

Monday, 6th February, 1950



PARLIAMENTARY DEBATES

(PART I—QUESTIONS AND ANSWERS)

OFFICIAL REPORT

VOLUME I, 1950

(1st February to 13th March, 1950)

FIRST SESSION

OF

PARLIAMENT OF INDIA

1950

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CORRIGENDA

In the Parliamentary Debates (Part I—Questions and Answers), First Session, 1950—

In Volume I,—

1. No. 3, dated the 3rd February, 1950,—
 - (i) Page 55, line 8, for "*Shiromoni*" read "*Shiromani*";
 - (ii) Page 68, line 18 from bottom, for "*Seht*" read "*Seth*";
2. No. 4, dated the 6th February, 1950,—
 - (i) Page 70, line 19 from bottom, after "*Will*" insert "*the*";
 - (ii) Page 82, omit line 10;
3. No. 5, dated the 7th February, 1950,—
 - (i) Page 98, line 4 from bottom, for "*or*" read "*of*";
 - (ii) Page 112, line 9, for "*fields*" read "*oil-fields*";
4. No. 6, dated the 8th February, 1950,—
 - (i) Page 136, last line, for "*does not go*" read "*goes*";
 - (ii) Page 139, line 21 from bottom, for "*Sadar*" read "*Sardar*";
 - (iii) Page 140, line 11 from bottom, for "*peased*" read "*pleased*";
 - (iv) Page 143, line 11 from bottom, for "*delaying*" read "*defying*";
5. No. 7, dated the 9th February, 1950,—

Page 174, last line, for "*(52)*" read "*(25)*";
6. No. 8, dated the 10th February, 1950,—
 - (i) Page 195, line 11, for "*completed*" read "*complete*";
 - (ii) Page 204, line 4, for "*lakhs*" read "*lakh*";
7. No. 9, dated the 13th February, 1950,—

Page 208, line 8, after "*in*" insert "*a*";
8. No. 11, dated the 16th February, 1950,—
 - (i) Page 280, line 3, after "*apart*" insert "*from*";
 - (ii) Page 281, insert "*IMPROVEMENT OF TOBACCO CULTIVATION*" as heading to Starred Question No. 270;
9. No. 13, dated the 20th February, 1950,—
 - (i) Page 327, line 2, for "*Wil*" read "*Will*";
 - (ii) Page 335, lines 2 and 3, for "*hydrometeorologica*" read "*hydro-meteorological*";
 - (iii) Page 348, line 18, for "*No. P-65/50*" read "*No. P-64/50*";
10. No. 14, dated the 21st February, 1950,—
 - (i) Page 386, line 3 from bottom, before "*Will*" insert "*(a)*";
 - (ii) Page 388, in heading to Unstarred Question No. 49, for "*AUD*" read "*AND*";

11. No. 15, dated the 22nd February, 1950,—
Page 415, line 10 from bottom, for "Appendix I" read "Appendix III";
12. No. 16, dated the 23rd February, 1950,—
(i) Page 423, line 8, for "Railway" read "Railways";
(ii) Page 424, line 12, after "Railway" insert "survey" and line 27, for "have" read "has";
(iii) Page 444, line 9 from bottom, for "Sum" read "Sun";
13. No. 17, dated the 24th February, 1950,—
(i) Page 471, line 4 from bottom, for "catting" read "calling";
(ii) Page 472, line 19, for "Government" read "Governments";
14. No. 18, dated the 27th February, 1950,—
(i) Page 490, line 2, for "had" read "hard";
(ii) Page 500, for existing heading to Starred Question No. 580, read "EXPORT OF MICA";
15. No. 19, dated the 28th February, 1950,—
(i) Page 516, line 1, for "remissi of th" read "remission of the";
(ii) Page 522, line 1, for "lik" read "likely";
(iii) Page 526, line 8 from bottom, before "discontinue" insert "to" and for "telegram" read "telegrams";
16. No. 20, dated the 1st March, 1950,—
(i) Page 553, last line, omit "the" before "so-called";
(ii) Page 554, line 17, for "Gove nment" read "Government";
(iii) Page 560, line 16, for "re-introduction" read "re-introduced";
17. No. 21, dated the 2nd March, 1950,—
(i) Page 567, line 14 from bottom, after "put" insert "up";
(ii) Page 578, line 2 from bottom, after "that" insert "may";
(iii) Page 585, in heading to Starred Question No. 609, for "PPERSONS" read "PERSONS";
18. No. 22, dated the 6th March, 1950,—
Page 616, line 1, before "limits" insert "age";
19. No. 23, dated the 7th March, 1950,—
Page 640, lines 1 and 2, for "Infomation" read "Information";
20. No. 24, dated the 8th March, 1950,
Page 658, line 3, for "ot" read "to";
21. No. 26, dated the 10th March, 1950,—
Page 717, line 14, for "not" read "note";
22. No. 27, dated the 11th March, 1950,—
(i) Page 749, line 10, for "pudchase" read "purchase";
(ii) Page 755, line 2 from bottom, for "corruption" read "consumption";
23. No. 28, dated the 13th March, 1950,—
(i) Page 787, line 8, for "outpt" read "output";
(ii) Page 788, line 17, for "is" occurring after "There" read "are";

In Volume II,—

24. No. 1, dated the 14th March, 1950,—
 (i) Page 825, line 6 from bottom, for "February" read "February";
 (ii) Page 833, line 16 from bottom, for "Far" read "far";
25. No. 2, dated the 15th March, 1950,—
 Page 857, line 16, for "Boys" read "Boy";
26. No. 4, dated the 17th March, 1950,—
 (i) Page 899, for line 22, read "that if he was invited he would be prepared to come again, and, if so, is there";
 (ii) Page 901, omit line 9 from bottom;
 (iii) Page 918, in heading to Starred Question No. 944, for "COMMUNICATN" read "COMMUNICATION";
27. No. 5, dated the 20th March, 1950,—
 Page 927, line 11 from bottom, for "instalments" read "instalmental";
28. No. 6, dated the 21st March, 1950,—
 Page 969, for existing last two lines read "Dr. S. P. Mookerjee: I think that question will arise after the Institute comes into existence";
29. No. 8, dated the 23rd March, 1950,—
 Page 1020, line 14 from bottom, for "moring" read "morning";
30. No. 9, dated the 24th March, 1950,—
 Page 1059, line 21, for "pltased" read "pleased";
31. No. 10, dated the 27th March, 1950,—
 (i) Page 1075, line 5 from bottom, for "go" read "got";
 (ii) Page 1082, line 3 from bottom, after "of" insert "the";
 (iii) Page 1101, last line, for "strinency" read "stringency";
32. No. 11, dated the 29th March, 1950,—
 (i) Page 1125, omit line 5 from bottom and after line 3 from bottom, insert "Appendix VI, Annexure No. 5";
 (ii) Page 1131, line 1, after "block" insert "grant";
 (iii) Page 1138, line 20, for "Cindhya" read "Vindhya";
33. No. 12, dated the 30th March, 1950,—
 (i) Page 1172, omit line 16 and in line 17, for "1848" read "1948";
 (ii) Page 1177, in heading to Starred Question No. 1252, for "IMMI-GRANTS" read "INSURGENTS";
34. No. 13, dated the 31st March, 1950,—
 Page 1213, line 23, for "1:74 and 1:17" read "1·74 and 1·17";
35. No. 14, dated the 1st April, 1950,—
 Page 1242, line 13 from bottom, for "1325" read "1025";

36. No. 15, dated the 3rd April, 1950,—
- (i) Page 1254, line 1, for "**Dr. P. S. Mookerjee**" read "**Dr. S. P. Mookerjee**";
 - (ii) Page 1268, line 16 from bottom, for "*rehbiwalas*" read "*Rahriwalas*";
 - (iii) Page 1271, line 9 from bottom, for "Ministry" read "Minister";
37. No. 16, dated the 4th April, 1950,—
- (i) Page 1282, line 2 from bottom, for "happend" read "happened" and line 1 from bottom, omit "here";
 - (ii) Page 1291, line 5 from bottom, after "that" insert "may be";
38. No. 18, dated the 6th April, 1950,—
- (i) Page 1358, in heading to Starred Question No. 1467, for "EXPERTS" read "EXPORTS"; line 21, for "4" read "41" and line 6 from bottom, for "spending" read "sending";
 - (ii) Page 1354, line 4, for "hunred" read "hundred";
 - (iii) Page 1372, line 1, for "(i)" read "(ii)";
39. No. 19, dated the 8th April, 1950,—
- (i) Page 1379, line 16, after "fact" insert "that";
 - (ii) Page 1388, line 5, for "ond" read "and" and line 15, for "held" read "help";
40. No. 20, dated the 10th April, 1950,—
- Page 1488, last line, for "of broadcasting is completed" read "devolved upon the Government of India?";
41. No. 21, dated the 11th April, 1950,—
- Page 1460, line 11, for "No. II" read "No. 11";
42. No. 22, dated the 12th April, 1950,—
- (i) Page 1486, lines 2 and 1 from bottom, for "intstituted" read "instituted";
 - (ii) Page 1496, between lines 12 and 13 from bottom, insert "STATEMENT BY MINISTER OF STATE FOR TRANSPORT re EXPENDITURE IN ASSAM";
 - (iii) Page 1499, in heading to Starred Question No. 1664, for "NDORE" read "INDORE";
 - (iv) Page 1501, line 9 from bottom, for "Telgu" read "Telugu";
43. No. 23, dated the 14th April, 1950,—
- Page 1505, line 8, for "**Homes**" read "**Home**";
44. No. 25, dated the 17th April, 1950,—
- (i) Page 1572, line 8, for "acrerage" read "acreage";
 - (ii) Page 1594, line 5, for "Project" read "Projects";
 - (iii) Page 1597, line 3 from bottom, after "to" insert "a";
 - (iv) Page 1598, line 20 from bottom, for "1773" read "1788";
 - (v) Page 1608, in heading to Starred Question No. 1794, for "SERDS" read "SEEDS";

In Volume III,—

45. No. 1, dated the 18th April, 1950,—

- (i) Page 1622, line 2 from bottom, for "28,73" read "28,739";
- (ii) Page 1634, in heading to Starred Question No. 1795, for "INCUME-TAX" read "INCOME-TAX";
- (iii) Page 1636, in heading to Starred Question No. 1827, for "KAMPUR" read "KAMALPUR";

46. No. 2, dated the 19th April, 1950,—

- (i) Page 1657, line 3 from bottom, for "loging" read "losing"; and
- (ii) Page 1670, line 9, for "kutch" read "Kutch".

In Volume I,—

1. No. 9, dated the 13th February, 1950,—

- (i) पृष्ठ २१२, पंक्ति २ पर "भेज" की जगह "भेजे" पढ़ें।
- (ii) पृष्ठ २१२, पंक्ति नीचे से ऊपर को ६ पर "हे" की जगह "है" पढ़ें।
- (iii) पृष्ठ २१३, पंक्ति ५ पर "जारी" की जगह "जारी" पढ़ें।

2. No. 11, dated the 16th February, 1950.—

पृष्ठ २६७, पंक्ति ३२ पर "मंजूर" की जगह "मंजूर" पढ़ें।

3. No. 12, dated the 17th February, 1950,—

- (i) पृष्ठ २९५, पंक्ति १० पर "ह" की जगह "हर" पढ़ें।
- (ii) पृष्ठ २९५, पंक्ति ११ पर "इसक" की जगह "इसके" पढ़ें।
- (iii) पृष्ठ २९७, पंक्ति २९ पर "जवान" की जगह "जवाब" पढ़ें।
- (iv) पृष्ठ २९७, पंक्ति नीचे से ऊपर को ४ पर "पूछना" की जगह "पूछना" पढ़ें।
- (v) पृष्ठ ३०२, पंक्ति ५ पर "गोविन्द" की जगह "गोविन्द" पढ़ें।
- (vi) पृष्ठ ३०२, पंक्ति ६ पर "मै" की जगह "मैं" तथा "बज्ञानक" की जगह "वैज्ञानिक" पढ़ें।
- (vii) पृष्ठ ३०२, पंक्ति १३ पर "बिठई" की जगह "बिठाई" पढ़ें।
- (viii) पृष्ठ ३०२, पंक्ति २३ पर "।" की जगह "?" पढ़ें।
- (ix) पृष्ठ ३०३, पंक्ति २९ पर "रिफमर्सेशन्स" की जगह "रिफर्मेसेशन्स" पढ़ें।

4. No. 14, dated the 21st February, 1950,—

- (i) पृष्ठ ३६०, पंक्ति ३१ पर "कोर्टस" की जगह "कोर्ट्स" पढ़ें।
- (ii) पृष्ठ ३७१, पंक्ति २४ पर "उसस" की जगह "उससे" पढ़ें।

5. No. 16, dated the 23rd February, 1950,—

- (i) पृष्ठ ४२८, पंक्ति २ पर "पढा" की जगह "पढ़ा" पढ़ें।
- (ii) पृष्ठ ४२८, पंक्ति १० पर "भाजी" की जगह "भाजी" पढ़ें।

- (iii) पृष्ठ ४२८, पंक्ति ११ पर " वक्त " की जगह " वक्त " पढ़ें ।
 (iv) पृष्ठ ४२८, पंक्ति नीचे से ऊपर को ९ पर " राखन का " की जगह " राखन काई " पढ़ें ।
 (v) पृष्ठ ४३१, पंक्ति १४ पर " बड़ढी " की जगह " कुड्डी " पढ़ें ।

6. No. 17, dated the 24th February, 1950,—

पृष्ठ ४७१, पंक्ति नीचे से ऊपर को ११ " यूनिवर्सिटी " की जगह " यूनिवर्सिटी " पढ़ें ।

7. No. 20, dated the 1st March, 1950,—

पृष्ठ ५६०, पंक्ति १९ पर " सविसेज " की जगह " सविसेज " पढ़ें ।

8. No. 23, dated the 7th March, 1950,—

पृष्ठ ६४८, पंक्ति २३ पर " गवर्नमेंट " की जगह " गवर्नमेंट " पढ़ें ।

9. No. 26, dated the 10th March, 1950,—

पृष्ठ ७२७, पंक्ति नीचे से ऊपर को ५ पर " उन ो " की जगह " उनको " पढ़ें ।

In Volume II,—

10. No. 2, dated the 15th March, 1950,—

(i) पृष्ठ ८४०, पंक्ति नीचे से ऊपर की ओर ८ पर " गोविन्ददास " की जगह " गोविन्द दास " पढ़ें ।

(ii) पृष्ठ ८४०, पंक्ति नीचे से ऊपर की ओर ७ पर " गाइंस " की जगह " गाइंस " पढ़ें ।

(iii) पृष्ठ ८४४, पंक्ति २० पर " नहीं " की जगह " न ही " पढ़ें ।

11. No. 6, dated the 21st March, 1950,—

(i) पृष्ठ ९५०, पंक्ति नीचे से ऊपर ४ पर " ट्रेड " की जगह " ट्रेड " पढ़ें ।

(ii) पृष्ठ ९६८, पंक्ति १८ पर " रीडिंग रोड " की जगह " रीडिंग रोड " पढ़ें ।

12. No. 15, dated the 3rd April 1950,—

पृष्ठ १२६५, पंक्ति ३ पर " है " की जगह " है " पढ़ें ।

13. No. 17, dated the 5th April, 1950,—

पृष्ठ १३३२, पंक्ति २६ पर " बहुत " की जगह " बहुत " पढ़ें ।

14. No. 18, dated the 6th April, 1950,—

पृष्ठ १३५३, पंक्ति २२ पर " जितनात " की जगह " जितना " पढ़ें ।

15. No. 24, dated the 15th April, 1950,—

(i) पृष्ठ १५४३, पंक्ति नीचे से ऊपर ५ पर " ओर " की जगह " ओर " पढ़ें ।

(ii) पृष्ठ १५४७, पंक्ति १९ पर " अनुसन्धान " की जगह " अनुसंधान " पढ़ें ।

16. No. 25, dated the 17th April, 1950,—

(i) पृष्ठ १५७२, पंक्ति ४ पर " जेक " की जगह " जॉक " पढ़ें ।

(ii) पृष्ठ १५७२, पंक्ति ५ पर " याजना " की जगह " योजना " पढ़ें ।

In Volume III,—

17. No. 1, dated the 18th April, 1950,—

पृष्ठ १६१६, पंक्ति १० पर " करें " की जगह " करेंगे " पढ़ें ।

In Volume I—

1. No. 7, dated the 9th February, 1950.

صفحہ ۱۵۷ - نیچے سے سطر ۱۱ - دد مانی ۴۴ کے بجائے دد مانئید ۴۴ پڑھیں -

2. No. 9, dated the 13th February, 1950.

(۱) صفحہ ۲۱۰ - نیچے سے سطر ۴ - دد آف ۴۴ کے بجائے دد آیف ۴۴ پڑھیں -

(۲) صفحہ ۲۱۱ - سطر ۱۱ - دد ارو ۴۴ کے بجائے دد اور ۴۴ پڑھیں -

3. No. 12, dated the 17th February, 1950.

صفحہ ۳۱۲ - سطر ۱۶ - دد ائہ ۴۴ کے بجائے دد الاء ۴۴ پڑھیں -

4. No. 14, dated the 21st February, 1950.

(۱) صفحہ ۳۷۷ - نیچے سے سطر ۱۶ - دد الٹھی ۴۴ کے بجائے دد اکتھی ۴۴ پڑھیں -

(۲) صفحہ ۳۷۸ - سطر ۱۱ - دد تسم ۴۴ کے بجائے دد تمام ۴۴ پڑھیں -

5. No. 17, dated the 24th February, 1950.

(۱) صفحہ ۳۶۵ - سطر ۲۰ - دد کھ ۴۴ کے بجائے دد کا ۴۴ پڑھیں -

(۲) صفحہ ۳۶۷ - نیچے سے سطر ۴ - دد مولاما ۴۴ کے بجائے دد مولانا ۴۴ پڑھیں -

(۳) صفحہ ۳۷۶ - نیچے سے سطر ۳ - دد الللا ۴۴ کے بجائے دد اللہ ۴۴ پڑھیں -

6. No. 20, dated the 1st March, 1950.

(۱) صفحہ ۵۵۳ - نیچے سے سطر ۱۷ - دد آران ۴۴ کے بجائے دد آزان ۴۴ پڑھیں -

(۲) صفحہ ۵۶۳ - سطر ۱ - دد ضروری ۴۴ کے بجائے دد ضروری ۴۴ پڑھیں -

7. No. 21, dated the 2nd March, 1950.

صفحہ ۵۸۷ - سطر ۱۸ - دد ہوتے ۴۴ کے بجائے دد ہونے ۴۴ پڑھیں -

8. No. 23, dated the 7th March, 1950.

(۱) صفحہ ۶۳۱ - سطر ۱۷ - دد مریکہ ۴۴ کے بجائے دد امریکہ ۴۴ پڑھیں -

(۲) صفحہ ۶۳۷ - نیچے سے سطر ۴ - دد سے ۴۴ کے بجائے دد سب ۴۴ پڑھیں -

(۳) صفحہ ۶۳۷ - نیچے سے سطر ۷ - دد دیہجانی ۴۴ کے بجائے دد دیہجاتی ۴۴ پڑھیں -

9. No. 26, dated the 10th March, 1950.

(۱) صفحہ ۷۲۵ - سطر ۷ - دد شمنجھی ۴۴ کے بجائے دد سمجھی ۴۴ پڑھیں -

(۲) صفحہ ۷۲۵ - سطر ۸ - دد پھلنگ ۴۴ کے بجائے دد پھلنگ ۴۴ پڑھیں -

(۳) صفحہ ۷۲۷ - سطر ۵ - دد جی - ایس - مسافر ۴۴ کے بجائے دد گیانی جی -

ایس - مسافر ۴۴ پڑھیں -

(۴) صفحہ ۷۲۷ - سطر ۱۰ - دد رقم ۴۴ کے بجائے دد رقم ۴۴ پڑھیں -

(۵) صفحہ ۷۲۸ - سطر ۲ - دد بھی ۴۴ کے بجائے دد بھی ۴۴ پڑھیں -

(۶) صفحہ ۷۲۸ - نیچے سے سطر ۱۵ - دد الللا ۴۴ کے بجائے دد اللہ ۴۴ پڑھیں -

(۷) صفحہ ۷۲۸ - نیچے سے سطر ۱۵ - دد کرے ۴۴ کے بجائے دد کرنے ۴۴ پڑھیں -

(۸) صفحہ ۷۳۰ - نیچے سے سطر ۶ - دد ساہتے ۴۴ کے بجائے دد ساہتہ ۴۴ پڑھیں -

(۹) صفحہ ۷۳۰ - نیچے سے سطر ۷ - دد نوکرہوی ۴۴ کے بجائے دد نوکرہوی ۴۴ پڑھیں -

(۱۰) صفحہ ۷۳۰ - نیچے سے سطر ۱۲ - دد ہادے ۴۴ کے بجائے دد بارے ۴۴ پڑھیں -

(۱۱) صفحہ ۷۳۵ - نیچے سے سطر ۱۰ - دد انوار ۴۴ کے بجائے دد افراد ۴۴ پڑھیں -

(۱۲) صفحہ ۷۳۵ - نیچے سے سطر ۱۳ - دد گوارا ۴۴ کے بجائے دد گوارا ۴۴ پڑھیں -

10. No. 27, dated the 11th March, 1950.

- صفحہ ۷۵۱ - نیچے سے سطر ۳ - دہ اور وہ ۴۴ کے بجائے دہ اور وہ ۴۴ پڑھیں -
In Volume II—

1. No. 2, dated the 15th March, 1950.

- (۱) صفحہ ۸۵۳ - نیچے سے سطر ۹ - دہ + دہ کے بجائے دہ ۴۰ پڑھیں
(۲) صفحہ ۷۵۲ - سطر ۱۶ - دہ پڑھئے ۴۴ کے بجائے دہ پڑھئے ۴۴ پڑھیں

2. No. 5, dated the 20th March, 1950.

- صفحہ ۹۳۹ - نیچے سے سطر ۳ - دہ آزاد کے بجائے دہ آزاد ۴۴ پڑھیں -

3. No. 11, dated the 29th March, 1950.

- (۱) صفحہ ۱۱۰۷ - نیچے سے سطر ۳ - دہ بودیر ۴۴ کے بجائے دہ بودیز ۴۴ پڑھیں
(۲) صفحہ ۱۱۱۵ - سطر ۱ - دہ رنگناہن ۴۴ کے بجائے دہ رنگناہن ۴۴ پڑھیں
(۳) صفحہ ۱۱۳۰ - نیچے سے سطر ۱۳ - دہ آرگھانائہز ۴۴ کے بجائے دہ آرگھانہز ۴۴ پڑھیں

4. No. 20, dated the 10th April, 1950.

- (۱) صفحہ ۱۳۰۸ - سطر ۱۸ - دہ رکہ دیہ ۴۴ کے بجائے دہ رکہ دیہ ۴۴ پڑھیں -
(۲) صفحہ ۱۳۲۲ - سطر ۱۱ - دہ مدر ۴۴ کے بجائے دہ مدن ۴۴ پڑھیں -

5. No. 28, dated the 14th April, 1950.

- (۱) صفحہ ۱۵۰۰ - نیچے سے سطر ۱۲ - دہ ہاوس ۴۰ کے بجائے دہ ہاوس ۴۴ پڑھیں -
(۲) صفحہ ۱۵۱۲ - سطر ۷ - دہ مولما ۴۴ کے بجائے دہ مولانا ۴۴ پڑھیں -
(۳) صفحہ ۱۵۱۲ - نیچے سے سطر ۳ - دہ کرن ۴۴ کے بجائے دہ کر کے ۴۴ پڑھیں -
(۴) صفحہ ۱۵۱۶ - سطر ۴ - دہ فوراً ۴۴ کے بجائے دہ فوراً ۴۴ پڑھیں -
(۵) صفحہ ۱۵۱۶ - نیچے سے سطر ۱۲ - دہ ۷۷۱۰ ۴۴ کے بجائے دہ ۷۷۲۰ ۴۴ پڑھیں -
(۶) صفحہ ۱۵۱۸ - سطر ۳ - دہ دالونکا ۴۴ کے بجائے دہ دالونکا ۴۴ پڑھیں -
(۷) صفحہ ۱۵۲۵ - نیچے سے سطر ۲ - دہ ۱۹۳۱ء کے بجائے دہ ۱۹۳۹ء پڑھیں -

6. No. 24, dated the 15th April, 1950.

- (۱) صفحہ ۱۵۳۷ - سطر ۶ - دہ اللہ ۴۴ کے بجائے دہ اللہ ۴۴ پڑھیں -
(۲) صفحہ ۱۵۳۹ - سطر ۴ - دہ اللہ ۴۴ کے بجائے دہ اللہ ۴۴ پڑھیں -

In Volume III—

1. No. 1, dated the 18th April, 1950.

- (۱) صفحہ ۱۶۰۸ - سطر ۱۲ - دہ آزاد کے بجائے دہ آزاد ۴۴ پڑھیں -
(۲) صفحہ ۱۶۰۸ - نیچے سے سطر ۹ - دہ زپورت ۴۴ کے بجائے دہ زپورت ۴۴ پڑھیں -
(۳) صفحہ ۱۶۰۹ - سطر ۹ - دہ آزاد کے بجائے دہ آزاد ۴۴ پڑھیں -
(۴) صفحہ ۱۶۱۵ - سطر ۱ - دہ ایس ۴۴ کے بجائے دہ ایس ۴۴ پڑھیں -
(۵) صفحہ ۱۶۱۶ - نیچے سے سطر ۱۹ - دہ آندستریل ۴۴ کے بجائے دہ آندستریل ۴۴ پڑھیں -
(۶) صفحہ ۱۶۰۱ - سطر ۷ - دہ لے ۴۴ کے بجائے دہ لے ۴۴ پڑھیں -
(۷) صفحہ ۱۶۲۱ - نیچے سے سطر ۱۷ - دہ تہو ۴۴ کے بجائے دہ تہار ۴۴ پڑھیں -
(۸) صفحہ ۱۶۲۲ - سطر ۱۲ - دہ م ۴۴ کے بجائے دہ ہم ۴۴ پڑھیں -
(۹) صفحہ ۱۶۲۲ - سطر ۱۳ - دہ نفریس ۴۴ کے بجائے دہ کانفریس ۴۴ پڑھیں -
(۱۰) صفحہ ۱۶۲۵ - نیچے سے سطر ۱۲ - دہ دراید ۴۴ کے بجائے دہ درامد ۴۴ پڑھیں -

PARLIAMENTARY DEBATES
(PART I—QUESTIONS AND ANSWERS)

Monday, 6th February, 1950

The House met at a Quarter to Eleven of the Clock

[Mr. Speaker in the Chair]

MEMBER SWORN

Shri D. D. Pant (U.P.).

ORAL ANSWERS TO QUESTIONS

INDIAN POLITICAL OFFICER'S VISIT TO LHASA

*88. **Shri Sidhva:** (a) Will the **Prime Minister** be pleased to state whether India's Political Adviser in Sikkim was sent to Lhasa by the Government of India?

(b) If so, was he sent on any special mission and what was the object of the visit?

(c) Has he made any report to Government of his visit?

The Prime Minister (Shri Jawaharlal Nehru): (a) Yes.

(b) No. It is customary for the Political Officer in Sikkim to visit Lhasa from time to time as a part of his normal duties.

(c) The Political Officer in Sikkim has submitted a report of his visit to Lhasa.

Shri Sidhva: Can we have the benefit of that report?

Shri Jawaharlal Nehru: No, Sir.

Shri Sidhva: May I know whether he visited Lhasa before he reached his headquarters at Gangtok?

Shri Jawaharlal Nehru: Lhasa is in Tibet, may I inform him?

Shri Sidhva: I should have said the other part of Lhasa.

Pandit Balkrishna Sharma: Probably he means some lanes or bye-lanes of Lhasa.

Shri Kamath: What exactly, Sir, is the international status of Tibet? Is it a sovereign independent State or not?

Shri Jawaharlal Nehru: In the early years of this century, a Convention was held between the representatives of the then Government of India in Tibet and of China and at this certain decisions were arrived at. Roughly speaking, the decisions were about the boundary of Tibet in India called the Mac Mohan Line, that Tibet should be treated as an autonomous country and that subject to China agreeing to this, some kind of Chinese sovereignty should be acknowledged. This was agreed to then. But, later, the then Government of China did not accept this agreement and therefore did not sign it. In fact, although this agreement had been acted upon in India and Tibet, there has been no formal signature to it by the Chinese Government. So the matter stands there. Tibet is treated as an autonomous country and its exact relationship to China was not accepted by China.

Shri Kamath: Has the Prime Minister's attention been drawn to the declaration of the Chinese Government at Peking that they intend to liberate Tibet?

Shri Jawaharlal Nehru: I have seen reports in the press.

Shri Kamath: What is the implication of this as regards the sovereign independent character of that country?

Shri Brajeshwar Prasad: Do Government propose to lay the report of our Political Officer in Sikkim on the Table of the House?

Mr. Speaker: The reply has been indicated in the previous answer.

Shri A. C. Guha: In the agreement referred to by the Prime Minister, is there a clause stipulating that the foreign relations of Tibet should be, to a great extent, controlled by India?

Shri Jawaharlal Nehru: No. I do not think so.

TRADE TREATY BETWEEN INDIA AND U.S.A.

*89. **Shri Sidhva:** Will Minister of Commerce be pleased to state the result of the negotiations between the United States of America and India for negotiating a trade and commercial treaty?

The Minister of Commerce (Shri Neogy): A treaty of friendship, Commerce and Navigation between the United States of America and India is still under negotiation.

Shri Sidhva: Is it a fact that on account of certain differences arising between the Government of India and the Government of the United States, the treaty has been delayed, and if so, will the hon. Minister enlighten the House about those difficulties?

Shri Neogy: Well, the whole matter is under negotiation. It will not be in the public interest to make any further statement on the subject at this stage.

Babu Ramnarayan Singh: May I know the stage at which the negotiation has reached?

Shri Neogy: I am afraid my hon. friend did not hear what I said in reply. The matter is still under consideration. It means that no decision has been reached.

Babu Ramnarayan Singh: Is there any possibility of an early decision being reached?

NEWSPRINT AND PAPER MILLS IN MADHYA PRADESH

*90. **Shri Sidhva:** (a) Will the Minister of **Industry and Supply** be pleased to state what is the total capital of the Newsprint and Paper Mills to be started in the State of Madhya Pradesh and when is the mill likely to start production?

(b) Have the Government of Madhya Pradesh asked for any loan for this mill?

(c) Did the Minister have consultations with the Premier of Madhya Pradesh while he was at Nagpur and if so, what was the result of the consultations?

(d) How much paper is the mill expected to produce?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) M/s. National Newsprint and Paper Mills Ltd., were permitted to raise a capital of Rs. 1.5 crores. The mill is expected to start production by the end of 1951.

(b) No.

(c) Yes.

(d) 30,000 tons per year.

Shri Sidhva: May I know if there is only one mill which the Madhya Pradesh Government have started? Is there not a mill by name Neepa Mills which was originally started by Government? I want to know whether there are not two mills?

Dr. S. P. Mookerjee: The name 'Neepa' is the abbreviated name of the mill.

Shri Kamath: Is the hon. Minister not aware of the Ballarpur mill?

Dr. S. P. Mookerjee: That is not a newsprint mill.

Shri Kamath: The question refers to both Newsprint and Paper Mills and not merely to Newsprint Mills. Is there any such mill?

Dr. S. P. Mookerjee: That is under construction. It is not in existence now.

Dr. Deshmukh: May I know if the hon. Minister's attention has been drawn to the mismanagement of these mills and whether he is likely.....

Mr. Speaker: Order, order.

Dr. Deshmukh: I shall put the question in two parts. Has the attention of the hon. Minister been drawn to the mismanagement of the.....

Mr. Speaker: I do not think that is a responsibility of the Government of India

Shri Deshbandhu Gupta: May I ask whether it is a fact that the original date fixed by the management for manufacturing newsprint was 1950 or earlier, and if so, what are the reasons for the delay and whether it is a fact that the C.P. Government intends to take over the entire management?

Dr. S. P. Mookerjee: There has been some delay due to the change of the foreign firm who were the consultants and suppliers of plants and machinery. That is one reason. Also the managing agents have been altered by the C.P. Government.

श्री जज्वारे: क्या बिहार में भी ऐसी मिल खोलने की बात सरकार को मालूम है ?

Shri Jajwre: Have the Government any information about the starting of such a Mill in Bihar?

डा० ऐस. पी. मुकर्जी : ऐसी बात सरकार को मालूम नहीं है ।

Dr. S. P. Mookerjee: The Government have no such information.

Dr. Deshmukh: In view of the change of management, may I know when this mill is likely to start manufacturing paper?

Dr. S. P. Mookerjee: There is every likelihood of the mill manufacturing paper soon.

Dr. Deshmukh: By what time?

Dr. S. P. Mookerjee: By the end of 1951.

Shri Sondhi: Is it a fact that the second mill to which the Minister referred has not started working?

Dr. S. P. Mookerjee: That is so.

Shri Sondhi: Is it a fact that the site which was approved is now considered to be unfit and that they are thinking of another, so that the whole question has to be considered afresh?

Mr. Speaker: I do not think the question is admissible.

An Hon. Member: Is it under the orders of the Government of India that the supervision is going on?

Dr. S. P. Mookerjee: No, Sir.

Shri Sidhva: May I ask whether the Government of India have any share in these two concerns?

Dr. S. P. Mookerjee: No, Sir.

Shri Kamath: When the hon. Minister visited Nagpur in December last, was his attention drawn to a statement by one of the directors of the Ballarpur mill making serious allegations against the Industries Minister of Madhya Pradesh.....

Mr. Speaker: Order, order.

Shri Jhunjhunwala: Is it a fact that there was a change in the managing agency?

Dr. S. P. Mookerjee: The State Government was not satisfied with the agents and therefore they altered them. This had our approval.

Shri Kamath rose—

Mr. Speaker: Order, order. We are going into too many details of a matter which is under the control of another Government.

Shri Kamath: May I know whether the Minister visited.....

Mr. Speaker: May be. I do not propose to allow that question.

Dr. Deshmukh: Is it not a fact that these were the two mills which were to make India self-sufficient in paper?

Dr. S. P. Mookerjee: India's consumption also has increased. Now we require about 56,000 tons of newsprint and this will produce about 33,000 tons.

WORKING OF TEXTILE MILLS WHICH HAD CLOSED DOWN

*91. **Shri Sidhva**: (a) Will the Minister of **Industry and Supply** be pleased to refer to the reply given to a supplementary question raised on my starred

question No. 575 asked on the 14th December, 1949 and state whether the Sholapur Mill is one of the economical group of mills and whether the same is now being worked and if so, by whom?

(b) How many workers are employed in this Mill and when are other mills likely to start working?

(c) Have the stocks of cloth and yarn which had accumulated in these mills been disposed of?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) Of the three spinning units of which the Sholapur Mills consist, one can be worked as an economic unit after certain repairs and replacements have been made. The other two will need extensive replacements and renovations before they can be made economic.

The Government of India have promulgated an Ordinance specifically applicable to the Sholapur Mills and have delegated powers under the Ordinance to the Bombay Government. The Bombay Government have constituted a new Board of Directors for the Company.

(b) The Sholapur Mills used to employ about 13,000 workers. With the re-opening of one of Spinning Units it would be possible to re-employ 4,000 or more workers. It is impossible to say when the other two Spinning Units can be reopened.

(c) When the Mills closed on the 27th August, 1949, the stocks were about 8,060 bales which represented 16 weeks production. When the new Board of Directors took charge on the 10th January, 1950, the stocks were reduced to 3,223 bales.

Shri Sidhva: May I know whether the Board of Management which was to be appointed, has it been appointed and if so, I would like to know the names of the Board of Directors and the Chairman and Administrator?

Dr. S. P. Mookerjee: The Board has been constituted. The names of the Directors are:

(i) Sir Vital Chandravarkar, (ii) Shri Tulsidas Kilachand, (iii) The Director of Industries, Bombay, (iv) The Deputy Secretary to the Government of Bombay, Finance Department and (v) Shri S. H. Gidwani.

Shri Sidhva: May I know whether any representative of the Shareholders has been included in this Board?

Dr. S. P. Mookerjee: Not yet.

Shri Sidhva: Who is financing this scheme now?

Dr. S. P. Mookerjee: Arrangement has been made with a particular Bank and the necessary finances will be supplied by them.

Shri Sidhva: What is the amount of Shareholders' money involved and may I know whether Government intend to ask the Shareholders to have a representative on the Board?

Dr. S. P. Mookerjee: The money will be advanced by the Bank and the question of participation of the shareholders' representative will be taken up after the mill has been re-opened.

Shri Sidhva: I want to know whether any of the ex-Managing Directors who has been sentenced to one year's imprisonment for giving bribes—Mr. Murarkar—whether he has any representation in the Board of Directors?

Dr. S. P. Mookerjee: No.

Shri Sidhva: Do the present Directors represent any of the old Board of Directors?

Dr. S. P. Mookerjee: This is an independent Board nominated by the Government of Poynbay.

Shri Sidhva: May I know whether they want to have a nominee of the shareholders whose money is employed.....

Mr. Speaker: The Minister has already stated that that question will be dealt with later on after the mills begin their work.

IRON AND STEEL (IMPORT)

*92. **Shri Sidhva:** (a) Will the Minister of **Industry and Supply** be pleased to state the total quantity of iron and steel imported from foreign countries during the period from 1st November to 31st December, 1949?

(b) What is the total cost thereof and what are the names of the firms from which they were purchased?

(c) Were tenders or quotations invited?

(d) At what price is this commodity sold to purchasers?

(e) What is the production cost of Tata's Iron and Steel and what is the landed cost with duty of foreign iron and steel?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) 84,308 tons.

(b) Total cost Rs. 4.30 crores approximately. The compilation of a statement showing the names of all suppliers will involve considerable labour. If the hon. Member will be satisfied with the names of firms from whom steel was purchased on Government account, I shall be glad to supply them.

(c) Imports on Government account were made after negotiations with foreign suppliers through Government Purchasing Organisations abroad. Imports by private parties were permitted in all cases in which the price was reasonable.

(d) All steel distributed against allocations made by Government are sold at the same price as is charged for indigenous steel, while steel not so distributed is charged at the imported price.

(e) A statement is laid on the Table of the House. [See *Appendix I, annexure No. 7.*]

Shri Sidhva: May I know whether the purchase is made by Government and if so, the price of the same was higher than the purchases made by private firms in that particular period?

Dr. S. P. Mookerjee: No.

Shri Sidhva: May I know the rate at which Government closed the transaction?

Dr. S. P. Mookerjee: That figure I have given in the Statement.

Shri Sidhva: May I know whether this very manufacturer from whom these purchases have been made has quoted a lesser figure to Pakistan Government for supply of steel?

Dr. S. P. Mookerjee: I don't know which manufacturer he is referring to. There was one offer which was made but the price was certainly not cheaper.

Shri Sidhva: Is it not a fact that Pakistan was allowed five per cent. discount on the price that was offered to them?

Dr. S. P. Mookerjee: We have to make a reference to the Pakistan Government.

Shri Deshbandhu Gupta: May I know whether it is a fact that the Government's decision to buy direct was made known and the result was that manufacturers made a combine and they raised their prices before the Government could buy?

Dr. S. P. Mookerjee: I have no information to that effect.

Shri Deshbandhu Gupta: Has not the hon. Minister received a memorandum to that effect from the Delhi Iron Traders' Association in which all these facts have been mentioned?

Dr. S. P. Mookerjee: Certain allegations were made which, after enquiry, were found to be incorrect.

Dr. Deshmukh: Is there any stock lying undisposed of till now and if so, what is the quantity?

Dr. S. P. Mookerjee: I don't think there is any stock lying undisposed. Every month steel is being produced and distributed.

Shri Sidhva: What is the programme for 1950 for purchase of iron and steel?

Dr. S. P. Mookerjee: We will not be able to import the same quantity in view of our difficulties in foreign exchange and the budget may have to be revised.

FUTURE ADMINISTRATION OF DELHI

*93. **Shri Deshbandhu Gupta:** (a) Will the **Prime Minister** be pleased to state whether it is a fact that the cabinet decision in regard to the future administrative set up of Delhi has been communicated to the Chief Commissioner, Delhi?

(b) If the answer to part (a) above be in the affirmative, do Government propose to place a copy of the communication sent to the Chief Commissioner on the Table of the House and give reasons for the difference, if any between the statement made by him and the decision conveyed to the Chief Commissioner?

(c) What steps, if any, have been taken by Government to bring forward the contemplated legislation before the House?

The Prime Minister (Shri Jawaharlal Nehru): (a) Yes.

(b) A copy of the letter addressed to the Chief Commissioner, Delhi, is placed on the Table of the House. [See Appendix I, annexure No. 8.]

It will be observed that, in the main, the terms of the communication to the Chief Commissioner do not depart from those contained in the statement made by me.

(c) The question of legislation in Parliament is under consideration.

Shri Deshbandhu Gupta: May I know whether it is a fact that the instructions now sent to the Chief Commissioner only cover the Municipal Corporation and it has been clearly laid down by Government that there is no question of Delhi getting a hand in the new administrative set up whereas the hon. the Prime Minister made the Statement that it has been the desire of the Government to give the fullest autonomy to the Local Government and that Delhi

people will have some hand in the administration. The instructions sent to the Chief Commissioner now are confined purely to the Municipal Corporation and that also of a truncated nature.

Shri Jawaharlal Nehru: I take it he is meaning Delhi minus New Delhi. That is Old Delhi.

Shri Deshbandhu Gupta: I mean Delhi as a whole but even if it is minus New Delhi, all that has been conveyed to the Chief Commissioner is that there should be a Municipal Corporation and nothing more or nothing less.

Shri Jawaharlal Nehru: I know but so far as the Chief Commissioner is concerned, that is the first thing to be dealt with. Hon. Members will remember that I stated on the last occasion that after very careful enquiry we felt that New Delhi had to be treated separately. Any other way of treating it created a great many difficulties. Therefore if we isolated New Delhi, then we have Old Delhi plus certain other Committees and Town areas, Improvement Trust and the rest. We wanted a Corporation with the fullest measure of autonomy such as any Corporation might have in Old Delhi and after that, some kind of a set-up combining Old Delhi and New Delhi and the Rural areas, etc., in order to have coordination. As a matter of fact when this communication which has been laid on the table of the House was sent to the Chief Commissioner, I understood that the Chief Commissioner has invited the hon. Member for his views and criticisms of it and I hope the hon. Member will give the benefit of his advice.

Shri Deshbandhu Gupta: What does the Prime Minister mean by a "corporation"? Is it a municipal corporation or a corporation having some legislative powers as well? That is the point.

Shri Jawaharlal Nehru: Municipal. of course.

Shri Deshbandhu Gupta: Then it has nothing to do with the future administrative set-up. May I know what was the intention of the Prime Minister when he gave an assurance to the Constituent Assembly and to this House also, was not something more than a municipal corporation under contemplation? Otherwise this question of future administrative set-up does not arise.

Mr. Speaker: The hon. Member wants to know what the Prime Minister had in mind when he gave an assurance on this question. I am afraid the hon. Member is going into arguments.

Shri Deshbandhu Gupta: Sir, I only want one thing to be made quite clear by the Prime Minister. In the Constituent Assembly when this question was raised about the future administrative set-up of Delhi, no question of municipal corporation was there. So I want to know whether the Government have changed their mind, and whether they now propose to give Delhi merely a municipal corporation, and that too to Old Delhi, or whether it is something more than a municipal corporation.

Shri Jawaharlal Nehru: Sir, the whole question is affected by the fact that New Delhi has to be treated separately. Now, if New Delhi and Old Delhi and the other areas are to be taken together, then there is the possibility of considering them as an autonomous unit. In that way the hon. Member perhaps thinks; but when you isolate New Delhi from it, then that possibility vanishes.

Mr. Speaker: I will proceed to the next question.

JOINT DECLARATION BY INDIA AND PAKISTAN *re* SETTLEMENT OF DISPUTES

***94. Shri Deshbandhu Gupta:** Will the **Prime Minister** be pleased to lay on the Table of the House copies of the correspondence exchanged between the Government of India and the Government of Pakistan on the subject of making a declaration that all points of dispute between the two countries would be settled without recourse to war?

The Prime Minister (Shri Jawaharlal Nehru): Proposals were made on behalf of the Government of India to the High Commissioner for Pakistan in India for a joint declaration to be made by the two Governments for the avoidance of war in the settlement of disputes. Certain consultations took place in regard to these proposals and thereupon a draft declaration was handed to the High Commissioner on the 22nd December, 1949. A copy of this draft declaration is placed on the Table of the House. The Government of Pakistan did not send us any formal reply, but on the 16th January, 1950, we received from the High Commissioner a summary of the Statement which the Pakistan Prime Minister was to make on the floor of the Pakistan Constituent Assembly the following day. The exact text of the Statement was not supplied to us, but newspapers gave what purported to be a full text. Thereupon a communication was addressed to the Prime Minister of Pakistan. This has been acknowledged and a considered reply has been promised. This reply has not yet been received.

DRAFT DECLARATION

The Government of India and the Government of Pakistan, being desirous of promoting friendship and goodwill between their peoples who have many common ties, hereby declare that they condemn resort to war for the settlement of any existing or future disputes between them. They further agree that the settlement of such disputes between them shall always be sought through recognised peaceful methods such as negotiation, or by resort to mediation or arbitration by special agency set up by mutual agreement for the purpose, or by agreed reference to some appropriate international body recognised by both of them. It is their earnest hope as well as their firm conviction that the implementation of this declaration in the spirit which lies behind it will serve to maintain good relations between the two countries and advance the cause of world peace.

Shri Deshbandhu Gupta: May I know whether this chapter is closed, or whether Government still entertains any hope of the Government of Pakistan falling in line with India's policy in this respect?

Shri Jawaharlal Nehru: I have just stated that we have been promised a considered reply from the Pakistan Government, and we are awaiting it. As to the measure of hope that is to be attached, it is for each hon. Member to decide for himself. So far as the Government of India is concerned, a chapter of this kind can never be closed.

Shri Ethirajulu Naidu: What was the date of the letter in which a considered reply was promised?

Shri Jawaharlal Nehru: Our letter must have gone, I think, probably on the 18th or 19th January, and the acknowledgment must have come within a week, I think, or ten days. That is, we have not had the full reply since promise of it was given, for the last ten days or so.

Sardar B. S. Man: Are the Government satisfied, or have they faith that once Pakistan gives its word and assurance, it will stick to that assurance?

Mr. Speaker: Order, order. Next question.

REPORT BY DR. S. TRONE

***95. Shri Deshbandhu Gupta:** (a) Will the **Prime Minister** be pleased to state whether Government have taken any decision on the report of Dr. Trone and whether they intend to appoint a high-powered planning commission to prepare a five year plan for the Industrial and Agricultural development of India?

(b) If so, who will be its chairman and what will be its terms of reference?

The Prime Minister (Shri Jawaharlal Nehru): (a) and (b). Dr. Trone presented a report to Government giving his views regarding the state of some industries which he visited. He also made certain suggestions about future work. No question arose of Government taking any particular decision on the report. This report is an important document which is considered by Government together with other material on the subject. It is Government's intention to appoint a Planning Commission. The name of its Chairman and its terms of reference will be announced at the appropriate time.

Shrimati Renuka Ray: Would the Hon. the Prime Minister kindly inform the House when Dr. Trone's report will be placed on the Table of the House, and why it has not been so placed before this?

Shri Jawaharlal Nehru: I have already stated previously here that it was not Government's intention to place it on the Table of the House. Normally such reports are confidential reports; I am prepared, if I may say so, to show it to any Member who is particularly interested. But placing confidential reports on the Table of the House creates a precedent which Government are not likely to start.

Shri Jhunjhunwala: Does this report contain anything regarding village industries, I mean, cottage industries?

Shri Jawaharlal Nehru: No, Sir.

Shri Kamath: On what work is Dr. Trone engaged at present? Has he left India or is he still here?

Shri Jawaharlal Nehru: After the completion of this survey, Dr. Trone was for a while, engaged or asked by the Communications Ministry to visit telephone factories and make certain suggestions or proposals. He did that work and has presented his report about the telephone factories. At the present moment he is doing no particular work on behalf of the Government of India.

Shri Kamath: Is he still paid by the Government of India?

Shri Jawaharlal Nehru: No.

Shri Hanumanthaya: In how many days or months will this Commission be announced?

Shri Jawaharlal Nehru: I should imagine, not before too long.

श्री जजवारे : क्या ऐसी प्लैनिङ्ग में केन्द्र और प्रान्त को कोओरडिनेशन करने की कोई बात है ?

Shri Jajware: Is it proposed to have co-ordination between the Provinces and the Centre in such planning?

श्री जवाहरलाल नेहरू : जी नहीं, वह प्लैनिंग से सम्बन्ध नहीं रखता है, वह बात तो गवर्नमेन्ट की मशीनरी से सम्बन्ध रखती है, और उसका अलग विचार हो रहा है ।

Shri Jawaharlal Nehru: No, Sir, it does not concern planning. The matter relates to the Government machinery and so it is receiving separate consideration.

Shri Satish Chandra: Will the terms of reference of the National Planning Commission include social services also in addition to industry and agriculture?

Shri Jawaharlal Nehru: I can hardly discuss the terms of reference. Widening the planning and giving broad terms, in a sense, might include every possible activity, like social and governmental activities. But if you give such broad terms, then it becomes rather vague and diffused.

Shri Tyagi: Will this Commission have over-all powers over expenditure?

Mr. Speaker: I think we are going beyond the scope of the question.

Shri Tyagi: I only want to know whether it will control the day to day activities of government or only the planning part of it.

Mr. Speaker: Order, order. The question relates to Dr. Trone's report and all these questions arose out of the reply of the Prime Minister, that he is putting the report before the Planning Commission. The Planning Commission is not the subject-matter of discussion.

GENERAL ELECTIONS

*96. **Shri Deshbandhu Gupta:** (a) Will the Minister of Law be pleased to state whether any definite dates have been fixed for the first general elections to the House of the People?

(b) What progress has been made in the preparation of the electoral rolls and what steps have been taken to set up the electoral machinery?

The Minister of Law (Dr. Ambedkar): (a) No definite dates have been fixed for the first general elections to the House of the People. It is obviously too early to do so.

(b) As regards the preparation of electoral rolls, attention is invited to the reply given on the 9th December last to Starred Question No. 469 in the last session of the Constituent Assembly (Legislative). Some further progress has been made by the States during the last two months. The office of the Chief Election Commissioner has been set up, and that authority is expected to be appointed by the President in the near future. The preparation of a comprehensive Bill covering various matters relating to elections has also been taken in hand.

Shri Deshbandhu Gupta: Has the Minister's attention been drawn to the statement made by the Prime Minister recently that elections would be held by the end of 1950? May I know if that is the decision of the Government and, if so, whether the progress made in the preparation of electoral rolls, etc., is sufficient for holding the elections in 1950?

The Prime Minister (Shri Jawaharlal Nehru): My statement was "during the next winter", not by the end of this year: but 1950-51 winter.

Shri Tyagi: What arrangements are being made to hold by-elections in the various States for seats which have fallen vacant during the last six or seven months?

Dr. Ambedkar: This is a matter which is left to the Governors of the Provinces and they are also under such orders as the President is authorised by the Constitution to give in this behalf.

Shri Vyas: Have Government given any special attention to get the electoral rolls prepared in the case of such States where there are no Legislatures at present?

Dr. Ambedkar: Certainly.

Shri Bharati: May I know if it is a fact that the Government of India have asked the Provinces and States to give their opinion regarding the desirability of holding the elections after the 1951 census so as to have a breathing time? I understood from the papers that the Government of India have asked the various States as to their opinion regarding the advisability of holding the general elections after the 1951 census.

Dr. Ambedkar: I am not aware of any such proposal.

Shri Tyagi: Have instances come to the notice of the Government of seats which had fallen vacant months ago in various States and which have not yet been filled up?

Dr. Ambedkar: That is a matter for the Provinces.

Shri Deshbandhu Gupta: Is the hon. Minister aware of the fact that assurances were given by the Deputy Prime Minister to the Constituent Assembly that in certain areas like East Punjab, Delhi and perhaps Bombay or West Bengal fresh elections will be based on a fresh census? If so, what steps are being taken by the Government to have a census in these areas before the electoral rolls for the new elections are prepared.

Dr. Ambedkar: I do not think that is a correct statement of facts.

Shri Deshbandhu Gupta: May I draw the Prime Minister's attention to the question and the reply of the hon. Law Minister and ask him whether it is a fact or not that the Deputy Prime Minister had given an assurance?

Mr. Speaker: The hon. Minister has already replied to the question.

Shri Deshbandhu Gupta: He says that it is not a fact. I want the Prime Minister to say whether it is a fact or not. The assurance is on record.

Shri Kamath: Has the hon. Minister's attention been drawn to a United Press of India report from Madras that the Government of India in a communication addressed to the State Governments have asked them whether it would be convenient for them if the elections to the Legislatures of the States are held a few months after the 1951 Census is over?

Dr. Ambedkar: I am not aware of it.

TREATY BETWEEN THE LATE BRITISH INDIAN GOVERNMENT AND PORTUGUESE GOVERNMENT

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

(a) what arrangements existed between the late British Government of India and the Portuguese authorities regarding the defence of Portuguese India; and

(b) whether these arrangements were governed by any treaty regarding the position and strength of Armed Forces in that territory?

The Deputy Minister of External Affairs (Dr. Keskar): (a) and (b). By the 'British Government of India' the hon. Member presumably means the Government of India prior to August, 1947. No arrangements for the defence of Portuguese India existed between the two Governments.

Sardar Hukam Singh: Is the Government aware that the armed forces in these areas have almost been doubled?

The Prime Minister (Shri Jawaharlal Nehru): We are not aware of the exact increase in them but so far as the Government of India is concerned it does not make very much difference if they are trebled or quadrupled.

PORTUGUESE POSSESSIONS IN INDIA

*99. **Sardar Hukam Singh:** Will the **Prime Minister** be pleased to state whether the Government of India have instructed their representative in Portugal to raise the question of the future of Portuguese possessions in India and if so, with what result?

The Deputy Minister of External Affairs (Dr. Keskar): Our Minister in Portugal has been fully instructed in regard to the Government of India's views and it is his function to make them known to the Portuguese Government.

Sardar Hukam Singh: Have this Government any information as to whether he has proceeded in that matter and, if so, how far?

Dr. Keskar: Government have no information but they presume that he will make them known at the proper time.

Shri Kamath: Is Government aware that some Portuguese high officials or diplomats abroad are subtly working against the merger of Goa and other Portuguese possessions with India? Has the Minister's attention been drawn to a speech made at Dar-es-Salaam by the Portuguese Consul General in East Africa to the effect that the people of India had a low culture whereas the Goans were brought up in Western civilisation and culture, and any such integration or merger with India will lead to Christianity being endangered owing to the fact that India's population in the main consisted of Hindus?

Dr. Keskar: The hon. Member is giving the views of a certain Portuguese official.

Shri Kamath: He is a Consul General.

Dr. Keskar: Might be.

The Prime Minister (Shri Jawaharlal Nehru): There is no doubt that Portuguese high officials have been giving their views on that subject either in moderate language or immoderate language occasionally. There is also no doubt that so far as the Government of India is concerned Goa will have to come to India.

INDIAN CITIZENSHIP DECLARATION BY GOANS

*100. **Sardar Hukam Singh:** Will the **Prime Minister** be pleased to state whether it is a fact that about a lakh of residents of Portuguese India who live and work in the adjacent territory of the State of Bombay will have to file declarations to acquire Indian citizenship?

The Deputy Minister of External Affairs (Dr. Keskar): The hon. Member is probably referring to the large number of Goans who reside and work in Bombay and its environs. The position under the Constitution is that a Goan who had his domicile in India and had been ordinarily resident in India for not less than five years immediately prior to the 26th January 1950 automatically became a citizen of India on the said date, provided that he had

not voluntarily acquired the citizenship of any foreign State. The acquisition of Indian nationality by Goans after that date will be governed by any enactment that Parliament might pass regarding Indian Nationality.

Sardar Hukam Singh: Would the Government consider the possibility of giving dual citizenship, so that there might be no adverse effect if and when the plebiscite is taken?

Dr. Keskar: No.

DECREASE IN DEMAND FOR JUTE GOODS IN FOREIGN MARKETS

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

(a) whether there was a decrease in demand for jute goods in overseas markets during the year 1949;

(b) if the answer to part (a) above be in the affirmative, what are the reasons therefor; and

(c) what are the steps taken to improve the position?

The Minister of Commerce (Shri Neogy): (a) to (c). Demand is a relative term. The quantity of jute goods exported from India during the calendar years 1947, 1948 and 1949 is respectively 8,33,000 tons, 9,57,000 tons and 8,00,000 tons. Although the figures for 1949 show some decline as compared with the previous years, it cannot be taken as a definite indication of a decrease in demand for jute goods in overseas markets for we have not been able to meet all the demands that have been made on us because of difficulties of obtaining raw jute and the consequent curtailment in the production of jute goods. It does not, however, mean that there is no price resistance and substitutes will certainly gain ground if supplies of raw jute at economic prices are not available. Government have the position under constant review. They are taking steps to increase the production of raw jute within the Union of India, and have also adjusted the incidence of tax on exports of jute and jute goods in such a way that it does not adversely react on the demand abroad.

Shri B. K. Das: Has the demand gone down from the U.S.A. or any other country or is it just the same now as before?

Shri Neogy: I have already said that the demand is such that we cannot meet it. The demand has not gone down and any decrease in the actual exportation of jute goods to any foreign country would not be an indication of any reduction in the demand at the moment.

Shri Sidhva: May I know whether all raw jute which was held over by Pakistan has been released now?

Shri Neogy: I do not know whether it arises out of the question but I am prepared to answer that. As a matter of fact, as far as I am aware—and I am making the statement on the basis of the latest information available to me—not even 1/7th of the raw jute which we have claimed has yet reached Indian territory.

Shri Chaliba: Is it a fact that 80 per cent. of the jute from Eastern Pakistan has been smuggled into India by Pakistanis and we are better off in that way?

Shri Neogy: My hon. friend may be in a position to enlighten the House on that subject, but I am not.

DEARTH OF TECHNICAL AND SUPERVISORY PERSONNEL FOR RUNNING INDUSTRIES

***103. Pandit M. B. Bhargava:** (a) Will the **Prime Minister** be pleased to state whether it is a fact that there is dearth of technical and supervisory talents for controlling and running various industrial undertakings?

(b) If so, what steps are being taken by Government to make India self-sufficient in her requirement of such personnel?

The Prime Minister (Shri Jawaharlal Nehru): (a) There is dearth in certain fields, particularly at the higher levels.

(b) Foreign technicians are employed, where absolutely necessary, and suitable Indian personnel are attached to them to gain experience. In certain cases, Indians are sent overseas to acquire training in well-established institutions.

I would invite attention to the answer given by the Minister for Education in the Constituent Assembly (Legislative) on the 20th December, 1949, in reply to a similar question tabled by Shri R. K. Sidhva.

Shri Kamath: Are there any exact figures to show how many foreigners are employed in India in these technical and supervisory capacities?

Shri Jawaharlal Nehru: No doubt there must be, but I have not got them with me at the moment.

Shri Tirumala Rao: Is it a fact that while there is a dearth of technical personnel on the one hand, there are a large number of students who have returned from America and Eng'land after completing their technical training going about without jobs?

Shri Jawaharlal Nehru: Yes. Government is regretfully aware of that fact. This is partly due to maladjustments and lack of training, and partly due to the fact that many of them were sent abroad to learn special subjects which at the present moment are not needed here. Anyhow we are trying to do everything in our power to absorb them.

Shrimati Durgabai: While Government give scholarships to the students to go abroad, do they also give an undertaking to take their services as soon as they complete their training?

Mr. Speaker: I think a similar question has been put many times and answered.

Shri Sidhva: Is it a fact that in the face of this dearth of scientists and technicians, notices have been given in various Ministries to engineers and scientists, terminating their services? If so, what is the reason for it?

Shri Jawaharlal Nehru: I should be glad if Mr. Sidhva brings such cases to my notice.

Shri Sidhva: Is it not a fact that the Works, Mines and Power Ministry have given notices to so many engineers?

Mr. Speaker: I am afraid there is a confusion. He is probably referring to retrenchment.

Shri Sidhva: The point is there is a dearth of technicians in this country. As such may I know why notices have been served on some of the engineers and scientists when large numbers of them are required in various Provinces?

Mr. Speaker: But it may not be persons with the identical qualifications as are required.

Shri Kamath: Before foreign technicians and experts are imported into this country, are their qualifications and previous experience checked up by the Government or by any machinery here?

Shri Jawaharlal Nehru: I hope the hon. Member does not imagine that people are imported without checking their qualifications.

Shri Kamath: But who checks them?

Mr. Speaker: It is obvious. Next question.

INDO-PAKISTAN TRADE AND COMMERCE

***104. Pandit M. B. Bhargava:** (a) Will the Minister of Commerce be pleased to state what is the present state of Indo-Pakistan trade and commerce resulting from the stoppage of the supply of coal to Pakistan?

(b) Have the Government of Pakistan taken any counter action in connection with the supply of petrol and other commodities to the State of Punjab or have they denied transit facilities for goods consigned to India from countries across Pakistan?

(c) If so, what steps do the Government of India intend to take or have taken to ensure despatch of such consignments to India?

The Minister of Commerce (Shri Neogy): (a) The trade between the two countries is practically at a standstill.

(b) Information has been received that Pakistan has detained certain consignments of Afghan dried fruits in transit. The State of Punjab is now supplied with petrol and other commodities from the port of Bombay and not through Pakistan.

(c) The Government of India have protested to the Pakistan Government against the hold up of transit goods.

Dr. Deshmukh: Is the hon. Minister aware of the news item published today that the Pakistan Government has opened trade relations with the South African Government?

Shri Neogy: Yes, as a matter of fact the newspapers have published the telegrams that have been exchanged between the two Governments on this subject.

Syed Nausherahi: With reference to the answer to part (c) of the question, may I know when the protest was made?

Shri Neogy: I am afraid I have not got the date with me at present.

Shrimati Renuka Ray: Is there any substance in the insinuation contained in the question put by Shri Chaliha regarding the smuggling of jute across the Indian border?

Shri Neogy: So far as the Government of India are aware, no jute has been smuggled into India from Pakistan.

INSTALLATION OF STEEL PLANTS

*105. **Pandit M. B. Bhargava:** (a) Will the Minister of Industry and Supply be pleased to state whether any progress has been made by Government in the installation of two steel plants to increase the steel production in India?

(b) Will any part of the capital be subscribed by the public?

(c) Have the Government of India approached the International Bank to grant a loan for the purpose and if so, for how much and on what terms?

(d) Is it a fact that a Mission from the said Bank visited India in January this year, and if so, what prospects are there of getting the loan applied for?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) Government intend to establish two steel plants (one in the Madhya Pradesh and the other in Orissa) with an annual production capacity of 500,000 tons each with facilities for doubling this capacity. The steps necessary to be taken to implement this decision are under consideration. The main obstacle is finance.

(b) The extent to which private capital, if any, should be permitted is under consideration.

(c) Yes; the matter is still under negotiation.

(d) A Mission is expected to visit India next month.

Shri Kamath: Which of the plants gets priority, the Madhya Pradesh one or the one in Orissa Province?

Dr. S. P. Mookerjee: We have placed Madhya Pradesh first.

Shri Tirumala Rao: With regard to part (c) of the question, what is the amount for which Government have applied for a loan from the International Bank?

Dr. S. P. Mookerjee: The total estimate comes to Rs. 89 crores for one plant, of which Rs. 30 crores will be rupee expenditure and the rest will be foreign exchange—hard currency Rs. 11 crores and soft currency Rs. 48 crores.

Shri Biswanath Das: May I know whether the Government of India have instructed the Government of Orissa to issue notices for acquisition of sites for the installation of the steel plant in Orissa?

Dr. S. P. Mookerjee: No.

Shri Biswanath Das: Are the Government of India aware of the fact that such notices have actually been issued and that representations have been made to the Government of Orissa and also to the Government of India against such acquisitions?

Dr. S. P. Mookerjee: The Government of Orissa might have issued notices for their industrial development, but nothing under the instructions of the Government of India.

Shri Ethirajulu Naidu: May I know what is the amount of loan sought from the International Bank?

Dr. S. P. Mookerjee: The whole scheme is before them. After they hold a preliminary examination they will tell us how much will be available.

Shri Biswanath Das: May I know whether the starting of these industries depends on the sanction of the loan from the International Bank?

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Mr. S. P. Mookerjee: That will be a very important consideration. Unless we get the money how can we proceed?

Pandit M. B. Bhargava: Have the Government of India come to any decision about the maximum rate of interest that they like to pay for such loan?

Dr. S. P. Mookerjee: The matter is under negotiation.

Shri Biswanath Das: Why not start both these plants simultaneously after we secure the loan from the International Bank?

Dr. S. P. Mookerjee: That will double the expenditure.

Shri Sidhva: The hon. Minister made a statement in the last Assembly that negotiations were going on with an American firm. May I know whether these negotiations have failed or whether the matter is still under negotiation?

Dr. S. P. Mookerjee: We have not got any definite offer which I may report to the House.

Shri B. Das: Have Government taken into account the fact that a large amount of money is being spent in Orissa on the *Hirakud* hydro-electric project, and if so, do they not consider that the Orissa steel project should have priority over the one in C.P. which has no hydro-electric project at present?

Mr. Speaker: We will proceed to the next question.

Shri Biswanath Das: May I ask whether Government are also aware that they will be getting hydro-electric power from *Hirakud* a year earlier than was originally programmed?

Mr. Speaker: I fail to see how these questions arise. Next question.

ESTABLISHMENT OF RADAR AND WIRELESS EQUIPMENT FACTORY

*106. **Pandit M. B. Bhargava:** (a) Will the Minister of Industry and Supply be pleased to state whether the Government of India invited British technical experts to advise them on the setting up of a radar and wireless equipment factory in India?

(b) If so, who were the experts who visited India and on what terms was the visit arranged?

(c) Have they completed their survey, and submitted their report to the Government of India?

(d) If so, what are their main recommendations?

(e) When is India likely to be self-sufficient in her requirement of these equipments?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) Yes.

(b) Experts of Messrs. Marconi's Wireless Telegraph Co. Ltd., U.K., visited India. They will be paid £7,500 on submission of their report.

(c) They have completed their survey but have not yet submitted their report.

(d) Does not arise.

(e) This can be stated only after examining the project report of this firm as well as the report of another firm (Compagnie Generale De Telegraphie, Sans Fil, Paris) which has also been asked to furnish a report on this industry.

EXPORT AND IMPORT TRADE COMMITTEE REPORT

*107. **Pandit M. B. Bhargava:** (a) Will the Minister of **Commerce** be pleased to state whether the Committee, appointed by the Government of India to enquire into and make its recommendations regarding the Export and Import trade and its control by Government by establishing a State Trading Corporation, has submitted its report?

(b) If so, what are its recommendations and how far have Government accepted them?

(c) By which time are such recommendations likely to be implemented?

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

(b) Does not arise.

(c) The Committee is expected to submit its report by the middle of March 1950 and Government will give urgent consideration to the report when received.

LICENSES FOR IMPORT AND EXPORT

*108. **Shri S. C. Samanta:** Will the Minister of **Commerce** be pleased to state what is the number of applications for licenses for import and export received during the period from April, 1949 to December, 1949 and whether all applicants whose applications had been rejected were informed in time with reasons of rejection?

The Minister of Commerce (Shri Neogy): The number of applications for import licences received during the period April 1949 to December 1949 is about 2,18,000 and the number of applications for export licences including enquiries relating to exports received during the same period is about 2,77,000.

As far as it is practicable the reasons for rejection are communicated in broad outline to the parties at the time of rejection.

Shri S. C. Samanta: May I know how those applications are dealt with and what is the system of priority followed?

Shri Neogy: I am afraid I was not quite ready to reply to such a question on the basis of the reply that I have given.

Shri Tirumala Rao: May I know the average time taken for the disposal of all these applications?

Shri Neogy: I am afraid I have not made any calculation of the average time, but the time varies from case to case and category to category.

Shrimati Renuka Ray: Would the hon. Minister kindly enlighten the House as to whether any licences are still issued for the importation of luxury goods from hard currency areas?

Shri Neogy: Not at all. They have not been given for some time. I could give the specific dates if my hon. friend were to put a special question to me on this subject.

Shri B. Das: May I know what amount is collected on account of the fee for import licences?

Shri Neogy: It is too early yet for me to give the information.

Shri Gautam: May I know whether import licences are given for textiles at present?

Shri Neogy: Not generally, but there may be one or two cases where, for instance, we are under an obligation by a trade agreement, with certain specific countries, to allow importation to a very limited extent of certain specialised items.

Shrimati Durgabai: If it is a fact that no licences have been issued for the import of luxury goods in recent months, how is it that the market is full with luxury goods?

Shri Neogy: That is exactly what I should like to know.

Shri Goenka: Are cosmetics imported under the head "pharmaceuticals"?

Shri Neogy: I do not think so.

Shri Goenka: Will he please check it?

Shri Sidhya: May I know the number of applications which remained undischarged during the same period?

Shri Neogy: I am afraid I must ask for notice of that question.

ABDUCTED WOMEN

*109. **Sardar Hukam Singh:** (a) Will the Prime Minister be pleased to state what is the total number of non-Muslim abducted women recovered in West Pakistan and brought to the Lahore Transit Camp during October, November and December, 1949.

(b) How many of these refused to be restored to their relatives in India and were handed over back to their abductors?

(c) How many cases were referred to the Joint Tribunal and in how many cases were the decisions unanimous?

The Minister of Transport and Railways (Shri Gopaldaswami): (a) 860.

(b) None.

(c) 64 cases were referred to the Joint Tribunal and in 63 of these cases the decisions were unanimous.

Sardar Hukam Singh: Was the sixty-fourth case where they could not agree, referred to the high-power committee?

Shri Gopaldaswami: Yes, and it is pending with the high-power committee.

Sardar Hukam Singh: What is the corresponding number of such women recovered in India and restored to Pakistan during the same period?

Shri Gopaldaswami: In the month of October we recovered 855, in November 293 and in December 74.

Sardar B. S. Man: Among these abducted women who are being brought back are there a substantial number from Kashmir territory who were held by the raiders?

Shri Gopaldaswami: Yes, there was a substantial number in the figures quoted, particularly for the month of October.

Sarimati Sucheta Kripalani: What is the total number of abducted women recovered from Pakistan during the last six months and what has been the expenditure incurred during this period?

Shri Gopalaswami: I am afraid I have not got the figures for the six months—I have given the figures for the three months mentioned in the question. I might add that for the month of January up to 21st January, 1950, 34 more women were recovered in Pakistan.

Sarimati Durgabai: Arising out of answer to (b), may I know whether the hon. Minister could tell the House as to whether Government had investigated into the cases of their refusal to get restored back to their relatives, and if so, what is the report?

Shri Gopalaswami: The answer is that none of them said they didn't want to go back to their relatives.

گوانی جی - ایس مسالو : کوا یہ تھوک ہے کہ کچھ ہندو اور سکھ عورتیں جو
 این - ڈیلو - ایف - پی سے لائی گئیں ہیں وہ لاہور ٹرانزٹ کیمپ کے بجائے لاہور زنا
 جیل میں رکھی گئی ہیں ؟

Giani G. S. Musafir: Is it a fact that some Hindu and Sikh women brought recently from N.W.F.P. have been lodged in the Lahore Zanaat Jail instead of the transit camp there?

Shri Gopalaswami: So far as I am concerned, I have no figures as to the number of people from the N.W.F.P. put in the Lahore jail. These are all cases who went into our Lahore camp.

NEGOTIATIONS WITH THE OWNERS OF VIZAGAPATAM SHIP-BUILDING YARD

*110. **Prof. K. T. Shah:** Will the Minister of Industry and Supply be pleased to state as to what is the result of the negotiations with the owners of the ship-building yard at Vizagapatam?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): Owing to current budgetary position, Government have decided not to take over the Vizagapatam yard at present and propose to review the matter after a year. Meanwhile, in order to prevent the yard from closing down, it has been decided to place orders with Scindias for building three ships of 8,000 tons each on Government account.

Prof. K. T. Shah: What is the estimated cost of each of these ships that Government have ordered with this yard and how would this cost compare with corresponding tonnage built in England?

Dr. S. P. Mookerjee: The estimated cost will be about Rs. 64 lakhs each and the subsidy to be given for each ship will come to about Rs. 25 or 24 lakhs.

Prof. K. T. Shah: May I enquire what was the cost of smaller ships built by the Company earlier?

Dr. S. P. Mookerjee: It was nearly Rs. 70 lakhs.

Shri Tirumala Rao: As a result of the new set-up, may I know to what extent the labour force has to be retrenched from that ship-yard?

Dr. S. P. Mookerjee: Some retrenchment will be inevitable, but we are expecting that the bulk of the technical personnel will be maintained. Recently the management and labour have come to some agreement with regard to the retrenchment to be made.

Shri Sidhya: What would be the cost of a similar ship of equal tonnage if built in England?

Dr. S. P. Mookerjee: I suppose a similar ship built in England would cost about Rs. 40 lakhs.

Shri Goenka: What are the Government going to do with these three ships which they have ordered?

Dr. S. P. Mookerjee: We can either sell them or Scindias may take them over or we can run them on charter. That has not been decided finally.

RECOMMENDATIONS OF FRENCH EXPERTS *re* SHIP-BUILDING YARDS

*111. **Prof. K. T. Shah:** (a) Will the Minister of **Industry and Supply** be pleased to state what were the recommendations made by the French experts recently invited to consider the facilities now existing in this country for building modern, ocean-going ships in India at Vizagapatam or elsewhere?

(b) What steps have been or are proposed to be taken to implement the recommendations, or any of them, which have been accepted by Government?

(c) If any of these recommendations have not been accepted, what are the reasons for not accepting them?

(d) What alternative arrangements have Government in view to meet the same end?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) I shall have copies of the report circulated to hon. Members.

(b) to (d). The recommendations are still under consideration.

Prof. K. T. Shah: May we know when Government will make up its mind about these recommendations?

Dr. S. P. Mookerjee: I said in answer to a previous question that after a year the whole matter will be re-examined.

Prof. K. T. Shah: How long ago was it that the French experts reported?

Dr. S. P. Mookerjee: Less than a year ago.

WRITTEN ANSWERS TO QUESTIONS

DEVELOPMENT OF SERICULTURE

*97. **Seth Govind Das:** Will the Minister of **Industry and Supply** be pleased to state the steps taken to develop sericulture in India?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): A statement is laid on the Table. [See *Appendix I, annexure No. 9.*]

STATE TRADING SCHEMES

*101. **Shri Barman:** (a) Will the Minister of **Commerce** be pleased to state what were the State Trading Schemes undertaken during the war?

(b) What are the final results of loss or profit of such schemes?

(c) Are any such schemes still continuing and if so, what are those?

The Minister of Commerce (Shri Neogy): (a) I presume the hon. Member is referring to State Trading Schemes undertaken by Commerce Ministry. The only scheme undertaken during the war, as far as this Ministry is concerned, was the scheme for the pool purchase of Egyptian cotton in collaboration with the U.K. and the bulk purchases of East African and Sudan cotton. Under the former scheme, Egyptian cotton was purchased through a Co-ordination Committee at Alexandria consisting of representatives of U.K. and India. Funds for these purchases were provided to the Committee in advance by the two Governments, and cottons when received were allocated to mills on the basis of actual costs, including an element to cover administrative charges.

(b) Neither the Pool purchase of Egyptian cotton nor the bulk purchase of Sudan cotton entailed any profit or loss. Though East African cotton was covered by bulk purchase contract, the imports were arranged through normal trade channels and the question of profit or loss to Government did not arise.

(c) Only the arrangements for the bulk purchase of East African cotton are being continued at present on a year to year basis.

PERSONS TRAINED AT TECHNICAL TRAINING CENTRES

***112. Dr. Deshmukh:** (a) Will the Minister of Labour be pleased to state the total number of persons trained at the Technical Training Centres upto 1st January, 1950?

(b) Are any of these trained personnel unemployed?

(c) If so, what are the reasons for their unemployment?

(d) What efforts are being made to adapt the training to the requirements of existing industries?

The Minister of Labour (Shri Jagjivan Ram): (a) The total number of persons trained at the Technical Training Centres of the Ministry of Labour upto 1st January, 1950 is 19,048.

(b) According to the information available with the Employment Exchanges, 2,914 ex-trainees would appear to be unemployed.

(c) The following factors have generally stood in the way of employment of ex-trainees:

(i) lack of employment opportunities due to slowing down of programmes of industrial development, both Government and private;

(ii) unwillingness on the part of trainees to proceed to other areas for employment;

(iii) expectation, in some cases, of a higher rate of pay than what is warranted by their ability and skill.

The exact reasons in all cases, however, are not known.

(d) The existing Training Schemes cater for displaced persons and ex-Servicemen only and are due to be terminated very soon. It has since been decided to introduce in their place a Technical and Vocational Training Scheme for adult civilians. The following measures are being taken to keep the training under this Scheme in step with the requirements of industry:

(i) The training facilities provided in the States are being reviewed and adjusted according to their requirements in consultation with the State Governments so that the trainees may be absorbed, on completion of their training in the economy of the State.

- (ii) Arrangements are being made to associate representatives of industry and workers with the training and trade-testing of the trainees at the end of their training.
- (iii) A Sub-Committee of the Regional Employment Advisory Committee consisting of representatives of employers and workers is being set up to supervise the training in each region.

With a view to making the trainees more acceptable to employers, it is also proposed to arrange, in due course for them to spend some time as apprentices in industrial undertakings with a view to gaining experience of production work under factory conditions.

INTRODUCTION OF METRIC SYSTEM OF WEIGHTS AND MEASURES

*113. **Giani G. S. Musafir:** (a) Will the Minister of Industry and Supply be pleased to state what stage the plan and proposal for introduction of the metric system of weights, measures and coins, etc., have reached?

(b) How much time will the proposal take to come into effect?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) The Indian Standards Institution has framed certain proposals regarding the introduction of the metric system of weights and measures. The Report of the Institution is now under the consideration of the Government.

The introduction of decimal coinage depends on the general adoption of the metric system of weights and measures.

(b) The proposals must be considered very carefully and in consultation with the State Governments and various other interests. That will take some time. There must also be a period of transition.

PRESS NOTE re DECONTROL OF EXPORT PRICES OF COTTON TEXTILES

*114. **Shri Tyagi:** (a) Will the Minister of Commerce be pleased to state if a Press Note was issued by his Ministry on 3rd January, 1950 regarding decontrol of export prices of cotton textiles?

(b) Is it a fact that another Press Note was issued stating that the first note was issued through inadvertence?

(c) What were the circumstances which led to the issue of the first Press Note?

The Minister of Commerce (Shri Neogy): (a) and (b). Yes, Sir.

(c) The removal or relaxation of existing price-control on export of cotton textiles has been under consideration of Government for some time. There were several other questions which were being considered along with this and the intention was that the entire Government policy on the subjects of import duty on raw cotton, partial relief to the consumer from the levy of excise duty on cotton textiles and the removal of price control on export of cotton piece-goods should be examined as a whole and Government policy on all these questions announced at the same time. The position, as stated in the first Press Note, while it represented Government's decision on one of the three questions, was not intended to be publicised until a decision on the other questions had also been reached. Since then, Government's decisions on all the three questions have been announced.

The premature publication of Government's decision on removal of price-control on export of cotton piecegoods was due to inadvertence, because of a genuine misunderstanding on the part of certain officers.

NORTH-EAST FRONTIER TRACT TRIBAL AREA

*115. **Shri Buragohain:** Will the Prime Minister be pleased to state whether Government have received any proposals from the Governor of Assam regarding the exclusion of the plains areas in Sadiya, Tirap and Balipara from the North-East Frontier Tract tribal area?

The Deputy Minister of External Affairs (Dr. Kekar): No.

COMPENSATION TO DISPLACED PERSONS FOR LOSS OF PROPERTY

*116. **Ghani G. S. Musafir:** (a) Will the Minister of Rehabilitation be pleased to state whether Government are considering any plan to compensate the displaced persons for the loss of property (movable and immovable) incurred in Pakistan?

(b) If not, what steps are Government taking to settle the question of evacuee property left behind in Pakistan?

The Minister of State for Rehabilitation (Shri Mohan Lal Saxena): (a) A concrete plan of compensation can be worked out only after the Government have the necessary data available and some settlement is reached with the other country. In regard to agricultural land in the Punjab for which data have become available, a quasi permanent allotment is being proceeded with. An Ordinance has also been recently passed by Government which, it is hoped, will enable Government to deal with other claims. After the claims have been received and verified, and a final decision is taken as to the extinguishment of titles to evacuee properties, it would become possible to evolve a detailed scheme.

(b) Government have been continuously negotiating with Pakistan on this subject with a view to reaching an agreement acceptable to both Governments.

RECEIVING WELCOME ADDRESSES IN VALUABLE CASKETS

*117. **Shri Bhatkar:** (a) Will the Prime Minister be pleased to state if any letter has been sent to the Government of Bihar deprecating the idea of Ministers and Government servants receiving welcome addresses in valuable caskets?

(b) Are there any instructions in force in this respect?

(c) If not, are any rules proposed to be framed or instructions contemplated to be issued on the subject?

(d) Was the above letter issued to other Provincial Governments also?

The Prime Minister (Shri Jawaharlal Nehru): (a) to (d). No special or separate instructions were sent on the subject to the Government of Bihar. The Prime Minister issued a message to the Press on the 22nd November 1949. This message was subsequently circulated to all Provincial Governments and Chief Commissioners. A copy of this message, as also extracts from relevant rules applicable to Government servants, are placed on the Table of the House. [See Appendix I, annexure No. 10.]

It is not proposed to frame any additional rules or instructions on the subject.

SHIPPING FOR COASTAL AND OVER-SEA CARRYING TRADE

1. Prof. K. T. Shah: Will the Minister of Commerce be pleased to lay on the table of the House a statement giving the following particulars:

(i) The stage which has been reached with regard to providing the necessary shipping tonnage to enable India to take her due share in carrying the trade of this country, both along her own coasts, as well as with over-seas countries;

(ii) The amount of capital, if any, which has been already invested by private investors or by Government, in purchasing or facilitating the purchase of the necessary shipping to give effect to the policy of making Indian-owned and Indian-manned shipping take a substantial share in the coastal as well as the over-seas carrying trade of the country;

(iii) How many of the three projected Shipping Corporations to participate in India's over-seas carrying trade have already been formed and organised; what is the capital subscribed for each, and what are the arrangements made for the management of each; and

(iv) The arrangement which has been made for the allocation and assuring of any section of our over-seas carrying trade, partially or wholly, to each of these Corporations?

The Minister of Commerce (Shri Neogy): (i) Apart from the aid contemplated to be provided by the Government of India through the scheme for a Government-sponsored Shipping Corporation for participation of Indian tonnage in the overseas trades of the country, the Government of India have been giving all possible assistance to private companies in acquiring all the tonnage that their financial resources permit and the present Indian-owned tonnage is approximately four lakhs gross tons compared with the pre-war figure of about one lakh tons. The progress made by Indian shipping in the coastal trade, whose total requirements have been estimated to be 2½ to 3 lakhs gross tons, may be seen from the following figures of Indian-owned tonnage employed on the coast on various dates:

1939	.	.	.	.	1,25,000	approximately.
1948	.	.	.	.	1,50,000	
1949	.	.	.	.	1,92,770	

Indian companies entered the overseas trades of the country only in 1948 and have at present 24 vessels of a total GRT of 1,79,052 employed in these trades, as detailed below:

India/North America trade 6 ships of GRT	.	.	.	.	46,100
India/UK/Continent trade 16 ships of GRT	.	.	.	.	118,519
India/Australia trade 2 ships of GRT.	.	.	.	.	14,433

(ii) The Shipping Integration Committee has, in its Report, stated that Indian shipping companies have invested a capital of approximately Rs. 22 crores in the last few years. As regards Government investment, approximately Rs. 40 lakhs have so far been spent on purchasing two vessels for the proposed first Government-sponsored Shipping Corporation.

(iii) Having regard to the general financial situation and other relevant circumstances it is proposed to float only one Corporation for the present. The capital to be subscribed will approximately be Rs. 2 crores during this and the next financial year. The Managing Agency is proposed to be entrusted to the Scindia Steam Navigation Co., Ltd., Bombay.

(iv) The Corporation will apply for admission to the Conferences covering the trades in which it proposes to participate. The Government of India will give the Corporation all reasonable assistance in securing admission to the trades and also in their participating in them without restrictions or handicaps.

COASTAL AND OVERSEAS CARRYING TRADE

2. Prof. K. T. Shah: Will the Minister of Commerce be pleased to lay on the Table of the House a statement giving the following information:

(i) The steps which have been taken to secure the complete reservation of our coastal carrying trade to Indian-owned, Indian-manned, and Indian-controlled shipping;

(ii) Whether any clause has been inserted in any trade treaty with any country assuring to India a reasonable and adequate proportion of the carrying trade between this country and the country with which such Treaty has been made and if so, what that clause is and in treaties with which countries it has been inserted;

(iii) The amount of the coastal trade of India which was carried in Indian bottoms during 1947-48, 1948-49 and 1949-50, giving the latest figures available for the last mentioned year, and the amount of that trade which was carried in non-Indian-owned bottoms;

(iv) Whether Government are aware of any agreements subsisting between the shipping companies operating in Indian coastal waters, fixing the proportion of such carrying trade as the share of each such concern and if so, the substance and effect of such agreement, and whether Government contemplate bringing about any revision of the same;

(v) The steps which have been taken to enable Indian-owned shipping to take its due share in the carrying trade of India with such countries as those on the Persian Gulf, the Malayan Littoral, or Indonesia;

(vi) The amount of tonnage owned by shipping concerns registered abroad still engaged in the coastal carrying trade of this country; and

(vii) The proportions of the volume and value of the imports into and exports from India carried by (a) Indian-owned ships and (b) non-Indian owned vessels, for the years 1945-46, 1946-47, 1947-48, 1948-49 and 1949-50?

The Minister of Commerce (Shri Neogy): (i) The licensing system introduced for the coastal trade under the Control of Shipping Act, 1947, will enable the Government to reserve the trade for Indian shipping at any time. Through the operation of this licensing system gradual decrease in the foreign tonnage employed on the coast is being effected with a corresponding increase in the Indian tonnage as and when they become available. Government is also giving all possible assistance and facilities to Indian shipping to increase their tonnage. Government is also helping in increasing the availability of qualified Indian personnel by their revised scheme of training on the *Dufferin*, under the Directorate of Marine Engineering and the Nautical and Engineering College at Bombay.

(ii) Yes. Shipping clauses have been included in the Trade Agreements themselves or in documents exchanged simultaneously with Finland, Austria, Czechoslovakia, Poland and the clauses run as under:

"Both the Contracting Parties will provide all facilities that they can reasonably accord to secure that the ships of the Contracting Parties carry as large a proportion as possible of goods exported from or imported into their respective countries under this Agreement."

(lif) A statement of the coastal cargo and the percentage of that trade, carried in Indian and non-Indian bottoms is attached herewith. [See *Appendix I, annexure No. 11.*]

(iv) Yes. There is one Tripartite Agreement between the British India, Asiatic and Scindia Steam Navigation Companies, which came into force in 1934, and by which their respective shares in the coastal trade of India, Burma and Ceylon were fixed. The following are the principal provisions of this Agreement:

- (1) The cargo carried by the vessels of the three companies in the coasting trade of India, Burma and Ceylon is to be regulated and apportioned between them according to certain specified percentages.
- (2) The Scindia Company have been permitted to carry passengers on the Rangoon-Coromandel Coast and the Rangoon-Chittagong runs.
- (3) The total gross tonnage of Scindia Company (owned or chartered) has been raised to 100,000 gross tons.
- (4) The rates of freight for the carriage of cargo and the scales of passenger fares are to be jointly fixed in writing by the parties after mutual consultation and consent and none of the parties is to quote or charge rates less than the rates thus fixed.
- (5) In the event of any dispute or difference the matter is to be decided by arbitration.

There is also the Bhore Award by which 85 per cent. of the coastal trade in certain areas in the West Coast was reserved for the small shipping companies operating there and the balance for the major Conference Lines. The duration of the Tripartite Agreement was originally for a period of five years, and the period of currency of the Bhore Award was coterminous with the former. Though both these documents are theoretically continuing to be valid, neither the Bhore Award nor the Tripartite Agreement is at present fully operative.

The interests concerned, it is understood, will shortly enter into mutual discussions on these issues and in view of the statutory responsibility that vests in Government in regard to the coasting trade, Government will be consulted in due course, if necessary.

(v) It is expected that the discussions referred to above will cover these trades also.

(vi) The effective tonnage of the non-Indian shipping companies engaged in the coastal trade of India as on 31st December 1949 is about 1,45,000 tons gross.

(vii) The information is being collected and will be laid on the Table of the House in due course.

Monday, 6th February, 1950



PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

VOLUME I, 1950

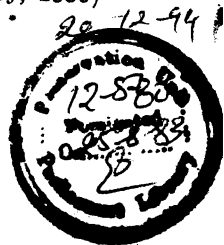
(28th January, 1950 to 23rd February, 1950)

First Session

of the

PARLIAMENT OF INDIA

1950



CORRIGENDA

to

the Parliamentary Debates (Part II—Other than Questions and Answers), 1st Session, 1950;—

In Volume I,—

1. No. 1, dated the 28th January, 1950,—

- (i) Page (i) Col. 1, after line 4 insert "Ahamedunni, Shri V.C. (Travancore-Cochin)".
- (ii) Page (ii), Col. 2, line 27 for "Rafi Ahmed, Shri" read "Shri Rafi Ahmed".
- (iii) Page (iv), Col. 2, delete line 20.

2. No. 2, dated the 31st January, 1950,—

पृष्ठ १८, आठवीं पंक्ति के आदि में "न्त" के स्थान पर "अन्त" पढ़ें।

3. No. 3, dated the 1st February, 1950,—

- (i) Page 32, line 13 for "ule" read "rule".
- (ii) पृष्ठ ७६, पंक्ति १८ में "पच्चास" के स्थान पर "पच्चीस" पढ़ें।

4. No. 4, dated the 2nd February, 1950,—

- (i) Page 103, line 3 add "it" before "is".
- (ii) पृष्ठ १०३, नीचे से दूसरी पंक्ति के अन्त में "जी" के स्थान पर "जीता" पढ़ें।
- (iii) पृष्ठ १०७, के अन्त में "आज हमको" के आगे "यह देखना होगा कि जो चीजें हमने अपने विद्यालय में रखी हैं उनको मुल्क के काम में लाया जाय। मैं अर्थ करना चाहता हूँ कि अब जमाना बदल गया है" जोड़ें।

(iv) Page 110, line 5 from bottom for "humiled" read "bundled".

5. No. 5, dated the 3rd February, 1950,—

- (i) पृष्ठ १८२, दूसरी पंक्ति में "इलको" के स्थान पर "इलाको" पढ़ें।
- (ii) Page 186, line 17 from bottom for "debator" read "debtor".
- (iii) Page 188, line 18 for "unformity" read "uniformity".

6. No. 6 dated the 6th February, 1950,—

- (i) Page 204, line 20 from bottom for "were" read "are".
- (ii) Page 212, line 12 from bottom for "of" read "the".
- (iii) Page 224, line 13 for "from" read "form". ●
- (iv) Page 232, line 20 from bottom for "happens to be the Chairman and whether he could be expected" read "will act as its President; he is an I. C. S. man and is, admittedly".

7. No. 8, dated the 8th February, 1950,—

Page 315, line 19 for "refugee" read "refuge".

8. No. 9, dated the 9th February, 1950,—

- (i) Page 369, line 24 for "are" read "am".
- (ii) Page 371, for line 18 read "giving me credit for having done something which should really go to the".
- (iii) Page 389, line 2 from bottom for "khakad" read "khahad".

9. No. 10, dated the 10th February, 1950,—

- (i) Page 415, line 2 from bottom for "detrimental" read "detrimental".
- (ii) Page 420, line 10 from bottom for "is" read "in".
- (iii) Page 431, line 3 from bottom for "L" read "5".
- (iv) Page 433, line 16 for "Trat" read "that".

10. No. 11, dated the 13th February, 1950,—

- (i) Page 454, line 25 from bottom after "was" insert "as".
- (ii) Page 463, line 21 from bottom for "re-assembled" read "then adjourned for".

(ii)

11. No. 12, dated the 14th February, 1950,—
Page 498, line 8 from bottom for "strach" read "starch".
12. No. 14, dated the 17th February, 1950,—
(i) Page 591, line 6 for "atmosphede" read "atmosphere".
(ii) Page 604, line 4 for "inperils" read "imperils" and in line 6 for "calus" read "Salus".
- (iii) पृष्ठ ६०८, पंक्ति ५ में "अम्मा" के स्थान पर "आमा" पढ़ें।
(iv) पृष्ठ ६०८, पंक्ति १२ में "तकरीर" के स्थान पर "जो तकरीर" पढ़ें।
(v) पृष्ठ ६१०, नीचे से पंक्ति ५ में "दस" के पश्चात् "दस" समाविष्ट करें।
(vi) पृष्ठ ६१४, नीचे से दूसरी पंक्ति में "तरह" के पश्चात् "से" समाविष्ट करें और 'बंगाल' के पश्चात् "से" हटा दें।
(vii) Page 616, line 12 from bottom for "then" read "their".
- (viii) पृष्ठ ६२५, पंक्ति १५ के अन्त में 'यह' को हटा दें और १६ के आदि में 'काम' के स्थान पर "महकमा" पढ़ें।
(ix) Page 637, omit "last line".
13. No. 15, dated the 20th February, 1950,—
(i) Page 659, line 12 for "acpital" read "Capital".
(ii) Page 662, line 21 from bottom for "of the" read "in the".
14. No. 17, dated the 22nd February, 1950,—
(i) Page 708, line 15 from bottom for "States" read "State".
(ii) Page 723, line 21 omit "It is" before "Jowan".
15. No. 18, dated the 23rd February, 1950,—
(i) Page 751, line 13 from bottom for "Begal" read "Bengal".
(ii) Page 758, line 24 from bottom for "turbulation on accuont" read "tribulation on account".
- (iii) पृष्ठ ७६०, नीचे से पंक्ति १८ के अन्त में "तो है मैं" के स्थान पर "हैं मैं तो" पढ़ें।
(iv) पृष्ठ ७७६, नीचे से पंक्ति ७ में "हा" को "कहा" पढ़ें।
(v) Page 783, line 2 for "a" read "as".
(vi) Page 798, line 2 for "coutry" read "country".
(vii) Page 800, line 9 from bottom for "33 percent" read "33½ percent".
(viii) Page 801, line 6 for "ward" read "award".

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PARLIAMENTARY DEBATES

(PART II—PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS)

Monday, 6th February, 1950

The House met at a Quarter to Eleven of the Clock

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

11-45 A.M.

PAPERS LAID ON THE TABLE

SUPPLEMENTARY STATEMENT SHOWING ACTION TAKEN ON REMAINING PROMISES AND UNDERTAKINGS GIVEN DURING BUDGET SESSION, 1949.

The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to lay on the Table a supplementary statement showing the action taken by the Government on the remaining assurances, promises and undertakings given during the Budget Session 1949 of the Constituent Assembly of India (Legislative). [See Appendix II].

COMMITTEE ON CIVIL AVIATION

The Minister of Communications (Shri Kidwai): Sir, I lay on the Table copy of a statement announcing the appointment of a Committee to enquire into the present state of civil aviation.

For the information of the hon. Members, I may say that the members of the Committee will be—

Mr. Justice Rajadhyaksha, Judge of the Bombay High Court (Chairman)

Mr. H. L. De, Member, Tariff Board.

Mr. R. Narayanaswamy, Joint Secretary to the Government of India, Ministry of Finance.

The terms of reference are to enquire into and report upon and to make recommendations in regard to the following matters:

- (a) the present state of the air transport industry in India in regard to both internal and external services;
- (b) the short-comings, if any, in the organisation and management of the industry as a whole or in regard to any individual company or companies;

[Shri Kidwai]

- (c) the major difficulties and defects in the industry as at present constituted;
- (d) the manner in which Indian air services, internal and external, could best be operated with the maximum economy, having due regard to all relevant factors, including passenger fares and freight and mail rates, during the five years 1950-54, providing also for adequate development of the air services and, for such purposes—
- (i) the reasonable needs of the industry, of assistance from the State and the manner and extent of such assistance and cost thereof to the State,
- (ii) regulation of the industry and control over its management by the State,
- (iii) any necessary re-organisation of the industry;
- (e) the desirability, practicability and economic consequences of the operation of the said air services under State ownership and management, either direct or through a body corporate, and the cost of acquisition of such ownership.

STATEMENT

After the end of the War, there has been rapid expansion of civil air transport services in India. While there has been concurrent growth in the amount of traffic carried by air, in passengers, freight and mail, the Government of India have noted with some concern that the air transport industry has not found stability. The importance of a well-organised system of air transport in the Communications net-work of any modern State is too well understood to need special emphasis. The Government of India consider that measures should now be taken to ensure—

- (a) that the operation of air services is placed on a firm economic footing; and
- (b) that the future development of air transport proceeds on sound and healthy lines.

For this purpose, they have decided to set up a Committee to make a review of the present state of air transport in India and advise Government on the best lines on which future development might be organised. The Committee will be constituted as follows:—

Mr. Justice Rajadhyaksha, Judge of the Bombay High Court—Chairman.

Mr. H. L. De, Member, Tariff Board

Mr. R. Narayanaswamy, Joint Secy. to the Government of India, } Members
Ministry of Finance.

A representative of the Director General of Civil Aviation and one of the Indian Air Force will be attached to the Committee as Advisers. Efforts are also being made to obtain the services of a foreign expert with wide experience of technical, financial and traffic organisation in air transport, as a third Adviser to the Committee.

Mr. K. V. Venkatachalam, Deputy Secretary to the Government of India, Ministry of Communications, will be the Secretary of the Committee.

2. The detailed terms of reference of the Committee will be as follows:—

To enquire into and report upon and to make recommendations in regard to the following matters, *viz.*—

- (a) the present state of the air transport industry in India in regard to both internal and external services;
- (b) the short-comings, if any, in the organisation and management of the industry as a whole or in regard to any individual company or companies;
- (c) the major difficulties and defects in the industry as at present constituted;

(d) the manner in which Indian air services, internal and external, could best be operated with the maximum economy, having due regard to all relevant factors, including passenger fares and freight and mail rates, during the 5 years 1950-54, providing also for adequate development of the air services and, for such purpose,—

- (i) the reasonable needs of the industry of assistance from the State and the manner and extent of such assistance and cost thereof to the State,
 - (ii) regulation of the industry and control over its management by the State,
 - (iii) any necessary reorganisation of the industry;
- (e) the desirability, practicability and economic consequences of the operation of the said air services under State ownership and management, either direct or, through a body corporate, and the cost of acquisition of such ownership.

DELHI ROAD TRANSPORT AUTHORITY BILL—*contd.*

Mr. Speaker: The House will now proceed with the further consideration of the following motion moved by the Minister of State for Transport and Railways, on the 3rd February :

“That the Bill to provide for the establishment and regulation of a Road Transport Authority for the promotion of a co-ordinated system of road transport in the Province of Delhi, as reported by the Select Committee, be taken into consideration.”

Pandit Balkrishna Sharma (Uttar Pradesh): The Bill before the House is an important piece of legislation. The Minister of State for Railways and Transport very lucidly placed before us its salient features. For the last thirty years and more, the question of transport, particularly the State management of transport and railways, has been before the country, and at long last, it has been decided that the transport services and the railways should, so far as is possible, be under State management. On account of the great competition started in transport by motor vehicle operators, the question, as to whether such free competition of private vehicle owners with the State managed railways could be tolerated, came before this House, and it was decided on principle that even road transport should be taken over by the State. With this end in view, we had a Bill in regard to the co-ordination of rail and road transports. In regard to the province of Delhi, the question was agitating the minds of many hon. Members of this House when the G.N.I.T. was in the field, and it was ultimately decided that Government should take over this concern under the name of “Delhi Transport Service”. Even though it was taken over, it was felt that in order to run it efficiently an autonomous body should be created, and as a result of that decision, the present “Delhi Transport Authority Bill” is before the House.

I have carefully gone through the various provisions. It is a very well conceived piece of legislation and there is not much in it that can be amended or changed. However, certain hon. Members who were on the Select Committee raised certain objections to the form in which the Bill has emerged out of the Select Committee. As you will see, the constitution of the D.T.A. is given in clause 4. It will consist of one member to be elected by the Delhi Municipality, one member to be elected by the Delhi District Board, one non-official member having experience in transport selected by the Central Government and three officials, the Chief Commissioner being the *ex-officio* Chairman. The criticism has been that this Authority will not be a responsible body, because the members are not all of them whole-timers. My hon. friend Prof. Saksena has emphasised the need to have at least five whole-time members.

His argument in favour of this proposal is that when we are creating an independent autonomous authority, we should see to it that there are members, whole-timers, experienced people who will devote their time and energy

[Pandit Balkrishna Sharma]

for the efficient running of the transport services in the province of Delhi. Professor Saksena has quoted in support of his argument the British Transport Act under which has been created a Commission to run the whole transport services of Great Britain. My contention is that it is not necessary for us to create an authority like that for the simple reason that here we are creating this Authority for operation of services in a very limited area, the province of Delhi or some adjacent areas to which it may be extended at a future date. It would, therefore, not be proper that we should create an authority which will not be in consonance with the area in which it will be operating.

The hon. Minister of State when he was presenting this Bill for the consideration of the House very aptly remarked that the creation of such an authority will be disproportionate to the scope of this particular Authority. It has been said, Sir, that if we do not create an authority like that, then it will not be possible for us to fix the responsibility on any one particular person if something goes amiss with the working of the Authority, or the Authority losses, say, to the tune of Rs. 40 or 50 lakhs in its working. It has been said that the General Manager under this Act will be only an officer of the Authority, who will, of course, attend the meetings of the Authority, but will have no vote. He will be only an officer who will have to carry out the orders of the Authority. Because the members of the Authority are not whole-timers, because the Chief Commissioner who is the Chairman happens to be a man with multifarious duties to perform, and because other members of this Authority will be elected members either from the municipal committee or the district board, or nominated for the purpose by Government, Government will not be able to lay its hands upon anyone if anything goes wrong with the working of the Authority. This has been one of the main arguments on which Professor Saksena suggested in his Minute of Dissent that there should be someone in the Authority who should be held responsible ultimately by the Central Government if anything goes wrong. Professor Saksena, it seems, has not been able to realise the whole set up of this Bill before us. If you look to the various sections of his Bill you will find that the Bill has been so conceived that the Central Government at every step can pin down the men if anything goes wrong with the working of this Authority. I say so because sections 20(3), 23, 39, 41, 42, 43 and 49 clearly give power to the Central Government to direct the affairs of the Authority in such a way that it will not be possible for the Authority to shirk its responsibility and if the Central Government finds that the Authority is not properly working it can take over the work of the Authority and make someone responsible for its working. Section 20(3) while defining the power of the Authority says, "Nothing in this section shall be

12 Noon construed as authorising the Authority except with the previous permission of the Central Government,—" to do certain things. Here the Central Government have definitely kept power to direct the Authority to do or not to do certain things.

Then again in section 23 it has been provided that no sanction shall be accorded by the Authority to any schemes estimated to result in a capital expenditure exceeding Rs. 50,000 without the previous approval of the Central Government. What I want to point out to the House is that the whole set up of this Bill is such that it is not actually necessary that we should create an Authority which should consist of whole-time members. As in section 23, so in section 20 the Central Government have kept ample powers with them to direct the work of the Authority, to withhold sanction to any scheme which the Authority may place before the Central Government for consideration and to limit the power of the Authority not to exceed any expenditure which is above Rs. 50,000. Thus, you will see that ample safeguards have been provided in

this Bill for the working of the Authority and, therefore, to suggest that a Commission as is contemplated in the British Transport Act of 1947 should have been created here does not seem to me to be in consonance with the spirit in which this Bill has been conceived.

If you turn to section 39 of this Bill, you will find that the Central Government have again kept sufficient powers with themselves. Section 39(1) runs:

"The Central Government may, after consultation with the Authority, give to the Authority general instructions to be followed by the Authority, and such instructions may include directions relating to the conditions of service and training of its employees, wages to be paid to its workers, reserves to be maintained by it and disposal of its profits and stocks."

Again section 41(1) gives power to the Central Government in these terms:

"The Central Government, with a view to satisfy itself that the powers and duties of the Authority under this Act are being exercised and performed properly, may at any time institute inquiries into all or any of the activities of the Authority."

Sections 42 and 43 give power to the Central Government to control a part of the undertaking of the Authority or even to supersede the Authority. My object in drawing the attention of the House to these sections is that the manner in which this Bill has been conceived amply justifies the course that has been adopted in this Bill and that it is not at all necessary for this House to think in terms of creating a Commission contemplated by the British Transport Act.

Then again, Sir, it has been pointed out by the critics of this Bill that it says nothing about determining the conditions of employment of labour and that it leaves this gap. I have, after reading carefully this Bill, come to the conclusion that this contention also cannot hold water. If you will look at section 39, to which I drew the attention of this House a minute ago, it has been clearly laid down that the Central Government may give directions to the Authority in regard to the conditions of service and training of its employees, wages to be paid to its workers, reserves to be maintained by it and disposal of its profits or stocks.

Here the Government have taken power to give such directions to the authority as they deem fit. It means that it is not necessary for us in this Bill, as has been suggested by certain friends, to elaborately lay down the various sections of the British Transport Act of 1947. The Central Government can direct the authority to make regulations in regard to the conditions of service of the workers, in regard to their training and so on. Moreover, section 20(c) I believe provides for the employees suitable conditions of service, including the establishment of provident fund, living accommodation, place for rest and recreation and other amenities. Therefore, it seems to me that it is not at all necessary to lay down in detail the various provisions of the British Transport Act of 1947. Clauses 20(c) and 39 of this Bill amply provide for all the amenities that may be given to the workers.

Sir, it may be said that herein we have not provided for any machinery for settling the disputes which might arise between the Authority and the workers. My reply to that is that the various labour laws which we have made contain the necessary machinery for the purpose. Therefore I see no point in the contention of my hon. friend who opposed some clauses of the Bill on this ground.

My friend Mr. Sidhwa pointed out that the Bill has not made provision for the issue of season tickets and passes for the clerks and other employees of

[Pandit Balkrishna Sharma]

the Central Government. If he had only referred to clause 26, he would have found that it provides for the issue of passes. It says:

"Subject to any regulations made under this Act, the Authority may authorise the issue of passes to its employees and other persons either free of cost or at concessional rates and on such conditions as it may deem fit to impose."

There is no ground for any section of the House, labour sympathisers or others, to find fault with this piece of legislation. The object of this measure is a laudable one, in that it provides for satisfactory arrangements for running the transport service in the province of Delhi.

I have given notice of some amendments to the Bill. Some of these have been informally accepted by the hon. Minister and, as regards the rest, I hope he will see his way to agree with them when I place them before the House at the proper time. I support the Bill.

Shri Kamath (Madhya Pradesh): I reluctantly have to strike a somewhat different note from that of my colleague, Pandit Sharma. Though I am inclined to congratulate the Minister of State for Transport and Railways on the intentions which have actuated him in bringing this Bill before the House, I cannot equally heartily felicitate him upon the way he has tried to execute those best of intentions. The way he has gone about this business reminds me of the old spirit which was prevalent in the British regime to which we have bade good-bye. Yet, somewhere in the nooks and corners of the Secretariat that spirit seems to linger and in the minds of some of our senior Ministers. Let me illustrate my point. This Bill, as my friend Pandit Balkrishna Sharma has stated, is a small piece of legislation. Yet, its basis is a fundamental one of policy. It seeks to nationalise road transport in the province of Delhi. The point at issue therefore is how our Government, when seeking to nationalise this transport in Delhi province or, as the Bill says, 'in any extended area,' are going to carry out their intentions in actual practice. I refer to clause 19 of the Bill. What is the general duty of this Authority which will be constituted by Government? The clause runs thus:

"It shall be the general duty of the Authority so to exercise its powers under this Act as progressively to provide, or secure or promote the provision of an efficient, adequate, economical and properly co-ordinated system of road transport services for passengers and goods in the Province of Delhi and in any extended area."

Now, the people to whom this service will cater are the residents of Delhi numbering hundreds of thousands. My friend Shri Santhanam has become practically a Delhi-ite or Delhiwala and I am sure he has in mind the woes and sufferings and the misery of the immense Delhi population in regard to transport between old and New Delhi and the adjoining areas. He has written so much in the past upon this subject in the paper to which he devoted a good number of years of his valiant service and has drawn the attention of Government on more than one occasion to this particular aspect of Delhi life.

When Mr. Santhanam brought forward this Bill, I expected that some of the old intentions and motives which animated him when he was not a Minister would find an adequate place in the body of this Bill but unfortunately I have to record that my expectations have not been fulfilled. There is of course always time to change or redeem one's mistakes and I suppose when this experiment fails—I hope it will not fail—if this experiment fails, they will bring up another bill to set right the defects that have crept into this measure. That seems to be the outlook of the Transport Ministry. What did they do with the Railways? They stuck to the old classification for some months, then changed it to I, II and III with Second Class Sleeping accommodation.

Pandit Balkrishna Sharma: We were very enthusiastic about it.

Shri Kamath: I do not know how the blame is to be apportioned and how much goes to whom—I do not know nor do I wish to go into it now. Of course ultimately in every matter Government has to bear a major part of the credit or debit. When something good is done even at our instance, the credit goes to Government and I do not grudge it. They might have got a cue from us but they are our own trusted, well-tried worthy representatives and we do not grudge it. I for one do not mind in the least giving all the credit to them, but at the same time if they are good and true men, they must also take their share of the blame when an undertaking fails. This is in the natural course of human conduct. We all know how the Railways tried the experiment and failed and how they reverted to the old system: Government however do stand on prestige and it is necessary that the Government must not suffer in prestige and they have now introduced a new Secoz Class Special on which I congratulate the Ministry. One good thing they have learnt from the British is to stand on prestige. I feel happy over this termination of the experiment on the Railways and I hope they will stick to it. That is the impression about the Transport Ministry. I do not know how the two Ministers share responsibility, but I hope in this case at least, as it is introduced by Mr. Santhanam. I suppose he is willing to shoulder the blame.

This is again an experiment regarding transport system of Delhi. Why did I say my friend is still actuated by the old spirit and he has not caught up with the spirit of Republican India? I would not be surprised if a senior Minister had been actuated by the old spirit but I was rather sorry to see that my friend Mr. Santhanam could have been guilty of this. Let us turn to Section 4 of the Constitution for the Authority. The Authority will consist of 7 members as follows:

- (a) one member to be elected by the members of the Delhi Municipal Committee;
- (b) one member to be elected by the members of the Delhi District Board;
- (c) one non-official having experience in transport, industrial, commercial or financial matters, to be nominated by the Central Government;
- (d) three officials of whom one shall represent the Ministry of Finance, to be nominated by the Central Government; and
- (e) the Chief Commissioner of Delhi who shall be, *ex-officio*, Chairman.

Now we shall do some simple arithmetic about this and you will find that as many as five members of this Authority will be officials or nominated and two *viz.*, one member of the Delhi Municipal Committee and the other of the District Board will be non-official members on the Committee. It is reminiscent of the old Committees that used to be constituted in the Districts when the Deputy Commissioner or the Collector was the *ex-officio* Chairman and some other Honorary Magistrates or Tahsildars were nominated on the Committee and a little slice of non-officialdom was thrown in. I fail to see why this Authority which will be responsible for the transport system of Delhi and which will run this nationalized industry so far as Delhi is concerned, why on this the people of Delhi who will use this service—the vast masses of them—have not found an adequate place. It is wholly repugnant to the spirit of the age and I appeal to my friend Mr. Santhanam and also Mr. Ayyangar who I suppose guides him in many matters whenever—if at all—he goes wrong, I appeal to them to catch up with the spirit of the age and see that we who speak so much in the name of the common people implement our intentions in practice. When it comes to actual implementation, the will seems to get paralysed. I wonder why this

[Shri Kamath]

malady this sudden fit or spasm—should overtake us when we come to implement our intentions. Out of seven, could you not have given four to non-officials? Why do you want these three officials? The Finance Ministry official may be necessary, but why do you want the other three officials? Are all these really, in touch with the people of Delhi, I wonder? Of course they are doing very good work in the Secretariat and they are disposing of files but how far have they contact with the people's difficulties and complaints? An English writer, Mr. Francis Yeats Brown, he was in the Army here, turned to Yoga and returned Home. He writes in his book that the essence of the British regime was, you lose yourself in piles and piles of files and lose contact with the people. Here the same old spirit has been brought into operation. The Chairman will only be a dilettante Chairman and he has no time for this work. He has umpteen engagements everyday. Do you mean to say that the Chief Commissioner of Delhi will be able to devote all the time and energy required for this? Could you not find in the whole population of Delhi, among non-officials, one competent man to devote the whole of his time and energy to this task by the success or otherwise of which your nationalization policy will be judged. If this fails, Government might say we have tried and failed in Delhi and so, no nationalization. That will be condemnation of nationalization, but it would be unfair. You start with wrong instruments and unworthy instruments and then you say it has failed.

The thing should have been taken in the right spirit, and you should have taken a man who can devote his whole time and energy to this work. There must be at least half-a-dozen persons in the non-official world of Delhi who can take up the chairmanship of this body, and I do not know who misguided our Minister into laying down here that the Commissioner of Delhi shall be the *ex-officio* chairman. Even now it is not too late to make a change, and let us hope that wiser counsels will prevail during the discussion and the necessary amendment will be made. I do not mind the Commissioner being there, but he should not be the chairman. The same difficulty arose when we were discussing the Electricity Board and the hon. Minister Shri Gadgil told us that he could not find a whole-time chairman for the Electricity Board. Am I to understand that the whole population is so barren, that out of the three hundred millions, Government cannot find one man competent enough to devote his whole time to this task? Then I would say, we were not fit to run the government. That is what I feel. An *ex-officio* chairman will be a dilettante chairman.

And why is it that there is no provision for the representation of labour on this Board? We swear by labour and say we have the welfare of labour at heart, but why not give one place in the Board for a representative of labour? We would not have lost anything. The heavens would not have fallen. On the other hand, it would have had a fine psychological effect and my friend Prof. Saksena and some other hon. Members of this House would have been satisfied. Why not the Government show their intention in some real action, and not mere words? When it comes to framing a Bill, labour is completely forgotten, they are not in the picture anywhere. I do not know whether this point was discussed in the Select Committee at all, and if so whether any member suggested it and whether the Minister or the Chairman brushed it aside lightly saying that it would be taken up later on, as it is the habit in Select Committees. It often depends upon the member from whom the suggestion comes. If he is habitually troublesome.....

Minister of State for Transport and Railways (Shri Santhanam): Sir, I do not think the hon. Member is entitled to cast reflections on the Select Committee, especially the Select Committee, which went into this.

Mr. Speaker: I think the objection raised is quite valid. The hon. Member should not cast aspersions on the manner in which discussions are carried on in the Select Committee. We all take it for granted that all of us are honest, earnest and sincere.

Shri Kamath: If you object, Sir, I do not mind withdrawing the words I said. But my point was whether any Member of the Select Committee made the suggestion that.....

Mr. Speaker: That will be going into the details of the proceedings of the Select Committee into which we ordinarily do not go.

Shri Kamath: Are the proceedings entirely secret?

Mr. Speaker: No, but it is the convention that they should not be referred to or made public in the House.

Shri Kamath: Well, if that is your ruling, I have nothing to say. But my question was who is responsible for not including a representative of labour on this Board, when the large mass of the people of Delhi who are benefiting by this service are, what may be called the middle class, the lower middle-class, and the proletariat—if that term be not offensive to Government. But so far as these people are concerned, there is nowhere any mention of them, no place for them in this Bill. They do not fit into the picture at all. And the grudging representation to non-officials is just two out of seven.

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

I think it would have been better to have given no representation at all to non-officials, than a paltry two from the Delhi Municipality and District Board.

Shri B. Das (Orissa): One Deshbandhu Gupta is quite enough.

Shri Kamath: If one Gupta is quite enough, then one Shri Santhanam is quite enough for the whole work, why have this Board or authority at all? After all we are a democratic government. Of course I have regard for the capacity of Shri Deshbandhu Gupta, but we are a democratic government and we swear by democracy, and I feel this aspect of the matter has to be considered, even at this late stage, and attempts should be made to see that on this Authority officials do not have a preponderating voice.

I have heard time and again the Prime Minister saying that there is no difference now between officialdom and non-officialdom. To a certain extent I agree with the Prime Minister but my point is that assuming that our officials today are as patriotic as anybody here or at times even more patriotic, officials have no time to be in contact with the people. Not that they do not want to come in contact with the people but they are so busy with their own affairs in the secretariat that they cannot find time to be in as close touch with the people as we can. I do not mean to cast any aspersion upon the officials that they are in any way less patriotic or less actuated by a sense of service to the country. I must pay a tribute to most of them. There is perhaps none among the officials today who is not actuated by the best of motives towards the country and who is not filled with a sense of service and with the zeal to serve the country to the best of his capacity. I hope the Minister has understood my point, for I find him engaged in conversation with his friend. I hope he will direct at least one ear to me and the other may be directed to his colleague. I do not want both his ears: one will do. I hope Mr. Santhanam will consider this aspect of the matter

Shri B. Das: Thou shalt lend thine ear and not "ears."

Shri Kamath: It depends upon whether the ear is efficient or not.

[Shri Kamath]

The D.T.S. which the Government have been running since May 1948 is now in the second year of its life and opinions are divided as to whether its infancy has been really strong and healthy. There have been complaints from various quarters that the D.T.S. is not as efficient as it might be. There is plenty of scope for improvement. I am sure that is precisely the reason why Mr. Santhanam has brought forward this Bill to make it absolutely efficient, as efficient as an American venture can be. I am told that nowadays "American" is the last word in efficiency. We have to bring it up to that standard of American efficiency. But I have heard complaints, even as late as two months ago, in December last, from a friend of mine. He took one hour and fortyfive minutes to reach Delhi University from Curzon Road. This happened not once but twice to him and I do not know whether it was due to the lack of punctuality on the part of the buses, a habit to which many of us are prone. Or I do not know whether it was due to the insufficiency of the number of buses. Bombay is certainly far more efficient than Delhi and we get there by buses at frequent intervals. Here you are supposed to get a bus at an interval of half an hour but that half an hour sometimes lengthens itself, so that people are put to great inconvenience. After all the buses cater to the people's convenience and so they must be made to run punctually and regularly. Also if the number is inadequate Government should try to set apart a little money for that purpose. I wonder if my hon. friend Dr. Matthai will not be willing to give Mr. Santhanam that money: at least some money may be diverted from tractors. I do not know whether they are so important, that nothing could be spared from that account. Crores of rupees are spent on river valley projects and I do not know whether Dr. Matthai could not give three or four lakhs to get a few more buses for Delhi and that money can be used in the best way. A State is judged by the capital city. People always say "Your capital is such and such: what can you expect in the provinces and the mofussil." People say that there is black-marketing right round Cannought Circus where people indulge in this anti-social practice without the police and the C.I.D. being able to check it and how can we expect them to check it in the States? If buses run badly right under the nose of Mr. Santhanam how can things be better elsewhere? I do not know whether he has used them to test whether they are punctual but if he does, it will be a useful experience to him. I would suggest to him that he travel *incognito*. He might change his dress or whatever else he wants. He might take the D.T.S. by surprise one day and I am sure he will have a very delightful and delectable experience of the transport service. The suggestion is not made in a lighthearted vein but in a serious way for that is the only way in which he can find out things for himself. Stories have been told of Haroun Al Rashid in the 'Arabian Nights' that he used to move about *incognito*: also that Sri Rama moved about in Ayodhya *incog*. Coming to present times Mr. Rafi Ahmad Kidwai visited post and telegraph offices *incognito* and there tried to pull up those who were remiss. Mr. Santhanam may take his cue from Mr. Kidwai if not from Haroun Al Rashid of olden times or if he does not want to emulate his contemporaries, he can at least follow the example of Shri Rama.

I agree with my friend Mr. Saksena that the chairman or the General Manager must be a wholetime member of the Authority. There is no point in distinguishing between the Chairman and the General Manager so far as this authenticity is concerned. After all the Ministry is there to pull up people, or even to dismiss officials who are careless and negligent. I do not exactly see why the Chief Commissioner is brought into the picture at all. You can have a non-official who could devote his whole time. It would be far better to have at least three wholetime members, and not all of them mere dilettantes who will do nothing, who will come for half an hour in the evening, have a cup of tea, samosa and biscuits, have a chat and go home; and buses will ply as usual. It is not the right way to deal with this organisation. It is a

serious and vital problem and you cannot afford to tinker with it. You have to deal with it with all the earnestness at your command. But why, when you have the problem on hand, this weakness of will or paralysis? Are you not strong? I am sure you are all strong, all the members of the Treasury Bench. Not only are they strong in their collective capacity I am sure individually also they are strong. The strength of a chain is as much as its weakest link. If one Minister is weak, it would affect the entire Cabinet. But every one of them is presumed to be efficient, considering that the Cabinet as a whole is so strong. Mr. Santhanam has been in the thick of the fight during the last so many years. Why not bring that spirit to bear upon this small measure and also see that the measures which are brought before this House at least in the future conform to the spirit of the age, the spirit of democracy, of Republican India, and bid good-bye to the old ruts and old grooves and leave them far behind?

Shri Deshbandhu Gupta (Delhi): He is Minister Santhanam now.

Shri Kamath: In my judgment a Minister is he who ministers to the wants of the people.

An Honourable Member: You are our 'minister'.

Shri Kamath: I do not lay any claim to that. I remember a saying of Jesus Christ. He said "I have come to minister, not to be ministered unto". In that sense I look upon all my friends on the Treasury Bench. If they want to be ministered unto, then I for one would not be a party to such a transaction, but if they want to minister, my wholehearted co-operation is there. I believe that has been the spirit which has guided them to a large extent so far, but certainly it must guide them more and more in this age on which we are launching.

There is another aspect to this Bill. It appears that when the Government took over the D.T.S. from the old G.N.I.T. they did not retain the old General Manager but appointed a new General Manager. I do not know whether that new General Manager had adequate experience to cope with the task and why the old General Manager who had lot of previous experience should have been asked to quit.

Shri Santhanam: I may inform my hon. friend that the so-called "new" General Manager has been replaced by a 'newer' General Manager.

Shri Kamath: I am coming to that. They are going on appointing 'new' and 'newer' men without, I suppose, caring to find out how much experience they have got and they are carrying on such experiments without any thought for the sufferings and sorrows of the people. If the General Manager of the old G.N.I.T. was not retained, why was it so? We see in the Secretariat all the old men who have served the Government right from 1920 onwards, who have perhaps served the British Government with an excess of zeal. They have been retained, they are ruling the roost. And they are even sometimes described as the 'pillars' of the Government—some of them—but who perhaps in a really revolutionary set up would have been given the sack. But they are there. My hon. friend Mr. Santhanam says, as if to justify his own 'new' policy, that there was a new one and that we have a 'newer' one now. I am sure the time is coming for the 'newest' General Manager. But I hope the time will not be so near and that it will be for some years at least that this 'newer' General Manager will be given a trial. But was there really any serious charge against the old General Manager? Was he incompetent?

Shri Santhanam: Mr. Chairman, has this any relevance to the Bill? We are not discussing individual issues.

Shri Kamath: May I submit that I was discussing the whole set up of the D.T.S.?

Mr. Chairman: I was myself thinking whether it is all relevant. We are discussing the provisions of the Bill and not particular persons or even the policy of Government to appoint new managers or keep old managers. I would request the hon. Member to come to the Bill.

Shri Kamath: Am I not competent to discuss the whole background against which the Bill has arisen?

Mr. Chairman: But the personality of the General Manager is not relevant?

Shri Kamath: I did not mention his name at all; I do not even wish to know his name.

Mr. Chairman: It is not a question of the name. The question is that we are discussing the principles of the Bill and not considering the personalities of the State. The general effect of the proposed changes in the law may be discussed but not this manager, that manager, new manager and so on.

Shri Kamath: I believe it is after the experience gained by the Government in running the D.T.S. subsequent to the appointment of the new General Manager that this Bill has been brought forward. It is very good and fortunate that as a result of that the Bill has been brought. Anyhow I do not want to press that point further.

If you turn to clause 49 of the Bill it says that "the Central Government may, by order in writing, exempt all or any of the vehicles of the Authority from the operation of all or any of the provisions of the Punjab Motor Vehicles Taxation Act, 1924, as extended to the Province of Delhi". To my mind this is a pernicious principle to exempt any organisation or institution from the payment of tax. I find my hon. friend Dr. John Matthai approvingly smiling, and I am inclined to think he is in agreement with me on this point. The House will remember that when the question of the Governor General's salary was discussed in the House—the salary of the Governor General was the subject of a Bill—Mr. Santhanam—I suppose it was prior to his becoming a Minister—himself was opposed to the exemption of the salary from Income-tax. Applying the same principle here I wonder why any vehicles should be exempt from the payment of the registration fee or other taxes under the Motor Vehicles Taxation Act. If at all we give any exemption is any proportionate reduction in the fares also contemplated? That is nowhere stated. There is a complaint that the fares are too high for some class of the population. If as a result of this grace on the part of Mr. Santhanam or the Transport Minister something could be done to reduce the fares, then the people would not complain. But you give the Authority every facility, you give them exemption from taxation for its vehicles, you do not have a labour representative on the Authority, and then you retain the fares as they are. I do not know whether they are sought to be increased. About that I suppose Dr. Deshmukh will have something to say, when he speaks. But these are some of the aspects of the Bill which do not appeal to me. I for one feel that the Bill could have been cast in a different manner, in conformity with the spirit that is guiding us today.

One last point and I have done. Clause 20 of the Bill refers to the powers of the Authority. Among them is the power embodied in sub-clause (c), "to provide for its employees suitable conditions of service including the establishment of Provident Fund, etc. etc." My hon. friend Mr. Balkrishna Sharma, if I remember aright, mentioned that so far as labour is concerned, all the regulations of the Factory Act and other cognate laws will be applicable to them. But here this clause gives power to the Authority to provide for its

employees "suitable conditions of service including Provident Fund, living accommodation, places for rest and recreation and other amenities". If this Bill had laid down that whatever the Authority does should not be inconsistent with or repugnant to the provisions of the Factory Act or other similar legislation it would have been very salutary.

Pandit Balkrishna Sharma: May I point out that this section 20 does not override any of the provisions which have been made by this Parliament under the labour laws, and therefore it is not necessary to mention all that Mr. Kamath wants to mention here?

Shri Kamath: Unless it is clearly defined in this measure that such and such a thing will come within the definition of a 'factory' as mentioned in the Factories Act, naturally that law would not apply here. I do not know exactly the legal position but that is my feeling, namely that unless the Authority and other bodies here are so defined as to be governed by the labour legislation referred to above or any other laws already enacted, I am afraid that the Authority will try, under sub-clause (c) of clause 20, to override the facilities or benefits that have been otherwise granted to labour. That is my fear. I hope that I am mistaken and that ultimately it will be found beneficial to the workers, but I do express my misgivings about the working of this sub-clause (c) of clause 20. Therefore, unless that point is made clear somewhere in this Bill, the employees may not put their heart into the work, and again and again we may be in for strikes which have agitated the labour world in recent times. We want to avoid that because this is a utility service, and people would not like to be faced with strikes that may be resorted to by the workers in this Delhi Transport Service.

Then, Sir, let me mention one little point. That is about the issue of passes under clause 26. I wonder whether it is feasible or practicable to lay down that passes or concessions will be issued to people in certain income groups: not merely to Secretariat Clerks or other groups, but to certain income groups who may be entitled to them or would at least have preference.

Pandit Balkrishna Sharma: Among Government employees?

Shri Kamath: No, all people.

Shri Sidhva (Madhya Pradesh): Monthly passes to Government servants!

Shri Kamath: Mr. Sidhva probably says that in his minute of dissent and I hope he will be able to throw more light on this in the course of his speech. I suggest that it may be considered in the same way for instance, as the sugar ration was recently arranged to be issued according to income-groups—4 *chattaks* for the income-group of Rs. 250 and below, and so on, but increasing with the income. Here in this Bill we may consider whether such income groups would be entitled to the season ticket or the concession or the passes as those who have no other mode of conveyance, not even perhaps a cycle. The number of cyclists has been increasing for some time,—to the cost of the motorist because they do not observe the rules of the road. Even then cyclists are not easily purchasable these days, because the salaries and wages of these income groups have not increased corresponding to the cost of living. Therefore, it might be seriously considered by the authorities whether the passes and concessions should not be issued to people in receipt of incomes below a certain limit.

Sir, I am not very happy over the Bill that has been brought before the House. I cannot support it wholeheartedly because much has been omitted and much that could have been easily done has not been done, and much of

[Shri Kamath]

the old spirit which is repugnant to us is still reflected in this measure. Therefore, I hope even at this late stage the House will see its way to changing some of the provisions of this measure so that the Delhi Transport Service will truly, really and absolutely cater to the convenience of Delhi people and of any extended area as provided in the Bill.

The House then adjourned for Lunch till Half Past Two of the Clock.

The House re-assembled after Lunch at Half Past Two of the Clock.

[MR. SPEAKER in the Chair.]

Shri Sidhva: When this Bill was originally introduced, I was opposed to the very principle of creating an Authority. When the Government have been managing quite efficiently and satisfactorily the Railways involving an investment of Rs. 700 crores, I do not understand why there should be this transfer of power from the Government to an Authority in respect of a concern which only involves Rs. 40 lakhs. However, since the principle has been accepted by the House, I have no alternative but to agree. As regards the creation of this Authority, I must admit that a great deal of improvement has been effected by the Select Committee on the original Bill.

My hon. friend Mr. Kamath made a certain grievance about the composition of the Authority, which we all appreciate. In the Select Committee, we did try our best to see that the Authority is composed of as large a number of people's representatives as possible. Personally, I would have preferred larger number of municipal members.

Shri Tirumala Rao (Madras): You are prejudiced in their favour.

Shri Sidhva: I would have also preferred a seat being given to the Passengers' Association. Unfortunately, this was not acceptable to the Minister of State and the seat has been given to the Delhi District Board. The Municipality is the representative of the people, and the Delhi Transport Service runs within the municipal limits, and there are three municipalities in Delhi. I do not therefore understand why the District Board has been given a seat.

Shri Tirumala Rao: The Municipality extends to the whole of Delhi administrative area, which includes the Delhi District Board also.

Mr. Speaker: Order, order. Let him proceed. These cross questions and answers do disturb the trend of the debate and even upset the link of the speaker's ideas. It is better that every speaker is allowed to proceed with his argument in the manner he likes and hon. Members wait for their opportunity to reply.

Shri Sidhva: I was stating that the Bill as reported by the Select Committee is, on the whole, an improvement, although it may not be perfect and entirely according to our likings.

People often point out that private concerns are run more satisfactorily, more efficiently and more economically, than State managed concerns. Ever since this Delhi Transport Service was taken over by the Government, not only has it improved but the members of the public have had a voice in it. This is a striking instance of the success of State management. I want to ask my friends who extol private management: Where does the public come in? They say that when the Bombay Telephone Company was in private hands,

it worked more efficiently, and now that Government have taken it over, it is most unsatisfactory. I am not prepared to accept that statement. It is only under State management that the people can have a voice. It is the State that looks to the betterment of the people, and not necessarily to the profits. The State can run a service efficiently, at the same time profitably, but there is a fundamental difference between a public concern and a private concern. According to the Minister of State, this D.T.S. has shown a profit of Rs. 10 lakhs after it was taken over by Government. I am sure that when time passes, it will work in a systematic and methodical manner and make even more profit. This experiment is really a good augury and we all welcome it. I am prepared to accept that there are many defects yet and I shall try to show some of them. But we must admit that this is a successful experiment.

I am glad to say that after the recent appointment of a new General Manager, who seems to be an experienced man and has been brought from Hyderabad, things have improved. He is really an efficient gentleman. But as far as the maintenance of these buses is concerned, I am afraid much is left to be desired. I can tell my hon. friend that if he does not devote serious attention to maintenance and upkeep, these Rs. 40 lakhs which we have invested will become scrap in a very short period. Could you imagine a fleet of 300 buses plying today without a proper workshop and proper management? The result is that even in the buses which have been recently introduced, glass panes have been broken; floors have been tampered with; mudguards have been dented; and when they come out in the morning they are very dirty. The buses in Bombay and even in Hyderabad are maintained in a far superior manner. There is no comparison between them and the Delhi buses. They come out from the workshop in the morning neat, clean and in every way tip top. Thus, maintenance is the greatest thing. I would like to ask my hon. friend the Minister of State for Transport and Railways one question: Supposing he fails to maintain the railway coaches and locomotives in proper condition, what would happen? I know that the D.T.S. is a small affair compared to the Railways. But big or small, maintenance is one of the principal factors. I would therefore impress on the Minister of State the necessity for keeping an efficient and up-to-date modern workshop. Never mind if some more money is required. After all, the life of these buses is more important. Already, I am told the average life of a bus is between six and ten years. I can tell you that even the Pullman bus, which is imported at a cost of nearly Rs. 30,000 is not being properly maintained and it has deteriorated in a very short time. Thus, while there is provision in the Bill for workshops and maintenance, the Minister of State should not rest content with the provisions, but must give his immediate attention to see that workshops are established at once.

Then, Sir, as regards profits, the hon. Minister of State while introducing this Bill, stated that a profit of nearly Rs. 10 lakhs has been made and he gave us a little cheerful indication that the Government are considering the question of reducing the fares. I am very glad of it and I would like to congratulate the Minister of State. But this promise should be put into action very soon. I may tell him, Sir, that the fares are dearer in Delhi as compared with the fares in other parts of the country, consistent also with the service that is rendered. There could be no comparison between the fares charged by the Delhi Transport Service and the fares in other cities where buses run efficiently and cater to the satisfaction of the passengers. And compare what happens here. Despite the considerable increase in the population of Delhi, sufficient number of buses have not been put on the road and I do not know why Government have stopped purchasing any more buses. The question of economy should not come in a business concern like this. I do not know whether the Minister of State has impressed this aspect of the matter on the Finance Minister. We do not know why more buses are not introduced when they are going to bring more income. And when the State has taken

[Shri Sidhva]

upon itself the responsibility of running the service, it must be seen that the travelling public get full return for their money. May I ask the hon. Minister of State, who is also Minister for Railways, whether considerations of economy have come in the way of his placing orders for more locomotives. Five hundred locomotives have been indented for, of which three hundred have already arrived and two hundred are on their way. Have considerations of economy come in the way of his placing orders for the new type of railway coaches with the Hindustan Aircraft Factory and others? Has retrenchment affected the railways in any way? It has not, because the railways are a business concern and should be run on those lines. And when one thing is good for the railways, it should be equally good for the bus transport services.

Mr. Speaker: I was just considering whether the hon. Member is in order in discussing about, or criticising the administration. It is very difficult to extricate the administration from the kind of provisions that one would like to have for the purposes of efficient administration. So, some criticism might come in necessarily and may be relevant to the point. But the Bill here is concerned with creating a machinery for efficient administration. I am afraid the hon. Member, instead of focussing his attention on the machinery to be created for efficient administration, is going into details and criticising the administration itself. That would perhaps not be relevant at this stage, because we are considering the setting up of a machinery for administration. As I said, a part of it, broadly stated, might be relevant for the purpose of focussing attention on a proper machinery of administration. But after all, it is the machinery of administration which is under discussion now.

So, the hon. Member, instead of going into details over the faults of the administration or the ideals which the administrator should have in view, would do well to go into the provisions of the Bill, pointing out the defects in the machinery or making suggestions for the improvement of that machinery suggested in the Bill. The distinction is difficult to make—I quite agree. But I believe the hon. Member understands what I mean.

Shri Kamath: But is not the issue of making that machinery efficient relevant to the discussion now?

Mr. Speaker: As I said, it is difficult to make a distinction, but it is no use going into all details—as for instance, saying that you must have a workshop, that you must have an engineer, that you must have a mechanic, and so on. These are the necessary incidents of any administration. At present we are not concerned with them. The proper occasion for them will be when the hon. Minister comes to the House asking for a grant of say Rs. 10 or 15 lakhs, or whatever it may be for running the service. As the Bill stands at present, we are only concerned with what kind of provision should be made in the Bill for the constitution of the Authority, what should be the functions of of Authority, etc. For instance, you may say that the Authority, should have the labour point before them—that will be perfectly relevant. But to say that you must have workshops, or this or that kind of technical staff, though remotely relevant, is not germane to the discussion.

Shri Sidhva: I will certainly submit to your ruling. But I would invite your attention to clause 20 of the Bill which provides for the setting up of workshops, regulation of fares, etc.

Mr. Speaker: That exactly supports the point which I was making. If this Bill had not made any provision for workshops, regulation of fares and similar things, the hon. Member's argument would have been justifiable. When the Bill has already provided for these, nothing would be gained by his going into them.

Shri Sidhva: I was only saying that all these things should be attended to efficiently and quickly. A law for instance may be good, but may be bad in its operation. I only wanted to draw your attention to that aspect of the matter.

I was referring to the question of profits, because profits have a direct bearing on the fares, which find a place in the Act. This is a very important matter and the hon. Minister has not very clearly placed before the House as to what his intention is regarding fares. I would therefore request the hon. Minister of State to give the House a definite assurance in view of the various criticisms levelled and particularly in view of the minute of dissent on the question of fares. The feeling of the entire travelling public is that immediate consideration should be given to this matter and a reduction of fares made as early as possible.

The one redeeming feature of the Bill is the provision for the constitution of the Advisory Council under clause 18. I would not have attached much importance to these advisory boards under the bureaucratic system of government, but under the democratic system of Government, although the word 'advisory' is there, Government would not rule out the advice given by the Board as it happens many times in the case of the advice of the Advisory Committee of the Railways. In my experience of the working of the Advisory Committee of Railways, I can say that the advice of the committee was in many cases not acceptable to the Chairman who was the General Manager and the Railway Board invariably accepted the ruling of the Chair, that is, the General Manager. But under the new set up I do not take such a pessimistic view and the Minister will have to think twice before he rules out any recommendation of the Advisory Committee. I attach great importance to this Advisory Council which is to consist of 15 members. Although the composition of this board has not been laid down in the Bill, I hope the rules will clearly lay down how the Council should be constituted and what policy it should formulate. I would ask the hon. Minister to bear in mind this fact that there should be no officials on it. I do not dispute the fact that while large sums of money are involved it may be necessary to have some officials to safeguard the interests of the Government; but I do feel that on this Advisory Council which will have to chalk out programmes and policies regarding the running of the whole concern, there should be no officials. I attach great importance to this clause which will confer great benefit to the travelling public provided the rules are made in conformity with their needs.

As regards passes, I have appended a dissenting minute. I admit that there is a clause which states that rules may be made for regulating the issue of these passes to those who deserve this concession and I hope that the Government will consider this matter with sympathy. I am told that the hon. Minister, in presenting this Bill, gave us an assurance that he is going to see that the necessary provision will be made for the issue of passes at concessional rates. I may in this connection tell the House what an immense advantage is derived by the people of Bombay where the B.B. & C.I. Railway, the G.I.P. Railway etc. have introduced the system of granting season tickets. This concession enables the lower classes of the population to live 25 or 30 miles away from their place of business in the city and at the same time without much of an expense carry on their shopping and other private business. For the suburban population of Bombay, during the peak hours, there are three-minute train services and this concession is fully availed of by the low-income groups. If the fare from Churchgate to Bandra is annas three for the third class, on account of the season-ticket system or pass system, the public have to pay only one anna. This gives them a relief of two annas and it considerably lightens their cost of living. I find from the debates of the Assembly that on many previous occasions when this question came up for consideration, the

[Shri Sidhva]

bureaucratic Government took the view that it entailed loss of revenue to the State and that therefore it could not be agreed to. Here in Delhi the transport difficulty is much greater than in Bombay, for instance. We have not got here, except for the few miles of tram-line in old Delhi, any tram-way service of the kind which Bombay has, extending over 25 miles. As some friend was saying, in Delhi one cannot do his work satisfactorily without a car to take over the widely scattered parts of the city. Right down from one end of the Government House to the Civil Lines the distance is more than 12 miles. The Maidens Hotel is 14 miles away from the centre of the Capital and there are some Government offices there. The population also is so scattered that even with an addition of 200 buses, the transport service is unable to cater to the needs of all. The result is that the poor class of office-going people are obliged to use bicycles which were till now free from tax. The cycle is the vehicle of the poor man and therefore it is wrong to impose a tax on keeping it.

Dr. Deshmukh (Madhya Pradesh): They have not however limited the passengers on it.

Shri Sidhva: I was going to say that even the existing bus fare should be reduced as a concession to the poorly paid people. The rate of reduction may be 30 to 40 per cent. I feel strongly on this question. I can assure you that if you show this concession to your clerks it will be a blessing to them. It is the duty of the State to give them cheap transport by the service which has not been taken over by the State.

I do not want to refer to the estimate of profit given. But I may state that it is likely to be more than what the hon. Minister has mentioned. It must be remembered that we are depriving the Exchequer of the income-tax on this enterprise which would have been levied by the Government if the concern had been a private one. Bearing this in mind, the hon. Minister might consider the question of granting relief to the class of people I have mentioned. I wish that this concession is made a substantial one and not merely a small advantage.

I have nothing more to say. I feel that this Bill deserves support at the hands of all hon. Members for the simple reason that our transport service is now in the hands of the State. Today we have an opportunity to discuss the entire transport policy and the transport service in Delhi. If this had been in private hands, the House would not have had any chance to consider this matter at all. From that point of view this Bill requires the sympathetic consideration of the House. Of course it has its defects which I have already mentioned. It is not perfect and it is not to the liking of all of us, particularly about the Constitution of the Authority but with the redeeming feature that it has the Advisory Council that I have stated. I welcome it and from that point of view I support the Bill and I hope the rules that will be made, which will be the principal factor for the running of the administration and Authority, will be liberal and in the interest of the travelling public and none else.

Shri Jagannath Mishra (Orissa): This is a business concern on behalf of the Government of India and it is proposed in the Bill that the business should be run by a local Authority which in this Bill has been invested with certain powers. As we know, there are local Authorities in India which have been created by the Act of Government and we know how they are running though they are also autonomous bodies as this Authority is being proposed to be. We know what interest do the members of such local bodies take in the administration of those bodies. Those are only administrative bodies but this is a concern which looks after some profit. It is a business concern and it is all

the more necessary that all the members including the Chairman should take active interest and should feel themselves completely responsible for the profit or loss of this concern. In an administrative institution such as any local body the Chairman, if he is a whole-time Chairman, can devote some time and make it efficient but if he is a man with other pre-occupations as other members of that institution, then it will be impossible for the efficient management of that local body. Similar is the condition here. Here the Authority is constituted in such a way that the members including the Chairman—the Chief Commissioner—cannot be expected to devote whole-heartedly all their time to the concern. So it is desirable that such a business concern should not be left entirely in the hands of persons who cannot devote their time completely for the business.

Sir the General Manager under the Act is being proposed to be appointed by Government. Of course he will be a servant under the Authority and he will look to the instructions from the Authority and he will carry out the decision as an Executive Officer of the Authority. Instead of such a Manager, if a Government-servant Manager is appointed, he will be a link between the Authority and the Government and he will be both responsible to Government and to the Authority. He will be constantly in touch with the Government and Government will be in the know of things and the Authority will be able to manage its affairs efficiently. Very recently a Conference of All India Local-Self-Government Ministers of the Provinces was held in Delhi under the Presidentship of the Minister of Education to examine how the local bodies were working. It was decided there that although those local bodies were autonomous bodies, it should not be the policy of Government to leave them entirely to do what they liked. There should be a link between Government and those local bodies and it has been the policy of Government to appoint Secretaries who are Government servants. If similar will be the position here, if a Government-servant Manager with long experience and technical knowledge is appointed, then I think he will be responsible for the profit and loss of the concern and he will be responsible to the Government and the management will run smoothly so far as I understand.

Then there is an Advisory Council provided in the Bill, but I don't think there will be any necessity for such a Council. Under clause 11 there is provision for temporary association of persons with Authority for particular purposes. Any advice can be taken from such persons when their assistance is required.

Shri Sidhva: That is technical.

Shri Tyagi (Uttar Pradesh): Advices are always technical.

Shri Jagannath Mishra: So I do not know what responsibility the Advisory Council will have and what advice they will give to the Authority when the Authority is more or less on the basis of an Advisory Council. So there is no necessity of an Advisory Council. Then I find the Authority has been proposed to be given some privileges. Under clause 49 it has been proposed to exempt the vehicles of the Authority from the provisions of the Punjab Motor Vehicles Taxation Act. Perhaps those vehicles will not be required to pay any license fees. There is no provision in the Bill to show whether they will be liable to pay any license fees. License fees, and in Provinces motor vehicles taxes, which are realized are mainly spent on the repair of roads. They are given to the Authorities who maintain the roads. Here the Authority which will run the services in the Province of Delhi will use the roads which are perhaps maintained by the Delhi Municipality and the Delhi District Board. These naturally will expect some contribution from this Authority by way of licence fee; but there is no provision for that.

[Shri Jagannath Mishra]

Also, I find these vehicles have been exempted from paying tolls. Tolls are realised for maintenance of certain things. Suppose the vehicles cross over a bridge, that bridge has to be maintained in proper order and some toll is realised for that purpose. Tolls are necessary, and the vehicles should not be exempted from paying tolls.

Sir, this is a business concern and it should be run on strictly business-principles. We must see that it runs efficiently, and that it provides all possible conveniences and comforts, in comparison with private concerns. But I find it is perhaps being exempted from paying any income-tax. Of course, according to the "Award" of Mr. Deshmukh, certain percentages have been given to the different States; but there is a grievance in the States that the proceeds of income-tax should be distributed on the basis of population. In that case, if the income-tax realised from these sources comes to the hands of the Central Government, and.....

Shri Santhanam: I may explain here that there is no clause exempting the Authority from paying income-tax.

Shri Tyagi: They will pay income-tax?

Shri Jagannath Mishra: I am glad this Authority will pay income-tax.

Sir, for the reasons I have stated, I hope, the hon. Minister will improve the Bill on the lines I have suggested.

Shri Hossain Imam (Bihar): Before I commence my remark on the Bill, I should like to mention a home affair. I regret, Sir, that when this Bill was referred to a Select Committee, that committee did not contain the representative of Delhi—who is a permanent resident of Delhi. Delhi always has got the grievance that it is not consulted in the measures passed by us, and I regret very much that although we, who are temporarily residents here, are included, the permanent representative of Delhi was not included in this Committee. In future, any Bill affecting Delhi should have the permanent resident of Delhi represented in the select committee.

I want to call the attention of the House to two fundamental things in this Bill, firstly the great difference between an Authority and a department of government. We have entrusted, no doubt, great works to our Railway Department, and to our Posts and Telegraphs Department. But there we have got the purse strings in our hands. But in creating an Authority, we give final powers to that Authority. In ordinary concerns, we have got double control, firstly the control of the share-holders and secondly the control of the Legislature, in the shape of different kinds of laws that are passed, as for instance the rules affecting labour, and so on. But here we are creating an Authority in which there are no shareholders, and which will not come up to Parliament for its annual budget sanctions. Of course, I do not oppose the creation of this Authority. It is necessary that in the future set-up we should create more and more Authorities as we have done in the case of the Damodar Valley Project, and we may be having Authorities in other matters also. But what I wish to stress is that it is necessary to have restrictions on the powers of the Authority in the shape of fixation of the maximum fare which they can charge. But here, we will have no control hereafter on the manner in which the Authority may run the service, except indirect control of asking the Ministry to do this or to do that. I therefore suggest that the demand which has been made by other fellow Members, that the maximum rate should be fixed is a very legitimate one. It is very essential. And in this connection I wish to bring to the notice of the House the fact that, I understand that the fares are

not as low as were pointed out by the hon. Minister. I am told that the minimum rate charged by the buses is two annas, even for distances of less than a mile. The fares charged by the D.T.S. is nowhere less than two annas.

Shri Santhanam: As I explained in my opening speech, it is one anna for the first mile, and nine pies for the next two miles, and afterwards six pies.

Shri Hossain Imam: That may be in theory; but in actual practice it is different. I would request the hon. Minister to see the fares, say from the Secretariat to different places. There is no fare which is less than two annas; two annas are charged for distances of a mile and a quarter. For instance, from the Secretariat to Scindia House.

Shri Tyagi: No place is nearer than two miles.

Shri Hossain Imam: Whatever may be the conditions at present, it is essential that we must lay down this thing—the maximum fare. You are aware of the good old days, Sir, I am not aware of things at present, but tramways in Bombay used to charge one single fare for all distances, no matter how far you go.

Dr. Deshmukh: Even to-day that is the case.

Shri Hossain Imam: That is something which the hon. Minister can copy. If a private enterprise can do that, if they can do that much of good to the people of Bombay, why should not a concern managed by Government do likewise for us, at least in the home town? I am told we have to pay four annas from Connaught Place to the Railway Station, or to Kashmeri Gate. These fares do not bear out the statement of my hon. friend Mr. Santhanam.

I also find that there is no provision for any kind of discussion or for bringing forward the working of the Authority, the administration of this Authority, before Parliament, except in clause 44 where there is provision that if Government takes any action against the Authority, it will have to report. But actions of the Authority which are approved by Government will never come up. I feel there should be some provision by means of which we may have some occasion for criticising or making suggestions for the better administration of the Authority which so intimately concerns the public of Delhi.

Pandit Balkrishna Sharma: May I draw the attention of the hon. Member to clause 44 which provides for the laying of a report before the Central Legislature of action taken under clauses 42 and 43 and therefore we will have ample opportunity in the Legislature to discuss the affairs of the Authority.

Shri Santhanam: May I also draw attention to clause 38 (3)?

Shri Hossain Imam: The laying of a paper is a mechanical process as in the case of a treaty or notification by Government. They are not open to discussion. We have not got a provision as exists in the Parliament of England, where papers are laid on the table for 15 days and Members may initiate discussion on them if they so desire.

Shri Bhatt (Bombay): Not by special resolution?

Shri Hossain Imam: It is not by resolution. If no discussion is raised it is taken that the House approves of it.

Shri Tyagi: Our privileges being the same as those of the Members of the British House of Commons we can do likewise.

Mr. Speaker: Let there be no discussion on that. I cannot express an opinion unless I study that point. But I think it will be open to Members to bring the matter under discussion during the Budget debate or the debate on the Finance Bill.

Shri Hossain Imam: I am grateful to you, Sir. I want that the matter should be fully ventilated.

I come to another question which is of fundamental importance: While I am in favour of Government intervention in private enterprise and would like them to be run either by a government agency or through autonomous authorities I stress the fact that in every business concern the capital structure should not be top-heavy. Over-capitalisation has been the trouble with the railways in the past of which the Transport Ministry is well aware. Are we going to create the same trouble for this Authority also? Under clause 31 of this Bill there is no provision that the capital of the Authority will be on the present-day valuation of its assets. I have never heard of a commercial concern being saddled as its capital with anything and every thing which may be passed on to it irrespective of the assets possessed by it. Prof. Shibban Lal Saksena is not here but his note of dissent is available to us. He has made specific charges and I did expect that Mr. Santhanam while moving this motion would rebut these charges which probably the Select Committee did not have an opportunity of discussing, because they form the subject matter of a note of dissent. But at least the Minister should in his introductory speech have said something because they are so sweeping. He says that the Government have spent about a crore of rupees so far. I do not know how far it is correct. I do not find any papers to give me the exact expenses. But in clause 31 we are providing that all non-recurring expenditure incurred by the Central Government for and in connection with the D. T. S. up to the date of establishment of the Authority shall be treated as the capital expenditure. When there is such a provision existing in the Bill it was very necessary that the Minister should have given us the true facts.

Further on, Prof. Saksena says that the value of the assets was very high and that breakages and other things intervene. He has estimated that about 40 lakhs of capital expenditure has been wasted and no tangible assets exist for them. All these things require a detailed reply from the hon. Minister and it is essential that under clause 31 we should make provision for a valuation of the assets.

Shri B. Das: Who will pay the difference?

Shri Hossain Imam: It is not a question of paying the difference. The past profits have gone to the Government and future losses will also go to the Government. Any profits made by the Authority will not go into private pockets: they will all go to the same Exchequer whether you call it an Authority pocket or Government pocket. What I am asking for is a general provision not only for this but for other State trading as well, that the capital structure should be on the basis of tangible assets as valued today. You may be able sometimes to write it up or write it down but whatever is the true state of affairs should be the assets and not the book value which may be inflated due to certain circumstances.

I would also support the demand made by Mr. Sidhva that the buses should issue passes. I am conversant with Calcutta and there the tramways used to issue passes and they still continue to do so. People who have to travel on their business should have this privilege of bus passes as is being done on the railways. It is very necessary that when we run a concern we should run it at least as efficiently as private enterprise, if not better. Otherwise there is no justification for having State enterprise. If State or autonomous Authority enterprise is worse than private enterprise it makes the case for socialisation worse confounded. It is on the basis of the small schemes that we are running that people will judge the efficiency of these Authorities. I plead with the Government that they should give it full consideration and not harness the Authority with such burdens which it will not be able to carry in future.

Before I resume my seat I should like to say that the constitution of the Advisory Council should also be somewhat more specific and the Authority must contain more non-official representatives than officials. It is very necessary that in a democratic concern officials should have a second place to the non-officials. It was all right during the British regime to stigmatise all non-officials as having no sense and wisdom was supposed to be the monopoly of the Government officials only. If we are going to endorse that remark by our action I doubt whether there is any justification for the Treasury Benches to be filled with non-officials and not with officials.

श्री भट्ट: सरकार की ओर से दिल्ली ट्रान्सपोर्ट सर्विस (Delhi Transport Service) चल रही है। इस व्यवस्था को इस बिल से कानूनी पहिनावा पहिनाया जा रहा है और यह राष्ट्रीयकरण का एक प्रकार है। मैं आशा करता हूँ कि इसकी नकल करते हुए दूसरे सब प्रान्तों में भी इसी प्रकार से सरकार अपने हाथ में यातायात का प्रबन्ध ले लेगी। इस सदन में थोड़े दिनों के बाद शायद रोड ट्रान्सपोर्ट कारपोरेशनस बिल (Road Transport Corporations Bill) भी आने वाला है जिस से हर सूबे को यह सत्ता दी जायेगी कि जहाँ जहाँ वह राष्ट्रीयकरण करना चाहे, अपने हाथ में सत्ता लेना चाहे वहाँ वहाँ वह लेले। यह नेशनलाइजेशन (nationalisation) का एक तरीका है और एक कदम हम आगे बढ़ा रहे हैं, इसलिये इस बिल का मैं स्वागत करता हूँ।

जैसा कि आपने फरमाया था कि यह जो कानून बनने जा रहा है, वह आज की जो व्यवस्था है उसको अच्छा बनाने के लिये है, और मैं भी आशा यही करता हूँ कि इस कानून में इस बिल में सिलेक्ट कमेटी के बाद भी और यहाँ संशोधन आ जाने के बाद भी जो चीज़ रह जायेगी वह धीरे-धीरे सुधरती जायेगी। मुझे इस में कोई शंका नहीं है।

जब से यह बिल आया तभी से मेरे मन में यह 'अथारिटी' (authority) शब्द जरा खटक रहा है। मालूम नहीं क्यों अंग्रेजी जानने वालों को इस से मोहब्बत है और वह यह मानते हैं कि अथारिटी शब्द बहुत अच्छा है, लेकिन मुझे अंग्रेजी भाषा का ज्ञान ज्यादा न होते हुए भी जब जब मैं पढ़ता हूँ कि 'अथारिटी विल आथराइज' (authority will authorise) या, 'इट विल बी आथराइज्ड बाई दी अथारिटी' (it will be authorised by the authority) तो समझ में नहीं आता कि यह कहां तक ठीक है। लेकिन अब कानून जानने वालों का कहना है कि हम को इस से दिलचस्पी ज्यादा

[श्री भट्ट]

हैं और 'यह' शब्द रहने देना चाहिये तो लोगों को क्या है ? लोग अथारिटी शब्द समझें या नहीं परन्तु हिन्दी भाषा भाषी अथारिटी शब्द अपनी भाषा में दाखिल कर लें। हो सकता है कि नया शब्द है दाखिल करने की आदत नहीं है, लेकिन अथारिटी शब्द दाखिल करना है। लेकिन मेरा विचार है कि उस के बजाय अगर बोर्ड (Board) जैसा शब्द रख लेते, जैसे रेलवे बोर्ड (Railway Board) है, इसी तरह से ट्रान्स्पोर्ट बोर्ड (Transport Board) होता या कोई और शब्द होता तो ज्यादा अच्छा होता और लोगों की अपनी जवान में ज्यादा अच्छा लगता। लेकिन अभी यहां उन की जवान का खयाल किया जा रहा है या नहीं यह मुझे मालूम नहीं है। स्टैंडिंग कमेटी (standing committee) के दोस्तों ने और सिलेक्ट कमेटी (select committee) के मित्रों ने इस शब्द को ही पसन्द किया है तो इस पर मुझे ज्यादा आपत्ति नहीं उठानी चाहिये। लेकिन मैं अब भी यही कहना चाहता हूँ कि जहां तक हो सके वहां तक सहल शब्द रखना चाहिये जिस से लोग यह समझ सकें कि यह क्या चीज है। अंग्रेजी में नाम देने की जो आदत है जैसे 'अथारिटी' उसको अंग्रेजी जानने वाले कैसा समझते हैं यह उन के ऊपर ही छोड़ता हूँ।

दूसरी बात कुछ विचित्र सी मालूम होती है, लेकिन मैंने यह सुझाव दिया था¹⁶ अपने मंत्री महोदय को, मैंने उसकी चर्चा भी की लेकिन उन को यह बात विचित्र मालूम हुई। उन्होंने कहा कि यह बेलगाड़ी और ऊंटगाड़ी का जमाना कहां से लाते हो, आज तो हवाई जहाज में जाने का जमाना है, इस समय आप यह मोटर की बात जो कर रहे हैं वहीं तक सीमित रखें और बेलगाड़ी की तरफ मत जाइये। मेरा तर्जुबा यह है और मैं कहना चाहता हूँ कि जब कि आप सारी दिल्ली के लिये यह कानून बना रहे हैं, दिल्ली शहर के लिये ही नहीं, नई दिल्ली या पुरानी दिल्ली के लिये नहीं, लेकिन सारे दिल्ली जिले के लिये बना रहे हैं और इस के साथ साथ दूसरे भी हिस्से इस में मिलाये जा रहे हैं जहां यह ट्रान्स्पोर्ट सर्विस चले, तो यह सिर्फ मुसाफिरो के लिये ही नहीं बल्कि माल के लिये भी होनी चाहिये।

में कहना चाहता हूँ कि देश में अगर पेट्रोल (petrol) की कमी है तो हमें यह देखना चाहिये कि जहाँ जहाँ पेट्रोल को कम खर्च कर सकें और जहाँ जहाँ पुराने साधन और तरीके हम चला सकते हैं, जो कि किफायत के होते हैं चलायें जैसा कि मैंने उस दिन बतलाया कि अगर दस मील चलना है और दस मन माल वहाँ ले जाना है तो एक बैलगाड़ी बहुत आसानी से रात के नौ बजे चल कर सुबह चार बजे वहाँ पहुँच जायगी। इस से आदमियों को काम भी मिलेगा और हमारा बोझ भी हल्का होगा। लेकिन इनको यह बात थोड़ी विचित्र सी मालूम होती है और वह कहते हैं कि मेहरबानी करके ऐसी बात न रखो। इस लिये मैं इस बात पर बहुत जोर नहीं देता हूँ लेकिन मैं आप का ध्यान आकर्षित करना चाहता हूँ कि हिन्दुस्तान की हालत को देखते हुए, देश में जब चीजों की कमी है, उस कमी को पूरा करने का यही तरीका हो सकता है, और उसके साथ साथ हम इस चीजको भी रख सकते हैं। जिस चीज में किफायत होती है उस को रखने में कोई आपत्ति सरकार को नहीं होनी चाहिये लेकिन मेरे माननीय मंत्री कहते हैं कि अभी हमको मोटरों को चलाने दीजिये और बैलगाड़ी की बात न करिये, तो मैं इस पर जोर नहीं दे रहा हूँ। इस प्रबन्ध रचना के बारे में कई मित्रों ने कहा है और मैंने भी रिहैंबिलिटेशन फाइनेन्स कारपोरेशन के समय कहा था कि मैं यह जरूरी मानता हूँ कि जहाँ तक हो सके वहाँ तक हम अधिकारियों के हाथ में यानी सरकारी सदस्यों के हाथ में सत्ता सौंपने के बजाय सत्ता को अपने दूसरे गैर सरकारी लोगों को सौंपने की कोशिश करें, नहीं तो हमेशा यह चलता रहेगा कि सरकारी आदमी ही नियुक्त हों। मेरा विश्वास है कि वह ऐसी व्यवस्था कर सकते हैं कि गैर सरकारी सदस्य आ सकें इस से हमारा यह खयाल बनता रहेगा, जारी रहेगा हमें इस मनोवृत्ति से निकलना चाहिये और बाहर आ जाना चाहिये। अगर हम में कोई इन्फीरियारिटी कम्प्लेक्स (Inferiority complex) है कि हम यह नहीं कर सकते, या जो दूसरों में सुपीरियारिटी कम्प्लेक्स (Superiority complex) है कि दूसरे उस कार्य को नहीं कर सकते यह गुत्थी सुलझ जानी चाहिये। और जो कम्प्लेक्स हम में है वह निकल जाना चाहिये। लेकिन मंत्री महोदय का कहना है कि यह हम पहला प्रयोग कर रहे हैं। इस लिये

[श्री भट्ट]

इसे अभी रहने दीजिये। मंत्री महाशय ने बताया था कि उन्होंने ने जब चीफ कमिश्नर (Chief Commissioner) से पूछा कि आपकी इस में रहने की जरूरत है या नहीं तो उन्होंने ने कहा कि गवर्नमेंट औफिसर (Government officer) की इस में जरूरत है परन्तु चीफ कमिश्नर को लाजिमी रहना हो यह नहीं होना चाहिये। कहने को तो यह है कि इस प्रबन्ध की सारी व्यवस्था जनरल मैनेजर करेंगे। अगर जनरल मैनेजर के हाथ में सब चीज रहने वाली है और बाहर की देखभाल के लिये ही यह प्रबन्धक ममिति रहने वाली है तो सरकारो और गैर सरकारी पर अधिक जोर नहीं देना चाहिये। मंत्री महोदय को जब तक हम तसल्ली न दे सकें, जब तक उनके दिमाग में यह चीज न उतर जाय तब तक उस पर जोर देने का अधिकार मुझे नहीं है।

दूसरी बात यह थी कि पुरानी दिल्ली के सदस्य तो उसके प्रबन्धक को चुनेंगे वह अपने में से चुनेंगे या बाहर से इसका कोई जिक्र नहीं है, लेकिन नई दिल्ली वालों के लिये कहा जाता है कि उनकी जो म्यूनिसिपल कमेटी (Municipal Committee) है वह नियुक्त की गई है नामिनेटेड मेम्बर्स (nominated members) हैं धीरे धीरे वह भी चुने ही बन जायंगे। मैं यह अच्छा समझता था कि दोनों साथ में मिलकर एक आदमी को चुनते तो हर एक को संतोष रहता नई दिल्ली वालों को भी, और पुरानी दिल्ली वालों को भी, कि हम ने एक सदस्य चुन कर भेजा है। लेकिन उनको आपत्ति यह है कि नामिनेटेड मेम्बर्स जो हैं उनको एक आदमी चुनने का अधिकार देना एक गैरवाजिब बात है। इस लिये इस चीज में भी मुझे वापस जाना पड़ता है, लेकिन मैं जरूर मानता हूँ कि नई दिल्ली वालों को भी अधिकार देना चाहिये।

एक मित्र ने अपने सेलेक्ट कमेटी के नोट्स (notes) में डिसेन्टिंग मिनिट (minute of Dissent) में बताया है लेबरर्स (Labourers) के बारे में। इस सम्बन्ध में मैं यह तो जरूर मानता हूँ कि मैं मजदूरों का पक्ष लेने वाला हूँ, लेकिन इस चीज में कहां तक हम उन्हें शामिल कर सकते हैं यह नहीं कह सकता अगर वह समझते हैं कि जो मंत्रियों के स्थानों में बैठे हुए आदमी हैं, वह उनके प्रतिनिधि

ह और वह जो करते हैं उनकी भलाई के लिये करते हैं, और उनकी भलाई का काम करेंगे तो ऐसा प्रश्न ही नहीं उठता।

दूसरी बात यह है कि अगर दिल्ली की म्यूनिसिपल कमिटी और दिल्ली के डिस्ट्रिक्ट बोर्ड को जो आदमी चुनने का अधिकार है वहाँ कोई भी आदमी जा सकता है, कोई भी आदमी खड़ा हो कर और मत प्राप्त कर वहाँ जा सकता है।

दूसरी बात यह है कि इस कारपोरेशन (corporation) या प्रबन्धक समिति में गुंजाइश है कि इस में उनको Associate के रूप में लिया जा सकता है। वह तो सलाहकार भी बन सकते हैं। उनको अधिकार बैठने का किस हिसाब से प्राप्त हो जाता है यह मैं नहीं समझता। ऐसा जरूर हो कि जो मजदूरों के हितों को जानने वाला हो, वह ऐडवाइजरी बोर्ड (Advisory Board) में ऐसा आदमी जरूर रख सकते हैं। इससे बढ़ कर मैं यह भी कहूँ कि जब मजदूरों का सवाल खड़ा हो तब मैं मानता हूँ और आशा करता हूँ कि इस प्रबन्धक समिति में जो आदमी आने वाले हों वह लोग अवश्य ही ऐसे हों जो मजदूरों के हितों को ध्यान में रख कर विचार करें। यह हो सकता है, ऐसी गुंजाइश इस में रखी गई है।

एक चीज की तरफ और ध्यान दिलाना चाहता था और वह यह कि अब तक इसमें गवर्नमेंट का करीब एक करोड़ रुपया खर्च हो चुका है। तो प्रबन्धक समिति से उस एक करोड़ पर क्या ब्याज मिलेगा। वैसे तो यह एक जेब में से दूसरी जेब में रुपया डालने की बात है, लेकिन एक यह तरीका है कि जब हम पचास ब्याज पर लेते हैं तो चार या साढ़े चार परसेंट (per cent) का ब्याज देते हैं। तो अगर यहाँ भी एक निश्चित रकम मुकर्रर की जाती और एक निश्चित ब्याज का रेट (rate) मुकर्रर किया जाता तो ज्यादा अच्छा होता। लेकिन उनका कहना है कि इससे दिक्कत पेश हो सकती है क्योंकि कहीं चार, कहीं साढ़े चार, कहीं तीन या इससे भी कम ब्याज लेना पड़े, इससे हमको मजबूर मत कीजिये उनका कहना है कि वे एक प्रबन्ध बना रहे हैं और इसलिये उनका हाथ हमको खुला रखना चाहिए जिससे कि वह अच्छा कारोबार चला सकें। और अगर उनको तंग कर दिया जायगा तो उनको दिक्कतें पेश आवेंगी, डिप्रिसियेशन (depreciation) के बारे में और रिजर्व फंड (Reserve Fund) आदि के बारे में। इसलिए इस

[श्री भट्ट]

चीज़ पर जोर नहीं दिया जाता चाहिए। लेकिन मैं समझता हूँ कि मंत्री महाशय इसके बारे में ख्याल रखेंगे और जो फाइनेन्स (finance) के आदमी बैठेंगे वह ख्याल रखेंगे कि गवर्नमेंट को घाटा नहीं आना चाहिए। और आशा है कि प्रबन्ध समिति ध्यान रखेगी और आशा है कि जिस रीति से बम्बई का, जिसकी तारीफ़ सिधवा साहब ने की है, जिस रीति में अहमदाबाद का कारोबार चलता है उससे भी अधिक अच्छा यहाँ का कारोबार चलेगा और आयन्दा जब हम यहाँ बजट और दूसरे मौक़ों पर आयें तो कह सकें कि यह प्रबन्ध समिति अच्छी बनी और यह कह सकें कि दिल्ली वालों ने अपना काम करके दिखला दिया है। जिम्मेवारी दिल्ली वालों पर है।

(English translation of the above speech)

Shri Bhatt: The Delhi Transport Service is being run by the Government. Through the agency of the Bill in question it is sought to legalize this arrangement and it is another form of nationalisation. I hope that the other Provincial Governments too would nationalise their transport systems on this very pattern. Perhaps in some near future a Road Transport Corporations Bill is also to be introduced in this House. That Bill would seek to authorize the Provinces to nationalise the Transport System whenever they like and also to assume authority wherever they choose. This is one of the methods of nationalisation and step by step we are heading towards that goal, and for this reason I welcome this Bill.

As you had pointed out that the Bill before us is meant to better the present existing arrangement and I also hope that the shortcomings of this Bill even if they are left out by the Select Committee or are not rectified by the amendments moved here will also be removed gradually. I have not the least doubt about this fact.

From the time the Bill has come before us the word 'Authority' occurring therein is somewhat ranking in my mind. I do not know why the English knowing people love to use this word, and they claim it to be a very comprehensive word. Though I have not so much knowledge of English yet when I read the expression "Authority will authorize" or "it will be authorized by the Authority" then I cannot understand if it is proper or not to use such an expression. But the legal brains say that they are very much inclined to use this word and so it should remain therein. But what does this word matter with the people? The people may or may not understand the word 'Authority' but the Hindi speaking people should include this word in their vocabulary. It is just possible that it being a new word they may not be inclined to do so, but they have to include the word 'Authority' in their vocabulary. But I think that it would have been far better if instead of this word a word like 'Board' were selected and on the pattern of 'Railway Board' the nomenclature may have been changed as Transport Board or any other suitable word may have been substituted for that. The people would have liked a name of their own language. But I cannot say whether any consideration is being shown or not towards the language of the people. The members of the Standing Committee and of the Select Committee have preferred only this word, so I

should not raise much objection against its use. But I will like to submit that as far as possible some simple word should be used so that the people may understand as to what the thing is. The practice of giving English equivalents like the use of the word 'Authority' is received in what vein by the English speaking people I leave it for them to decide.

The second thing appears to be still more strange. I had made a suggestion to the hon. Minister and when I discussed the matter with him he told me not to thrust the systems prevalent in the days long past, when bullock carts and camel carts were supposed to be the fastest means of transport, in the modern times. He told me that times have now changed and the world has made unimaginable progress. Now it is the era of aeroplanes and so I must confine myself to motor transport only and should not drag down the world to those old ideals of long past. But I beg to submit that my experience is that when you are making this law not only for Old Delhi or New Delhi alone but for the whole of the Delhi Province and when new areas are being included for the introduction of the transport service then this arrangement should not have been made for passenger traffic only but for the transport of goods also. I beg to submit that if in our country the supply of petrol falls short then at those places where we can use the old methods of transport and can run them economically we should introduce those systems there. As I had submitted the other day that if we have to send ten maunds of anything to a distance of ten miles then a bullock cart starting at 9 P.M. can very easily convey it to that place by four o'clock in the morning. In this way more people would get work and our burden would also be lightened. But to him this appears to be very strange and so the hon. Minister asked me not to mention this possibility even. For this reason I do not lay more stress on this point. I wish to draw your attention to the fact that taking into consideration the conditions existing in India today when there is a shortage of all necessary commodities, then this shortage can somewhat be made up by adopting this system and so we can have this system also side by side with the other systems. The Government should not have any objection in adopting those things that lead to economy in expenditure. But our hon. Minister asks us to let him run the motor transport for the present and not to talk about bullock carts, and so I am not pressing my point. My friends have said a lot about the management of this transport system and while discussing the Rehabilitation Finance Corporation I also made a mention of it that I think it to be essential that as far as possible instead of vesting all the authority in the official members we should try to vest this authority in the non-official members, otherwise the system of appointing only official members would continue *ad infinitum*. I believe that he can make such arrangements whereby the non-official members could also be included, and they would continue to take more and more interest. We should try to pierce and come out of this circle of officialdom. If we feel some sort of inferiority complex and think that we cannot do this work while some others have a sense of superiority complex that no one else except them can do a particular work then the complexities arising out of such a state of affairs should invariably be smoothed out and the sense of inferiority complex present in us should be driven out. But the hon. Minister says that he is undertaking this work for the first time and on an experimental basis so it should be left alone as it is. The hon. Minister informed us that when he asked the Chief Commissioner if he liked to be on the Board then he replied that some high-placed official must be the *ex-officio* Chairman. But I think that the Chief Commissioner should not invariably be the *ex-officio* Chairman. It is said that the General Manager will be responsible for the general management. If the General Manager is to look after the entire management and all the authority is to be vested in him and the Transport Authority Committee is meant only to look after the management in general then undue stress should not be laid on the

[Shri Bhatt]

number of officials and non-official members on the Board. But till the time I am not able to convince the hon. Minister and to bring him round to my point I am not inclined to press my point any more.

The second thing is that the Delhi Municipality has been authorised to elect its representatives, but this point whether the representatives would be from among the members or not has not been made clear. It is good that the choice has not been restricted. But the New Delhi Municipal Committee has been denied this right on the plea that the said Municipal Committee is a nominated one and the members have been nominated and not elected. I hope that soon elected members would replace the nominated ones. I think it would have been better if both the Municipal Committees of Old Delhi and New Delhi were to jointly nominate one representative on the said Advisory Board then they would at least have the consolation that they have made a unanimous selection of the representative. But their objection is that it is not at all proper to authorise the nominated members to select a representative. Therefore this point also I do not like to press but I think that the New Delhi Municipal Committee should also be conceded this right.

A friend has written a Minute of Dissent about the labourers in the Select Committee Report. I acknowledge the fact that I am a supporter of the rights of the labourers but the question is in what manner can we have their representation on the Board? If they think that the persons who are occupying Ministerial chairs are their own representatives and whatever these Ministers are doing or will do is for their own benefit then this question does not arise.

The second point that the Delhi Municipal Committee and the Delhi District Board have been authorized to select their representatives so any person desirous to become a member of the Advisory Board can stand for election there and if elected become a member of the said Board.

Another point is that there is a provision in the rules and regulations of this Corporation or Transport Authority Board that other persons can also be taken on the Board as associate members, and they can become advisers also. How they acquire the right of attending the meetings of the Board I do not understand. It should be made clear that the Board may co-opt such persons on the Advisory Board who may be experts on labour problems. I may go a step further and say that whenever any questions about the labourers arise then I hope the members of the Advisory Board would take decisions only after taking the interests of the labourers into consideration.

This is possible and a provision to this effect has been made herein.

There was another matter which I wanted to be given consideration. The Government have spent till now nearly a crore of rupees on this scheme. I would like to know the total interest the Authority will pay on that sum. I am aware this means a mere transfer of money from one pocket to the other. We have, however, a practice that we are required to pay interest at the rate of four or four and a half per cent. whenever we get certain loans. It would have been better to determine a fixed lump-sum or some definite rate of interest in this case as well. But stand taken by them is based on the likely difficulties they might face with regard to such fixation varying from three to four and a half or even less than three per cent. according to the merit of the case and for that matter they do not wish to be pressed over this issue. They maintain that, as they are striving for a sort of management, they should be given the necessary freedom of action so as to conduct the business properly. If, however, no option is left to them, they will be facing complications in respect of Depreciation and the Reserve Fund. The matter as such should not be pressed. I, therefore,

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hope that the hon. Minister of Finance as also the financial experts concerned with the matter will bear in mind to see that the Government are not involved in any loss on this account. I also hope that the Authority will keep that in view and things will work in a better way than in Ahmedabad and Bombay, the latter of which has been praised by the hon. Shri Sidhva on a previous occasion. I lastly hope that next time when we turn up here in connection with the next budget or on some other occasion, we may justifiably acknowledge the capability of the residents of Delhi in managing their affairs in a commendable way as also have the satisfaction of having set up an Authority which proved worthy of the task entrusted to it. Ultimately the responsibility falls on the former *vis.*, the residents of Delhi themselves.

Mr. Speaker : Shri Deshbandhu Gupta.

Shri Sidhva : Sir, on a point of order. Can a Member place his hat on the desk ? May I know whether it is in order ?

Mr. Speaker : It is not in order that he should place it on the desk.

श्री देशबन्धु गुप्ता : मेरा विचार इस सम्बन्ध में हाउस (House) का अधिक समय लेने का नहीं है। सिलेक्ट कमेटी (Select Committee) में जो थोड़ा बहुत मन्त्रिबरा में दे सकता था मैं पहले ही दे चुका हूँ। खेद है कि मैं आखिरी मीटिंग में जब कि सिलेक्ट कमेटी ने अपनी रिपोर्ट तैयार—फारमूलेट (formulate) की उस समय में शरीक न हो सका। मुझे इस बिल के बारे में दो ही आपत्तियाँ हैं। पहली बात यह है; जैसा और भी मेरे कई आनरेबिल (honourable) दोस्तों ने कहा है, हमारी गवर्नमेंट आज भी नान-आफिशियल्स (non-officials) को शक वा शुबहे की नज़र से देखती है। यही कारण है कि इस बिल का प्रारम्भ में जो ड्राफ्ट (original draft) हमारे सामने आया था उसमें तो म्युनिसिपैलिटी (Municipality) और डिस्ट्रिक्ट बोर्ड (district board) को भी अपने प्रतिनिधि भेजने का अधिकार नहीं दिया गया था। सिलेक्ट कमेटी में झगड़ा करने के बाद और जब इस पर काफ़ी दबाव दिया इसके लिये इस्तेमाल किया गया तब हमारे आनरेबिल मिनिस्टर (the hon. Minister) साहब ने इसे माना। अन्यथा वह चुनाव का असल ही इसमें लाना नहीं चाहते थे और वह यह समझते थे कि केवल सरकारी आदमियों के हाथ में अथवा सरकार द्वारा नामजद किये हुए व्यक्तियों के हाथ में ही इसका सारा प्रबन्ध होना चाहिए। इसलिए मैं यह कहना चाहता हूँ कि आज जब यह तजुर्बा किया जाने वाला है, उस समय चाहे काउंसिल (Council) किसी प्रकार की हो, ट्रांसपोर्ट आथॉरिटी (Transport authority) किसी प्रकार की हो, जब तक सरकार की मनोवृत्ति नहीं बदलेगी और वह गैर-सरकारी व्यक्तियों की राय को वज़न न देगी उस समय तक इससे जो भी आशाओं की जायेंगी वह आशाओं पूरी होने वाली नहीं हैं। मेरी यह राय उस अनुभव के आधार पर है जो

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कि इस प्रकार की एडवाइजरी आथारिटीज (Advisory Authorities) और एडवाइजरी काउंसिलों (Advisory Councils) का दिल्ली वालों को है। दिल्ली दुर्भाग्य से ऐसी जगह है जहाँ पर एडवाइजरी आथारिटीज की बहुत बड़ी हुकूमत है। कोई केन्द्र ऐसा नहीं है जिसमें कि सारा कारोबार एडवाइजरी आथारिटीज के हाथ में न हो। इम्प्रूवमेंट ट्रस्ट (Improvement Trust) एक एडवाइजरी किस्म की बाडी है, देहली सेंट्रल इलेक्ट्रिक पावर आथारिटी (Delhi Central Electric Power Authority) भी ऐसी है, ज्वाइंट वाटर बोर्ड (Joint Water Board) भी इसी प्रकार का है, यहाँ तक कि चीफ कमिश्नर (Chief Commissioner) की एडवाइजरी काउंसिल (Advisory Council) भी इसी तरह की है और आज के दिन तो कोई इलेक्ट्रेड म्युनिसिपल कमेटी भी दिल्ली में नहीं है। कुछ दिनों से देहली की जो म्युनिसिपैलिटी (Municipality) है वह भी आज पूरी तरह नामिनेटेड (nominated) है। नई दिल्ली म्युनिसिपल कमेटी नामिनेटेड है, पुरानी दिल्ली म्युनिसिपैलिटी में आज कई सालों से चुनाव नहीं हुआ है और उसको एक नोटिफिकेशन (notification) के जरिये एक नामिनेटेड बाडी (nominated body) करार दे दिया गया है अर्थात् कुछ ऐसी परिपाटी यहाँ पर पड़ गई है कि दिल्ली में अनेक आथारिटीज हैं जिनके जरिये से दिल्ली के सार्वजनिक कारोबार चलते हैं, वह या एडवाइजरी बाडीज (advisory bodies) हैं या नामिनेटेड बाडीज (nominated bodies) हैं। और दिल्ली वालों की यह और बदकिस्मती है कि उनके काम के रिकार्ड को संतोषजनक नहीं कहा जा सकता। अगर काम का रिकार्ड अच्छा होता तो हम समझते कि चलो इलेक्शन के झगड़े से बचे, काम से मतलब है, काम तो अच्छा होता है। लेकिन खेद है कि यह बात भी नहीं है जनाब सदर में आपका और हाउस का समय इन नामिनेटेड बाडीज के काम पर आलोचना करने में लेना नहीं चाहता केवल इतना कहना काफी होगा कि सरकार की ओर से जो नामिनेटेड अथवा एडवाइजरी बाडीज यहाँ काम कर रहे हैं उनके काम का रिकार्ड कितना मायूसकुन है। अगर मुझे इजाजत हो तो मैं हर ऐसी संस्था का कच्चा चिट्ठा यहाँ पेश कर सकता हूँ। लेकिन मैं समझता हूँ कि उसके लिए यह उपयुक्त अवसर नहीं है।

ट्रांसपोर्ट आथारिटी के बारे में यद्यपि सिलेक्ट कमेटी ने यह मान लिया है कि दिल्ली म्युनिसिपैलिटी की ओर से और डिस्ट्रिक्ट बोर्ड की ओर से एक एक आदमी लिया जायगा, फिर भी उस की जो रूपरेखा है उसको देखते हुए यह मानना पड़ेगा कि यह दो मेम्बर वहाँ कोई विशेष प्रभाव नहीं डाल सकते हैं। मैं अपने मित्र मिस्टर कामथ से इस बारे में सहमत हूँ कि जहाँ तक इस बाडी

का संबन्ध है इसमें एक प्रकार से गैर सरकारी सदस्यों की संख्या अधिक होनी चाहिये थी। चीफ कमिश्नर साहब इसके सदर होंगे। वह आई० सी० एस० आदमी हैं और इसमें कोई सन्देह नहीं कि बड़े लायक आदमी हैं, लेकिन सवाल तो यह है कि मिनिस्टर साहब ने यह जानने की कोशिश नहीं की कि वह कितनी एडवाइज़री बाडीज के चेयरमैन हैं और क्या वह इतने कामों के लिए समय निकाल सकते हैं। यहां यह भी एक रिवाज हो गया है कि चीफ कमिश्नर को हर एक संस्था का चेयरमैन बना दिया जाता है और वास्तव में उसका अर्थ यही होता है कि वह एक पी० सी० एस० के अफसर को अपनी जगह नामीनेट कर देते हैं और व्यवहार में तमाम कामों की बागडोर इन अफसरों के हाथ में होती है और वह स्याह सफ़ेद के मालक होते हैं। आज जितनी इस तरह की बाडीज यहां पर बनी हुई हैं उनकी कंरीबन यही हालत है। इम्प्रूवमेंट ट्रस्ट में करोड़ों का काम होता है। उसका चेयरमैन भी एक पी० सी० एस० का अफसर है। इसी प्रकार से दिल्ली सेंट्रल इलक्ट्रीसिटी बोर्ड आदि का है। सभी कामों के लिए इस तरह के अफसर जो कि छोटे छोटे कस्बों में फर्स्ट क्लास (first class) के मजिस्ट्रेट (magistrate) का फर्ज अदा करते हैं उनको यहां लाकर बड़ी बड़ी जिम्मेदारी की जगहों पर चेयरमैन (chairman) बनाकर बैठा दिया जाता है और उनको गैरसरकारी व्यक्तियों पर तरजीह दी जाती है! मैं समझता था कि मेरे दोस्त मिस्टर सन्थानम जो थोड़े दिन तक हाउस के इस ओर बैठा करते थे और इस तरह की बातों का काफ़ी विरोध किया करते थे, वह वहां जाने के बाद अपनी उस मनोवृत्ति तथा दृष्टिकोण को सर्वथा भूल नहीं जाएंगे। लेकिन मैंने देखा कि वहां जाने के बाद सर्वथा बदल गये हैं। ट्रांसपोर्ट अथारटी (Transport Authority) जो कुछ भी बनाई जा रही है उसमें कुल दो मेम्बर चुने हुए रख गये हैं। तथा गवर्नमेंट ने अपने हाथ में यह अधिकार रखा है कि वह समय समय पर उसे डाइरेक्शन (direction) दे सकेगी। मैं चाहता हूँ कि आनरेबल मिनिस्टर इस बात को ध्यान में रखें कि सेन्ट्रल गवर्नमेन्ट की ओर से इस का जो पक्ष प्रदर्शन किया जाय वह रीएक्शनरी किस्म का न हो, वह जनमत के अनुसार हो। जो परामर्श उनके वास्तविक प्रतिनिधियों द्वारा दिये जायें उन्हें यह समझ कर कि गैर सरकारी आदमी अनुभवी नहीं हैं उन्हें कोई कारोबार चलाना नहीं आता उनकी अवहेलना नहीं करनी चाहिये बल्कि उसे ज्यादा से ज्यादा वज़न देना चाहिये। यह जो एडवाइज़री बोर्ड बनाया जा रहा है, उसके सम्बन्ध में भी दो शब्द कहना चाहता हूँ। जिस समय यह सवाल उठा कि ट्रांसपोर्ट अथारटी में कोई लाभप्रिय प्रतिनिधि होना चाहिये, तो मिनिस्ट्री की तरफ से इसका जवाब दिया गया था कि हमने एडवाइज़री बोर्ड बना दिया है, उसमें पन्द्रह आदमी हैं, उसमें तमाम नान आफ़ीशल होंगे, इस में आप आपत्ति क्यों करते हैं, लेकिन मैं आपको

श्री देशबन्धु गुप्ता

यह बतलाना चाहता हूँ कि इस प्रकार के नान आफ़ीशल बोर्डों का इस वक़्त तक का रिवाज़ ऐसा है कि शायद छै महीने में एक बार भी इनकी मीटिंग नहीं होती। इस बोर्ड के बारे में मैं अभी कुछ नहीं कह सकता हूँ, क्योंकि अभी इसके नियम आदि नहीं बने हैं, तथा उसके अधिकार क्या होंगे, यह किस प्रकार चलेगा, अभी सब कुछ मिनिस्ट्री को ज्ञात है। लेकिन मैं यह चाहता हूँ कि अगर इस एडवाइज़री बोर्ड को रखना है और उसको ज़रूरी समझ कर रक्खा गया है, तो यह बात बिल्कुल स्पष्ट हो जानी चाहिये कि उस एडवाइज़री बोर्ड के कुछ अधिकार अवश्य होंगे और कम से कम उसे तीन महीने में एक बार बुलाया जायेगा और उसके सामने काम का पूरा ब्योरा रक्खा जाया करेगा। मैं यह व्यवहार रूप से कहता हूँ क्योंकि मेरा तो यह ख्याल है कि शायद साल भर में एक ही बार उसे बुलाया जायेगा। ट्रान्सपोर्ट अथोरिटी का वर्तमान बोर्ड जहाँ तक मुझे मालूम है, एक खिलौना है, न इस के मੈम्बरोँ को कोई अधिकार है, न उनके सामने कोई खास बात आती है, न उन्हें यह अधिकार है कि कोई बात स्वयं पेश कर सकें। इस लिए मेरा आग्रह है कि इसके लिये जो नियम बनाये जायें, उनमें इस बात का ध्यान रक्खा जाय कि चुने हुए सदस्यों की बात का विशेष ध्यान रक्खा जायेगा क्योंकि जनता की शिकायतें उन्हीं के जरिये पहुंच सकती हैं। मैं यह भी आनरेबल मिनिस्टर से निवेदन करना चाहता हूँ कि वह इस बात का ध्यान रक्खें कि इस एडवाइज़री बोर्ड के हाथ में कुछ सत्ता दो और उनकी मीटिंग्स कम से कम तीन महीने में एक बार ज़रूर हों, और उससे भी कम समय में हो सकें, तो ज्यादा अच्छा है।

जहाँ तक जनाब सदर किरायों का सवाल है, मैं समझता हूँ कि इसके बारे में काफ़ी कहा जा चुका है। मैं केवल यह कहना चाहता हूँ दिल्ली आज एक बिल्कुल नया शहर बन गया है, इसकी आबादी बहुत बढ़ गई है और आबादी में कई लाख ऐसे आदमी आकर बसे हैं, जिनको अभी तक रहने का ठिकाना भी नहीं मिला है और रोज़गार के लिये उन्हें दूर दूर से शहर में रोज़ आना पड़ता है। यह ट्रान्सपोर्ट अथोरिटीज़ का काम है कि उनको एक जगह से दूसरी जगह जाने में अधिक से अधिक सहूलियतें दें। कुछ लोग छोटे छोटे टाउनशिप्स में यहाँ से १०-१२ मील के फ़ासले पर रहते हैं, अगर किराये ज्यादा हों तो एक मज़दूर जो कि मान लीजिये शादीपुर या पुराना किला में रहता है आने जाने में उसकी आमदनी का एक हिस्सा खर्च हो जायगा। इस बात को ध्यान में रखते हुए कम से कम किराया होना चाहिये। एक बात और कहना चाहता हूँ, वह यह है कि ट्रान्सपोर्ट से जो आमदनी होती है, उस पर स्थानीय म्युनिस्पल कमिश्नरों का अधिकार होता है। लेकिन दिल्ली की बदकिस्मती

यह है कि यहां आमदनी के जितने साधन हैं, वह सब गवर्नमेन्ट अपने हाथ में लेती जा रही है। बिजली, पानी पहले से सरकार के हाथ में हैं, देहली म्यूनिसिपैलिटी को उनकी आमदनी में से कोई हिस्सा नहीं मिलता। बम्बई में ट्रामवे और बसेज कारपोरेशन के हाथ में थीं परन्तु यहां ऐसा नहीं है। इस लिए मैं यह चाहता हूँ कि ट्रान्सपोर्ट अथोरिटी पहले तो किराए कम करे और फिर खर्च निःकाळ कर जो आमदनी बचे उसमें से दिल्ली म्यूनिसिपल कमिटी को कुछ भाग अवश्य देना चाहिये। देहली म्यूनिसिपैलिटी सड़कों पर लाखों रुपया खर्च करती है, शहर की सड़कों की हालत इतनी खराब है कि जब दूसरे देशों के राजदूत शहर में जाते हैं तो हमें कितनी लज्जा आती है यह दिल्ली वाले ही समझ सकते हैं, उनके लिये आमदनी के जितने दरवाजे हैं, वह बन्द किये जा रहे हैं, और अगर कभी कुछ मांगा जाता है, तो कहते हैं कि दिल्ली वालों के पास क्या है वह तो सेंट्रल गवर्नमेन्ट की सहायता से ही काम चलाते हैं। मैं यह चाहता हूँ कि इस बात को भी दृष्टि में रक्खा जाये कि ट्रान्सपोर्ट को योग्यता से चलाया जाये और उसकी आमदनी में से देहली की सड़कों पर खर्च करने के लिये उसका एक हिस्सा नियत कर देना चाहिये। यह एक वाजिब खर्च होगा। इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ और इसका विरोध नहीं करता, लेकिन मैं चाहता हूँ कि जो सुझाव मैंने दिए हैं उन्हें दृष्टि में रक्खा जाय, और ट्रान्सपोर्ट अथोरिटी का काम ठीक स्पिरिट में चलाया जाय ताकि यह स्कीम कामयाब हो और उससे दिल्ली की जनता की सेवा हो और आगे के लिए भी उसका परिणाम देश के लिये अच्छा हो।

(English translation of the above speech.)

Shri Deshbandhu Gupta: I do not intend to take much time of the House on this issue. I have taken part in one or two meetings of the Select Committee and have already offered a little bit of advice I could on those occasions. I regret my inability to participate in the last meeting when the Committee was faced with the task of preparing their report. I have only two objections to raise with regard to this Bill. The first of these is, as pointed out by several other hon. friends also, that the non-officials are viewed with a suspicious eye by our Government even now. It was due to this reason that in the original draft of this Bill which we had the opportunity to see, even the Municipality and the District Board were denied the right to send in their representatives. The hon. Minister conceded the demand only after much pressure had been exercised and when a good deal of controversy had gone on in the Select Committee. He was even against the introduction of the principle of election in this matter and was of the opinion that the whole arrangements should be solely in the hands of the officials and the members nominated by the Government. My submission, therefore, is now that this thing is going to be experimented whatever be the model of the council or the Transport Authority to be set up, the hopes regarding the results will not be material till the mentality of the Government changes and they attach due weight to the non-official opinion. When I express such

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an opinion, it is because of the experience which the residents of Delhi have had of such-like advisory councils or authorities. Unfortunately, as it happens to be the case, Delhi is a place where the advisory authorities have a very big say in the administration. Here no such sphere of work exists wherein the advisory authorities have not the complete control. Improvement Trust is in the nature of an advisory body and the Central Electric Power Authority is only a kith and kin of this Transport Authority going to be constituted now. Similar is the case with the Joint Water Board. So much so that the Advisory Council to the Chief Commissioner even shares no better fate and the result is that this day even the Municipal Committee is left as such which cannot be called an elected one. For the last few days even the Municipal Committee of Old Delhi happens to be an entirely nominated body. Whereas that of New Delhi had already been enjoying such a status. No elections have been held to the Old Delhi Municipal Committee for years and it has now been declared a nominated body through a notification. In short, such a practice has come to stay here that all authorities through which all public work is carried on in Delhi, happen to be advisory or the nominated ones. This is a matter of further misfortune of the residents of Delhi that their work cannot be described as a satisfactory one. Had the record of their work been a satisfactory one, we could have some consolation in its satisfactory quality which is our real concern as also could be saved from the botheration which the elections bring in their train. But I regret to submit that even such is not the case, Sir, I don't want to take your time by criticising the work done by these nominated bodies and I have to describe only this much here that the record of work done by these nominated or advisory bodies working on behalf of the Government is of a disappointing nature. If I may have your permission, I can give a true picture of the hollow nature of that work being done by each of such bodies. I, however, consider that this is not an appropriate occasion for that.

Although the Select Committee has agreed to take in a representative each from the Delhi Municipality and the District Board in the Transport Authority, we will have to concede that these members cannot prove to be effective, constituted as the Authority happens to be. In this matter I agree with my friend the hon. Shri Kamath that in one way, the non-officials should have been admitted in a majority as far as this body was concerned. The Chief Commissioner happens to be the Chairman and whether he could be expected a very capable officer. But the question is whether the hon. Minister has taken the pains to know the number of advisory bodies of which the Chief Commissioner happens to be the Chairman and whether he could be expected to give time to each one of them. It has become almost a custom here to appoint the Chief Commissioner as the chairman of every such body, which, in effect, means the appointment of an ordinary P.C.S. officer in his place. The result is that these P.C.S. officers have complete control on all affairs and exercise full powers to make or mar things. All such bodies set up here these days are in a similar condition. The Improvement Trust conducts business to the tune of crores; its Chairman is also a P.C.S. officer. Same is the case with the work being done by the Delhi Central Electricity Board etc. For all of our affairs, the officers of this type who discharge duties of a first class magistrate for smaller towns are brought here in Delhi and they are appointed as Chairmen to all the posts of responsibility and thus shown every preference over the non-officials. I thought, the hon. Shri Santhanam who, only a few days back, used to take his seat on this side of the House and proved to be a critic worthy of note in such affairs would not become forgetful of his own point of view. But to my surprise he has undergone a complete change in his new capacity. Whatever the nature of the Transport Authority set up recently

there are hardly two members on it and yet the Government has the right to direct its decisions from time to time.

I want that the hon. Minister should see to it that the lead given by the Central Government in this behalf is not reactionary but in accord with the opinion of the people and that the advice offered by their real representatives is not disregarded on the plea that non-officials are inexperienced people and do not know how to run any concern. On the other hand it should be shown the greatest consideration. With regard to the proposed advisory board too I wish to say a few words. When the question was raised that there should be some popular representative on the Transport Authority the reply given on behalf of the Ministry was, "We have appointed an advisory board which consists of fifteen persons, all non-officials. Why should you object to this?" I want to tell you, however, that the tradition erstwhile with regard to non-official boards of that kind has been such that probably they do not meet even once in six months. I cannot say anything at present with regard to this board because its rules etc. have not been framed yet and it is as yet known to the Ministry alone as to what are going to be its powers and how it is going to function. But, I do want that if this advisory board is to be constituted and if it has been provided for because it has been considered essential, it must be made clear that it shall have some powers, that its meeting shall be called at least once in three months and that a detailed picture of its work shall be placed before it. I say this from the practical point of view because I am inclined to think that it will be called to meet only once in a year. The present board of the Transport Authority, as far as I know, is just a toy. Its members exercise no powers, nor is anything important put up to them. Nor have they the power to make any proposal on their own initiative. Hence, I want that in framing the rules in this behalf care should be taken to see that special consideration is shown to the views of the elected members, because it is through them alone that the grievances of the public can be known. I also wish to submit to the hon. Minister that he should see to it that this advisory board should be possessed of some authority and that it must be required to meet at least once in three months—of course it would be better if it meets at still shorter intervals.

As regards the fares much has already been said on the subject. Delhi has now become quite a new city, its population has greatly increased and lakhs of persons have come and settled here who have not yet found even a place to live in and who have to come into the city for their living from distant localities every day. It is a duty of the transport authorities to provide them the greatest possible facilities for movement from one place to the other. Some people are living in small townships at a distance of ten or twelve miles from here. If they are charged excessive fares a labourer who, for instance, lives in Shadipur or Purana Qila may have to spend a good bit of his earnings on the bus fares to be paid in coming and going. This should be kept in view and the lowest possible fares fixed. I will just refer to one other matter. The income from transport services is ordinarily under the control of the local Municipal Committees but, to Delhi's misfortune, all the avenues of income here are being taken by the Government into its own hands. For instance, the electricity and water supply departments are already in Government hands and the Delhi Municipality gets no share out of their income. In Bombay, the tramways and buses are a concern of the corporation but such is not the case here. I want that the Transport Authority should in the first instance reduce the fares and that it must give a share of the net income left after the expenses are met to the Delhi Municipal Committee. Lakhs of rupees are spent on roads by the Delhi Municipality. Roads in the city are in such a pitiable condition that we feel ashamed whenever the ambassadors from other countries visit the city. The

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situation is best realized by the local inhabitants. All avenues of income are being steadily closed on them. Whenever a demand is made the reply comes that the Delhi people have no resources of their own and are pulling on only with the help of the Central Government. Hence, I want that the transport services should be conducted efficiently and at least some part of their income reserved to meet the expenditure incurred on the Delhi roads. It would be a legitimate charge. With these words I support this Bill and do not oppose it but I do want that these suggestions be kept in view and the work of the Transport Authority conducted in a proper spirit so that the scheme should succeed. This would be a service to the people of Delhi and likely to have good results for the country in future.

Dr. Deshmukh: I have for a long time been connected with this question of Government taking over road transport and I have no hesitation in saying that I have always been a very staunch opponent of the idea that Government should take over any of these services. As long ago as 1931, the Government of India called a rail-road conference. It was a time when the railways were losing heavily, and it was considered that the only way for the Railway Administration to make both ends meet was to restrict road services. There was a proposal for monopoly services organised by Central and Provincial Governments, so that the railways will not have to compete with the bus services. At that time nobody was satisfied with the Railway Administration. The position has not altered much since. The Railway Administration still suffers from many defects.

[PANDIT THAKUR DAS BHARGAVA in the Chair.]

So long as the Railways do not attain a certain and greater degree of efficiency and provide convenience for travel, I would hold—and there are many people who think with me—that the Government should not be permitted to extend its jurisdiction to the roads, probably because they will also meet with the same fate and be as inefficient as the railways. [Interruption.]

Sir, I am speaking from my experience in this particular field. It has nothing to do with the vital issue which I am examining from the point
4 P.M. of view of State trading.

There are fortunately many Provincial Governments who have embarked upon this venture. Opinions vary from province to province and from individual to individual. Some people are enamoured of nationalization in this sphere and think that things have materially improved; there are others who are not slow in pointing out the defects and saying that the whole motor transport has deteriorated.

There are two important reasons why I have not been able to reconcile myself to this scheme of taking over motor services under Government control. Firstly, no sooner Government steps in than the administration becomes more irresponsible. Peoples' grievances are not attended to. And secondly no sooner Government takes over than the cost of operation increases. I suppose it would be the experience of every Provincial Government that as soon as these services were taken over by the Government the fares increased and when they start increasing there is absolutely no limit to it. When motor transport is in the hands of private enterprise, there are many inconveniences, the people suffer. The drivers are not well-behaved, because they are not paid adequately. There are irregularities, uncleanness etc. But there is at least one redeeming feature, namely low fare. There is generally cut-throat competition between the various operators with the result that although people suffer in regard to amenities, they have not to pay as much as they will have to when it is operated by Government.

Contrary to all these misgivings and experience, an experiment is going to be tried by the Central Government in regard to a service where the previous arrangement was perfectly unsatisfactory. My attitude to this Bill, even in the Select Committee, has been to give the hon. Minister of State a long rope to find out whether he will be able to make a success of it or not. It was from that point of view that I did not put in my minute of dissent, my dissatisfaction at the fact that there is no provision for a non-official Chairman of the Authority etc. Even now I would like to urge that even though a representative of labour does not find a place in the composition of the Authority and even though the other non-official representation is not increased, at least the Chairman should be a non-official.

Secondly, Sir, I have stated in my minute of dissent that the maximum fares chargeable should be laid down. The other day the hon. Minister of State was kind enough to assure the House that the fares they are charging are less than the maximum I was prepared to fix and that this maximum is not only not likely to be charged, but the fares are likely to be very much lowered. I was very happy to have that assurance. I would only crave God's blessings that the hon. Minister's words come true and that he has not to retrace them at any time. I very much fear that circumstances may arise which may necessitate an enhancement of the fares to a very large degree. Even so, in as much as the fares suggested by me are more than what he is charging, there should be no difficulty in laying down even in a statute the maximum that will be chargeable by the Authority at any time. I am prepared to stick to the rates given in one of my amendments and I would be quite content if that is kept as the maximum limit to which fares could be charged.

Thirdly, I still feel that the interest that should be paid on the capital found by the Central Government should be fixed at the minimum of four per cent. I genuinely apprehend that without a statutory provision to that effect the Central Government will not earn the interest that it should. My apprehension in this respect has been strengthened by the report of the Standing Finance Committee that came to my hands a few days back. My first argument in making four per cent as the minimum is that that is the interest we are paying on our own borrowings. This is not a normal Authority. It is an abnormal Authority and the abnormality of it can be judged by the concessions we are going to give to it in clauses 47, 49 and 50. In clause 50 the Authority has been given magisterial powers. It can enter any place and acquire any land. It is also exempted not only from the provisions of the Punjab Motor Vehicles Taxation Act of 1924, but also from the many provisions of the Motor Vehicles Act of 1939. I do not know whether any motor cars in the whole of India excepting probably those of the Diplomatic Corps can claim any exemptions from the Motor Vehicles Act of 1939. But this Authority is going to have very sweeping exemptions from the operation of that Act also. It is also exempted from tolls. In addition to all this it is going to be a monopoly service. Now, with all these concessions, I do not think it is too much to expect that it should pay at least four per cent. as the minimum interest on the capital advanced to it.

When the question of interest was raised the other day, it was pointed out that the work of fixing depreciation would be left to the Central Government and the Central Government would not be less cautious or less exacting in getting the highest interest. Now, here are some figures from the Standing Finance Committee's report held on 9, 10, 12 and 13th of May 1949 (Page 7).

The gross earnings, as compared with the period estimated in the original Standing Finance Committee's memorandum of 1948-49, were expected to be Rs. 54 lakhs. They have diminished by Rs. two lakhs and are only Rs. 52 lakhs. Non-recurring expenditure has gone up by one lakh. Recurring expenditure has also gone up by one lakh. Depreciation has been more or less arbitrarily

[Dr. Deshmukh]

brought down from Rs. 11,50,000 to Rs. 8,08,000, that is to say, it has been reduced by Rs. 3,42,000. And the net profits have been shown as having increased from Rs. 3,73,000 to Rs. 5,42,000, thus making the expected yield of eight per cent to 13 per cent. Actually, if we take the depreciation figure as Rs. 11,50,000 then the net profit would only be Rs. two lakhs and the interest will be hardly four per cent., instead of the expected eight per cent.

So it will be quite clear that the interest return which is shown to have exceeded expectations never did so in fact. It was merely by a manipulation of the figures against depreciation that this increased interest has been shown. In view of these manipulations, I feel very strongly that the minimum interest that this Authority should be made to pay to Government should be fixed and I hope that this suggestion of mine will be accepted.

I also support the suggestion made by my hon. friend Mr. Deshbandhu Gupta so far as the claim of the Delhi Municipal Committee is concerned. Since these buses are going to run on the Delhi roads the Municipal Committee is certainly justified in asking for a share out of the profits. I am sure the Municipal Committee is in a position to levy a tax on persons entering the municipal limits from four to one anna per head. If they do so probably there will be a conflict between the Authorities, because the Central Government have made up their mind to pamper this Authority to the utmost possible extent and therefore might declare that such a taxation is *ultra vires* of the powers of the Municipal Committee. It will be best in the circumstances to give a share of the profits to that Committee who are responsible for the maintenance of the roads.

I am not enamoured of the Advisory Council applauded by some of my friends and I do not think it will serve much of a useful purpose. I am prepared to support the Bill if the suggestions I have made would be accepted. I would be happy if this experiment succeeds. As many members have pointed out, on the success of this measure depend many programmes and plans we have in view. I wish the Minister all success in this undertaking and that was the reason why I did not want to restrict the authority of this Board and meddle with the manner in which he wanted to organise it and work it. I have tried to support him and give my support to him now also. If this experiment succeeds, it will be a feather in the cap of the Central Government and it will be a source of great satisfaction to the whole of India where the different States want to introduce greater State control in services of this kind. From that point of view, I support the Bill.

Shri M. C. Shah (Bombay): I am a new Member of this House. I welcome this Bill, but venture to point out one or two objectionable features in the proposed constitution of the Authority. As President of the Ahmedabad municipality for the last so many years I have some experience of the administration and the running of a bus service. I would suggest to the hon. Minister that, if it is possible, he should avoid the official majority on the Road Transport Authority. When we are nationalising these public utility services we should entrust, as far as possible, the administration of these services to the non-official personnel. I find from clause 4 of the Bill that there are three officials to be nominated by Government and that the Chief Commissioner—an official—is to be the chairman of this body. I object on principle to such a composition of this board. The Ahmedabad Municipality was possibly the first in the whole of India to take over the bus service there and we the non-officials have managed this public service organisation during the last three years. I may inform the House that, in these three years, though we have invested only 25 lakhs of rupees in the buses and some ten or twelve lakhs on capital expenditure

on materials in stock, we have built up a depreciation fund of about 22 lakhs of rupees over and above the profits that we have made and that this bus service is managed wholly by a non-official body. The Bombay Government also have recently appointed a Road Transport Board. The chairmanship of this body was offered to me but as I preferred to come to this House I declined it, but its chairman is a non-official. So, I am suggesting that instead of having an official majority on this Authority, there ought to be a non-official majority and the chairman ought to be a non-official. I do not know whether there is a paucity of intelligent, industrious public men in the province of Delhi. I am sure if the Government are in earnest, they will find men of integrity and experience who will be prepared to take over the onerous duties of the Chairman of the Transport Authority. Here is an experiment. We have accepted the principle of nationalising the key utility services. We have already taken a step in the right direction by taking over the Road Transport Services from private hands into Government or semi-Government hands. The experiment has succeeded as far as I can say from my experience of Ahmedabad as well as from the policy of the Bombay Government. So I do not understand why we should be afraid of handing over the administration of this Road Transport Authority to non-official hands. This is a fundamental principle which I think the House should consider. I am certain the hon. Minister will accept the almost unanimous opinion of the House on this point.

I have not studied all the clauses of the Bill. So I am not in a position to say anything on the other clauses of it. When the clauses are taken up for consideration one by one, if there is anything I have to say from my experience of this matter, I will take an opportunity to do so. For the present I lay emphasis only on this very objectionable feature of the constitution of the Authority. With these words I support the motion.

श्री भट्ट: मैं दरखास्त करता हूँ कि अब चर्चा खत्म कर दी जाये ।

Shri Bhatt: I move:

"That the question be now put."

Mr. Chairman: The question is:

"That the question be now put."

The motion was adopted.

Shri Santhanam: Naturally it is the constitution of the new Authority that has caused much comment. Really speaking, there is hardly any other provision in the whole Bill which is of any controversial nature.

Sir, the critics of the constitution have mixed up two or three different ideas altogether. There is the criticism that the Authority contains a majority of nominated persons and not elected persons. This is a matter which really requires the consideration of the House. When once you put in an elected majority, it becomes not only administrative decentralisation, but decentralisation of responsibility or political decentralisation. I am not saying that, in certain matters, political decentralisation may not be desirable. It is obviously desirable in matters of local self-government when you create village *panchayats*, municipalities or local boards, to introduce political decentralisation, *i.e.*, decentralisation of responsibility. But we considered and decided that, in a matter of transport or of commercial enterprise, this decentralisation of responsibility is not desirable; only administrative decentralisation is desirable.

Shri Kamath: Who decided?

Shri Santhanam: The Government of India.

Shri Kamath: Oh, Government!

Shri Santhanam: Who else? Sir, we cannot create a Body with an elected majority and try to control that elected majority, because that elected majority will depend upon the constituencies which elected it. We may put in certain statutory restrictions, but we shall have to leave the actual administration to that elected majority and take the consequences. Therefore we cannot be ultimately responsible for the administration of that Authority. In this case, being the capital city, the Government of India does not want to divest itself of the ultimate responsibility for the efficiency of the Road Transport Service. Therefore the question of elected majority had to be ruled out.

Shri Kamath: It is a lame excuse.

Shri Santhanam: Then there was a criticism that it has got an official majority and not a non-official majority and that the organisation showed distrust of non-officials. So far as the ultimate responsibility is concerned, so long as the majority of the Authority is nominated, it does not matter in principle whether the people nominated are officials or non-officials. There is no objection in principle to a non-official majority which is nominated. But in this matter also there is one thing which I would like the House to bear in mind. Non-officials are, of course, of various categories. There are those who control private enterprise, commercial as well as industrial. Then there are members belonging to independent professions like lawyers, doctors etc. Then there are persons serving under private enterprise. I suggest that we should be very careful before we hand over nationalized enterprises to those who are running private enterprises or those who are serving under them.

Shri Deshbandhu Gupta: Nobody suggested that.

Shri Santhanam: There are many non-officials who may not be concerned with private enterprises but to say that nationalized enterprise can best be conducted by those who are interested in private enterprise is to take a big national risk. We have therefore to exclude as far as possible those who are vitally interested in the running of private enterprises or those who are under their control. In a city like Delhi which is largely an official city, where the bulk of the people are serving the Government of India or the Local Government, where the rest of the non-officials form to a great extent under the other category of people running private enterprise, we thought that it may not be wholly desirable to start at any rate with the principle that there should be a non-official majority.

Shri Deshbandhu Gupta: Does the hon. Minister suggest that the bulk of the people in Delhi are in Government service?

Shri Santhanam: Serving Government or private enterprise. So by providing three non-officials we thought we had gone as far as possible while retaining the effective ultimate control with the Central Government.

Then there was also the question of whether there should be full time members or honorary members. For a small concern at present as the Delhi Transport Service in which the Central Government has invested about 50 lakhs we cannot have many high-powered full-paid officials. We thought that one General Manager is as much as the Service can afford. Then the question arose whether we could make this Manager the full time Chairman and find people to serve under him. We thought it would be difficult to get high officials of the Government of India or responsible non-officials from the City to work under the General Manager as ordinary members. Therefore we thought it better to have a Governing Body which consists of honorary members—both

officials and non-officials and leave the day to day administration under a General Manager. If it was a big service like the London Passenger Transport Service we could have three or four high-powered officials and constitute an Authority as they have done in the Transport Commission. I may point out that even in England the British Transport Commission consists of a Chairman and no less than four or more than eight other members all of whom shall be appointed by the Minister. They did not accept there too the principle of having them elected by various constituencies.

Shri Deshbandhu Gupta: Are they whole-time?

Shri Santhanam: Four of them. That is because the Commission will control the transport of the entire United Kingdom and they could afford to pay them the highest salaries which are paid to Ministers, but if we have two or three people at 2,000/- or 3,000/- the Service cannot bear the expense. We have one whole-time man, *viz.*, the General Manager. I may also say why we preferred to have the General Manager as Secretary rather than a Member. Being a man who has to run the daily administration we did not want him to take sides when schemes are put forward and there is a difference of opinion. He will have to vote either with the one side or the other and then his position may become embarrassing. If there are two or three full-time people, then it may not matter. Being a single man, we thought it better to give him the responsibility for preparing the schemes and running the administration and abide by the general decision of the Governing Body.

In this connection I may say that I have agreed after consideration to accept amendments which will not make the Chief Commissioner *ex-officio* Chairman so that in the future we may have our hands free to appoint any official or even non-official as Chairman. To start with after full discussion with the Chief Commissioner and others, we came to the conclusion that it will be of great advantage to the new Transport Authority to have the Chief Commissioner as Chairman because when we took the G.N.I.T. there was no workshop. To-day we cannot get even water to wash the buses. Many people complain that they are dirty and I agree but the General Manager says he has been trying to get some water but he has not been able to do so. I have been suggesting to them to fit up some water trucks.

Shri Deshbandhu Gupta: Who is responsible for that?

Shri Santhanam: The old G.N.I.T. started services without such provisions. It might have been a mistake to have taken over them without making provision for them but owing to the pressure of this House it was taken over and we are paying the penalty. If the Chief Commissioner is also the Chairman, it will be easy for us to get premises for workshop and get water facilities and other facilities. We want so much assistance from the local administration in the infant stages that we thought the identity of interest by the Local Administration and the new Transport Authority will be of great assistance in the early stages at any rate. That was the only reason why we wanted to put in the Chief Commissioner as the *ex-officio* Chairman but as I have already stated, I agree to delete the provision for *ex-officio* Chairman and take power to appoint him or anybody else as Chairman as circumstances may warrant.

Shri D. D. Pant (Uttar Pradesh): So long as we have this Authority we will never get water. It is not nationalisation, it is bureaucratization.

Shri Santhanam: I don't know how my friend proposes to run nationalised industries without officials. If he wants to run his national industries without officials, then I do not think he will run any industry at all.

[Shri Santhanam]

Some Members referred to the Advisory Council; and I think it was Shri Deshbandhu Gupta who said that this Advisory Council has not been very effective, and that it had not met. I do not think that is correct. The Advisory Council has necessarily only limited authority, but within that authority, even the present Advisory Council is a very representative body and it has been doing very useful work. I may read out the list of members of the Council. It consists of the President of the Old Delhi Municipal Committee, a representative of the Delhi District Board, a representative of the Women's League, a representative of the Non-gazetted Secretariat Staff Association, a representative of the Press, a representative of the New Delhi Municipal Committee, a representative of the Punjab Chamber of Commerce, a representative of the Notified Area Committee, a representative of the Delhi University Students and the Planning Officer.

Shri M. C. Shah: Is there no passengers' association here?

Shri Santhanam: No, not so far as I know. We shall be glad to have a representative from any such association.

Well, under the new rules I am quite prepared to extend the scope of it, and make it as representative as we can.

Naturally, many Members complained about the high rates. That was one of the legacies that we inherited from the G.N.I.T. We have not increased those rates at all.

Shri Munavalli (Bombay): How long will this legacy continue?

Shri Santhanam: Well, for the last few months we have been concentrating at improving the service, and that certainly is the first thing to do, before lowering the rates. We did not want to lower the rates and then say we cannot expand the service or improve it. Even to-day the service is not adequate for the needs of Delhi, and that is one of the points stressed by many Members. I hope the House will agree that the first need of the transport service is that more buses should be put on the roads. Our buses, as Mr. Sidhva rightly pointed out, should be better maintained and there should be better workshop facilities and other facilities. But we have been concentrating during the last one and a half years on this aspect of the subject, and I may say that as soon as we are able to improve the maintenance and provide other facilities which are very necessary, we will be able to run the service even cheaper than it is to-day, and the cheapness will be passed on to the public in the form of reduced fares. I am prepared to ask the Delhi Transport Authority, as soon as it is constituted to take up this question of revision of fares, and see whether it cannot reduce the fares even immediately, to some extent.

Some Members complained about the provision for exemption from the Motor Vehicles Taxation Act. This, I may point out, was put only as a precautionary measure. As a matter of fact, the Delhi Transport Service has been paying the tax according to the Act, and we propose that it should continue to do so. The only reason why this clause was put in was that we do not know the future of Delhi, and as was pointed out by the Prime Minister this morning, there may be two Authorities here.

Shri Deshbandhu Gupta: There is no future for Delhi.

Shri Santhanam: I am not so pessimistic as my friend. He thinks the future should consist of only one type; but it may have many types and so there may be many taxes, and many Acts may apply, and we do not know the position

now. On consideration, however, I have agreed to the deletion of this exemption from the Punjab Motor Vehicles Taxation Act because our intention is that they should continue paying the tax.

As I have already said, this Authority is not exempted from income-tax and so whatever profits it may get, the Government of India will get its share in the form of the tax.

And then, a point was made about the rate of interest. Sir, we have provided that the Government of India will be free to fix the rate of interest, and I cannot understand why it should be felt by anyone that the Finance Department of the Government of India will be less anxious than the Members to get as much money as they can for the general exchequer. The only reason why we have left the provision elastic is that in the early stages, the Government of India will have to fix the rate of depreciation and the amounts to be credited to other funds. Having taken all this into account, the Government of India may be free to fix such rates as they may choose or as they may consider desirable or proper under the circumstances. Whether it should be four per cent. or five per cent. or three and a half per cent. will be decided by them. I do not think the Government of India is likely to forego the legitimate rate of interest which it has to pay for the loans out of which the capital of the Company has been given and will be given.

Sir, I would mention only one more point. A deputation of motor transport owners who are plying outside Delhi came to me and wanted to know if it is intended that the Delhi Transport Authority will go on extending their service to the exclusion of all these owners. I assured them that this Delhi Transport Authority is intended to serve only the needs of the capital city and its immediate neighbourhood. While we have provided a clause to enable it to extend further than the Province of Delhi, it was only to see that a particular limit of, say two or three or four miles for operational convenience may be available. Otherwise there is no intention on our part, to permit this Delhi Transport to go far away from the Province of Delhi and deprive the present motor transport owners of their trade. Whether they will be allowed to ply their trade by the Punjab Government or the U. P. Government, it is not for me to say. But so far as we are concerned, we do not propose to do anything which is likely to inflict any kind of hardship on them.

Sir, the other points I will take up when the clause by clause consideration is taken up. I hope what I have said will have convinced Members that the present Bill represents the best attempt we can make to nationalise the transport service in the city of Delhi, under the present circumstances.

Shri Deshbandhu Gupta: Sir, before the hon. Minister resumes his seat, may I ask him one question? What about my suggestion that part of the net income-tax should be shared with the Delhi Municipality for the maintenance of roads? And secondly, what about the suggestion for holding meetings of the Council, at least once a quarter or more frequently?

Shri Santhanam: Sir, I have already stated that I am willing to omit the clause relating to the exemption from Motor Vehicles Tax, and so that tax will accrue to the Delhi Administration and that administration can use that money for its roads. I may also point out to the hon. Member that the major portion of the money spent on the roads of Delhi comes from Central funds. I wonder if the roads are maintained by the Delhi Municipality. Well, I am prepared to look into it, and I shall not be surprised if the bulk of the cost of construction and maintenance of roads in Delhi come.....

Shri Deshbandhu Gupta: Unfortunately, the hon. Minister when he talks of Delhi, thinks only of New Delhi.

Shri Santhanam: But Sir, this bus-service includes New Delhi also. As I have already stated, whatever money accrues from the Motor Vehicles Tax will accrue to the Delhi Administration. As regards the meetings of the Advisory Council it will be meeting more often than once in three months: it must meet at least once a month. Here we have to make rules. So far as the Transport Authority is concerned it must meet once a week or earlier but I am prepared to consider the matter when making the rules about the meetings of the Advisory Council.

Shri Hossain Imam: Sir, I was absent when the hon. Minister started replying. Did he mention anything about the capital structure?

Shri Santhanam: I did not find the hon. Member in his place and so I thought I need not answer his point.

I am afraid the hon. Member had not understood the clause properly. Clause 31 (1) says:

"All non-recurring expenditure incurred by the Central Government for and in connection with the Delhi Transport Service.....and declared to be capital expenditure by that Government....."

The Select Committee inserted the amended clause so that only that part of the capital expenditure which is effective on the date of transfer will be declared to be the capital expenditure of the Authority.

I am sorry that the hon. Member referred to Prof. Shibban Lal Saksena's comments in the Minute of Dissent. In my opening speech I particularly mentioned that all the charges were either false or grossly exaggerated and that if they were made at the Budget time I would be prepared to answer them and that these charges had no relevance to the consideration of this Bill. I once more repeat that all those charges are either false or exaggerated.

Mr. Chairman: The question is:

"That the Bill to provide for the establishment and regulation of a Road Transport Authority for the promotion of a coordinated system of road transport in the Province of Delhi, as reported by the Select Committee, be taken into consideration."

The motion was adopted.

मास्टर नन्द लाल: I beg to move

"That in part (3) of clause 2, for the words 'in the Province of Delhi or in any extended area by the Authority', the words 'in the cities of Delhi and New Delhi' be substituted."

पंजाब के अन्दर जैसा कि हमारे आनरेबल मिनिस्टर आफ स्टेट ने कह दिया है, २९ तारीख को एक कान्फ्रेंस हुई थी, उस में यह फ्रंसला किया गया कि अभी तक पंजाब के अन्दर जिनके हालात बहुत मुस्तलिफ्र हैं और बहुत सा तबक़ा रेफ्यूजीज़ (refugees) का आया हुआ है, इस वक्त तक नैशनलाईज़ (nationalise) नहीं किया जायेगा। मैं समझता हूँ कि मिनिस्टर साहब ने जैसा वायदा कर लिया है, तो वह उसको ऐक्सटेन्ड (extend) न करेंगे और इस वायदे के अन्दर मैं समझता हूँ कि होल आफ दी प्राविन्स (whole of the Province) को हटा कर देहली या नई देहली कर देंगे, इससे उन लोगों को संतोष होगा और उनके हक़ पर छप्रा

न मारा जायेगा । इसलिये मैं दरह्वास्त कहूंगा कि आन्डरेवल मिनिस्टर साहब रेफ्यूजीज के दर्द का ख्याल करते हुए इस चीज को मंजूर कर लेंगे ।

(English translation of the above speech.)

Master Nand Lal (Punjab): I beg to move:

"That in part (3) of clause 2, for the words 'in the Province of Delhi or in any extended area by the Authority', the words 'in the cities of Delhi and New Delhi' be substituted."

Just as the hon. Minister of State has stated that it was decided in the Conference held on the 29th that in view of the peculiar conditions still prevailing in the Punjab owing to the influx of a large number of refugee population, nationalization will not be made there for the present. I think that he will not extend the provisions of this clause as promised by him, and will substitute "Delhi and New Delhi" for "the Province of Delhi". This will satisfy those people and their rights will not be crippled. Therefore, I would request the hon. Minister to accept this as a matter of sympathy with the refugees.

Mr. Chairman: Amendment moved:

"That in part (3) of clause 2, for the words 'in the Province of Delhi or in any extended area by the Authority', the words 'in the cities of Delhi and New Delhi' be substituted."

Shri Santhanam: Sir, I regret I cannot accept this amendment. Our service extends beyond Delhi and New Delhi and the needs of the villages within the environs of Delhi may require one or two similar extensions. So it will not be possible to run the service under the limitations proposed.

Pandit Balkrishna Sharma: As a matter of fact the hon. Minister is only taking the right but not necessarily extending it.

Master Nand Lal: I beg leave to withdraw my amendment.

The amendment was, by leave, withdrawn.

Shri Santhanam: I beg to move:

"That in part (3) of clause 2, for the word 'Province' in the two places where it occurs the word 'State' be substituted."

This is purely consequential in accordance with our new Constitution.

Mr. Chairman: The question is:

"That in part (3) of clause 2, for the word 'Province' in the two places where it occurs the word 'State' be substituted."

The motion was adopted.

मास्टर नन्द लाल: I beg to move:

"That in part (6) of clause 2, the words 'or goods or both by road in vehicles for hire or reward', be omitted."

मेरी अज्ञ यह है कि दिल्ली शहर के अन्दर जितना गुड्स ट्रैफिक (goods traffic) इस वक्त चल रहा है उसका ८० परसेंट (80 percent) रिफ्यूजीज (refugees) के हाथ में है जो बरबाद हो कर उधर से आये हैं और उन्होंने अपने जेबरात बेच कर यहाँ ट्रक्स (trucks) खरीदे हैं और

[मास्टर नन्द लाल]

अपना गुजारा कर रहे हैं। आप देखेंगे कि उनमें ज्यादातर तादाद सिक्कों की है जिन बँचारों ने अपनी ज़मीने बेच कर उधर काम शुरू किया था। लेकिन वहाँ जब काम नहीं कर सके तो उनको अपने ट्रक्स इधर लाने पड़े। यह वह लोग हैं जिन के पास उधर यह रोज़गार था और जिनके पास ज़ेवरात थे। लेकिन उनका रोज़गार वहाँ टूट गया और अब वह अपने ज़ेवरात बेच कर ट्रक्स बना कर यहाँ गुजारा कर रहे हैं और एक दो साल से अपने बाल बच्चों का पेट पाल रहे हैं। अगर अब आप उनके वह ट्रक्स भी छीन लेंगे तो उनका वह रोज़गार छिन जायगा और वह तबाह हो जायेंगे। इसलिये अगर आप काम करना चाहते हैं तो आप पैसेंजर सर्विस का काम शुरू करें और बाद में कभी ज़रूरत पड़े तो इस गुड्स (goods) के काम को लें। लेकिन अगर इस वक्त आप गुड्स को इसमें शामिल कर देंगे तो एक तरफ तो आप कहते हैं कि रिप्यूजीज के साथ आपकी हमदर्दी है और उनको रोज़गार देना गवर्नमेन्ट का फर्ज है और दूसरी तरफ आप इस तरह से उनका रोज़गार छीन रहे हैं। यह दोनों बातें मुखालिफ़ हैं। इसलिये मैं अपील करूँगा कि रिप्यूजीज की जनता का ख्याल करते हुए आप गुड्स को इसमें से छोड़ दें और पैसेंजर सर्विस को आप ज़रूर नेशनलाइज़ करें।

(English translation of the above speech.)

Master Nand Lal: I beg to move:

“That in part (6) of clause 2, the words ‘or goods or both by road in vehicles for hire or reward’, be omitted.”

I would submit that eighty per cent. of the entire goods traffic which is at present being carried in Delhi is handled by the refugees, and they have here purchased trucks after selling their ornaments and are thus earning their livelihood. You will find that a large majority of them constitutes the Sikhs who had started their business on that side after disposing of their lands. But when they could not run their business there, they had to remove their trucks to this side. These are the persons who carried on this business there and also possessed jewellery. But their business there was dislocated and now they are earning their livelihood by selling their jewellery and purchasing the trucks and are thus maintaining their families for the last one or two years. If you acquire these trucks now owned by them, then they will be deprived of their livelihood and thus be ruined. Therefore, if you want to undertake this work, you should start from passenger service and later on extend this to goods service if and when found necessary. But if you include in it goods service at present, this would lead to a peculiar situation, as on the one hand, you express your sympathy towards the refugees and admit that it is the duty of the Government to provide them with work, and on the other, you are depriving them of their livelihood in this manner. Both these things are quite contrary to each other. Therefore, I would request you to exclude the goods service from the scope of this clause keeping in view the refugee community and you must nationalize the passenger service.

Mr. Chairman: Amendment moved:

"That in part (6) of clause 2, the words 'or goods or both by road in vehicles for hire or reward', be omitted."

Shri Santhanam: Sir, I am not able to accept the amendment. It is not possible to fetter the future of this service. It may be required in the national interest that it should carry goods also but I can assure the hon. Member that there is no intention at present to extend this service to goods. The refugee problem is a temporary problem and we cannot fetter the future of the nationalised road transport by saying that at no time whatsoever will it carry goods.

Mr. Chairman: The question is:

"That in part (6) of clause 2, the words 'or goods or both by road in vehicles for hire or reward', be omitted."

The motion was negatived.

Mr. Chairman: 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.

Pandit Balkrishna Sharma: I beg to move:

"That for sub-clause (1) of clause 3, the following new sub-clause be substituted:

(1) The Central Government may, by notification in the official Gazette, with effect from such date as it may appoint in this behalf, establish the Delhi Road Transport Authority."

My purpose in moving this amendment is simple. The clause, as worded in the Bill, appears to me a little cumbrous, namely:

"With effect from such date as the Central Government may, by notification in the official Gazette, appoint in this behalf, there shall be established an Authority by the name of the Delhi Road Transport Authority."

There seems to me to be too much repetition of the word "Authority" in this clause. There is that fault in it which logicians call "tautology". I would therefore request the hon. Minister to be good enough to accept this amendment, if he possibly can.

Shri Santhanam: I was inclined to accept the amendment, but my legal advisers say that for the purposes of sub-clause (2) the wording "by the name of the Delhi Road Transport Authority" is necessary. I am therefore not able to accept it.

Pandit Balkrishna Sharma: Then I do not press it.

Mr. Chairman: The question is:

"That clause 3 stand part of the Bill."

The motion was adopted.

Clause 3 was added to the Bill.

मास्टर नन्द लाल I beg to move:

"That in part (c) of sub-clause (1) of clause 4, after the word 'experience', the words 'of at least ten years', be inserted."

डी० टी० एस० ने हाल ही में अपने जनरल मैनेजर को तबदील किया, उसकी वजह यही थी कि जनरल मैनेजर साहब ने अपने एक साल या

[मास्टर नन्द लाल]

डेढ़ साल के अर्से में जो काम किया उसमें कम्पनी को बहुत नुकसान हुआ। हर एक शख्स इस टैकनिक (technique) को नहीं समझ सकता है। इसको वही आदमी समझ सकता है जिसने इसमें काम किया है और काफी मेहनत करके काम को सीखा है। अगर आप साल दो साल के तजुबों के मामूली आदमी को रखेंगे तो वह चीज जिसमें लाखों रुपया लगा है उसको बरबाद कर देंगे और इसमें कोई तरक्की नहीं होगी। आपके पास हिन्दुस्तान में काफी ऐसे आदमी हैं जिन्होंने थोड़ी सी रकम लगा कर अपने को मालदार बनाया है और काम सीखा है। जनरल मैनेजर को इन तमाम बसों को चलाना है और अगर वह एक या दो साल के तजुबों का आदमी हुआ तो उससे कोई फायदा नहीं पहुंच सकता। इसलिये मैं चाहता हूँ कि जनरल मैनेजर के सिलेक्शन (selection) के लिये यह ज़रूरी शर्त रखी जाय कि उसको १० साल का तजुबा हो ताकि वह हर हालत को समझ सके कि इसमें किस तरह आमदनी हो सकती है और किस तरह खर्चा किया जाना चाहिये, किस तरह ड्राइवर्स (drivers) को काबू किया जा सकता है, किस तरह कंडक्टर (conductor) से काम लेना है और वर्कशाप में किस तरह काम चल सकता है। इसमें ऐसी बहुत सी बातें हैं और इस लिये काफी तजुबों वाला आदमी इसमें रखना चाहिये। इसलिये मैं चाहता हूँ कि एक्सपीरियेंस (experience) के साथ १० साल का अर्सा रखा जाय।

(English translation of the above speech.)

Master Nand Lal: I beg to move:

"That in part (c) of sub-clause (1) of clause 4, after the word 'experience', the words 'of at least ten years', be inserted."

The D.T.S. recently changed their General Manager. This was due to the fact that the Company had to suffer a considerable loss on account of the work done by the General Manager during the tenure of his appointment lasting for an year or an year and a half. Everybody cannot understand this technique. Only that person can understand who has done practical work and has learnt it after a good deal of labour. If you appoint an ordinary person, with two or three years' experience, he will ruin the Authority over the establishment of which lakhs of rupees have been spent and render its further progress impossible. In India, you have got a lot of such persons who have become rich by investing comparatively smaller amounts and learnt the work. The General Manager has to run all these buses and if he is a man with only two or three years' experience, then he cannot prove himself to be of any use. Therefore, I want that an essential condition should be laid down for the selection of the General Manager that he should necessarily possess ten years' experience so that he may be able to appraise every situation as to how to raise the earnings and when to incur expenditure; how to control the drivers and get work out of the conductors and how to manage the workshop. There are many other such things to be considered and, therefore, only a well-experienced person should be appointed. Therefore, I want that the period of ten years should be prescribed.

Mr. Chairman: Amendment moved:

"That in part (c) of sub-clause (1) of clause 4, after the word 'experience', the words 'of at least ten years', be inserted."

Shri Santhanam: I may point out that clause (c) does not refer to the General Manager. It merely refers to "one non-official having experience in transport, industrial, commercial or financial matters". I do not think that ten years' experience in financial or commercial matters is necessary for this purpose. So far as the General Manager is concerned, I shall remember what the hon. Member has said. In fact it is not correct to say that the first General Manager had no experience in transport matters. He was appointed only on the basis of his previous experience in the Punjab. And the present General Manager is one of our experienced railway traffic officers. We are as anxious as any other that only men of ripe experience should be appointed as General Managers. But the present clause, as I said, is only about "one of the non-official members".

Mr. Chairman: The question is:

"That in part (c) of sub-clause (1) of clause 4, after the word 'experience', the words 'of at least ten years', be inserted."

The motion was negatived.

Pandit Balkrishna Sharma: I beg to move:

"That after part (c) of sub-clause (1) of clause 4, the following new part be inserted:

'(cc) one representative of the workers employed by the Authority, to be elected by such persons and in such manner as may be prescribed.'

In respect of this amendment I beg to point out only one thing and it is this. While a general discussion of the Bill was going on in this House, many of the Members pointed out the necessity of having on this Authority one representative of the labour also. As it seems to me to be the general desire of the House I have taken the courage to place forward this amendment. I know the difficulties in the way of the Central Government in getting one man elected from amongst workers as their representative. However, it seems to me to be necessary that if the Authority is to inspire some confidence amongst the workers of the Authority, then a clause like this should be there.

As it will require certain consequential changes in this very clause (clause 4), with your permission, I shall move my other amendment also, which is nothing more than a consequential amendment.

I beg to move:

"That in part (d) of sub-clause (1) of clause 4, for the word 'three', the word 'two' be substituted."

By this amendment I seek to maintain the strength of the membership at seven as I do not want to increase the number.

Mr. Chairman: Amendments moved:

(i) "That after part (c) of sub-clause (1) of clause 4, the following new part be inserted: '(cc) one representative of the workers employed by the Authority, to be elected by such persons and in such manner as may be prescribed.'"

(ii) "That in part (d) of sub-clause (1) of clause 4, for the word 'three', the word 'two' be substituted."

Shri Santhanam: I regret I am not able to accept these amendments. It will make it very difficult, if not impossible, for the Authority to work. For instance, if the worker is someone actually employed in the

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service, then it will raise the question whether the General Manager will have authority over him and be able to take disciplinary action against him—all these matters will come up. If he is to be somebody outside the labour corps, you know the consequences. Then the labour is likely to be exploited by somebody in order to get into this Transport Authority. So far as labour interests are concerned, the final court of authority is this Parliament. Moreover this Authority is set up to take care of the interests of the public as a whole and not of a particular section. Therefore, the representation of sectional P.M. interests as such is rather out of place. I hope my hon. friend will not press his amendments.

Pandit Balkrishna Sharma: I beg leave to withdraw my amendments.

The amendment, were, by leave, withdrawn.

मास्टर नन्द लाल I beg to move:

"That for part (d) of sub-clause (1) of clause 4, the following be substituted:

(d) three officials of whom one shall represent the Ministry of Finance, one the Ministry of Railways and one the Central Government, who will be the General Manager of the Authority and who will be *ex-officio* Chairman of the Authority."

तीन मिनिस्ट्री ने भी रखी हैं और तीन ही तादाद मैंने भी रखी । मेरा सवाल यह है कि इस बिल के अन्दर जनरल मैनेजर को सिर्फ इतना अख्तियार दिया गया है कि वह मीटिंग में शामिल हो सकता है, अपनी तकरीर कर सकता है लेकिन वोट नहीं दे सकता है । जो और औथरीटी के मेम्बर हैं वह अपना काम करके, प्रस्ताव बनाकर दे जायेंगे और सारी की सारी जिम्मेदारी जनरल मैनेजर पर होगी । इतने बड़े काम को संभालने वाले शख्स को कुछ भी अख्तियार नहीं दिये गये हैं । अगर वह वोट नहीं दे सकता है तो उस पर इतनी बड़ी जिम्मेदारी नहीं डाली जानी चाहिये ।

मैं समझता हूँ कि इसमें एक मेम्बर फाइनेन्स (Finance) का होना चाहिये और एक रेल्वे का मेम्बर होना चाहिये । रेल्वे को इस बात का बहुत तजुर्बा है कि किस तरीके से ट्रांसपोर्ट (transport) का काम किया जा सकता है, किस तरीके से सामान को इधर उधर भेजा जा सकता है । उनको इस बात का भी पता है कि इस काम में कौन कौन सी कठिनाइयाँ सामने आती हैं । उनका नुमाइन्दा अगर इस औथरीटी (Authority) के अन्दर होगा तो इस नई औथरीटी को एक अच्छे रास्ते पर चला सकेगा । इसके बाद सेंट्रल गवर्नमेंट का नुमाइन्दा होगा वह जनरल मैनेजर का काम करेगा और बाकी मेम्बर उसको सलाह देने का काम करेंगे । ताकि जनरल मैनेजर पर सारी जिम्मेदारी डाली जा सके और उसकी समझ में आ जाय कि सारे काम की जिम्मेदारी उसके सिर पर है और उसको ही सारे काम को चलाना है । वह चेयरमैन (Chairman) हो कर सारे काम को चलाये और उससे हर काम के ऊपर जवाब तलब भी किया जा सकता है । इन्स और आउट्स (ins and outs) के कामों में बाकी

मेम्बर भी हिदायत दे सकते हैं। जैसा कि आप कर रहे हैं इससे वह इतने बड़े काम की जिम्मेदारी का भार नहीं सभाल सकता। आप उससे किसी बात के बारे में जवाब तलब भी नहीं कर सकते।

इस लिए मेरा यह सुझाव है कि इसमें एक नुमाइन्दा फ़ाइनेन्स मिनिस्ट्री (Finance Ministry) का होना चाहिये और एक मिनिस्ट्री आफ रेल्वे (Ministry of Railway) का होना चाहिये। तीसरा आप दे दें और उसको आप जनरल मैनेजर बनायें और वही औथरिटी (Authority) का चेयरमैन (Chairman) भी होगा।

(English translation of the above speech.)

Master Nand Lal: I beg to move:

"That for part (d) of sub-clause (1) of clause 4, the following be substituted:—

"(d) Three officials of whom one shall represent the Ministry of Finance, one the Ministry of Railways and one the Central Government, who will be the General Manager of the Authority and who will be *ex-officio* Chairman of the Authority."

The Ministry have provided for three (officials) and I have also proposed that number. What I mean to say is that according to this Bill, the General Manager will have only the right of being present at the meetings of the Authority and of taking part in the discussions, but he cannot vote, whereas the other members of the Authority will have the power to see their proposals through but the whole responsibility will thus devolve on the General Manager. A person who has to manage such a large concern has not been given any powers. If he is not allowed to vote, he should not be burdened with such a great responsibility.

I think that it should consist of one member representing the Ministry of Finance and one the Ministry of Railways. The Railways have got a lot of experience in this line as to how the transport work can be organised and how the goods can be carried from one place to another. They are also aware of the difficulties which arise in the course of handling this work. If their representative is included in this Authority then he will be able to run this new Authority in a better way. After this comes the representative of the Central Government and he shall perform the duties of the General Manager and other members shall advise him. With a view therefore, to fix the entire responsibility on the General Manager and bring this home to him that he is solely responsible for the successful working of the body, he should be appointed as the *ex-officio* Chairman so that he could be asked to explain his each and every action. The other members can also give directions in the matter of ins and outs. He cannot shoulder the responsibility of running such a huge concern in the manner in which you want it to be run. You cannot also call for his explanation in any matter.

It is, therefore, that I propose that it should consist of one representative of the Ministry of Finance and one of the Ministry of Railways, and the third one you may nominate, and appoint him as the General Manager and he shall also be the *ex-officio* Chairman of the Authority.

Mr. Chairman: Amendment moved:

"That for part (d) of sub-clause (1) of clause 4, the following be substituted:

"(d) three officials of whom one shall represent the Ministry of Finance, one the Ministry of Railways and one the Central Government, who will be the General Manager of the Authority and who will be *ex-officio* Chairman of the Authority."

Sri Santhanam: I do not think this arrangement will work at all because the body which will be directly responsible to the Central Government for policy and general financial administration will be the Authority as a whole. Therefore, the General Manager as such cannot be made responsible. Then, we do not want to put the General Manager in a position where he will be in conflict with the representatives of the Ministry of Finance or the other officials who will be representing the Government of India. It is to make him free from taking sides in any difference of opinion that we have made him the Secretary. He will be in full charge of the entire administration, he will prepare all the schemes and he will submit everything to the Authority. There is no meaning in giving him a vote which can be overruled. He must take the whole Authority with him and the best way to enable him to take the whole Authority with him is to make him the effective instrument rather than a voting member. Therefore, I am unable to accept this amendment.

Mr. Chairman: The question is:

"That for part (d) of sub-clause (1) of clause 4, the following be substituted:

'(d) three officials of whom one shall represent the Ministry of Finance, one the Ministry of Railways and one the Central Government, who will be the General Manager of the Authority and who will be *ex-officio* Chairman of the Authority'."

The motion was negatived.

The House then adjourned till a Quarter to Eleven of the Clock on Tuesday, the 7th February, 1950.