort of word has been sent to them. What I said was very hotly denied by the then Commerce and Industries Minister. I revert to the charge again.

Shri A. M. Thomas (Ernakulam): What is wrong in that especially when we have in view the question of regional development?

Shri Bansal: I am coming to that. What I take objection to is to an officer putting in a word and using his influence. In fact, I have stated on the floor of this House that we will have to give consideration to regional development. I myself come from a backward area and I have been impressing upon this House and upon the Ministers concerned the necessity of doing something for taking into consideration the locational aspect of industries. But the manner of doing this should not be this.

Take the case of the electrical furnace industry. Government should come out with a categorical statement that they will allow so many furnaces to be put in the country and in so many regions. They should say in a straight forward manner that they will allow 2 units for Haryana, 2 units for Kerala, 1 unit for such and such a place and so on. On that basis, they must let it be known to the country that they are keen for the regional development of the country, that they would like applications for setting up factories in such and such an area and that they would give preference to people who apply for the setting up of industries in those areas. This should be the straight forward method of going about this question of developing the various regions of the country on an equitable footing rather than some officer trying to bring to bear influence on the helpless applicants.

I am glad that this locational aspect has already drawn the attention of Government. I am very glad that they have equalised the steel prices. That itself, I think, helps the process of equitable regional development. We had a feeling that industries can be developed only at the sources of the raw materials. I think it is an outmoded theory. Actually, the transport of raw material on the whole is cheaper than the transport of finished goods because raw materials can be transported in bulk while the finished goods require more elaborate packing.

That differs from industry to industry. If you despatch a scientific instrument, then, it takes much more in packing. If you are despatching sewing machines it is quite costly as far as packing is concerned. But if you are despatching only iron bars you do not have to do any packing. Therefore the idea that industries must necessarily be located at the sources of raw material should not now weigh very much with the licencing authority. The licencing authority should give weighty consideration to this question of development of the country on an equitable basis.

There is one more point and that is relating to the appellate authority. I know that at present the system is that when a licence is refused, the applicant is asked to apply to the Ministry if he wants to appeal. Although the appeal goes to the Ministry, the decision is taken by the Minister concerned. There have been some cases where the appeal has been accepted but the cases have been very few. Actually, there have been one or two glaring instances where, in the opinion of the Licencing Review Sub-Committee to which my hon. friend the Minister referred, the licence ought to have been granted but was not granted. In such a case, if there was a proper appellate authority, perhaps, injustice would not have been done.

I know the difficulty in evolving a suitable appellate machinery. But, we have the Review Sub-Committee which meets once a year. My suggestion is that the Review Sub-Committee should meet at least once in three months. At the last meeting of the Committee I made a suggestion that it should be made to meet at least once in six months. The suggestion was accepted by the Chairman and even by the spokesman of the Ministry. But about ten months have passed now and the meeting has not taken place. Only one meeting will take place in the year. I should like that the Sub-Committee, if it is invested with the powers of the appellate authority, should be made to meet

every three months so that it could look into the rejected cases and make suitable recommendations to Government. I do not say that its verdict should be final. But what I suggest is that whatever the Review Sub-Committee says must be carefully examined by the Minister concerned and that he should normally accept its recommendations.

I would also make the suggestion which I had made at a meeting of the Review Sub-Committee that the papers relating to the licences should be circulated more regularly. What I am saying becomes relevant in view of the fact that the hon. Minister referred to the remarks of the Review Sub-Committee. At present, the members of the Review Sub-Committee get all the papers in one bundle with the result that there is hardly time to scrutinise all the cases very carefully. I must say that I myself was responsible for the very wholesome compliment that has been referred to by the hon. Minister. But, on going through the cases again and examining them in greater detail my conclusion has been somewhat different as will be evident from the remarks which I made in the beginning of my speech.

Shri V. P. Nayar: Mr. Deputy-Speaker, I would not have participated in the debate at all but for the two preceding speakers, Shri G. D. Somani and Shri G. L. Bansal. A complaint was made that usually the Licencing Committee takes on an average more than 3 months for the issue of a fresh licence. Shri Somani said that that was preventing the growth of certain industries. Shri Bansal went a step further and said—he gave facts and figures—that out of 660 applications some 30 have been submitted to the Licencing Committee 3 months after receipt in the Ministry and some 40 per cent have been submitted after 4 months and so on like that.

I asked a question also as to which were the main industries in which the licences were so delayed by the Licencing Committee and I asked that

question with a purpose. The answer has already been made that there has been delay. I do not advocate nor do I justify the delay of 3 months. But there is bound to be delay in view of the complexity of the problems. Shri Bansal himself said that when you think of a new industry, it is an old idea to think that the industry should be located at a place where the raw material is abundantly available. He gave the example of steel and said that if steel is rolled it does not require any packing while, on the other hand, if you manufacture sulphuric acid or nitric acid it requires very elaborate and costly packing for transport. That precisely is the argument which I want to give for the complaint which Shri Bansal and Shri Somani also made. You must understand the context in which these things are applied. It is not as if these industries can be given the consideration they deserve overnight and permits granted or licences granted. This morning we have had a discussion on how a unit which was supposed to have been constructed or erected on the request of the previous Government for the manufacture of calcium carbide remains today the most uneconomic unit. We want to prevent that. We do not want industrialists to take advantage of the provisions of certain Acts or the concessions which Government can give for setting up industries at wrong places and avoiding others from entering in the field. There are certain advantages which I can point out. Supposing tomorrow an industrialist applies for a factory. We have to weigh so many pros and cons; we have to take into consideration several aspects which would not have been at all necessary some time back. We are thinking in the way of a planned development, as was very rightly pointed out by Shri Somani. We know of the case of cement factories, for example, in wrong places. That is why the Tariff Commission had to enquire. The hon. Member knows that in the case of cement factory in Travancore-Cochin and in some other places, the Tariff

[Shri V. P. Nayar]

Commission has been obliged to recognise that there is an increased cost of production. Why? Because at the time when the factory was licensed, it had not been possible to weigh all the considerations, and it was allowed to be guided by the whims and caprices of one enterprise or another. Although I do not subscribe to or justify the delay of three months or four months in the issue of permits, I would very strongly urge upon Government even at the risk of delay not to issue permits in a haphazard way unless and until Government are perfectly satisfied that this and this place alone shall have the industry, and this and this firm alone can be given. It has been posed by Shri Bansal in a very very clever way. Supposing an industry does not get permission to start a factory or manufacture for a few months, what happens? It all depends very much on the nature of the industry. Supposing it is a biscuit factory which can be included within those schedules, where is the harm in having a delay in granting the licence? I fail to understand it. It is a long list, that is what I understand, and that long list cannot consist of names each belonging to a particular industry; it must be a group of industries. I can understand, for example, if a person applies for the manufacture of antibiotics, and if that is delayed, then certainly the Government has to be put into the dock, or if there is any other vital industry which is necessary and for which the application has been made but deliberately delayed, or again an industry for which Government had all the means of finding out where and at what place and by what agency it should be run, it is understandable. Shri Bansal made a point also that when one industry was promised foreign collaboration and when a licence was applied for, it took six months. Am I correct? On certain conditions of collaboration Government did not agree. I want to say something about this. It is certainly a field in which Government ought to

be more cautious, knowing as we do from our experience that it is not always the case where the foreign collaborators come for the industrial development of our country.

Take the case of our petrol refining installations. I was surprised to read even the Planning Commission admitting that because we did not have a particular insistence on the crudes which were offered to be selected for the petroleum refineries, today we are not in a position to compel them to manufacture one of the most essential requirements, the lubricating oils. The crudes which are being distilled by Burmah-Shell, Standard Vacuum Oil Company and Caltex will not yield any of the lubricating oil requirements of this country, because at the time when the factory was set up, our Government did not compel them to select the particular crudes from which apart from distilling aviation spirit and motor spirit, we could also have made use of the waste for the production of lubricating oil which is as essential as any other oil for the country. That mistake we want to avoid.

Take the agreement of the Imperial Chemical Industries helping the Haffkine Institute of Bombay. The other day the Health Minister laid on the Table a statement showing the details of the agreement between the Imperial Chemical Industries and the Government of Bombay. Certain synthetic anti-malarials, for which the Imperial Chemical Industries had a monopoly, were supposed to be given for manufacture to the Haffkine Institute. When I read through the agreement, I was shocked because one of the conditions which pinned down the Government of Bombay and the Haffkine Institute was that that particular undertaking should not produce the very much required synthetic anti-malarial, paludrine, for more than a particular quantity, that is, 10,000 pounds or so. Over and above that the Haffkine Institute could not manufacture, but the Impe-

rial Chemical Industries under the same agreement, was allowed all the right to manufacture any other substitute anti-malarial synthetic drug and sell it in the market as it pleases. Things like that we want to avoid. We want to prevent foreign collaboration of that nature. If the foreign collaborators had been very well with us and if they had been motivated only by the desire to give India a better industry, I could have certainly understood that there should not have been any delay. Especially in the case of companies and in new fields where we know that foreign collaboration is required or where we cannot get on without foreign collaboration, I am not against getting foreign collaboration on decent terms, but on any terms, because certain articles are very very vital, I am not for the development of our economy. I am not going to share the position of Shri Bansal for this reason that if you analyse most of the agreements between a foreign collaborator and an Indian entrepreneur, you find that the conditions have been very very obnoxious so far as the interests of the Indian industry are concerned.

I am, therefore, suggesting that whenever there is a smell of foreign collaboration, whether it is patent or hidden, Government should take double precaution to ensure that the collaboration does not result in any way in hampering the progress of the industry.

Having said this, I would like to say something about certain entries also. I personally feel that although the Industries (Development and Regulation) Act of 1951 gives certain powers, I do not find many cases in which those powers have been used, except in the matter of licensing. If the hon. Minister can give an undertaking that he will use the powers to the extent possible, then I can give him several instances in which Government have not other go but to interfere immediately. I am giving an instance. Last year when I was in Madras, a complaint was brought to my notice of

one of the carborundum companies having imported certain articles. I had access to the entire correspondence in which the Indian representative, who happened to be a foreigner, wrote to his British principals that when he packed and forwarded the particular machinery, it must be labelled as such and such so as to escape the high import duties. I sent it to the Finance Minister; presumably it is in his waste paper basket, I do not know and I have not received any reply from him.

Things have happened, especially in the abrasive and grinding wheel industry, it is very bad. I earnestly ask the hon. Minister to look into that. It is not as if you should control the licensing alone. Take for example the food processing industry. I find, as Shri Bansal said—I agree with him here—that it is not a very happy classification. Of course, there could have been a slightly better classification, but I am not supposed to be an expert to suggest that. But here I have certain genuine doubts, and I would like the hon. Minister to answer me when he gives his reply. Under food processing industries, we find canned fruits and fruit products—that is one item. Does it mean "canned fruits and canned fruit products" as you normally interpret the law, or does it mean "canned fruits and all fruit products"? If all fruit products are included in it, even dry fruits will also come in. It is not necessary for canned or tinned or bottled fruit products. Things like that could have been avoided. Then there are other processed foods. There is an industry in which 75,000 women find work in my State and which is on the brink of a crisis—it is the cashew-nut industry. Although it is called a processing industry, there is very little processing; it is only decorticated and cracked and fried. That industry has been facing periodic crises. It is already in the schedule. Times without number the Government of India's attention has been particularly drawn to the periodic crises of this industry. What has

[Shri V. P. Nayar]

been done except that even when we put questions in the House, very often the hon. Ministers on the other side give us answer that it has not been possible to collect the information? For a simple question asking for certain information, the Government takes sometimes three months. Why do you find fault when a license is not issued for three months? It is very natural.

In such cases where an industry is already included within the scope of one or the other of the item—just as cashewnut will be included among the items under 'other processed foods'—we find that the response from the Government, when certain aspect of industry are leading to a crisis and when it is pointed to the Government, is poor. It is sitting idle. For instance, in this particular matter, we have consistently from 1953, agitated—my friend Shri A. M. Thomas and Shri Achuthan will lend me support that this particular industry required tackling at a governmental level in a particular way. We have said that that industry is in a crisis today because of the import of raw nuts which amounts to fifty per cent of our requirements being in the hands of three monopolists in Bombay. I have asked the Government to give us the names of those monopolists but the Government says that it has no information. All the aspects of the industry which come within the purview of this schedule should be taken. It is not as if the decortication of cashewnut that alone—should form part of this schedule. All allied aspects of the raw materials side of the industry should also be taken into consideration. Government should pay more attention to these things. I am not at all grudging the inclusion of all the items proposed or even some more.

Take the case of chemicals. As I told the House this morning, I am not a chemist nor do I understand even the fundamentals of chemistry. (Interruptions). The chemicals

include several items such as fertilisers, inorganic heavy chemicals, organic heavy chemicals, fine chemicals including photographic chemicals, synthetic resins and plastics, etc. I want to know if some articles will come in any of these categories. For instance, take crude sulphur. I just do not know whether it is organic or inorganic.....

Shri M. M. Shah: Inorganic heavy chemical.

Shri V. P. Nayar: I do not consider sulphur to be heavy.

Shri M. M. Shah: In chemical terminology, it is a heavy chemical.

Shri V. P. Nayar: This is what I want to know. Sulphur could have been given a separate place. The consumption of sulphur is a positive indication of the industrial development of a country. Unfortunately, our sulphur position is very bad and we do not have enough sulphur. We have to import. Sulphur is the basic requirement for any industry, not merely the chemical and pharmaceutical industries, but many other industries. I do not find it.

Take for instance vitamins. Where does it come? Does it come within the fine chemicals or any other chemicals?

Shri M. M. Shah: Drugs and pharmaceuticals.

Shri V. P. Nayar: It is no drug nor a pharmaceutical product. Vitamins are something which are used in pharmaceuticals.

Shri M. M. Shah: It is a drug. (Interruption.)

Shri V. P. Nayar: I just do not know. I am suggesting that there may be lacunae and they should be rectified. I am pointing out this aspect because I understand that there is an attempt made for the manufacture of vitamin A, especially from the lemon grass oil

which is abundant in my State. A private man may want to make it. Manufacture of vitamin A is being contemplated and I do not know when we will be having a factory to manufacture it. There are other vitamins which we can manufacture in India without much difficulty. Take again the scorbie acid. I just do not know. Ordinarily, I am told that it comes under heavy chemicals. Is it a fine chemical or pharmaceutical or drug? I do not understand any of them to include vitamins. In the context of the development of the pharmaceutical industry, it is very necessary because most of these patents or most of the other drugs and pharmaceuticals which we have, have a dose of vitamins. Vitamins offer the panacea for almost all kinds of diseases—they say so rightly or wrongly. We have to have vitamins for their nutritive value which is undisputed.

Again in paints I do not find—possibly I may be wrong—titanium oxide.

Shri M. M. Shah: It comes under paints and varnishes and under inorganic heavy chemicals

Shri V. P. Nayar: It is a component of paint. Paint, as I understand, is something which is ready for use. It may be cellulose paint or lacquer paint, varnish paint or some other paint.

Shri M. M. Shah: Then, perhaps all the chemicals and all the engineering and other products will have to be listed and then it will contain over a million products.

Shri V. P. Nayar: I am not arguing for the sake of argument. There are certain general categories which include specific items.

Shri A. M. Thomas: What is my hon. friend suggesting? Does he want the genus or the species?

Shri V. P. Nayar: I know the difference between the genus and the species. In chemistry there is no genus and species. Please do not confuse it with biology. I only want

a general grouping to be indicative and I have some specific cases where I have personally some doubts.

Under the item headed 'glass', I find six articles listed: hollow ware, sheet and plate glass, optical glass, glass wool, laboratory ware and miscellaneous ware. Unless you take the glass used for packing injectibles as miscellaneous ware, it cannot come here. The pharmaceutical industry has complained that the sterile glass manufactured in India does not conform to the pharmaceutical standards. The result is that what is packed inside gets deteriorated much quicker than the due date.

Take the case of ceramics. This item includes; fire bricks, refractories, furnace lining bricks, China ware and pottery, and sanitary ware. I want the hon. Minister to let me know whether the porcelain requirements of the electrical industry will come within any of these categories.

Shri M. M. Shah: That is China ware and pottery and all that. Usually, most of the headings are indicative of the categories of industries to be included. The components are illustrative. So, you will see that all ceramics are included under this heading.

Shri V. P. Nayar: The difficulty will arise when somebody wants to have a factory and applies for the requisite permission. When you have given a general heading of specific details, anything specific other than those included within the general heading, will not come in and no court will consider it in any other light. A potter will also have to come for a licence because he used China clay; that is the basic material for ceramics.

Shri M. M. Shah: Anybody employing less than fifty persons does not come within the purview of this clause. Otherwise, pottery also is likely to come in.

Shri V. P. Nayar: Suppose there is a co-operative society engaging 200

[Shri V. P. Nayar]

people and it starts a factory for potteries on a cottage industry basis.

Shri M. M. Shah: They have to take a licence.

Shri V. P. Nayar: It is absolutely irrelevant under this clause. (Interruptions.)

Mr. Deputy-Speaker: Order, order. This should not develop into a private conversation.

Shri V. P. Nayar: I am only requesting the hon. Minister to consider whether this will stand scrutiny in a court of law. We do not wish for disputes or invite them to be taken to a court. But, if there is one, then what happens? Let us also find out the holes and plug them.

A point was made about the locational aspect. I do not find Shri Bansal here. He said that it was not always the raw material aspect or even the supply position of other articles which should guide the Government in taking a decision as to the location of a particular factory. I submit with due respect, that that has to be considered in certain cases.

Take for instance, the backward areas where there are special problems which call for industrial development more urgently than the other parts of India—I mean the States in the south of India where there is over population with the heaviest density of population, where the pressure on agricultural land is the heaviest, where the per capita land available is one-third of the rest of India, where there are no basic industries and where the consumer industries which we have, have periodic crises. What is the position in such areas? Suppose three persons apply—one from the State of Travancore-Cochin, one from Punjab and another from Uttar Pradesh—for a milk-producing factory. In that case, I submit, preference ought to be given to a person who applies from Travancore-Cochin for the simple

reason that per capita consumption of milk in Kerala is only one ounce whereas the Punjab it is about 16 ounces. In such cases the locational aspect is certainly a paramount consideration and you cannot brush it aside.

Mr. Deputy-Speaker: Shri Bansal did not object to the locational aspect of the question. What he objected to was that the officer had passed some orders and there was some under-hand dealings.

Shri V. P. Nayar: I could have understood if he had stopped with that.

Mr. Deputy-Speaker: He said, if that was done as a matter of policy and the announcement was made in advance then this aspect should be considered.

Shri V. P. Nayar: Sir, I know him to be the chief spokesman of the Industrialists here. He did not confine himself to those remarks. He went on to say that the theory of locational importance is outmoded. That was the very phrase which he used. If it is outmoded, I submit, with my very limited knowledge of the industrial picture of India.....

Mr. Deputy-Speaker: The hon. Member should not make it a point to answer it necessarily because it has been proposed by Shri Bansal.

Shri V. P. Nayar: No, Sir, I am meeting his point in order to press the claims of my State. I am sure Shri Thomas who will speak after me, will also touch this point. We have certain problems. I had several discussions with the hon. Minister on these problems. The hon. Minister knows that certain industries, although they may not be very justifiable, have to be established in Travancore-Cochin and other parts of Kerala. At present he is thinking about steel fabrication plants. Where is the steel in South India? I do not know about the availability of steel there except from

the Bhadravati steel works. What is produced there may not meet the requirements of fabricating of two or three plants. But the Minister is already thinking in terms of setting up one or two plants. We have got to develop the engineering industry. If the locational question is considered then certainly we have no claim. Therefore, what I say is, neither are we locationally at an advantage nor are we placed in an advantageous position in respect of the availability of raw material. Even then the Government of India have necessarily to go out of the way and permit certain industries being started at some places only because such places will have certain very very acute problems which cannot be solved otherwise.

I do not want to take any more time of the House though we have plenty of time and I visualise that the debate might even collapse. I do not want to say anything further except to request that the Government should not confine its activities merely to the licensing of factories. Especially in the case of factories which have been started under licences issued by the Government, the Government should assume an overall control. The Government should keep their production, their expenditure, their profits and their general working in complete control so that they may play a vital role in the development of our economy.

Shri U. M. Trivedi (Chittor): Mr. Deputy-Speaker, Sir, I am not going to spin the yarn as long as my predecessor did. I do not know much about these industries, but what I feel is this. The whole picture as presented today brings out one thing in very base-relief and it is this, that either this country belongs to the capitalists or to the communists and to nobody else.

Pandit K. C. Sharma (Meerrut Distt.-South): It belongs to the people.

Shri U. M. Trivedi: The debate on this Industries (Development and Regulation) Amendment Bill indicates

that it is only these people who are in the know of things and nobody else.

Mr. Deputy-Speaker: That is why, I think, the hon. Member had to stand up.

Shri U. M. Trivedi: Yes, that is the only reason. I am talking only of the middle-men and not of these big people. At one end there is the picture as presented by my hon. friend Shri Bansal saying that the licensing of industries may be carried out and the factories may be located at places where the industrialists think such factories should be started without any thought whatsoever as to whether raw material is available at those places or not. He says that industries should be started at places where the capital lies. At the other end is my friend Shri V. P. Nayar who suggests that only some particular type of considerations should weigh and everything must be concentrated at places where the Communist Party is very strong, everything must be at Travancore-Cochin and nowhere else. My personal submission is this.

Shri Bansal: As you are distorting both the sides I do not mind.

Shri U. M. Trivedi: I do not know whether I am doing that or I heard you twisting the whole thing. However, as strong words do not break bones I will allow you to use any strong language that you may like.

The whole difficulty is that control itself is very bad. Why should the Government step in and have all the industries enumerated here completely controlled by licence? Why should private enterprise be deprived of its right to carry on any industry that it chooses to carry on? In our country we could have very easily said that control must be exercised for the purpose of not allowing aliens to develop any industry. Why should Government have thought it fit to add to the list of already controlled industries? There are already 42

[**Shri U. M. Trivedi**]

industries which are already controlled. To that they are adding another 31 industries.

If you look into the list you will find that even storage batteries and dry cells are included. If ten or twenty persons who know the process of manufacturing dry cells form a co-operative society and they want to develop that industry in a small village near about Delhi, they will have to apply for a licence and it may not be granted by the Government for four months.

Shri Bansal: They need not apply. They will get exemption.

Shri U. M. Trivedi: Under what law?

Shri Bansal: Here is a clause exempting small-scale industries.

Shri U. M. Trivedi: Or, if they have more than 200 men working.

Shri Bansal: There is no "or"; it is only in respect of small-scale units.

Shri U. M. Trivedi: If that is the case, why have these agricultural implements been brought into the picture for the purpose of control? Supposing some ten or fifteen—nowadays even ordinary plough costs as much as Rs. 100—join together to manufacture ploughs, their capital certainly will go beyond the limitation put and therefore they will have to apply for a licence. It is quite true that people living in big cities—who are controlled by people like Shri Bansal—like Calcutta, Delhi or Bombay, who know all these affairs, will be the only persons who will reap the benefit of these provisions. People living in villages or small towns may not know even the existence of this law. They do not know how this law works. As Shri Bansal himself was pointing out, only people who have got pals, only people who can influence officers and Ministers will be able to get things done. Only those

people will be able to get licences. If that is the object in view, it is not fair.

Mr. Deputy-Speaker: I have been trying to follow the hon. Member and I find that the middle-man is attempting to draw from both sides and is not contributing anything of his own.

Shri M. M. Shah: I may just clarify one point. The small industries do not come under the purview of this Bill. Anybody setting up less than 50 people do not come under the purview of this Bill.

Shri U. M. Trivedi: Very good. Apart from that, what I say is this. If the idea is that only people living in big cities like Calcutta, Bombay, Delhi or Madras should benefit, it is not fair. These are the people who will be in the know of things. Under the new theory propounded by Shri Bansal, these are the only persons who will be able to establish factories in big cities. He says that the factories should not be established at places where the raw material is obtainable. We have, in trying to industrialise our country, somehow or other over-stepped the limits, and we are breaking up the villages and dragging the people from the villages to the cities. Instead of establishing factories at places where the raw material is available, we are now trying to have factories at places where the rich persons live and where the standard of living is now being brought down to such a callous condition that the slums of Bombay and the slums of Delhi cannot be cleared by this process. It is, therefore, desirable that when a licence is being granted, care must be exercised. But then, I am not in favour of this licensing system at all. Even if it is a question of Rs. 1 lakh, I would say that this is not the method of controlling this whole show. In other words, the Government have stepped into every little thing which is an ordinary day-to-day affair of the country.

Further, a capital of Rs. 1 lakh is no capital at all today. It is the very

minimum that would be required even for a small industry. In having this control over the industries, the controlling hand of the ruling party will become very apparent, and that is what I was suggesting when the Chair pulled me up for having said something which he thought was not very relevant. My submission is this. If the object is that the industries should be controlled through licences which would be granted by virtue of this provision, then, such licences will certainly be granted according to the law laid down by the Government. Therefore, even if a man wants to invest about Rs. 1 lakh or Rs. 2 lakhs, why should he go to the Government for applying for this licence? If, as things stand, and as Shri Bansal himself was saying that it takes about three or four months before some pull is exerted, then, I say that it is a very clear case to show that such a thing should not happen. If it was something like a post-office, so that one can just go and take the thing desired or if it was like purchasing something else, say, paying court-fees, and having the thing done, it would have been all right. It would be something. But here, it is not like that. The Government has a controlling hand. That feature, so far as our country is concerned, is not a feature which can be looked into with any qualm.

It appears to me that there is something fishy about this.

Shri Tek Chand (Ambala-Simla): That is because you are a vegetarian.

Shri U. M. Trivedi: In the Statement of Objects and Reasons, the Government do not give any indication why it has become very solicitous for those who have cheated the Government in obtaining licences. Why should the Government after six years, say—and how has this idea dawned upon the Government—that those who have been 'cheats', 'deceits', people who could be said to have committed an offence under the provisions of section 420

of the Indian Penal Code, should be looked upon with grace? The healthy provision which appears to have been put in the old Act is now being repealed. Why should it be done?

I say that the provisions in clause 2 are these:

"in clause (b), the words "on the ground that it had been obtained by misrepresentation as to an essential fact" shall be omitted;"

"Misrepresentation as to an essential fact". Those are the words used. They will be omitted. Has it been found out that there have been many people who have committed this fraud upon us? Has the number been so numerous as to indicate to us that it will be hitting too many people, that it will somehow or other throttle the industries which have been started? What are the reasons for this amendment? I see absolutely no indication whatsoever, why the Government have come forward with such a measure. It is up to the Government to come forward with a full statement of Objects and Reasons. The Statement of Objects and Reasons should not merely contain what the Government are going to do. As it is, the Statement of Objects and Reasons is just a fallacy, and it is begging the issue. If you want to amend the provisions, you may do it. Well and good. But the amendment must be indicated in the Statement of Objects and Reasons. On the other hand, the Statement of Objects and Reasons just says that "The Industries (Development and Regulation) Act, 1951, which has brought under the control of the Union 42 industries by reason of the declaration contained in section 2 of that Act, enables the Government to secure the development of those industries in conformity with its industrial policy." So, "The Schedule is now proposed to be amended in order to bring," etc. The Statement of Objects and Reasons does not indicate why any change is contemplated in the existing healthy provision. It does not show who has misrepresented, who

[Shri U. M. Trivedi.]

had done wrong and played fraud with the Government. His licence will be put up on a par with those honest people who are honest enough to place all the facts before the Committee! I can well realise it.

The very purpose of the Statement of Objects and Reasons is that you must say why a particular amendment is being sought. For instance, another amendment which is provided in clause 2 says as follows:

"(ii) in clause (d), after the words "which has been registered", the words "or in respect of which a licence or permission has been issued" shall be inserted".

The Statement of Objects and Reasons, in relation to this amendment, says:

"The second amendment in this clause covers licensed undertakings which seek to effect substantial expansion".

That is good, but the explanation ought to be there. But the explanation is missing except that it shows what the Government are going to do.

Shri M. M. Shah: The hon. Member was absent when I elucidated every provision made in the Bill. All explanations were given as to why a particular amendment is inserted.

Shri U. M. Trivedi: I am very sorry. The Minister might have done it. I quite accept that. He might have given the explanations. But what I say is this. The explanation ought to be given in the Statement of Objects and Reasons. The Statement of Objects and Reasons is meant for this purpose. But the Statement of Objects and Reasons is completely silent on this point. That is my point.

Therefore, my suggestion is this. In future, whenever such a law is being brought before the House, the Government should see to it that all the facts which can enable the Members of this House to study the law fully and to apply their minds fully,

should be given. They need not have all the volumes brought together, but the Members must be enabled to know what law is being sought to be made so that they may exercise their mind over it.

सेठ अचल सिंह (ज़िला आगरा—पश्चिम) : उपाध्यक्ष महोदय, जो बिल हमारे सामने है, उस का हम स्वागत करते हैं, क्योंकि जब तक हम अपनी इंडस्ट्रीज को पूरी तरह डेवेलप नहीं करते हैं, तब तक हमारी सैकंड फाइबर यीजर प्लैन कामयाद नहीं हो सकती है। इस के अतिरिक्त इंडस्ट्रीज के जरिये ही इस देश के लाखों लोगों को रोजगार मिल सकता है और बेकारी काफी हद तक दूर हो सकती है। प्राइवेट सेक्टर में तेहसील सी (२३००) करोड़ रुपया इंडस्ट्री में लगने वाला है। इस बिल के जरिये जो ३१ इंडस्ट्रीज को कंट्रोल में लिया जा रहा है, वह तो ठीक है, लेकिन अगर सरकार सिर्फ इंडस्ट्रीज को कंट्रोल करती रहे और उन की डेवेलपमेंट न करे, तो यह बिल लाभदायक नहीं हो सकता है। कंट्रोल के साथ ही साथ डेवेलपमेंट होना निःयत जरूरी है। गवर्नरमेंट को देखना चाहिये कि कौन कौन सी इंडस्ट्रीज कहां कहां स्थापित हो सकती है, किस को क्या सहायता, सलाह और ग्रान्ट मिल सकती है। उसी अवस्था में वे इंडस्ट्रीज सफल हो सकती हैं। हमारे देश में इंडस्ट्रीज की बहुत कमी है। हमारे यहां करोड़ों रुपये का माल विदेशों से आता है। अगर हम अपने देश में इंडस्ट्रीज को तरक्की दें, जैसा कि इस बिल का उद्देश्य बताया गया है, तो इससे अच्छी बात कोई नहीं हो सकती है। इंडस्ट्रीज के जरिये ही हमारे भारतवर्ष की प्रत्येक मनुष्य की इनकम पच्चीस परसेंट से पैंतीस परसेंट तक बढ़ सकती है जैसे कि द्वितीय पंचवर्षीय योजना में है।

मैं यह जरूर चाहूँगा कि जो इंडस्ट्रीज गवर्नरमेंट कंट्रोल में हैं उनके लिये यह जरूर

देख लें कि उनमें कम्पीटीशन न बढ़े। अक्सर मैं ने देखा है कि एक एक शहर में एक किस्म की कई कई इंडस्ट्रीज हो जाती हैं और उनमें कम्पीटीशन बढ़ने की वजह से वे इंडस्ट्रीज अधिकतर फेल हो जाती हैं। इस बात का गवर्नमेंट को पूरा ध्यान रखना चाहिये कि गवर्नमेंट कंट्रोल इंडस्ट्रीज में प्रतियोगिता न हो, कम्पीटीशन न हो।

इसके साथ ही साथ मैं ने देखा है कि इंडस्ट्रीज को लाइसेंस प्राप्त करने में काफी असुविधायें होती हैं। कम्पनीज को लाइसेंस हासिल करने में बड़ी परेशानी होती है। मेरे सामने एक केस एक बीविंग मिल का आया है जिसमें उसके मैनेजिंग एजेंट ने लाइसेंस के लिये एप्लाई किया था और बड़ी मुश्किल से जाकर उसको वह लाइसेंस मिल सका। उससे कहा गया कि जब तक काम नहीं चलता तब तक तुमको एक हजार रुपये सालाना बतौर रेमनेरेशन मिलेगा। अब आप स्वयं समझ सकते हैं कि एक हजार रुपये साल में कोई भी मैनेजिंग एजेंट कैसे काम कर सकता है। मेरा निवेदन यह है कि इंडस्ट्रीज को कंट्रोल करने के साथ साथ उनका डबलपर्मट होना चाहिये और उनको अच्छी सलाह मशविरा और आंट और लोन वॉररह मिलना चाहिये ताकि उनसे जो आशा रखती जाती है उसको वह पूरा कर सकें। इन शब्दों के साथ मैं इस विचेयक का समर्थन करता हूँ।

Shri M. M. Shah: I am very grateful to the hon. Members for the warm welcome that they have readily given to this amending Bill. It also appears from the observations made by practically all the hon. Members that the Act has succeeded in its original purpose. This is more a promotional measure rather than a purely restrictive measure.

My friend, Mr. Bansal, has emphasised the delays in the disposal of applications. As I have already said, in October, 1956, the number of appli-

cations pending before Government was 176, barring the applications for textile mills and re-rolling mills and in another one month, as I indicated, I do not anticipate more than 49 or 50 pending applications. This only goes to indicate that due care is being exercised in an increasing manner to see that all delays are obviated and an expeditious disposal takes place of all applications for licences. I might also submit to the House that this is not merely a stamping authority, so that as soon as an application is received, immediately it should be sanctioned.

Several hon. Members have pointed out that the main purpose of this Act is to have a planned development of industries in the country and some time will always be necessary in order to elicit the necessary facts from the State Governments and different ministries etc. regarding the various matters connected with the industry. There are other matters also like the targets that have to be continuously kept in view before a licence can be given. It is true that the targets envisaged in the Second Five Year Plan are not the maxima, but the minima and as our hon. Prime Minister has several times emphasised, in a country so under-developed as ours, which is trying to develop very fast in an accelerated manner, the targets should be reached much earlier than the time fixed. As this hon. House is aware, the targets of several industries are almost $2\frac{1}{2}$ to 3 times the present index of industries in this country. They will all be necessarily reached practically in every category of industry. In my preliminary observations, I have given an analysis of the several important industries in which targets are already being fulfilled. I am glad to inform the House—and the House will be glad to know—that in more than 50 per cent of the industries, the licensing of the establishment has already been approved of to reach the targets of the Second Five Year Plan. If the speed is maintained, and the climate and tempo generated in the country

[Shri M. M. Shah]

as a result of planned activity increases, we are sure that we will be able to reach the targets in the remaining industries also within a very short period.

Another point made by some hon. Members was about the amendment of the classification that has been sought to be made in the present amending Bill. We have tried to rationalise the classification and make it as scientific as possible; but, there can always be a slight difference of opinion between one category of industries being placed under one class and another category under another class. For instance, my friend Shri V. P. Nayar was pointing out that the classifications are not complete, whether porcelain would come under ceramics or electrical industries etc. The value of this Schedule is purely indicative. This is an illustrative schedule and by putting a particular industry in one class or another, it neither takes away the importance nor increases the importance of that industry so that it may receive a higher priority at the hands of the licensing committee. The whole Schedule was considered in the Central Advisory Council for Industries and it was drawn with the concurrence of the members. As the House knows, the Council is represented by industrial experts, technical experts, representatives of the consumers etc. The categories have been worked out with their full concurrence. If in the course of the working some changes are found necessary, as suggested by hon. Members, in respect of any industries, I shall be most glad to make the necessary changes.

I do not want to take up much time of the House. If any hon. Member brings to our notice any case of delay, or somebody used a stronger word "bias" or "vendetta" towards particular industrialists in the licensing committee, I can categorically give the assurance that all such cases will be promptly looked into and remedied. It is a body composed of representatives of the Ministries con-

cerned, the Planning Commission and the various Directors of Industries of State Governments; I have seen it working from close quarters even before I came here and it passes my comprehension that such a body will have any bias towards particular industries or industrialists. The House has already provided a wholesome remedy for such a type of lacuna. As the House is aware, the Central Advisory Council every time appoints a committee which also consists of Members of both Houses of Parliament to consider the work of the licensing committee. The report of the Kunzru Committee to which I have already made a reference is a pointer in this regard. On the whole, we may rest assured that the licensing committee is trying to work in a very satisfactory way.

About the location of industries and regional development, the Government and the Planning Commission have from time to time emphasised that the disparities in the development between region and region will be an essential criterion which should be taken into consideration in issuing new licences. I can assure the House that we are taking constant care to see that whenever an area is under-developed in regard to a particular industry, new licences are granted for the establishment of that industry in that area. Some areas may be backward in some industries only. This is taken into consideration by the licensing committee in deciding the location of industries.

I now come to the amendments. The amendments with regard to organic fertilisers and chemicals other than chemical fertilisers were put in at the instance of the Food and Agriculture Ministry, because they wanted it to be divided into two classes.

17 hrs.

Then it was stated about the amendment regarding misrepresentation of facts as to why not that may not be

(Development and
Regulation)
Amendment Bill

omitted. May I draw the attention of the hon. Members to the Statement of Objects and Reasons where it has been clearly stated that it is not the intention of the Government to condone such cases generally. As a matter of fact, in the original statute the provision is already there. We are enlarging the provision so that if any particular industry, on grounds other than misrepresentation of facts discontinues, e.g. stoppage due to strike or lock out, it should also be possible to give the licence again. As Mr. Bansal was saying it is more for regularising rather than considering the application afresh and I can assure the hon. Members that the provision is purely to rectify a legal omission and nothing more than that. It is not considering the whole application *de novo* in cases of factories which have closed down. With these words, Sir, I commend the Bill for the consideration of the House.

Committee on Private
Members' Bills and
Resolutions

Mr. Deputy-Speaker: The question is:

"That the Bill further to amend the Industries (Development and Regulation) Act, 1951, be taken into consideration".

The motion was adopted.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SIXTY-SECOND REPORT

Shri Jaipal Singh (Ranchi West—Reserved—Sch. Tribes): Sir, I beg to present the Sixty-second Report of the Committee on Private Members' Bills and Resolutions.

17.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 16th November, 1956.

[Thursday, 15th November, 1956].

	COLUMNS	COLUMNS
PAPER LAID ON THE TABLE.	125	(2) The Minister of Heavy Industries (Shri M. M. Shah) moved for the consideration of the Indian Tariff (Amendment) Bill. The motion was adopted. After the clause-by-clause consideration the Bill was passed
A copy of the statement issued by the Prime Ministers of Burma, Ceylon, Indonesia and India on the 14th November, 1956 was laid on the Table		138—204
REPORT OF BUSINESS ADVISORY COMMITTEE PRESENTED	125	BILL UNDER CONSIDERATION.
Forty-second Report was presented.		The Minister of Heavy Industries (Shri M. M. Shah) moved that the Industries (Development and Regulation) Amendment Bill be taken into consideration. After discussion, the motion was adopted.
NOMINATION OF MEMBERS TO COMMITTEE.	126	204—54
The Speaker informed Lok Sabha that he had nominated Sarvashri Jaipal Singh and B. Ramachandra Reddy to be members of the Committee on Private Members' Bills and Resolutions <i>vice</i> Shri Bhawani Singh, died and Dr. Natabar Pandey, resigned from Lok Sabha.		REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS PRESENTED
BILLS PASSED	126—204	254
(1) The Minister in the Ministry of Home Affairs (Shri Datar) moved for the consideration of the Part C States (Laws) Amendment Bill. The motion was adopted. After the clause-by-clause consideration the Bill was passed, as amended.	126—38	Sixty-second Reports was presented
		AGENDA FOR FRIDAY, 16TH NOVEMBER, 1956.—
		Statement by the Prime Minister <i>re</i> . International Situation. Further consideration and passing of the Industries (Development and Regulation) Amendment Bill, and discussion on Private Member's Resolutions.