

Friday, 24th 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 " बड़की " 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 - نہچے سے سطر ۱۱ - دد مانی ۴۴ کے بجائے دد مانئید ۴۴ پڑھیں -

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

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

(۲) صفحہ ۲۱۱ - سطر ۱۱ - دد آرو 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 - نہچے 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 - نہچے سے سطر ۴ - دد مولاما ۴۴ کے بجائے دد مولانا ۴۴ پڑھیں -

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

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

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PARLIAMENT OF INDIA

ALPHABETICAL LIST OF MEMBERS

A

Abdul Hamid, Shri (West Bengal).
 Abdullah, Sheikh Mohammad (Jammu and Kashmir).
 Achint Ram, Lala (Punjab).
 Ahammedunni, Shri V. C. (Travancore-Cochin).
 Alagesan, Shri O. V. (Madras).
 Alexander, Shri N. (Travancore-Cochin).
 Alva, Shri Joachim (Bombay).
 Ambedkar, The Honourable Dr. B. R. (Bombay).
 Amrit Kaur, The Honourable Rajkumari (Madhya Pradesh).
 Ansari, Shri Muhammad Ibrahim (Bihar).
 Anthony, Shri Frank (Madhya Pradesh).
 Arya, Shri Baldev Singh (Uttar Pradesh).
 Asawa, Shri Gokul Lal (Rajasthan).
 Awadesh Pratap Singh, Captain (Vindhya Pradesh).
 Ayyangar, Shri M. Ananthasayanam (Madras).
 Ayyangar, The Honourable Shri N. Gopalswami (Madras).
 Ayyar, Shri Alladi Krishnaswami (Madras).
 Azad, The Honourable Maulana Abul Kalam (Uttar Pradesh).

B

Baigra, Shri Moti Ram (Jammu and Kashmir).
 Baldev Singh, The Honourable Sardar (Punjab).
 Balmiki, Shri Kanhaiya Lal (Uttar Pradesh).
 Barman, Shri Upendranath (West Bengal).
 Beg, Mirza M. A. (Jammu and Kashmir).
 Beni Singh, Shri (Uttar Pradesh).
 Bhagat, Shri Bali Ram (Bihar).
 Bhagwant Roy, Kaka (Patiala and East Punjab States Union).
 Bhanu Pratap Singh, Thakur (Madhya Pradesh).
 Bharati, Shri L. Krishnaswami (Madras).
 Bhargava, Pandit Mukut Bihari Lal (Ajmer).
 Bhargava, Pandit Thakur Das (Punjab).
 Bhatkar, Shri L. S. (Madhya Pradesh).
 Bhatt, Shri Gokulbhai Daulatram (Bombay).
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 Birua, Shri Purna Chandra (Bihar).
 Biyani, Shri Brijlal Nandlal (Madhya Pradesh).
 Borooah, Shri Dev Kanta (Assam).
 Brajeshwar Prasad, Shri (Bihar).
 Brijraj Narain, Lt. Col. (Madhya Bharat).
 Buragohain, Shri Surendra Nath (Assam).

C

Chaliba, Shri Kuladhar (Assam).
 Chandrika Ram, Shri (Bihar).
 Channiah, Shri T. (Mysore).
 Chattopadhyay, Shri Mihir Lal (West Bengal).
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 Chaudhuri, Shri Rohini Kumar (Assam).
 Chettiar, Shri T. A. Ramalingam (Madras).
 Chetty, Shri R. K. Shanmukham (Madras).

D

Dalel Singh, Lt. Col. Kanwar (Rajasthan).
 Das, Dr. Mono Mohon (West Bengal).
 Das, Shri B. (Orissa).
 Das, Shri Basanta Kumar (West Bengal).
 Das, Shri Biswanath (Orissa).
 Das, Shri Jagannath (Orissa).
 Das, Shri Nandkishore (Orissa).
 Das, Shri Sarangdhar (Orissa).
 Das, Shri Shree Narayan (Bihar).
 Deo, Shri Shankarrao (Bombay).
 Deogirikar, Shri T. R. (Bombay).
 Desai, Shri Durbhar Gopaldas A. (Bombay).
 Desai, Shri Kanayalal Nanabhai (Bombay).
 Desai, Shri Khandubhai K. (Bombay).
 Deshmukh, Dr. P. S. (Madhya Pradesh).
 Dharam Prakash, Dr. (Uttar Pradesh).
 Dholakia, Shri Gulabshanker Amritlal (Kutch).
 Diwakar, The Honourable Shri R. R. (Bombay).
 D'Souza, Rev. Jerome (Madras).
 Durgabai, Shrimati G. (Madras).
 Dwivedi, Shri Mannoolal (Vindhya Pradesh).

F

Faiznur Ali, Maulvi (Assam).

G

Gadgil, The Honourable Shri N. V. (Bombay).
 Galib, Shri Shaik (Madras).
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 Ghuznavi, Shri Abdul Halim (West Bengal).
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 Govind Das, Seth (Madhya Pradesh).
 Guha, Shri Arun Chandra (West Bengal).
 Guha, Shri G. S. (Manipur and Tripura).
 Gupta, Shri Deshbandhu (Delhi).
 Gupta, Shri V. J. (Madras).
 Gurung, Shri, Ari Bahadur (West Bengal).

H

Haneef, Moulavi Mohammed (Orissa).
 Hanumanthaiya, Shri K. (Mysore).
 Hasan, Shri M. A. (Madhya Pradesh).
 Hathi, Shri Jai Sukh Lal (Saurashtra).
 Hazarika, Shri Jogendra Nath (Assam).
 Hazarika, Shri Mahendra (Assam).
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 Himatsingka, Shri Prabhu Dayal (West Bengal).
 Hiray, Shri Bhaurao Saknaram (Bombay).
 Hossain Imam, Shri (Bihar).
 Hukam Singh, Sardar (Punjab).
 Hyder Husein Shri (Uttar Pradesh).

I

Inait Ullah, Khwaja (Bihar).
 Ismail Khan, Shri Muhammad (Uttar Pradesh).
 Iyyunni, Shri C. R. (Travancore-Cochin).

J

Jagjivan Ram, The Honourable Shri (Bihar).
 Jain, Shri Ajit Prasad (Uttar Pradesh).
 Jain, Shri Nemi Sharan (Uttar Pradesh).
 Jaipal Singh, Shri (Bihar).
 Jairamdas Doulatram, The Honourable Shri (Punjab).
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 Jajware, Shri Ramraj (Bihar).
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 Jehunhunwala, Shri B. P. (Bihar).
 Jnani Ram, Shri (Bihar).
 Jogendra Singh, Sardar (Uttar Pradesh).
 Joseph, Shri Appikatla (Madras).

K

Kaliyannan, Shri T. M. (Madras).
 Kamath, Shri H. V. (Madhya Pradesh).
 Kameshwar Singh, of Darbhanga, Shri (Bihar).
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Kidwai, The Honourable Shri Rafi Ahmad (Uttar Pradesh).
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 Kripalani, Shrimati Sucheta (Uttar Pradesh).
 Krishna Singh, Thakur (Uttar Pradesh).
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 Krishnamachari, Shri V. T. (Rajasthan).
 Krishnanand Rai, Shri (Uttar Pradesh).
 Kumbhar, Shri Ratnappa Bharamappa (Bombay).
 Kunhiraman, Shri P. (Madras).
 Kunzru, Pandit Hirday Nath (Uttar Pradesh).

L

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 Lalsingh, Thakur (Bhopal).

M

Maheeshwari, Shri Himmat Singh K. (Cooch-Behar).
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 Mishra, Shri Shyam Nandan Prasad (Bihar).
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 Mookerjee, The Honourable Dr. Syama Prasad (West Bengal).
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 Munshi, Shri K. M. (Bombay).
 Munshi, Shri Pranalal Thakorlal (Bombay).
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N

Naicker, Shri P. M. Audikesavalu (Madras).
 Naidu, Shri G. R. Ethirajulu (Mysore).
 Naidu, Shri S. Ramaswamy (Madras).
 Naik, Shri Maheswar (Orissa).
 Nand Lal, Master (Punjab).
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 Parlakimedi (Orissa).
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 (Uttar Pradesh).
 Neogy, The Honourable Shri K. C. (West
 Bengal).
 Nijalingappa, Shri S. (Bombay).
 Nurie, Shri Mohamed Yaseen (Bombay).

O

Obaidullah, Shri V. M. (Madras).
 Oron, Shri Theble (Bihar).

P

Pandit, Shri Moti Lal (Orissa).
 Pani, Shri Bijoy Kumar (Orissa).
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 (Bombay).
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 Pillay, Shri S. Sivan (Travancore-Cochin).
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 Potai, Shri Ramprasad (Madhya Pradesh).
 Prater, Shri S. H. (Madras).

R

Raghib Ahsan, Shri (West Bengal).
 Raghu Vira, Dr. (Madhya Pradesh).
 Raj Bahadur, Shri (Rajasthan).
 Raj Kanwar, Lala (Orissa).
 Ram Dhani Das, Shri (Bihar).
 Ram Subhag Singh, Dr. (Bihar).
 Ram Ugra Singh, Dr. (Uttar Pradesh).
 Ramaiah, Shri V. (Madras).
 Ramiah, Shri P. Kodanda (Madras).
 Ramnarayan Singh, Babu (Bihar).
 Ranbir Singh, Chaudhri (Punjab).
 Ranga, Prof. N. G. (Madras).
 Ranga Rao, Shri Ravu Swetachalapathi
 Ramakrishna (Madras).
 Ranjit Singh, Sardar (Patiala and East
 Punjab States Union).
 Rao, Shri B. Shiva (Madras).
 Rao, Shri M. Tirumala (Madras).
 Rao, Shri M. V. Rama (Mysore).
 Rao, Shri V. C. Kesava (Madras).
 Rathnaswamy, Shri A. M. (Madras).
 Rau, Shri N. Madhava (Orissa).
 Raut, Shri Bhola (Bihar).
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 Reddi, Shri Pidathala Ranga (Madras).
 Reddi, Shri Vangallu Kodandarama (Madras).
 Rudrappa, Shri H. S. (Mysore).

S

Sadiq Ali, Shri (Uttar Pradesh).
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 Saksena, The Honourable Shri Mohan Lal
 (Uttar Pradesh).
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 Santhanam, The Honourable Shri K. (Madras).
 Sarwate, Shri V. S. (Madhya Bharat).
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 Sen, Shri Phani Gopal (Bihar).
 Seth, Shri Demoder Swarup (Uttar Pradesh).
 Shah, Prof. K. T. (Bihar).
 Shah, Shri Chimanlal Chakubhai (Saura-
 shtra).
 Shah, Shri Manilal Chaturbhai (Bombay).
 Shankaraiya, Shri M. (Mysore).
 Sharma, Pandit Balkrishna (Uttar Pradesh).
 Sharma, Pandit Krishn Chandra (Uttar
 Pradesh).
 Sharma, Shri K. C. (Uttar Pradesh).
 Shastri, Shri Harihar Nath (Uttar Pradesh).
 Shiv Charan Lal, Shri (Uttar Pradesh).
 Shukla, Shri Ambika Charan (Madhya
 Pradesh).
 Shukla, Shri Shambhu Nath (Vindhya
 Pradesh).
 Sidhva, Shri R. K. (Madhya Pradesh).
 Singhania, Shri Padempat (Uttar Pradesh).
 Singhji, Shri Sardar, of Khetri (Rajasthan).
 Sinha, Shri Awadheshwar Prasad (Bihar).
 Sinha, Shri Braja Kishore Prasad (Bihar).
 Sinha, Shri Kailash Pati (Bihar).
 Sinha, Shri Satyendra Narayan (Bihar).
 Sinha, The Honourable Shri Satya Narayan
 (Bihar).
 Sitaramayya, Dr. B. Pattabhi (Madras).
 Siva, Shri M. V. Gangadhara (Madras).
 Sivaprakasam, Shri V. S. (Madras).
 Snatak, Shri Nar Deo (Uttar Pradesh).
 Sochet Singh, Sardar (Patiala and East
 Punjab States Union).
 Sohan Lal, Shri (Uttar Pradesh).
 Sonavane, Shri Tayapa Hari (Bombay).
 Sondhi, Shri B. J. (Punjab).
 Srivastava, Shri Jawala Prasad (Uttar
 Pradesh).
 Subramaniam, Dr. V. (Madras).
 Subramaniam, Shri C. (Madras).
 Subramaniam, Shri R. (Madras).
 Sunder Lal, Shri (Uttar Pradesh).
 Swaminadhan, Shrimati Annu (Madras).

T

Tajamul Hussain, Shri (Bihar).
 Tek Chand, Dr. Bakhshi (Punjab).
 Tewari, Shri Ram Sahai (Vindhya Pradesh).
 Thakkar, Shri A. V. (Saurashtra).
 Thimmappa Gowda, Shri G. A. (Mysore).
 Tiwari, Shri Baboo Lal (Madhya Pradesh).
 Tribhuvan Narayan Singh, Shri (Uttar
 Pradesh).

T—Contd.

Tripathi, Shri H. V. (Uttar Pradesh).
 Tripathi, Shri Kishorimohan (Madhya Pradesh).
 Tyagi, Shri Mahavir (Uttar Pradesh).

U

Upadhyaya, Pandit Munishwar Datt (Uttar Pradesh).
 Upadhyaya, Shri Ram Chandra (Rajasthan).

V

Vaidya, Shri Vinayak Rao Balashankar (Bombay).
 Varma, Shri Bepin Behari (Bihar).
 Varma, Shri Manikyalal (Rajasthan).
 Veerabahu, Shri M. C. (Madras).

Velayudhan, Shri R. (Travancore-Cochin).
 Velayudhan, Shrimati Dakshayani (Madras).
 Venkataraman, Shri R. (Madras).
 Vidyavachaspati, Shri Indra (Uttar Pradesh).
 Vyas, Shri Jainarain (Rajasthan).

W

Wajed Ali, Maulvi (Assam).

Y

Yadav, Shri Lakshmi Shenkar (Uttar Pradesh).
 Yashwant Rai, Prof. (Punjab).

Z

Zaidi, Col. B. H. (Uttar Pradesh).
 Zakir Husain, Dr. (Uttar Pradesh).
 Zangre, Shri Reshamlal (Madhya Pradesh).

PARLIAMENT OF INDIA

The Speaker

The Honourable Shri G. V. Mavalankar.

The Deputy-Speaker

Shri M. Ananthasayanam Ayyangar.

Panel of Chairmen

Pandit Thakur Das Bhargava.

Shrimati G. Durgabai.

Shri Joachim Alva.

Shri Hossain Imam.

Secretary

Shri M. N. Kaul, Barrister-at-Law.

Assistants of the Secretary

Shri A. J. M. Atkinson.

Shri N. C. Nandi.

Shri D. N. Majumdar.

Shri C. V. Narayana Rao.

Committee on Petitions

Pandit Thakur Das Bhargava (Chairman).

Shri Chimanlal Chakubhai.

Shri Deshbandhu Gupta.

Shrimati Sucheta Kripalani.

GOVERNMENT OF INDIA

Members of the Cabinet

Prime Minister and Minister of External Affairs—The Honourable Shri Jawaharlal Nehru.

Deputy Prime Minister and Minister of Home Affairs and the States—The Honourable Sardar Vallabhbhai Patel.

Minister of Education—The Honourable Maulana Abul Kalam Azad.

Minister of Finance—The Honourable Dr. John Matthai.

Minister of Defence—The Honourable Sardar Baldev Singh.

Minister of Labour—The Honourable Shri Jagjivan Ram.

Minister of Communications—The Honourable Shri Rafi Ahmad Kidwai.

Minister of Health—The Honourable Rajkumari Amrit Kaur.

Minister of Law—The Honourable Dr. B. R. Ambedkar.

Minister of Industry and Supply—The Honourable Dr. Syama Prasad Mookerjee.

Minister of Works, Mines and Power—The Honourable Shri N. V. Gadgil.

Minister of Commerce—The Honourable Shri K. C. Neogy.

Minister of Transport and Railways—The Honourable Shri N. Gopalaswami Ayyangar.

Minister of Food and Agriculture—The Honourable Shri Jairamdas Doulatram.

Ministers not in the Cabinet

Minister of State for Rehabilitation—The Honourable Shri Mohan Lal Saksena.

Minister of State for Transport and Railways—The Honourable Shri K. Santhanam.

Minister of State for Information and Broadcasting—The Honourable Shri R. R. Diwakar.

Minister of State for Parliamentary Affairs—The Honourable Shri Satya Narayan Sinha.

Deputy Minister of Communications—Shri Khurshed Lal.

Deputy Minister of External Affairs—Dr. B. V. Keskar.

PARLIAMENTARY DEBATES
(PART I—QUESTIONS AND ANSWERS)

Friday, 24th February, 1950

The House met at a Quarter to Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

REHABILITATION IN ANDAMANS

*492. **Shri Sidhva:** Will the Minister of Home Affairs be pleased to state what is the total cost of rehabilitating the displaced persons in Andamans?

The Minister of Home Affairs and the States (Sardar Patel): It is presumed that the hon. Member is referring to the first batch of displaced persons sent to the Islands. The total cost incurred on rehabilitating them is Rupees eight lakhs in round figures.

Shri Chatteropadhyay: When was the first batch sent?

Sardar Patel: It is about three or four months now.

Sardar B. S. Man: Have we any idea of the total area available in Andamans for rehabilitating these displaced persons?

Sardar Patel: I have answered it before.

Mr. Speaker: This has been answered more than once in the House.

Shri S. C. Samanta: May I know the type of land allotted to these displaced persons? Is it waste land, or cultivable waste or cultivated land?

Sardar Patel: It is good cultivable land.

گھائی جی - ایس - مسافر : کہا اندمان میں جو شرناوہی بسائے گئے ہیں ان کے لئے گورنمنٹ نے کوئی پشو خرید کر دیے ہیں ؟

Giani G. S. Musafir: Have the Government purchased any cattle for the displaced persons who have settled in the Andamans?

Sardar Patel: They have been given money for purchasing cattle also, which they have purchased and are fairly well settled.

گھائی جی - ایس - مسافر : کہا سرکار کے پاس کوئی اس قسم کی شکایت پہونچ رہی ہے کہ سرکار نے پشوروں کا جو اسٹینڈرڈ مقرر کیا تھا اس کے مطابق انہیں پشو

سہائی نہیں کئے گئے اور جو سہائی کئے گئے ہیں وہ بہتر اور نکرے ہیں اور کم کے نہیں
ہیں؟

Giani G. S. Musafir: Have Government received any complaints that the cattle supplied to the displaced persons are not of the prescribed standard and those that have been supplied are worthless and of no use?

सरदार पटेल : अभी तक कोई शिकायत नहीं आई है, अब चूँकि आप ऐसा सजेशन करते हैं, तो उससे आजायेगी।

Sardar Patel: No complaints have so far been received, but as you have thrown a suggestion now, it is likely that some might be received.

Shri M. A. Ayyangar: May I know whether, in rehabilitating these refugees, the convicts and their families who had settled in the Andamans for a long time were removed from their lands and some of them were repatriated to India?

Sardar Patel: No.

Shri Hanumanthaiya: What is the average area of land allotted to each refugee?

Mr. Speaker: This has been answered more than once.

ARMY PRESS

*493. **Shri Sidhva:** (a) Will the Minister of Defence be pleased to state what is the maintenance cost of Army Press?

(b) What are the publications printed in this press?

(c) What is the establishment cost out of the total amount?

The Minister of Works, Mines and Power (Shri Gadgil): (a) to (c). There is no such press as the "Army Press" owned or managed by Government. The hon. Member is presumably referring to a private press which was carrying on business under that name.

Shri Sidhva: May I know the name of the Press and also the names of the publications printed in it?

Mr. Speaker: Which Press does he refer to ?

Shri Sidhva: The hon. Minister said it is not a Government Press. May I know the name of the private Press? Is there any publication for the Armed Forces?

Shri Gadgil: Obviously, the hon. Member is confused between the Press and the publications. I propose to help him in knowing the facts as they are. There was a private Press called the "Army Press". It was owned and conducted by a private individual, who left for Pakistan after partition. That property is now with the Custodian of Evacuee Property. Two papers, namely, *Fauji Akhbar* and *Jawan* were printed in the "Army Press" which was, as I stated a privately owned Press. These papers are now being printed by Gulab Singh & Sons.

Shri Kamath: On whose authority, or with whose permission, was a private Press allowed to style itself as the "Army Press"?

Shri Gadgil: There is no copyright in the name "Army Press". At any rate, it was not there then.

Shri Tirumala Rao: Is it open to anybody to call a Press, as for instance, "Government of India Press"?

Mr. Speaker: Order, order.

Shri Deshbandhu Gupta: May I know whether it is a fact that this Press is now being run by the Custodian and it is no longer a privately run Press?

Shri Gadgil: I require notice for that.

Shri M. A. Ayyangar: May I know if merely this Press was called "Army Press" or these two publications which are printed there were allowed to be freely circulated among the Armed Forces?

Shri Gadgil: As I stated before, the position is that these two papers, *Fauji Akhbar and Jawan* were printed in the Press called "Army Press" which was a privately owned Press.

Shri Sidhva: What is the total circulation of these publications and what is the cost of printing?

Shri Gadgil: Obviously, I require notice for that.

Shri Tyagi: May I know the basis on which this Press for publication of these journals for the Army was selected?

Shri Gadgil: The usual basis.

Shri Tyagi: Were tenders invited?

کہانی جی - ایس مسافر : کیا یہ تھیک ہے کہ آرمی پریس (فوجی) کو پہلے
لاٹ کیا گیا تھا ؟

Giani G. S. Musafir: Is it a fact that the "Army Press" was first allotted to the displaced persons?

Shri Gadgil: I have no information on that point. The question may better be addressed to the hon. Minister of Rehabilitation.

CIRCULATION OF INDIAN CURRENCY IN HYDERABAD

*494. **Shri Sidhva:** Will the Minister of Finance be pleased to state the total amount of Hyderabad coins in circulation?

The Minister of Finance (Dr. Matthal): Rs. 12 crores.

Shri Kamath: Do Government propose to withdraw the coins and currency notes at present in circulation in Hyderabad?

Dr. Matthal: The position is that Hyderabad currency and Indian currency are both legal tender. But the idea is gradually to withdraw Hyderabad currency from circulation.

Prof. Ranga: How soon will Government do that?

Dr. Matthal: Very difficult for me to say. As soon as possible.

Shri Tyagi: Is there paper currency also issued by Hyderabad Government?

Dr. Matthal: Yes.

Shri Tyagi: Is there any security given for it?

Dr. Matthal: The main security is Government of India securities.

Shri M. A. Ayyangar: I take it these Rs. 12 crores represent the sum total of both Indian and Hyderabad currency as well as coins.

Dr. Matthal: Rs. 12 crores is the total quantity of coins, but out of that, Rs. 8 crores is one-rupee notes, which is technically regarded as coin, because the one-rupee note is, as with us, technically a coin made of paper!

Shri M. A. Ayyangar: How much of this is silver?

Prof. Banga: That is to say, the metallic content.

Dr. Matthal: I am sorry I have no precise information as to the metallic content.

Shri M. A. Ayyangar: As we do in the case of India to conserve silver, do Government propose to introduce nickel coins in Hyderabad in the place of silver coins as early as possible?

Dr. Matthal: If Hyderabad currency is withdrawn from circulation and is replaced by Indian currency, the position necessarily would become so.

PSYCHO-THERAPEUTICAL TREATMENT OF MENTAL DISORDERS

*496. **Sardar Hukam Singh:** Will the Minister of Health be pleased to state:

(a) whether the attention of Government has been drawn to the P.T.I. report in *The Statesman*, dated the 30th December, 1949 regarding the first bulletin of the Indian Psycho-Therapeutical Society claiming several remarkable cures in the treatment of mental disorders;

(b) whether it is a fact that over 70 per cent. of the cases were cured by Indian drugs prepared from the roots of certain flowers; and

(c) whether Government have taken any steps to encourage this treatment?

The Minister of Health (Rajkumari Amrit Kaur): (a) Government have seen a report to this effect in the Press.

(b) The bulletin of the Indian Psycho-Therapeutical Society does not put forward any such claim. It is stated in the bulletin that investigations as to the efficacy of Indian drugs in the treatment of mental disorders are in progress.

(c) It is not possible to take any action till actual data of the investigations in progress are received by Government.

Sardar Hukam Singh: May I know the percentage of cure in our hospitals?

Rajkumari Amrit Kaur: That is an impossible question to answer.

DISPLACED CHINESE NATIONALS

*498. **Dr. M. M. Das:** (a) Will the Minister of Home Affairs be pleased to state the total number of displaced Chinese nationals who have come to India up-to-date?

(b) How many of them have left India?

(c) How many of them are still in India?

The Minister of Home Affairs and the States (Sardar Patel): (a) 841 up till the 31st January, 1950.

(b) 181.

(c) 660.

Dr. M. M. Das: Were these Chinese nationals who have come to India arrested as foreigners coming into India without passports or were they dealt with under some special international law?

Sardar Patel: I do not know whether these people were arrested under the ordinary law. 841 Chinese evacuees have arrived in India, including 95 Chinese who were sent out from Tibet. The figures also include 190 Turgo-Muslims who have come via Leh. The number of Chinese who have left India is 181, including 48 persons who came from Tibet. Displaced Chinese nationals are being admitted into India only in transit on their way to Formosa. They are, however, being given transit visas valid for two months' stay in India.

Dr. M. M. Das: May I know whether any expenditure has been incurred by the Government of India for these Chinese nationals?

Sardar Patel: No.

Shri Kamath: When did the first batch of Chinese displaced nationals arrive in India?

Sardar Patel: I have no information on the subject.

Shri A. P. Jain: May I know whether it is in accordance with international convention that a person who is not possessed of a passport could be given a visa?

Sardar Patel: They came as refugees.

Shri Kamath: By which route, Sir, were they allowed to enter India—via Burma or north—north-west?

Sardar Patel: I cannot say by what route they came.

Shri Gautam: Have any of these Chinese nationals acquired Indian citizenship?

Sardar Patel: No, Sir.

SWEEPERS IN GOVERNMENT HOSPITALS IN CENTRALLY ADMINISTERED AREAS

*499. **Dr. M. M. Das:** (a) Will the Minister of Health be pleased to state the total number of sweepers employed in the Government Hospitals of the Centrally Administered areas?

(b) What is their monthly pay and dearness allowance if any?

(c) Are their services permanent or temporary?

(d) Are they entitled to provident fund or pension after their retirement?

The Minister of Health (Rajkumari Amrit Kaur): (a) to (d). A statement containing the information required so far as is available at present is placed on the Table of the House. [See Appendix III, annexure No. 9].

Information is still due in respect of certain areas. It will be laid on the Table of the House as soon as it becomes available.

Dr. M. M. Das: May I know whether some of the sweepers employed in Delhi hospitals are given quarters attached to these hospitals?

Rajkumari Amrit Kaur: As far as possible, they are given quarters attached to the hospitals.

Dr. M. M. Das: Are Government aware that two *mehtranis* (women sweepers) have been served with notices that if they allow their husbands and sons to live with them in the servants' quarters, their services will be dispensed with?

Rajkumari Amrit Kaur: I have no information on that point.

Dr. M. M. Das: Will the hon. Minister kindly enquire into the matter and let us know?

Shri Tirumala Rao: May I know the cost involved by Government in collecting this information?

Shri Kamath: Are there arrangements for the periodical medical examination of the sweepers to see that they are clean and healthy?

Rajkumari Amrit Kaur: They come under the supervision of the hospital authorities, just as well as any other members of the staff.

Dr. M. M. Das: I want to know from the hon. Minister whether she will expedite this matter of bringing those who are in the temporary employment of the hospitals into permanent service?

Shri Raj Bahadur: May I know whether any uniforms are provided for the sweepers in hospitals?

Rajkumari Amrit Kaur: As far as I know, they are supplied.

RAZAKARS

***500. Dr. M. M. Das:** (a) Will the Minister of States be pleased to state how many Razakars have been arrested and convicted up-to-date?

(b) What have been the charges against them?

(c) To how many of these Razakars, has the penalty of death been given?

The Minister of Home Affairs and the States (Sardar Patel): (a) 7984 Razakars have been arrested. Out of this 1988 have been prosecuted as a result of which 814 have been convicted.

(b) The charges against them were murder, dacoity, arson, loot, robbery, etc.

(c) Eight.

Dr. M. M. Das: May I know, Sir, whether membership of the Razakar organisation by itself was taken as an offence, or only those Razakars against whom there were definite charges, were prosecuted?

Sardar Patel: They are not prosecuted for being members of the Razakar organisation. The charges, as I mentioned were serious ones like murder, dacoity, arson, loot, robbery, etc., and large numbers of these people who were arrested first were after preliminary enquiry and investigation released and there are now only 88 detenus. The rest are being prosecuted.

Dr. M. M. Das: Was any action taken against the Hyderabad Government officials who were members of this organisation?

Sardar Patel: Their cases are under investigation.

Shri Gyanmandan Sahaya: Is this organisation called Rasakar organisation still continuing in Hyderabad?

Sardar Patel: Well, it does not. Even if it is continuing, now, it is continuing as a dead organisation.

Shri Kamath: Has the investigation of alleged offences against Mir Laik Ali and some of his colleagues been completed?

Sardar Patel: As I said already, their cases are under investigation.

CHIEF COMMISSIONERS' PROVINCES

***501. Pandit M. B. Bhargava:** Will the Minister of Home Affairs be pleased to state:

(a) the area and population of the Chief Commissioners' provinces in India;

(b) whether any changes on democratic lines are contemplated in the administrative set up of Chief Commissioners' States other than Delhi; and

(c) if so, by which date and in what manner and if not, why not?

The Minister of Home Affairs and the States (Sardar Patel): (a) A statement is laid on the Table of the House.

(b) and (c). The hon Member's attention is invited to my statement in Parliament on the 2nd February 1950 on the future of the Centrally Administered Areas.

STATEMENT

Area and population of the Chief Commissioners' States in India

Name of State	Area	Population
*Delhi.	574 sq. miles.	About 20 lakhs.
*Ajmer.	2,367 sq. miles.	6.53 "
†Coorg.	1,593 sq. miles.	1.69 "
*Vindhya Pradesh.	23,341 sq. miles.	34.00 "
*Bhopal.	6,661 sq. miles.	7.79 "
†Himachal Pradesh.	10,600 sq. miles.	10.35 "
†Bilaspur.	453 sq. miles.	1.22 "
†Kutch.	8,461 sq. miles.	5.36 "
‡Manipur.	8,620 sq. miles.	5.12 "
‡Tripura.	4,116 sq. miles.	5.12 "

*Based on latest information. †Based on 1948 Estimates. ‡According to 1941 Census.

Pandit M. B. Bhargava: Have the Government of India come to a decision as to whether the State of Ajmer is to be kept intact or merged with the adjoining States?

Sardar Patel: The present decision as the hon. Member knows, is to keep Ajmer as it is.

Pandit M. B. Bhargava: By which date is a final decision likely to be taken on this point?

Sardar Patel: There cannot be any finality about anything in this transitional world.

Pandit M. B. Bhargava: Have the Government of India any idea of framing a Constitution for this area by legislation in Parliament before the elections?

Sardar Patel: I do not think so.

HIGHEST COURTS OF JUDICATURE IN CHIEF COMMISSIONERS' PROVINCES

*502. **Pandit M. B. Bhargava:** Will the Minister of Home Affairs be pleased to state:

(a) which of the Chief Commissioners' States have got High Courts of Judicature;

(b) which of them are under the jurisdiction of the High Courts in the States included in Parts A and B of Schedule I to the Constitution;

(c) whether the Courts of highest jurisdiction existing in any of these areas possess the same status as the High Courts in the other States;

(d) if the answer to part (c) above be in the affirmative, what is the constitution of such courts and how does it differ from the High Courts in other States; and

(e) whether there is any proposal to bring them in line with the High Courts in other States and if not, why not?

The Minister of Home Affairs and the States (Sardar Patel): (a) None.

(b) Delhi and Coorg.

(c) and (d). The attention of the hon. Member is invited to the Judicial Commissioners' Courts (Declaration as High Courts) Ordinance, 1950. This law would cover Judicial Commissioners' Courts in Ajmer, Himachal Pradesh, Bilaspur, Manipur, Tripura, Kutch, Bhopal and Vindhya Pradesh.

(e) Government consider that having regard to the size, resources and requirements of these areas, appropriate Courts have been set up there.

Pandit M. B. Bhargava: May I know whether there is any proposal to constitute a Joint Bench for all these areas consisting of more than one Judge?

Sardar Patel: A Joint Bench for all these separate areas? To be located at Ajmer? Is that the idea?

Pandit M. B. Bhargava: As a Circuit Court.

Sardar Patel: There is no such proposal.

Shri Deshbandhu Gupta: May I know whether the hon. Minister's promise to get a Circuit Court established for Delhi as early as possible stands?

Sardar Patel: That proposal is under consideration.

Shri Deshbandhu Gupta: Has any final decision been taken?

Sardar Patel: It depends upon various things: availability of buildings, facilities for accommodating staff.

Shri Deshbandhu Gupta: Does the hon. Minister think that it will be feasible to have these facilities in a few months' time?

Sardar Patel: It depends upon the ability of the P.W.D. to make the accommodation available.

FRESH ELECTIONS TO AJMER AND DELHI MUNICIPALITIES

*503. **Pandit M. B. Bhargava:** Will the Minister of Health be pleased to state:

(a) when the normal term of the existing Municipal Committees in the States of Ajmer and Delhi expired and since when the same is being extended year by year;

(b) the reasons for the extension of the terms of the existing Committees and for not holding fresh elections;

(c) when next elections to these Municipal Committees are proposed to be held; and

(d) whether they will be held on the basis of existing property and educational franchise or on adult franchise?

The Minister of Health (Rajkumari Amrit Kaur): (a) and (b). A statement containing the information asked for is laid on the Table of the House. [See Appendix III, *annexure No. 10.*]

(c) In the case of Ajmer, the matter is under consideration. As regards Delhi, the hon. Member is aware that it has been decided to set up a Municipal Corporation in the Delhi Urban Area, excluding New Delhi. It is, therefore, not proposed to hold elections for the Delhi Municipal Committee pending the constitution of the Corporation.

(d) The intention is to hold elections on the basis of adult franchise.

Pandit M. B. Bhargava: May I know by which date elections are likely to be held on the basis of adult franchise?

Rajkumari Amrit Kaur: In so far as Ajmer is concerned, the Chief Commissioner there has proposed the necessary amendments to the Ajmer Municipalities Regulation of 1925. Adult franchise ought to come into force as soon as those regulations are amended. In the matter of Delhi, we shall have to wait until the Chief Commissioner's proposals about the constitution have come in and they are not expected till the end of April.

Pandit M. B. Bhargava: May I know whether this amending piece of legislation is likely to come in this Session of Parliament?

Rajkumari Amrit Kaur: No.

Shri Sdhuva: May I know whether the Delhi Municipal Corporation Bill is likely to come in this House in the next Session or in this Session?

Rajkumari Amrit Kaur: We expect the proposals, as I said, in April, and I hope that it might come in the next Session.

Shri Doshbandhu Gupta: Has the hon. Minister received a copy of the resolution passed by the Chief Commissioner's Advisory Council opposing the idea of having a Municipal Corporation for Old Delhi alone by separating New Delhi from it?

Rajkumari Amrit Kaur: I have read the resolution in the Press; it has not actually come to me as yet.

Pandit M. B. Bhargava: May I know whether the terms of the Municipalities Bill will be extended because there is no legislation?

Mr. Speaker: That would be a hypothetical question at this stage.

Pandit M. B. Bhargava: They say they have not brought forward any legislation. I want to know whether the present Municipalities Bill will be extended and, if so, up to which date.

Rajkumari Amrit Kaur: It all depends. If the Bill comes in the next Session, elections will take place immediately after that.

Shri Deshbandhu Gupta: Is it a fact that the Municipal Re-organisation Enquiry Committee had recommended a common Municipal Corporation for Old Delhi, New Delhi and other small Committees?

Rajkumari Amrit Kaur: That is so.

BASIC EDUCATION

*504. **Shri Jnani Ram:** Will the Minister of Education be pleased to state:

(a) the names of States which have started Basic Education; and

(b) the total number of students, boys and girls, trained or under training in the Centrally Administered areas?

مستتر آف ایجوکیشن (سولانا آزاد): (اے) پنجاب چھوڑ کر اور تمام صوبوں میں جنہیں اب اسٹیٹ کہا جاہئے بھسک ایجوکیشن اسکول کھل چکے ہیں۔ دلی میں بھی کام ہو رہا ہے۔ آنریبل ممبر اس اسٹیٹمنٹ کو دیکھیں۔ لہں جو شری وی۔ سی کھسواراؤ کے سوال نمبری ۴۰۴ کے جواب میں ۱۷ فروری سنہ ۱۹۴۹ء کو دیا گیا تھا۔

(بی) جہاں تک ایجوکیشن مستری معلوم کر سکی ہے ان کی تعداد اندازاً

تھوڑا سا ہے۔

The Minister of Education (Maulana Azad): (a) Basic Schools have been started in all the States hitherto known as Provinces (except Punjab) and in the Centrally Administered Area of Delhi. Hon. Member's attention is invited to the reply given to the Starred Question No. 454 asked by Shri V. C. Kesava Rao on 17th February 1949.

(b) According to the information available in the Ministry the number of students trained and under training in the Centrally Administered Areas is roughly speaking 1,800.

श्री ग्यानी राम: क्या आनरेबिल मिनिस्टर साहब यह बताने की कृपा करेंगे कि जिस रफ्तार से एजुकेशन का काम हो रहा है कितने साल में सारे मुल्क में इस का प्रचार हो जायेगा ?

Shri Jnani Ram: Will the hon. Minister be pleased to state that taking into consideration the speed with which Basic Education is being imparted, how much time would it take to spread it throughout the length and breadth of the country?

مولانا آزاد : ہماری کوشش تو یہ ہے کہ کل ہی ہو جائے لیکن حالات ایسے ہیں کہ کئی دنوں تک انتظار کرنا پڑے گا -

Maulana Asad: We aspire to spread it at the earliest but the conditions are such that we will have to wait for a long time.

گھانی جی - ایس - مسافر : ابھی منسٹر صاحب نے بتلایا کہ پنجاب میں ایسے اسکول نہیں کھلے تو پنجاب میں کب تک کھولنے کا ارادہ ہے ؟

Giani G. S. Musafir: The hon. Minister has just given out that such schools have not been opened in Punjab, then when is it intended to open such schools in Punjab?

مولانا آزاد : آئرہیل میسر کو معلوم ہے کہ پارٹیشن کے بعد ایسٹ پنجاب کی حالت کس درجہ خراب ہو گئی تھی - ایسٹ پنجاب گورنمنٹ کے لئے مشکل تھا کہ وہ نئے تعلیمی اسکول کھول سکے -

Maulana Asad: The hon. Member is perhaps aware of the fact that after partition the condition in East Punjab had deteriorated very much. It was difficult for the East Punjab Government to open these new Basic Education Schools.

Shri R. K. Ohaudhuri: May I know if it is a fact that some basic education trainees from Assam have been asked to withdraw and they have left this place for want of funds?

مولانا آزاد : نہیں اس طرح کی کوئی بات میرے علم میں نہیں آئی -

Maulana Asad: No, no such case has come to my notice.

श्री ग्यानी राम : सेन्द्रली एडमिनिसटर्ड एरियाज में किस स्टैन्डर्ड तक की पढाई हो रही है ?

Shri Jnani Ram: In the Centrally Administered Areas education up to what standard is being imparted?

مولانا آزاد : جو اسٹینڈرڈ بیسک جونر کا ہے -

Maulana Asad: Education up to junior basic standard is being imparted.

डा० आर० एस० सिंह : क्या माननीय शिक्षा मंत्री महोदय यह बताने की कृपा करेंगे कि इस बुनियादी शिक्षा योजना के अन्तर्गत प्रति विद्यार्थी को शिक्षित करने में प्रति वर्ष कितने रुपये खर्च लिये जाते हैं और इस खर्च का दूसरे स्कूलों में शिक्षित किए जाने वाले प्रति विद्यार्थी पर किये गये खर्च से क्या अनुपात है ?

Dr. R. S. Singh: Will the hon. Minister be pleased to state as to what amount of money per year is being spent per student in respect of this basic education and what ratio this amount bears to the money spent per boy in other schools?

मोला आद : ये में अभी नहें बता सकत।

Maulana Azad: I cannot give this information at present.

लाला अचिन्तराम : क्या आनरेबल मिनिस्टर साहब यह बताने की कृपा करगे कि टीचर्स के लिए बुनियादी शिक्षा प्राप्त करने के लिए कितनी संस्थाएं खोली जा चुकी हैं ?

Lala Achint Ram: Will the hon. Minister be pleased to state as to how many institutions have been started to impart basic education to the teachers?

मोला आद : आरिबल म्बर का गाला ये म्बल है के तम सुभों की तदद किा है

ये में अभी नहें बता सकत।

Maulana Azad: Perhaps the hon. Member wants to know the total number of these institutions in all the provinces. I cannot give this information just at present.

लाला अचिन्तराम : दिल्ली और सेंट्रली एडमिनिस्टर्ड एरियाज में क्या तादाद है ?

Lala Achint Ram: What is the number in Delhi and other Centrally Administered Areas?

मोला आद : देहली में अस व्कत अक हजार ११ अस्तुडन्त तुरलक त्हेजर्स

असकुल में तेलुम पा रहे हैं - अज्मेर में अक सुदस - कर्क में त्हेन - हाजल
पुर्देस में १३ - कच्चे में २३ - कुल तदद बारु सु ११ है -

Maulana Azad: In Delhi 1086 pupil teachers are receiving education in the teachers' training schools; in Ajmer 110; in Coorg three, in Himachal Pradesh 74 and in Cutch 23. The total is 1206.

श्री कामत : सेंट्रली एडमिनिस्टर्ड एरियाज में बुनियादी तालीमी शालाओं के लिए क्या खास इन्स्पेक्टर मुकरर किए गये हैं ?

Shri Kamath: Have special inspectors been appointed for these basic education schools in the Centrally Administered Areas?

मोला आद : हाँ !

Maulana Azad: Yes.

SCRIPTS ON CURRENCY NOTES

*505. **Giani G. S. Musafir:** Will the Minister of Finance be pleased to state the criterion followed in selecting the languages in which the denomination of the amount is printed on notes of rupee one and rupees five and ten issued by the Government and the Reserve Bank before 26th January 1950 and after 26th January 1950?

The Minister of Finance (Dr. Matthal): The criterion followed in the selection of the scripts is mainly the comparative number of people speaking the languages.

گھاتی جی - ایس - مسافر : ۲۶ جنوری ۱۹۵۰ کے بعد جو نوٹ چھپے ہیں اس میں کیا ایک زبان کا اضافہ کیا گیا ہے ؟

Giani G. S. Musafir: Has one more regional language been printed on the notes issued after 26th January 1950?

Mr. Speaker: It is an argument; he is not asking for information.

گھاتی جی - ایس - مسافر : میں جناب ! اندامیشن کے لئے یہ پوچھنا چاہتا ہوں کہ نئے نوٹ جو ۲۶ جنوری ۱۹۵۰ ع کے بعد چھپے ہیں ان پر کیا ایک زبان بڑھا دی گئی ہے یعنی آٹھ زبانوں کے بجائے نو کر دی گئی ہیں ؟

Giani G. S. Musafir: For my information I wish to ask whether one more regional language has been printed on the new notes that have been printed after 26th January 1950, and whether the number of such languages has been increased from eight to nine?

Dr. Matthal: The position is, before the 26th of January, including English we had eight languages in which the denominations of the notes were stated. After the 26th of January, we have nine, the addition being Oriya.

گھاتی جی - ایس - مسافر : اب میں یہ پوچھنا چاہتا ہوں کہ زبان کے بڑھانے میں کیا کوالٹیرین اختیار کیا گیا ہے - کانسٹی ٹیوشن میں ۱۲ زبانیں ہیں کیا ان میں سے کچھ کو بڑھانے کا خیال ہے ؟

Giani G. S. Musafir: I want to know what criterion has been adopted for accepting one additional regional language? The Constitution mentions 14 regional languages. Do the Government intend to include some of the other regional languages also?

Dr. Matthal: If you take the dimensions of a note, you will realise the necessity for restricting the number of languages in which its denomination could be stated. It is a physical consideration.

Dr. M. M. Das: In view of the acceptance of Hindi and English as the official languages of the Union and in view of the need for printing new notes, may I know whether the Government are likely to replace the front page of the notes which are now printed in English with Hindi script?

Dr. Matthal: Well, the decision regarding these matters was taken long before the decision adopting Hindi as the official language. We proceeded on the principle that the change should be the minimum possible. But the suggestion of the hon. Member will be kept in mind.

Shri Tirumala Rao: May I know the average life of a currency note?

Dr. Matthal: There I am afraid the hon. Member gets me. As far as I am able to make a rough estimate—I claim no authority at all for this—the one-rupee note lasts for six months.

REMOVAL OF FUNDS FROM NAGARJUNAKONDA

*506. Prof. Ranga: Will the Minister of Education be pleased to state:

(a) whether any of the 'finds' were removed recently from Nagarjunakonda in Guntur District to Delhi and other places;

(b) if so, how many and to what places; whether temporarily or permanently;

(c) whether it is not the practice to make 'replicas' for the "original finds" and distribute them to various Museums while keeping the 'originals' in the principal place;

(d) whether Government are aware that there is a museum at Nagarjunakonda; and

(e) whether Government propose to return these funds to Nagarjunakonda and if so, when?

مستتر آف ایجوکیشن (مولانا آزاد) : (اے) اور (بی) کا جواب ہاں ہے -
دس چیزیں نیشنل میوزیم دہلی میں لائی گئی ہیں -
(سی) نہیں -

(تی) اس جگہ آرکیالاجیکل تیارمنٹ نے صرف ایک شہد بنا دیا ہے تاکہ
جو پرانی چیزیں وہاں نکلی ہیں وہ خراب نہ ہوں -
(لی) نہیں - ابھی کو مندرت ایسا نہیں کرنا چاہتی -

The Minister of Education (Maulana Azad): (a) and (b). Yes. 10 sculpture pieces were removed to the National Museum, New Delhi.

(c) No.

(d) There is a sculpture shed built on the site by the Department to protect from weather the antiquities collected or excavated from the site.

(e) No, not at present.

Prof. Ranga: May I know why the Government do not propose to return the finds to Nagarjunakonda?

مولانا آزاد : اگر آرکیالوجیکل میوزیم کا یہ خیال ہے کہ جو چیزیں جہاں سے نکلی ہیں وہ وہاں سے نہ ہٹائی جائیں تو نیشنل میوزیم نہیں بن سکتا -

Maulana Azad: If the hon. Member thinks that the things excavated from a particular place must not be removed to other places then there can be no National Museum.

Prof. Ranga: Will Government later on supply the information as to which of the finds have been removed from there to Delhi?

مولانا آزاد : دس چیزیں وہاں سے لائی گئی ہیں لیکن میں ان کی تفصیل ابھی نہیں بنا سکتا -

Maulana Azad: Ten things have been removed from there, but I cannot tell the details just at present.

Shri Tirumala Rao: Have Government any proposal for replacing the originals by replicas at least, so that the collections there may be complete?

مولانا آزاد : نہیں - میں انریبل ممبر کو اس پر توجہ دلوانا کہ صرف وہیں کی چیزیں نیشنل موزیم میں نہیں لائی گئی ہیں - بلکہ کلکتہ سے اور دوسرے صوبوں سے بھی چیزیں لائی گئی ہیں - اگر ہم یہ اصول مان لیں کہ کسی حالت میں بھی اصلی جگہوں سے چیزیں نہ ہٹائی جائیں تو نیشنل موزیم بن نہیں سکتا -

Maulana Azad: No. I would like to draw the attention of the hon. Member towards the fact that things from that place only have not been removed to the National Museum but articles from Calcutta and other provinces also have been brought there. If we were to accept the principle that in no case things would be removed from their original places then no National Museum can be created.

Shri Tirumala Rao: My question has been misunderstood. I only wanted to know whether such of the finds as were removed from Nagarjunakonda would be replaced by replicas made from the originals?

مولانا آزاد : نہیں ابھی ایسا خیال نہیں ہے -

Maulana Azad: No, for the present there is no such intention.

Prof. Ranga: Are these finds major or minor ones?

مولانا آزاد : نہیں یہ میں ابھی نہیں بتا سکتا -

Maulana Azad: No, I cannot give this information just now.

Prof. Ranga: Why were they taken from there secretly without anybody knowing anything about it and removed in special cars all the way from that place?

Mr. Speaker: That is an insinuation.

Prof. Ranga: That is why I have not used the word 'stealthily'. I said they were secretly taken away.

Shri E. Velayudhan: What were those finds?

Prof. Ranga: My question has not been answered.

Mr. Speaker: He has stated that he cannot give the information without notice.

श्री कामत : किस बेसिस पर यह चीजें नेशनल म्यूजियम के लायक समझी गईं ?

Shri Kamath: On what basis these things were considered fit for the National Museum?

مولانا آزاد : اس لئے کہ یہ سنبھا گیا کہ یہ چیزیں ایسی ہیں کہ نیشنل موزیم میں ہونی چاہئیں -

Maulana Azad: Because it was thought that the things are such as ought to have been in the National Museum.

HOMŒOPATHIC ENQUIRY COMMITTEE

*507. **Shri D. S. Seth:** Will the Minister of Health be pleased to state:

(a) the approximate number of Homœopathic practitioners in India; and

(b) whether Government have taken a decision to accept the recommendations of the Homœopathic Enquiry Committee?

The Minister of Health (Rajkumari Amrit Kaur): (a) The Homœopathic Enquiry Committee has estimated that the number of Homœopathic practitioners in India exceeds 2 to 3 lakhs.

(b) The Report of the Homœopathic Enquiry Committee is under consideration. The Government of India will shortly formulate an All-India policy in the matter after receiving replies from the State Governments.

Shri S. C. Samanta: Do Government propose to start a Central Homœopathic Research Institute near about the capital of India?

Rajkumari Amrit Kaur: That matter will be decided as soon as the All-India policy has been formulated.

Shri S. C. Samanta: May I ask whether Homœopathic medicines are made in India from indigenous plants, etc.?

Rajkumari Amrit Kaur: I believe that is the case.

Shri Gautam: Do the Government propose to lay down standards for Homœopathic practitioners before giving them recognition?

Rajkumari Amrit Kaur: Yes, standards must be laid down, because the majority of the practitioners here have no qualifications at all really.

Shri Kishorimohan Tripathi: Is it a fact that the Homœopathic Enquiry Committee has recommended against the integration of the Homœopathic system with the Allopathic system; if so, what steps Government have taken on this specific point?

Rajkumari Amrit Kaur: What the hon. Member says in regard to the recommendation of the Committee is correct. The Government policy will be formulated after the receipt of replies from the State Governments.

Shri Deshbandhu Gupta: May I ask whether it is a fact that one of the members of the Homœopathic Enquiry Committee who was an Allopathic Doctor was allowed to append a note of Dissent to the report whereas another member who was a Homœopath was not allowed to do so?

Rajkumari Amrit Kaur: I have no information on the point.

Mr. Speaker: It is a matter of internal administration.

Shri R. K. Chaudhuri: Are all the Homœopathic practitioners registered? If not, how was this figure 2 to 3 lakhs supplied? Does it include amateur practitioners also?

Rajkumari Amrit Kaur: There is no register to find out their number. But this was the figure given to us by the Committee. A large majority of them are not really qualified according to the standards accepted by those who practise Homœopathy.

Shri Tirumala Rao: May I know whether the Government propose to refer the report of this Committee to another Committee of their own. Just as they did in the case of the Ayurveda Committee?

Mr. Speaker: Order, order.

Shri Brajeshwar Prasad: Will the House be given an opportunity to.....

Shri Tirumala Rao: My question has not been answered.

Mr. Speaker: I did not allow that question. It contains an insinuation.

Shri Tirumala Rao: Sir, it is far from my aim to insinuate. All that I want to know is whether the Government will consult another Committee with regard to Homœopathy? I did not mean to make any insinuation.

Mr. Speaker: The hon. Member referred to the Ayurveda Committee.

Shri Tirumala Rao: They consulted a committee of their own. I only wanted to know whether in this case they have any such proposal.

Shri Brajeshwar Prasad: May I ask whether the Parliament will be given an opportunity to discuss this report?

Rajkumari Amrit Kaur: No, Sir.

LOAN TO BURMA

*508. **Shri E. Velayudhan:** (a) Will the Minister of Finance be pleased to state whether India has promised to give or has already given any loan to the Burma Government?

(b) If so, what is the negotiated amount?

(c) Will the payment be in cash or in any other form?

The Minister of Finance (Dr. Matthai): (a) to (c). Certain proposals are under the consideration of Government and will be placed before Parliament in due course.

Shri E. K. Chaudhuri: May I know whether there was an application from the Burma Government or was it an offer by us?

Dr. Matthai: With your permission, Sir, may I say that I would not like to answer this question at present, because the whole matter will come before Parliament, during the present Session.

Shri Kamath: Is the hon. Minister in a position to state whether the first move in this matter was made by Burma or by Britain or by any other.....

Mr. Speaker: It is a repetition of the same question.

Shri Raj Bahadur: May I know whether the Standing Committee of Parliament attached to the Ministry of External Affairs considered these questions, and if so, whether it has approved the sanction of this loan to Burma?

Dr. Matthai: I am not in a position to answer this question.

Shri Joachim Alva: Has any country inside or outside the Commonwealth asked for assistance or loan from the India Government or has our Government voluntarily offered any assistance to any country inside or outside the Commonwealth?

Dr. Matthai: I must refer to my records over a period of years before answering.

CENTRAL ADVISORY BOARD OF EDUCATION

*58. **Sardar B. S. Man:** (a) Will the Minister of Education be pleased to state whether a meeting of the Central Advisory Board of Education was held to decide the medium of instruction at the University stage?

(b) If so, what is its decision?

(c) What other subjects were placed before the meeting and what are the results arrived at?

منسٹر آف ایجوکیشن (مولانا آزاد) : (اے) ایک کمیٹی اس بات پر غور کرنے کے لئے بنائی گئی تھی جس کی رپورٹ سنٹرل ایڈوائزری بورڈ کے سامنے جنوری ۱۹۴۹ ع میں رکھی گئی - بورڈ نے رپورٹ پر غور کیا - لیکن اپنا فیصلہ ملتوی کر دیا کیوں کہ اس زمانہ میں یونیورسٹی کمیشن بنایا جا چکا تھا - اور اپنا کام شروع کر رہا تھا - بورڈ نے خیال کیا کہ کمیشن کی رپورٹ ملے گی - بعد اس معاملہ پر سوچ وچار کر کے فیصلہ کرنا ٹھیک ہو گا - اب جب پچھلے مہینے بورڈ کا جلسہ کٹاک میں ہوا تو یونیورسٹی کمیشن کی رپورٹ اس کے سامنے لائی گئی - ساتھ ہی اس کمیٹی کی رپورٹ بھی رکھی گئی جو مہذیم آف انسٹرکشن کے لئے بنائی گئی تھی لیکن ممبروں نے عام طور پر یہ خیال ظاہر کیا کہ انہیں کمیشن کی رپورٹ پر سوچ وچار کرنے کا پورا موقع نہیں ملے گا - اس لئے کچھ دنوں کے لئے اور مہات دینی چاہئے - اب منسٹری کے سامنے یہ تجویز ہے کہ اپریل ۵۰ ع میں بورڈ کا ایک خاص جلسہ بلایا جائے جو یونیورسٹی کمیشن کی رپورٹ پر غور کرے - امید ہے کہ اس جلسہ میں اس معاملہ پر بھی غور کیا جا سکے گا اور بورڈ ایک آخری فیصلہ پر پہنچ جائے گا -

(بی) یہ سوال پیدا نہیں ہوتا -

(سی) سنٹرل ایڈوائزری بورڈ آف ایجوکیشن کی پچھلی میٹنگ کے ایجنڈے کی ایک کاپی ہاؤس کے ٹیبل پر رکھ دی جاتی ہے -

[See Appendix III, annexure No. 11].

The Minister of Education (Maulana Azad): (a) The Report of the Committee on Medium of Instruction at the University Stage was first placed before the Central Advisory Board of Education at their 15th meeting held in January 1949. The Board deferred decision on the Report in view of the appointment of the University Education Commission, which were to examine *inter alia* the medium of instruction at the University Stage.

The Report of the University Education Commission together with the Report of the Committee on Medium of Instruction were placed before the Central Advisory Board of Education at their last meeting held in January

1950. In deference to the wishes of the members that more time be given to them to study in detail the University Education Commission Report, decision on the Report was deferred for a few months more. It is now proposed to call a special session of the Board in April 1950 to consider the University Education Commission Report and also the Report of the Committee on Medium of Instruction at the University Stage.

(b) Does not arise.

(c) A copy of the Agenda of the meeting is laid on the Table of the House [See Appendix III, annexure No. 11].

Proceedings of the meeting when finalised will as usual be communicated to the hon. Members.

Sardar B. S. Man: May I know whether at that meeting any set policy was arrived at so far as overseas scholarships are concerned, as well as scholarships for backward classes are concerned?

مولانا آزاد : اس کمیٹی کا اس سے کوئی تعلق نہیں تھا - کمیٹی تو مہدم آف انسٹرکشن پر فوور کرنے کے لئے بنائی گئی تھی -

Maulana Azad: This Committee had no connection whatsoever with this thing. This Committee was set up to report about the medium of instruction.

सरदार बी० एस० मान : हुजूर, मैं आपकी तवज्जह अपने सबाल के तांसरे हिस्से की तरफ़ दिलाता हूँ जहाँ मैं ने कहा था कि इस बोर्ड के जेरे गौर और भी कई बातें थीं ।

Sardar B. S. Man: Sir, I want to draw your attention to part (c) of my question wherein I had stated that the Board had other points also under consideration.

مولانا آزاد : نہیں - اور باتیں نہیں تھیں -

Maulana Azad: No Sir, no other points were under consideration.

श्री देशबन्धु गुप्ता : क्या यह अन्न वाकआ है कि इस मीटिंग का एजेंडा एक महीने पहले जारी हुआ था और यह मीटिंग इसी ग़रज से बुलाई मयी थी कि वह इस बारे में यूनिवर्सिटी कमीशन की सिफारिश पर गौर करके फ़ंसला करे, लेकिन इस मसले पर गौर तक नहीं हुआ और इस तरीक़े पर मीटिंग बुलाने पर जो खर्चा हुआ वह रुपया जाया गया ।

Shri Deshbandhu Gupta: Is it a fact that the agenda of this meeting was issued a month earlier and this meeting was called for the purpose to give a decision after taking into consideration the recommendations of the University Commission made in this connection, but this matter was not at all taken into consideration and the entire money spent on calling a meeting in this way was wasted?

Mr. Speaker: That is an expression of opinion. I find.....

Shri Deshbandhu Gupta: Sir, I want to know whether on the agenda...

Mr. Speaker: He must ask for information and not express an opinion. I find many Members expressing opinions and making inferences instead of asking for information, and that makes the answering of the question very difficult. I do not propose to allow those questions, in which opinions are expressed.

Shri Deshbandhu Gupta: Perhaps the opinion is shared by the hon. Minister. Sir, I only want to know whether it is a fact that the agenda was issued one month before the consideration of the recommendations?

مولانا آزاد : میں اس وقت نہیں کہہ سکتا کہ کتنے دن پہلے شائع کیا گیا -

Maulana Azad: I cannot tell just now how long back this was published.

Shri Tirumala Rao: Sir, may I know if Government have considered the report of the University Commission and the recommendations made therein with regard to the medium of instruction at the university stage?

مولانا آزاد : گورنمنٹ رپورٹ پر فور کر رہی ہے لیکن چونکہ ابھی رپورٹ صوبوں کی گورنمنٹوں اور تمام یونیورسٹیوں کو بھیجی گئی ہے - سلیکٹڈ ایڈوائزری بورڈ اور انگریزی بورڈ کو بھی اس پر فور کرنا ہے اگلے گورنمنٹ این دایوں کا انتظار کر رہی ہے - جب تمام رائیں جمع ہو جائیں گی تب گورنمنٹ اپنا آخری فیصلہ کریگی -

Maulana Azad: The Government is taking into consideration the said report. But as the report has been sent to the Provincial Government and all the Universities and as the Central Advisory Board and the Inter-University Board also have to take this report into consideration, therefore the Government is awaiting their opinions. When all the opinions are received then the Government would take the final decision.

Shri R. Velayudhan: Sir, may I know how many members are there on this Central Advisory Board of Education, and whether they are being paid travelling allowance by the Central Government for attending the meetings of the Board?

Mr. Speaker: No, that does not arise.

श्री गौतम : क्या गवर्नमेंट को इस बात का इत्मीनान है कि जो यह खर्च हुआ वह मुनासिब था ?

Shri Gautam: Is the Government confident of the fact that the expenditure incurred thereupon was proper and justified?

Mr. Speaker: It is a matter of opinion.

Shrimati Velayudhan: Who are the members of this Central Board of Education, I mean this Central Advisory Board of Education?

مولانا آزاد : یہ میں ابھی نہیں کہہ سکتا - بورڈ کی رپورٹیں ہاؤس کی لائبریری

میں موجود ہیں جن میں تمام ممبروں کے نام چھاپ گئے ہیں -

Maulana Azad: I cannot give this information just now. The Reports of the various Boards are available in the Library of the House and these reports contain the names of the members also.

Shri Kamath: Sir, on a point of order. Do not questions on the printed list take precedence over questions in the supplementary list? There is question No. 497 in the printed list which Dr. Deshmukh had authorised me to put, but.....

Mr. Speaker: Unfortunately I had no information of that.

Shri Kamath: The Secretary has, I believe, a copy of the authorisation.

Mr. Speaker: If I had got any idea of it, I should certainly have come to that question. But I had no intimation of it, and office does not say that it has received any such notice or copy.

Anyway, next question.

PRIMARY AND SECONDARY EDUCATION IN CENTRALLY ADMINISTERED AREAS

*68. **Pandit M. B. Bhargava:** (a) Will the Minister of Education be pleased to state the number of primary and secondary schools in the Centrally Administered States of Delhi and Ajmer and how many of these are Government-aided?

(b) Have Government any intention of giving aid to the institutions, which depend wholly on voluntary efforts and if not, why not?

(c) What progress, if any, has been made so far by the Government of India to take over the primary and secondary institutions run by the Municipalities in the said States?

(d) Whether the Punjab Compulsory Education Act which has already been extended with certain modifications to the State of Delhi has been enforced in Ajmer as well and if not, why not?

مستتر آف ایجوکیشن (مولانا آزاد): (اے) ہاؤس کے تھیل پر ایک
سٹیٹمنٹ دیکھنا چاہتا ہوں۔ اس سے ضروری باتیں معلوم ہو جائیں گی۔

[See Appendix III, annexure No. 12].

(بی) جو پرائیویٹ انسٹی ٹیوشن گرانٹ کھانے درخواست کر رہے اور جو
شرطیں گورنمنٹ نے پوائی ہیں ان کے مطابق ان کا کام ہوگا انہیں گرانٹ ان ایڈ ضرور
دی جائے گی۔

(سی) دہلی میونسپلٹی کے تمام سکولری اسکول گورنمنٹ نے سنہ ۱۹۳۷ء میں
لے لئے۔ اب یہ تجویز گورنمنٹ کے سامنے ہے کہ آنے والے برس سے ان تمام
اسکولوں کو بھی گورنمنٹ لے لے جو دہلی کی دیہاتی آبادیوں میں لوکل
ہائیز چلا رہی ہیں۔ دہلی اور نئی دہلی کی شہری آبادی کے لئے ابھی
کوئی ایسا ارادہ نہیں کیا گیا ہے۔ لیکن گورنمنٹ انہیں تعلیم کے لئے گرانٹ
دے رہی ہے۔

اجسور کی دیہاتی آبادی کے پرائی اسکولوں کا انتظام گورنمنٹ اپنے ہاتھ میں لے
چکی ہے۔ بہتر میونسپل ہائی اسکول کا انتظام بھی سنہ ۱۹۳۵ء سے گورنمنٹ کے ہاتھ

میں ہے - اس بات پر بھی گورنمنٹ سوچ وچار کر رہی ہے کہ اجمیر کی لوکل باڈیز کے تمام پرائمری اسکولوں کا انتظام گورنمنٹ اپنے ہاتھوں میں لے لے - جس وقت تک اس کا فیصلہ نہیں ہوتا گورنمنٹ نے یہ انتظام کیا ہے کہ لوکل باڈیز کو نوے پر سنٹ خرچ بطور گرانٹ کے دیگی بشرطیکہ وہ اپنی برس وار آمدنی کا ساڑھے سات پر سنٹ حصہ تعلیم پر خرچ کریں -

(قی) گورنمنٹ اس بات پر فور کر رہی ہے کہ پنجاب کیمپلری ایجوکیشن ایکٹ کو اجمیر مہروازا صوبہ پر بھی لگا دیا جائے -

The Minister of Education (Maulana Azad): (a) Necessary information is given in the statement placed on the Table of the House. [See Appendix III, annexure No. 12].

(b) Such of the private institutions, whose Managements apply for Government recognition and grant and satisfy the prescribed conditions will be given grant-in-aid.

(c) In 1947, all Secondary Schools run by the Delhi Municipal Committee were taken over by Government. From next year, it is proposed to provincialize all Primary and Secondary Schools now run by Local Bodies in rural areas of Delhi. There is no intention, at present, of taking over the schools run by the Delhi and the New Delhi Municipal Committees in urban areas. But, Government grants are paid to both these Committees in respect of Education. In Ajmer State in rural areas the Primary Schools are run by Government. The Management of the Betham Municipal High School, Kekri, was taken over by Government in 1945. The question of taking over all Primary Schools run by Local Bodies in Ajmer is, however, under consideration by Government; but pending a final decision in the matter, Government have sanctioned a grant-in-aid to these Local Bodies at 90 per cent. of the net expenditure incurred by them on Education, subject to the condition that the Local Bodies spend not less than 7½ per cent. of their total income each year on primary education.

(d) The question of extension of the Punjab Compulsory Education Act to Ajmer-Merwara is under consideration.

HISTORY OF INDIAN PHILOSOPHY

*74. **Shri Barman:** (a) Will the Minister of Education be pleased to state the names of the persons appointed to compile the History of Indian Philosophy?

(b) How far have they completed or advanced with, their work?

منسٹر آف ایجوکیشن (مولانا آزاد): (اے) ہستری آف انڈین فلاسفی کی تہاری کے لئے جو ایڈیٹوریل بورڈ بنایا گیا تھا اس کے ممبروں کے نام یہ ہیں -

(۱) ڈاکٹر ایس - رادھا کرشنن - چھ مہینے -

(۲) پروفیسر اے - آر - وازما - پرنسپل کوالہر کالج -

(۳) پروفیسر قتی - ایم - دت - پروفیسر آف فلاسفی - پٹنہ یونیورسٹی -

(۴) پروفیسر ہمایوں کبیر - جوائنٹ سیکریٹری - منسٹری آف ایجوکیشن -

(ہی) جو چیپٹر کتاب کھائے لہوائے گئے ہیں اب انہیں پورے اہدیت کر رہا

ہے تاکہ پریس میں بھجوا جا سکے - اہد کی جاتی ہے کہ جون میں کتاب پبلشر کو دے دی جائےگی

The Minister of Education (Maulana Azad): (a) An Editorial Board consisting of the following was appointed for writing a comprehensive History of Indian Philosophy:

(1) Dr. Sarvepalli Radhakrishnan (Chairman).

(2) Prof. A. R. Wadia, Principal, Gwalior College, Gwalior.

(3) Prof. D. M. Datta, Professor of Philosophy, Patna University.

(4) Prof. Humayun Kabir, Joint Secretary to the Government of India, Ministry of Education (Secretary).

(b) The Editorial Board is now engaged in preparing for the press the chapters submitted by the various experts. It is expected that the material will be handed over to the publisher in June.

Shri Tirumala Rao: Sir, may I know whether there is a proposal to associate with this Committee anyone well versed in oriental studies, say, a pandit well-versed in Sanskrit and philosophy?

مولانا آزاد : اس میں جو نام رکھے گئے تھے ان کی باہت سمجھا گیا تھا کہ وہ اس مہدان میں بہتر قابلیت رکھتے ہیں اور ان کی موجودگی کے بعد اور لوگوں کی ضرورت نہیں ہے -

Maulana Azad: The persons whose names were included in the list were supposed to possess profound knowledge of this subject, and so it was thought that as these Scholars are there so there is no necessity of having other people also.

Shri Tirumala Rao: Is any one of them an oriental scholar knowing Sanskrit?

مولانا آزاد : میں سمجھتا ہوں کہ ڈاکٹر رادھا کرشنن کے نسبت یہ عام طور پر تسلیم کیا گیا ہے کہ وہ سنسکرت کے اسکالر ہیں -

Maulana Azad: I think that it has universally been accepted that Dr. Radhakrishnan is a great Sanskrit Scholar.

श्री आर०के० चौधरी : मैं यह पूछना चाहता हूँ कि इसमें गवर्नमेंट आफ इंडिया का जो एजुकेशन एडवाइजर है उस का नाम क्यों नहीं रखा गया ?

Shri R. K. Chaudhuri: I wish to enquire why the name of the Educational Adviser to the Government of India was not included in the Committee?

مولانا آزاد : یہ ضروری نہیں تھا کہ ایجوکیشن لیڈوائزر کو بھی اس کمیٹی میں ضرور رکھا جاتا - وہ ہر کام کے لئے وقت نہیں نکل سکتے -

Maulana Azad: It was not at all essential to nominate the Educational Adviser to this committee also. He cannot find time for all sorts of work.

श्री त्यागी : यह किताब कौनसी ज़बान में छपेगी ?

Shri Tyagi: In which language will this book be published?

مولانا آزاد : انگلش میں -

Maulana Azad: In English.

श्री राज बहादुर : क्या मैं जान सकता हूँ कि डाक्टर राधाकृष्णन् के अतिरिक्त और भी किसी संस्कृत के विद्वान ने इस कमेटी में भाग लिया ?

Shri Raj Bahadur: May I know if besides Dr. Radhakrishnan any other Sanskrit Scholar also took part in the proceedings of the committee?

مولانا آزاد : چوہدری ہم کو بلانا تھا وہ بہت لمبا چورا تو ہو نہیں سکتا تھا - اس میں ایسے چار آدمیوں کے نام رکھے گئے جو مجموعی طور پر اس کام کو بہتر طریقے پر انجام دے سکتے تھے -

Maulana Azad: The Board, we had to constitute could not have been a very big one. Four such persons were nominated to this committee who could have collectively accomplished the task in the best possible manner.

خواجہ عنایت اللہ : کیا حکومت اس کتاب کا ترجمہ اور زبانوں میں بھی شائع کریگی ؟

Khwaja Inait Ullah: Will the Government publish the translation of this book in other languages also?

مولانا آزاد : ابھی کوشش کی جا رہی ہے کہ یہ کتاب نکل جائے - اس کے بعد ہو سکتا ہے کہ اس کے ترجمے کے معاملہ پر بھی غور کیا جائے -

Maulana Azad: For the present efforts are being made to publish the book. After the publication it is just possible that the question of translating the book may be taken into consideration..

Dr. M. M. Das: I want to know the expected time when this work will be completed and also the estimated expenditure that will be incurred.

مولانا آزاد : میں نے ابھی کہا ہے کہ ہمیں اُمید ہے جون میں کتاب پبلشر کو دے دی جائے گی - اور اس کے بعد اس کی چھپائی میں کچھ وقت لگے گا - جہاں تک اس ہورت کے بلانے اور اس کے خرچہ کا تعلق ہے ہمیں ہولو روپہے اس کے لئے رکھا گیا

تھا - لیکن خرچہ اس سے ابھی بہت کم ہوا - اُمید کی جاتی ہے کہ پورا خرچہ بمس ہزار سے کم ہی ہوگا -

Maulana Azad: I have just stated that we hope that the book would be given to the publisher by the month of June. Then it would take some time to print the book. As far as the question of setting up of this Board and the necessary expenditure is concerned, 20,000 rupees were set apart for this work, but so far the actual expenditure done has been far less, and it is hoped that the total expenditure would be less than twenty thousand rupees.

Dr. V. Subramaniam: Have Government any idea of appointing a committee to investigate the possibilities of writing a book on a subject allied to Indian Philosophy, namely the History of Indian Medicine?

Mr. Speaker: Order, order. The hon. Member need not pursue the question.

مولانا آزاد : نہیں ابھی اس طرح کا کوئی پروپوزل گورنمنٹ کے سامنے نہیں ہے۔

Maulana Azad: No, no such proposal is before the Government at this time.

श्री गौतम : क्या गवर्नमेंट ने फिलासफी के अलावा और किसी मजमून पर कोई कमेटी बनाने का इरादा किया है ?

Shri Gautam: Have the Government any intention of setting up any other committees for subjects other than Philosophy?

مولانا آزاد : نہیں۔

Maulana Azad: No.

ठाकुर लालसिंह : इस बोर्ड में पाली और प्राकृत जानने वाले कितने महाशय हैं ?

Thakur Lal Singh: How many members of this Board know Pali and Prakrit?

مولانا آزاد : ممکن ہے کہ پالی زبان کے جاننے والے اور بھی ہوں لیکن میں سمجھتا ہوں کہ سر راجہ کرشنن کو پالی زبان سے بھی دلچسپی ہے یہ عملی طور پر ممکن نہ تھا کہ کھٹی میں تمام پراکرت زبانوں کے ماہر رکھے جاتے۔

Maulana Azad: It is just possible that some other persons also might be knowing Pali, but I know that Sir Radhakrishnan is much interested in Pali. It was practically impossible to have scholars of all the ancient languages on this committee.

श्री राज बहादुर : शिक्षा मन्त्री महोदय क्या यह बतलाने की कृप करेंगे कि इस कार्य में संस्कृत विद्वानों की साक्षी अथवा कथन या अन्य प्रकार की सहायता इस बोर्ड द्वारा प्राप्त की गई या नहीं ?

Shri Raj Bahadur: Will the hon. Minister for Education be pleased to state if for this work any authority or verdict or any other help of other Sanskrit scholars was also sought by this Board or not?

श्री कामत : क्या इस बोर्ड को और मॅम्बरान चाहे वह पंडित हों, या मौलकी हों, कोमांट करने का अधिकार है ?

Shri Kamath: Whether the committee has authority to co-opt other members also may they be Pandits or Maulvis?

مولانا آزاد : نہیں اس کی ضرورت نہیں سمجھی گئی یہ کہتی کتاب ایڈیٹ کرنے کے لئے بلائی گئی تھی تاکہ مختلف سبکدہ پر اکسپٹ سے چھپتر لکھوائے جائیں اور انہیں ترتیب دیا جائے -

Maulana Azad: No, it was not considered to be at all essential. This committee was set up to edit a book so that the persons possessing expert knowledge could be asked to write the different chapters of the book and then to edit the same.

WRITTEN ANSWERS TO QUESTIONS ARCHAEOLOGICAL SURVEY OF AGROHA

*59. **Lala Raj Kanwar:** Will the Minister of Education be pleased to state:

(a) whether it is a fact that the small town of Agroha in the Hissar District of the Punjab on the Delhi-Sirsa Road contains extensive ruins of a great city;

(b) whether Government have carried out any archaeological survey of this site or intend doing so as part of the programme of the Archaeological survey of India; and

(c) if a survey has been carried out, whether a detailed report thereof has been published?

The Minister of Education (Maulana Azad): (a) Yes, Sir.

(b) A partial excavation was done at the site in 1937-38. It is not proposed to restart excavation on the site in the near future owing to the fact that much more important sites call for attention and funds and technical staff necessary for excavation are limited.

(c) No detailed report has yet been published, for the report submitted by the excavator was intended for publication in the Annual report of the Archaeological Survey of India, the publication of which was suspended during the war and has not yet been resumed. The publication of the Agroha report in *Ancient India* which is at present the only publication of the Archaeological Department is under consideration.

UNIVERSITY COMMISSION

*75. **Shri B. K. Das:** (a) Will the Minister of Education be pleased to state whether Government have considered the recommendations of the University Commission?

(b) If so, what steps have been taken for the implementation of their recommendations?

(c) Has any University given effect to any of their recommendations?

The Minister of Education (Maulana Azad): (a) and (b). The Report was circulated to the Governments of the different States and the Universities in the Union, for eliciting comments. It has also been referred to the Central

Advisory Board of Education and the Inter-University Board, and it is expected that their views will be available in April. Meanwhile a preliminary examination of the Report has been undertaken by the Ministry to prepare the ground for necessary action immediately after the views of the States, the Universities and other bodies referred to have become available.

(c) Does not arise.

BASIC EDUCATION

*84. **Dr. Deshmukh:** (a) Will the Minister of Education be pleased to state the date from which Government accepted Basic Education Scheme?

(b) What are the stages in which it has so far been introduced?

(c) Is it proposed to be confined to the primary stage or to be extended to the middle and higher stages also?

(d) What is the expenditure incurred on Basic Education including conferences held for the purpose, or contributions made to other organisations each year, from the time Basic Education Scheme received the support and approval of the Government of India?

(e) What was proposed to be spent on Basic Education from the Centre in the year 1950-51?

(f) Has this amount been reduced on account of the drive for economy and if so, by how much?

The Minister of Education (Maulana Azad): (a) The outline of Basic Education was laid down by the Central Advisory Board of Education in their Report on Post-War Educational Development in India, 1944 which was accepted in principle by Government on the 19th November, 1945.

(b) and (c). Basic Education as accepted by the Government of India is an integrated course of eight years for children from six to fourteen years of age. For practical and administrative purposes, however, while preserving its essential unity, the course has been divided into two stages. The first Stage, the Junior Stage, covers a period of five years and the Second Stage, the Senior Stage, a period of three years.

Junior Basic Schools have been started in all the Provinces except Punjab. A few Senior Basic Schools have also been started in Bihar, the Central Provinces and Bombay.

(d) As Block Grants are given to the Provinces for all development purposes, it is not possible to state the exact amount given by the Centre for Basic Education to the Provinces. The Ministry of Education have so far spent an amount of Rs. 19.1 lakhs approximately on the Centrally Administered Areas of Delhi and Ajmer, for training of Basic Teachers in Jamia Millia and Shantiniketan and for organising Committees in this connexion.

(e) and (f). The budget estimates for 1950-51 are under consideration and it cannot therefore be stated now what will be the provision for Basic education in that Budget.

INFANT MORTALITY

*496. **Seth Govind Das:** Will the Minister of Health be pleased to state:

(a) the number of deaths under two years of age during the last five years in the following cities of India:

(i) Calcutta; (ii) Bombay; (iii) Madras; (iv) Delhi and (v) Kanpur; and

(b) whether scarcity of milk is also one of the contributory factors for infant mortality?

The Minister of Health (Rajkumari Amrit Kaur): (a) and (b). A statement containing the information available is laid on the Table of the House. [See Appendix III, annexure No. 18]

It is not possible to give figures for deaths of children between the ages of 1—2 years as these are not collected by the Departments concerned.

FOREIGNERS IN INDIA

*497. **Dr. Deshmukh:** (a) Will the Minister of Home Affairs be pleased to state the number of foreigners residing in India on 1st January, 1950 from each of the following countries:

(i) Great Britain; (ii) America; (iii) Germany; (iv) Italy; (v) Czechoslovakia; (vi) Greece; (vii) China; (viii) France; (ix) Australia; and (x) Russia?

(b) How many of these are technicians and how many are engaged in trade and commerce?

(c) Have Government fixed any quota nation-wise of persons permitted to enter India?

(d) Is there any machinery to ascertain if foreigners coming into India pursue the purpose for which they are permitted to enter India?

The Minister of Home Affairs and the States (Sardar Patel): (a) The figures as on 1st January 1950 are not available. A statement showing the number of registered nationals of all the countries, except Great Britain and Australia, as on the 31st December 1948 for which figures are available, has been laid on the Table of the House. Information in regard to the citizens of Great Britain and Australia, who are not subject to registration, is not readily available.

(b) The information asked for is not readily available and the time and labour involved in collecting it would be incommensurate with the value of the results.

(c) No.

(d) The stay of a foreigner in India is governed by means of a residential permit, which has to be renewed at intervals normally after every 12 months. Such enquiries as are considered necessary are made at the time of renewing the permit.

STATEMENT

Numbers of registered Foreigners in India on 31st December, 1948.

Nationality	Males	Females	Total
Americans (U. S. A.)	1928	1569	3497
Chinese	10644	2319	12963
Czechoelovaks	278	123	401
French	496	514	1010
Germans	504	528	1032
Greeks	192	41	233
Italians	524	401	925
Russians (including Kazaks, Uzbeks, etc.)	277	119	396

FURNITURE LEFT IN KALYAN MILITARY CAMP

58. **Shri Sidhya:** (a) Will the Minister of Defence be pleased to state what was the book value of furniture left by the occupants of Defence Forces in the Kalyan Military Camp (Bombay) before the Camp was vacated by the Armed Forces?

(b) What has become of this furniture and what is its present value?

3. **The Minister of Works, Mines and Power (Shri Gadgil):** (a) Approximately Rs. 28.5 lakhs.

(b) Except for certain deteriorated furniture of the book value of Rs. 62,000, which is beyond economic repair and which is being disposed of by public auction, all the furniture in the Camp has either been taken over by the Government of Bombay for use in the refugee camp run by them or issued to military formations in Southern Command. It is not possible to assess the present value of the furniture as they are made of inferior jungle wood and have been in use for some time now.

AJMER DISTRICT BOARD

59. **Pandit M. B. Bhargava:** (a) Will the Minister of Health be pleased to state what is the present constitution of the District Board in the State of Ajmer, and what is the number of the nominated *ex-officio* members and Government officials in it?

(b) Is it a fact that the term of the present District Board is being extended after the expiry of its normal term?

(c) What are the reasons for the extension of its terms?

(d) When is the extended term of the present District Board due to expire and is it proposed to reconstitute it on popular lines eliminating from it the *ex-officio* nominated members and Government officials?

The Minister of Health (Rajkumari Amrit Kaur): (a) A statement showing the present constitution of the Ajmer District Board is placed on the Table of the House.

(b) and (c). The normal term of the District Board expired in September 1946, and it was proposed to reconstitute the Board. But the Advisory Council of the Chief Commissioner recommended the holding of the next elections to the Board on the basis of adult franchise. As, however, the Board was not in a position to incur the expenditure involved in the preparation of the electoral rolls on that basis, it was decided that the electoral rolls for the Central Legislature should be adopted *mutatis mutandis*. The life of the Board had, therefore, to be extended till the electoral rolls were completed.

(d) The present term of the Board will expire on the 31st March 1950 and the question of reconstitution of the Board will be considered in due course.

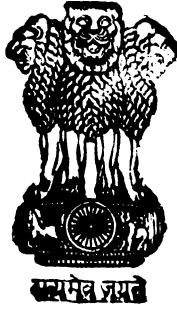
STATEMENT

Constitution of the Ajmer District Board.

Ex-Officio Members

(1) Tazimi Istimrardars	16
<i>Other Members nominated by the Chief Commissioner</i>	
(2) From Officials	7
(3) From Non-Tazimi Istimrardars or from other residents of Istimrardari area.	4
(4) From the Ajmer Sub-Division	15
(5) From the Marwar Sub-Division	7
(6) From Kekri (Khalsa area)	1

Friday, 24th February, 1950



PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

VOLUME II, 1950

(24th February, 1950 to 14th March, 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 II,—

1. No. 1, dated the 24th February, 1950,—

- (i) Page 809, line 19 for "cbroadly" read "broadly".
- (ii) Page 814, line 20 for "alsod" read "also a".
- (iii) Page 826, line 24 after "have" read "got".
- (iv) Page 831, line 12 for "stile" read "still" and in line 13 for "wouild" read "would".
- (v) पृष्ठ ८५४, पंक्ति ६ में "बैठेगो" के स्थान पर "बैठेंगे" पढ़ें।
- (vi) पृष्ठ ८५७, पंक्ति ४ में "डब्बो" से पहले "और" को निकाल दें।
- (vii) Page 865, last line for "15th" read "25th".

2. No. 2, dated the 25th February, 1950,—

- (i) Page 884, line 27 from bottom for "latterly" read "laterly".
- (ii) Page 898, line 11 for "fact" read "feet".
- (iii) Page 901, line 11 omit "a" after "had".
- (iv) Page 903, line 10 from bottom for "low" read "law".

3. No. 3, dated the 27th February, 1950,—

- (i) Page 950, line 5 from bottom for "alternation" read "alteration".
- (ii) पृष्ठ ९६१, नीचे से पंक्ति १३ में "श्री ए० पी० सिंह" के स्थान पर "श्री ए० पी० सिन्हा" पढ़ें।
- (iii) पृष्ठ ९६६, पंक्ति १ में "मा" के स्थान पर "या" पढ़ें।
- (iv) Page 967, line 9 for "ot" read "to".
- (v) Page 970, line 9 for "Mangers" read "Managers".

4. No. 4, dated the 28th February, 1950,—

- (i) Page 984, line 11 for "Mr. Chairman :- The question is" read "The motion was adopted".
- (ii) Page 986, for the existing last line read "The House then adjourned for lunch till half past two of the clock".
- (iii) Page 994, line 27 from bottom for "onse" read "ones".
- (iv) Page 1010, line 16 from bottom for "Mr. Gaganvinari lal" read "Mr. Gaganvihari Lal".

5. No. 5, dated the 1st March, 1950,—

- (i) Page 1021, line 22 for "has been callous" read "has been even callous".
- (ii) Page 1033, line 25 from bottom for "on" read "or".
- (iii) Page 1053, line 21 for "Shri Ethirajula Naidu" read "Shri Ethirajulu Naidu".
- (iv) Page 1054, transfer lines 29 and 30 after line 31.
- (v) Page 1064, line 4 for "cadamom" read "cardamom".

6. No. 6, dated the 2nd March, 1950,—

- (i) Page 1090, line 17 for "Hon. Members three minutes" read "Hon. Members say three minutes".
- (ii) Page 1096, first line for "section" read "selection".

7. No. 7, dated the 6th March, 1950,—

- (i) Page 1143, line 11 from bottom for "fact" read "face".
- (ii) Page 1150, line 18 for "in" read "the".

(ii)

(iii) Page 1060, line 13 from bottom *delete* "no".

(iv) Page 1164, line 4 from bottom *for* "Shri Satis Chandra" *read* "Shri Satish Chandra".

(v) Page 1165, line 26 *for* "Dr." *Matthai* *read* "Dr. Mathai".

(vi) Page 1171, line 2 *for* "as" *read* "or".

(vii) Page 1174, last line *for* "Hudget" *read* "Budget".

8. No. 8, dated the 7th March, 1950,—

(i) Page 1179, line 11 *for* "question" *read* "questions".

(ii) Page 1221, line 13 *for* "by" *read* "but".

9. No. 9, dated the 8th March, 1950,—

Page 1260, line 21 from bottom *after* "so far," *read* "but no".

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

(i) Page 1306, line 28 from bottom *for* "gah" *read* "Durgah".

(ii) Page 1321, line 28 *for* "has " *read* "This".

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

(i) Page 1342, line 23 from bottom *for* "panel" *read* "penal".

(ii) Page 1352, line 3 from bottom *for* "Houses" *read* "House".

12. No. 12, dated the 11th March, 1950,—

Page 1385, *for* the existing line 18 from bottom *read* "another thing that I wish to submit is this. It is but fair that, when the".

13. No. 14, dated the 14th March, 1950,—

Page 1507, line 11 from bottom *for* "Shri A. P. Fain" *read* "Shri A. P. Jain".

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PARLIAMENTARY DEBATES

(PART II—PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS)

Friday, 24th February, 1950

The House met at a Quarter to Eleven of the Clock

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS.

(See Part I)

11-40 A. M.

DRUGS (CONTROL) BILL.

The Minister of Industry and Supply (Dr. S. P. Mookerjee) : I beg to move for leave to introduce a Bill to provide for the control of the sale, supply and distribution of drugs.

Mr. Speaker : The question is :

“ That leave be granted to introduce a Bill to provide for the control of the sale, supply and distribution of drugs. ”

The motion was adopted.

Dr. S. P. Mookerjee : I introduce the Bill.

THE RAILWAY BUDGET—GENERAL DISCUSSION—*contd.*

FIRST STAGE—*contd.*

Shri Syamnandan Sahaya (Bihar) : The Hon. Minister of Railways has, I think, good reasons to feel gratified at the achievements in his department and he deserves the congratulations of this House for creating an oasis in the deteriorating landscapes that we find all round. In the Railways, as in many other departments, deterioration had set in, which was making everybody uneasy and it must be admitted that there has been a perceptible change for the better in the Railway Administration. Among the achievements of that department the completion of the Assam Railway link is indeed a feather in their cap. Having started the project in 1948 they were able to complete it in 1949, which is an indication of the great potentialities we possess for achieving success, given the will and the resources.

With regard to the financial aspect of the railway budgetary proposals I think it would have been a clearer exposition of the financial position if the House had been told as to what actual gains the Railway finances would have as a result of taking over the Indian States Railways. The only indication we have in the Hon. Minister's speech is with regard to a saving of nearly 180 lakhs or roughly about two crores as a result of non-payment of what is called Worked Lines. That was a charge which was being paid by the Railway Department when the Railways were run by the Indian States. Now that the Indian States Railways have been taken over this payment will not be required.....

The Minister of State for Transport and Railways (Shri Santhanam) : May I inform my hon. friend that the States Railways are to be taken over from the 1st April 1950 and if he will look into page 52 of the Explanatory Memorandum he will get some information about it.

✓ **Shri Syamnandan Sahaya :** I was discussing the financial position of the year 1950-51 ending on the 31st March. I was trying to look into the speech of the hon. Minister to find out the actual gains that Railway finance will now make as a result of taking over the Indian States Railways. If it is there I shall stand corrected.

Shri Santhanam : It is there on page 52 of the Explanatory Memorandum.

✓ **Shri Syamnandan Sahaya :** The other point to which I would like to draw the attention of the House is that it is expected that there will probably be a surplus of about 14 crores after paying dividends and interest charges and also depreciation. With this net saving I thought it might have been possible for the Railway Department to extend a few concessions to the travelling public. I think it might be possible even now to consider whether it would not be proper, under the circumstances, to introduce what are called return fare concessions. At present in various other countries there are definite provisions for return fare concessions and I would like to submit for the consideration of the hon. Minister the question whether some such thing should not be possible even on our railways, considering that we have some surplus, a part of which could safely be diverted in this direction. It is bound to bring in larger revenues, though at a later date.

I would also submit for the consideration of the hon. Minister whether a rebate in freight of certain industrial products relating to industries which are still in a nascent condition should not be allowed.

The second point with regard to financial allocations to which I would draw the attention of the House is with regard to Depreciation of 15 crores a year. I know that this provision is the result of an arrangement made and decisions arrived at. But I feel rather unhappy about this provision, because in the hon. Minister's speech it has been stated that the capital at charge amounts to about 800 crores and the capital and assets are several times over.

Well, if the capital at charge is Rs. 800 crores and other assets and properties are several times over, then from a mere commercial point of view as also from the point of view of future replacements I feel that a sum of Rs. 15 crores is not a proper or adequate provision. I am aware of the fact that there are other Funds also which have been created like the Development Fund and other types of reserves. But depreciation is depreciation and I think in a business like this it is necessary to provide the proper amount of depreciation charge, considering the life of the different buildings, locomotives, rolling stock and other things that the Railways have as their assets. The hon. Minister has in his speech stated that after 31st March, 1951 there will be about Rs. 104 crores available in the Depreciation Fund and he felt satisfied for himself that the figure was a reasonable one. As I have said before, while I agree with his suggestions and appreciate the improvements effected, I do not agree with him that a sum of Rs. 104 crores as a balance in the Depreciation Fund is really something to be happy about. I know it would not be possible immediately to create heavy Depreciation Funds, but I only want to point out that we should not be happy over a Depreciation Fund which—I do not know—will not be even one-fiftieth of the value of our property and assets.

Then there is a mention in his speech about the Development Fund. This is in my opinion as it should be, but the only reference as to how this Fund will be created is the suggestion that the surplus of prosperous years will form the nucleus of this Fund. I think everyone will concede that this is a very important Fund and I therefore feel that some more definite provision should be made as to how this Fund will accumulate. I suggest that a definite percentage out of the net surplus every year should be made available for forming this Fund.

The third thing with regard to railway finance which struck me was that although an effort has been made to bifurcate the railway finances from general finances, the

bifurcation is not as complete as one would like it to be or as is necessary for any commercial undertaking to have. Their argument made in the hon. Minister's speech was that the general finances were entitled to receive funds from an undertaking which was theirs. I fully concede this point and I feel that a provision for payment of the surplus should be there, but they should not attempt to have a merger of the two finances. We should have them separately and at the end of the year the Legislature or the Cabinet should have the power to determine as to how much of the surplus will go to the general finances.

In this connection I would also submit that the units, as Mr. Tirumala Rao pointed out yesterday, should be not very big. I therefore do not like the proposed amalgamation of the different Railways. I would also like to suggest here that these different Railways should be so run that they may be self-supporting and also be able to contribute to the general welfare of the railways. The process of merger will not, in my opinion, promote efficiency as in the case of the present units. I would like to draw the attention of the hon. Minister to the proposal to merge the O. T. Railway—a part of it perhaps with the Assam Railway and the other part with the E. I. Railway. I would like to tell him that there is in that Province great dissatisfaction at this proposal. I would suggest that before this proposal is brought into effect he should give an opportunity to the people of that Province, and also to the Provincial Government, to have their say in the matter.

With regard to the working of the O. T. Railway I have a word to say. There is no doubt that a great deal of improvement has been effected during the last couple of years and the present General Manager, or whatever he is called, Mr. Trehan, is entitled to our thanks. But there are two or three things which really require serious consideration. One is the ferry service between Digha and Palezaghat. It is a positively dangerous service and I am afraid that attention to this matter has not been given to the extent that it deserves. Then, the arrangements in regard to timings are also such that sometimes it takes as much as five to six hours to complete a journey of, say, forty miles. Thirdly, a sub-division in one district can be reached only through another district. For instance, you can reach Sitamarhi, a sub-division of Muzaffarpore, only through another district, namely, Darbhanga.

The last thing to which I would like to draw the attention not only of the hon. Minister but also of the railway employees generally is the statement which the hon. Minister has made with regard to labour. The figures show, as stated by the hon. Minister, that in a period of ten years, that is, from 1938-39 to 1948-49, the increase in labour has been to the extent of 2,10,000, the increase in wages has been to the extent of Rs. 72 crores, but unfortunately the efficiency has gone down from 100 to 69.38 per cent. This, in my opinion, is distressing information and I have no doubt that the railway employees will extend to the Department fuller co-operation. I hope also that the hon. Minister will devise ways and means so as to promote the efficiency.

It has been suggested by the hon. Minister that there has been a fall in the earnings of the upper class. Personally I feel that there has been no fall in the number of the travelling public. But what has happened is that people having lower class tickets travel in upper class. I think the Department has to pay attention to this and special arrangements should be made in order that this may not happen and in order that the proper revenue may be derived.

I shall take no more of the time of the House beyond suggesting in the end that a certain amount of prestige seems to be behind the disinclination to get back to the original classification of first, second, inter and third classes, and the Department is still sticking to the nomenclature of "second class (special)" or some such thing. This is not desirable and I think we should revert to the original classification of first, second, inter and third.

Mr. Speaker : I find that a large number of Members are anxious to speak. But there is not enough time available. Hon. Members will therefore, with a view to giving an opportunity to as many members as possible to speak, restrict their remarks by making out their points briefly, and restrict themselves only to ten minutes at the most. That is my request. Otherwise many Members will have to go without an opportunity of giving their views to the House.

Shri Hyder Husein (Uttar Pradesh) : I beg to associate myself with the hon. Members in congratulating the hon. Minister of Railways for presenting the Railway Budget which, if I may say so, is sound in all respects.

It has had a salutary effect on the Stock Exchange and we are happy over it. Let us hope that it will continue even in future. He has presented to us a picture which is satisfactory all-round and we are happy to note it. There are, however, a few suggestions which I would like to make and in view of the shortness of the time I will do so categorically.

The first thing is the classification of the railway carriages. The hon. Minister has not said much about it either in his speech or otherwise. I however feel that he shares the general feeling in the country about the dissatisfaction over the classification. We have had a succession of changes in classification—two changes within a year. We used to have four classes, they were converted into three, and now, more or less, again four. On paper there are only three classes, but as a matter of fact there are six or seven. I may just illustrate what I mean. The present Class II has three sub-classes or sub-divisions. There is the ordinary Class II, then there is the Class II (Sleeping), and then there is the Class II (Special).

An Hon. Member : No, no. There is no distinction like that.

Shri Hyder Husein : Originally I was under the impression that the ordinary Class II with sleeping accommodation has disappeared, but only recently one of the Railway authorities told me that it is still possible to have Class II (Sleeping). I do not know how far I am correct. Anyhow, we have got this distinction in Class II even now; there are different ticket colours—one is deep red, the other is light red and then there is a distinctive mark in Class II with an " S " underneath. These create a good deal of confusion. Somebody told me that some of the passengers insist upon entering into such compartments as have the marking of Class II with an " S " treating it as Class II (Sleeping) compartment. I would very strongly suggest the removal of this confusion. There are only two ways of doing it. Either have two classes only—Upper and Lower—or revert back to the old four classes. So far as the two-class system is concerned, I understand last year there was a good deal of discussion about it and this House rejected the idea of having two classes. The result was that there were three classes—I, II and III. This has not proved a success. At any rate, within a short time, in view of the large losses to the Railway and inconvenience to the public, this Class II (Special) has been introduced, which may mean either sleeping or special. If we fight shy of Class III, let us have I, II, III and *Janata* Class. We have got *Janata* expresses; they have proved a great success. Therefore, let us call it the *Janata* Class. In any case, this Class II (Special) must go because it leads to a good deal of confusion.

Even in the third class or Class III, there are two divisions. There is the Class III ordinary and Class III mail. It may be said that this is a very old division, but in the olden days the difference between the ordinary Class III and mail III was not much because the third class travellers by mail were usually long-distance passengers and the fare for longer distances was relatively lower than that for short distances. The result was that the difference between the two was very small. Now that has been done away with and there is the system of charging similar fares whatever be the distance. Therefore, the distinction becomes more pronounced.

The question of classification was the first one which I wanted to touch upon. The second question I wanted to touch upon has already been referred to by my friend, Mr. Sahaya,—the question of return tickets. The public will certainly welcome the re-introduction of return tickets; but perhaps the Railway is not in a position to cope with the increased traffic resultant from the introduction of return tickets. Therefore, I would leave it at that.

So far as punctuality in trains is concerned, I am aware that last year the learned predecessor of the present Minister was pleased to launch a punctuality drive and it had a very salutary effect on trains. Since then the power position has improved. We find that the foreign locomotives imported into the country carry trains even before their time at some of the railway stations, and in some cases the misuse that was referred to by one of the hon. Members yesterday of stopping the trains at outstation signals arises. They are not allowed into the railway yards with the result that it is convenient to some of the passengers to get down from there because their home is nearer from there while others who are ticketless get an opportunity of running away. Any way, the figures on which the hon. Minister has relied for punctuality at the present time are chiefly due to the new locomotives which are operating in our Railways now. There is much to be desired in connection with punctuality, especially when the speed is restored to pre-war level and the time-tables also are restored to pre-war schedules. During the war, trains were slowed down with the result that they take much longer now than they used to before the war, and when the pre-war schedule of time is restored then the question of punctuality will be more important. I therefore hope that the hon. Minister will continue his efforts as heretofore. Punctuality has certainly improved, but not in all the Railways particularly the O. T. Railway. That Railway has come to be named "Out of Time Railway" in my Province. Only recently I had a personal experience in that Railway. I was to travel by train at one o'clock in the afternoon and a few minutes before that I made enquiries as to what was the news about the train. I was told that there was no news of that train but the earlier train which was to have left at about nine o'clock was due, and I was happy to catch it and reach home a few hours earlier. In my opinion, the question of punctuality and speed go together and are all-important.

Then with regard to the programme of rehabilitation, we have been told that on account of financial stringency it is not possible to devote much attention to this. But we have a surplus of some Rs. 14 crores and I would suggest very strongly that some of the railway lines which were dismantled during the war may be restored. One of such lines, perhaps the longest in the country, is the Lucknow-Sultanpur-Zafarabad line which I think is about one hundred miles long. It was completely dug up. It was an important cross-country line. I would very strongly recommend to the Ministry to take early steps for the restoration of that line.

Shri A. P. Jain (Uttar Pradesh): I must add my voice to the chorus of congratulation that have been showered—and rightly enough—on the hon. Minister. I need not repeat the improvements he has brought about, which are too many. During the last two days of the debate, a very large field has been covered, and without trespassing the ground already covered, I shall confine myself mainly to four points.

Firstly, since the partition we have acquired new frontiers both in the north west and in the east. Our Railways form the most important means of communication. At one time, we thought that some sort of agreement or common arrangement about communication may be arrived at with Pakistan, but the type of relations now prevailing with Pakistan rule that out, at least for a long time to come. I want to enquire from the hon. Minister if he has thought of any scheme for building strategic railways, so that in times of difficulty our frontiers may be properly kept in

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communication with the rest of India and supplies may be sent to the frontiers. Yesterday, an hon. friend from Kashmir referred to linking up of Kashmir with Pathankot. At present, the railway line ends with Pathankot. So far as Punjab is concerned, it is well served with Railways. The Bikaner Railway reaches the frontier at three points: Hindu Mal Kot, Qasim Wala and Anupgarh. After that there is a big gap of several hundred miles. The Jodhpur Railway touches the frontier at Khokropar. After that, until the mouth of the Indus, there is no railway reaching the frontiers. Of course, we have been told that Government are continuing the construction of Dessa-Kandhla line. Coming to the eastern frontier, Tripura and Manipur are two big areas which are not at all connected by railways. So, I want to know, first of all, whether the hon. Minister has given any thought to the construction of strategic Railways connecting the frontiers.

The second point to which I want to refer is this. Our ex-masters, the Britishers, had a particular view point in mind in developing the Railways. They constructed them in order to subservise their needs of imports and exports. The greatest achievements of the Britishers in India is the construction of big ports at Calcutta, Bombay and Madras. They were not interested in developing the internal trade and commerce. I want to know if the hon. Minister has considered the development of the Indian Railways with a view to serve the needs of internal trade and commerce by starting feeder lines, so that the products of the towns may reach the villages and *vice versa*. This is a point which I would like him to deal with in his reply.

My third point is this. No big development of the railway system is possible unless we produce our own locomotives, coaches, wagons—in fact, the entire rolling stock. I am glad the hon. Minister is going ahead rapidly with the Chittaranjan Factory. He expects that by 1955, it will produce about 120 locomotives per year. That will meet our needs to a very great extent, and I warmly congratulate the hon. Minister on this project. He has, again, referred in his speech to the Hindustan Aircraft Factory, who have set apart one wing for building coaches. I have seen that factory and the place where they are building the coaches. They are doing it very satisfactorily. On that also, the hon. Minister deserves congratulations. In this connection, I want to make one suggestion to him. Recent experiments in several countries have shown that a very large number of parts can be manufactured on a cottage scale and assembled in factories. They are doing it in Switzerland. Japan has achieved great success in this respect. Even the eminent industrialist Ford, in one of his publications, has expressed the opinion that the best method of industrial development is to manufacture parts in small factories on a cottage scale and then assemble them in big factories. Recently, I was talking to one of our own leading industrialists. He had the choice of setting up a factory for the manufacture of electric fans either at Cawnpore or at Calcutta. He chose Calcutta, because the components are manufactured there on a cottage scale and assembling is much easier there. So, I want to draw the hon. Minister's attention to the need for investigating into the possibility of getting the component parts manufactured on a cottage scale. I do realise that boilers cannot be manufactured in this way, but engines, locomotives, coaches and wagons required thousands and thousands of small parts, such as nuts, bolts etc. which can be manufactured on a cottage scale. This will, incidentally, also benefit the villagers and will be in consonance with the genius of our country.

Lastly, the hon. Minister has propounded a new scheme of administration and organisational set-up. He envisages two means by which to achieve it—namely a re-adjustment of the relations between Government and the Railways through Railway conventions, and a regrouping of Railways. Quite a good deal has been said about re-grouping. We have invested about Rs. 500 crores in our Railways. Our annual profits, after meeting the expenses but before paying the interest,

come to somewhere between Rs. 40 and 50 crores annually. We have a total mileage of 32 thousand. Various suggestions have been made for re-grouping. It is possible that there may be between six and ten groups. My hon. friend Shri Tirumala Rao said that an individual group should be a viable unit, consisting of a mileage of about three thousand. In the Railway Enquiry Committee, I find Mr. Varma has recommended the setting up of a group of three to six thousand miles and thus each group with a capital at charge of 80 to 100 crores and gross profits of five to six crores. That is a good enough unit for independent working. I would suggest that all these groups must be viable units, covering, between four and five thousand miles. At present, the Railways are worked through a Departmental system. Red tape has been replaced by white tape; nonetheless, Departmental formalities and delays still continue. Experience has shown that commercial enterprises, when they are run Departmentally, are run inefficiently, resulting in inordinate delays. May I suggest to the hon. Minister to consider the possibility of having each of these eight or ten units, whatever may be the final number decided upon, as autonomous units so far as their normal and day to day working is concerned?

The functions of the Government of India in the Railway Department, may, broadly speaking, be confined to five points, namely, (1) laying down of the policy of the railways through enactments; (2) bringing about coordination and conformity between the different railway systems; (3) control of central organisations like the Chittaranjan Locomotive Factory, coach and wagon factories, training institutes, etc.; (4) power to issue executive orders in the interest of public or strategic necessities; and (5) in case of break-down to assume control of the railways, but not to interfere with the normal and day to day administration.

As regards the Railway Convention, the hon. Minister has stated his point of view in his Budget speech. There is a separation of the revenue and expenditure from the General Budget, but not of the ways and means, which means that all the funds of the railways will be at the disposal of the General Finance and the General Finance will act as the banker. Now it has its advantages in so far as it strengthens the position of the General Budget. But its disadvantage is equally great in so far as the General Budget is often affected by political considerations and the Finance Minister may be a little too prone, a little too inclined to use the monies that should actually go towards the building of the railways to cover deficit in the General Budget. In my opinion, it would have been better if these two ways and means could have been kept separate. Of course, in times of necessity, the General Budget could have borrowed money for specific purposes from the Railway Finance. The separation which has been effected so far is quite all right. But we need a greater separation. Frankly speaking, I do not want politics and economics to be too much mixed up.

In America it is economics that is governing politics; in the United Kingdom it is politics that is governing economics. We must try to evolve a system in which there may be a proper balancing between politics and economics. Of course, it is impossible to separate the two; but all the same we can bring about a happy blending. That can be done by setting up more or less autonomous corporations for running our commercial and industrial enterprises. I hope the Railway Minister will bear it in mind.

Shri Buragohain (Assam): In the first place, I seek the indulgence of the House to refer to a constitutional question. I listened to that part of the speech of the hon. Minister in which he referred to the history of the separation of Railway Finance from the General Finance of this country. As the House is well aware, that separation is based on the Convention Resolution passed by the Legislative Assembly in 1924, modified by the Resolution adopted in 1943.

In December last, at the instance of the hon. Minister himself that Convention Resolution was modified to an appreciable extent and this is the first Budget

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that has been presented in pursuance of the Resolution. So, the position is that the present Budget is not presented in pursuance of any provisions of our Constitution, but in pursuance of the Convention Resolution passed by the Constituent Assembly in its legislative capacity. The relevant provisions of the Constitution are to be found in Articles 112 and 113 of our Constitution. Clause (1) of Article 112 reads :

“ The President shall in respect of every financial year cause to be laid before both the Houses of Parliament a statement of the estimated receipts and expenditure of the Government of India for that year, in this Part referred to as the ‘ annual financial statement ’.”

So, the words are very clear. It refers merely to “ a statement ” called “ the annual financial statement ”. This provision makes it perfectly clear that the finances of the Departments of the Government of India cannot be split up under the Constitution. It was perhaps quite all right and constitutional when the 1919 Act was in operation in this country and when a Resolution of the Legislative Assembly was the constitutional guide.

The Minister of Transport and Railways (Shri Gopaldaswami) : Could the hon. Member kindly refer me to the provision in the 1919 Act or even in the 1935 Act which supports his contention ?

Shri Buragohain : The 1935 Act makes special provision for the administration of the railways and also for the separation of its finances and even for separate audit.

So, the position is whether a Resolution of this House, in the absence of any provisions in the Constitution, can take the place of the Constitution and modify our Constitution, or even suspend the operation of certain provisions of our Constitution for a period of five years as is contemplated by the Resolution passed in December last. That is the question. The hon. Minister himself is a great constitutionalist and I would like him to clear this point.

Having said that, I do not, however, want to give the impression that I am opposed to the principle of separation of Railway Finance from General Finance. No, certainly not. On the other hand, I would like that the separation of Railway Finance should be made a permanent feature and should be provided for in our Constitution.

The reasons for the separation have been made perfectly plain in the Convention Resolution of 1924, and in the very preamble of that Convention Resolution, the main reason for separation has been given. The preamble reads thus :

“ This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways. ”

“ The Railway Finances shall be separated. ” and so on.

The main principle of separation has been laid down in that resolution.

Railways in this country have been a public utility enterprise run on a commercial scale and the position it has attained today is really something on which our nation can well be proud of. In this matter of nationalisation, I may say that we are ahead of many countries of the world. Great Britain has effected nationalisation only in 1948, two years ago and that is one of the major achievements of the Labour Government in that country. In the United States of America and Canada, railways are still in the hands of private companies and in Canada, even some of the railways are in the hands of United States companies. Here in this country, our railways have attained fulfilment of a policy of bringing them within the scope of state management and that state management has been very successful under the leadership of the hon. Minister.

But, it must be remembered that the railways should not be run merely from the point of view of business principles. The railways have got to be run as public utility concerns. Whenever there is a large surplus, there should be a corresponding reduction of fares and freights. In this budget, the hon. Minister has not been able to announce any such reduction of fares and freights. In this connection I may be permitted to refer to certain provisions of the Constitution of South Africa. Perhaps, there is very little for us in this country to emulate from South Africa. But, in this particular aspect, there are certain provisions which lay down certain very healthy principles of railway management and I may be permitted to refer to them. Section 127 of the South African Act of 1909 says :

“ The railways of the Union shall be administered on business principles, due regard being had to agricultural and industrial development within the Union and promotion by means of cheap transport, of the settlement of an agricultural and industrial, population in the inland portions of all provinces of the Union. So far as may be the total earnings shall be not more than are sufficient to meet the necessary outlay etc.”

The railway administration should not aim at merely swelling the earnings. If there are earnings, there should be a corresponding benefit transmitted to the people.

I should next refer to the Assam link. I would like the house to rejoice at the speed with which the Assam Link has been completed. During the past two years that part of India has been subjected to so many difficulties as hon. Members of this House are aware. It has been a matter of very great relief to the people of Assam that this link has at last been made. But, I must say that this link is at present able to carry to and from Assam only a fourth of the traffic. There is no highway connecting Assam with the rest of India. The only waterway is through Pakistan. Naturally, the entire burden of the traffic has to be borne by this railway.

[MR. DEPUTY-SPEAKER *in the Chair.*]

There are two bottle-necks : one at Pandu in Assam and the other at Maniharighat in Bihar. Transshipment of traffic by ferry is certainly a very unsatisfactory one. These places have to be bridged up. I hope the Government will take up this as among their new projects probably in the course of the next year or so. My hon. friend who has just preceded me has made a point that these railways are to be looked upon as strategic railways from the point of view of strategic importance. The Assam link is a meter-gauge construction. I should think it should be converted into broad-gauge from Maniharighat right up to Ledo, ten miles from Digboi, the only source of oil in India and perhaps in the Commonwealth. Assam is rich in resources. There are other sources of oil besides Digboi. There is coal near Digboi and Ledo ; there are large deposits of coal yet to be worked out in the Garo Hills. In the future, this railway is not likely to be a liability to the Government of India ; I hope it will be an asset when that part of India is developed. Until the World War II, our British Rulers never realised that the North East Frontier was more vulnerable than another frontier in India. They were going with the idea that the North West Frontier was the only vulnerable frontier and that was why at such a colossal cost the North West Frontier communications were developed and all that has now passed into the hands of Pakistan. If a Third World War is ever to break out, in spite of all our professed non-alignment even with the democratic bloc it has certainly to come through that frontier. Therefore, it is necessary and it is imperative on our part to put this railway in a satisfactory condition.

The next thing is the question of regrouping of regions. This is certainly a very good thing and my predecessor has referred to that. He has also made a point with regard to the principle which should govern this regrouping. I endorse all that he has said. This re-grouping should be so done that these groups are autonomous. Only two matters the Government of India should keep in its hands : primarily policy and principle and in the second place, rationalisation and

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standardisation. The rest should be left to the local officials. In this matter of re-grouping, I may point out to the hon. Minister that so far as the Assam Railway is concerned, with its headquarters at Pandu, this headquarters should not be shifted away from Assam. There are certain officers who would like to bring that headquarters to certain other parts of India. If this is allowed, they will be permitted to stay away from the real place of work.

Mr. Deputy-Speaker : Mr. Tajamul Husain may now speak, but I would request him to conclude within ten minutes.

Shri T. Husain (Bihar) : Congratulations have been showered on the hon. the Railway Minister. I add my congratulations to those. No doubt he is entitled to congratulations.

We the representatives of the people have two functions to discharge here : one as owners of the railways and the other as users of the railways. As owners of the railways, I have no doubt, we are very happy for the following reasons : we have got a surplus of 14 crores of rupees. Then I find from the speech of the hon. Minister that efficiency has greatly improved. I have no doubt this is very important. There are more trains now running on the lines and punctuality too is now observed practically every-where. The trains now are carrying more passengers and more goods. But, as users of the railway, I would say that I feel unhappy that there has been no reduction in the fares. Last year we had four classes, first, second, intermediate and third. The hon. Minister abolished one class and we now had classes I, II and III. The old second class was abolished. As regards fares, the third class fares remain as before and the fares of the intermediate class also remain the same. The only people who are granted some advantage are the rich people, the users of the first class. Now these three classes have again been converted to four classes with different names and with slight variations. There are again the four classes, the first, second, intermediate and the third. The system which existed about over a year ago was the same as the present one. But, unfortunately the fares for the three classes other than the first have not been changed. The fares for class I have alone been changed.

Shri Bharati (Madras) : Class II has been changed.

Shri T. Husain : Class II may have been changed. I have no personal knowledge of it. But even if there is any change it is very slight.

Shri Bharati : The reduction is from 16 pies to 14 pies.

Shri T. Husain : Over a year ago, the intermediate class passengers could get sleeping accommodation by paying Rs. 10 extra. Now it is not so. This is a hardship. I think instead of reducing the fares for first class, the lower classes should have been given the benefit of reduced fares. I suggest also that, as before sleeping accommodation should be made available on payment of Rs. 10-8-0 extra to intermediate class passengers.

I want next to refer to the construction of a bridge in the State of Bihar. Bihar wanted that a railway bridge should be built across the Ganges from Patna to Palezaghata. That proposition was not found feasible by the Railway Minister. He was, however, willing to have the bridge constructed at Mokhamah. We have no great objection to that. But I find no mention about this bridge in the proposals for the next year. I do not know whether this particular proposal has been postponed or suspended. If it is still under consideration I hope that that consideration will not take a long time and that the hon. Minister will soon take this up and fix the site for bridge at Patna.

Then I want to refer to the ferry service in Bihar about which Mr. Sahaya spoke. I have personal knowledge of this ferry service at Patna across the river to Paleza Ghat. The steamers engaged in this service are in a very bad condition and accidents to these steamers are not uncommon. It is high time that new ferry boats are made available for this service, the present ones are very old.

Another thing I want to speak about refers to the two ghats at Patna, Mahendru and Digha. Steamers ply from these two ghats to Paleza Ghat and back. There was railway connection between Digha and Patna Junction. People use to go by train from Patna to Digha and then catch the ferry service at Digha. After the earthquake of 1934 the course of the river has changed and this ghat, that is Digha ghat has disappeared with the result that the only railway connection we had has been lost to us. What happens now is that steamers start from Mahendru, go to Digha and then to Paleza. This means waste of time and money. The distance between Mahendru and Digha is only about a mile. Digha has no permanent ghat. It is always shifting from one place to another. It is useless for all practical purposes. It should be abolished. Let us have only one ghat at Patna. It should be the Mahendru Ghat. It is fixed and permanent. It never changes or shifts. It is in the centre of the town while Digha is on the end of the town. Digha must be abolished.

Shri Santhanam: My object in rising to speak is not to give any kind of detailed reply to the remarks made by the various Members. On the whole, the criticism has been very friendly. There has been generous appreciation mixed with some friendly complaints. I would confine my reply to a few points made. But, before I do so, I would request hon. friends to excuse me if I make a friendly complaint.

This year we have taken special steps to supply more information than usual to hon. Members. I do not know if many hon. Members have looked into the booklet, *Survey in Graphs* where we have tried to give all information in graphs. And if my friend Mr. Venkataraman had looked at the graph No. 47, he would have found that the increase in the income of class four practically covers any increase in the staff between 1939 and now; and if he had allowed for the members in classes one and two whose remuneration has not increased very much, he would have found that so far as class four and to some extent class three are concerned the full increase in the cost of living has been covered.

An Hon. Member : Class four what employees or carriages ?

Shri Santhanam : Class four employees.

An. Hon. Member : There is no fourth class carriage.

Shri Santhanam : I was very much surprised to find some Members making much ado about the so-called expenditure on the reclassification of passenger accommodation introduced from 1-1-49 and the re-introduction of class two, special from 1-12-49. Although the information has been given, I think, more than once in reply to supplementaries, yet there was some one speaking about Rs. ten crores as the expenditure involved in this. If he had only simply looked at the Budget Memorandum he would have found that the entire income from the upper classes is of the order of only Rs. 13 crores and certainly nothing in the order of crores can happen by any change of classification in the upper classes.

An Hon. Member : What are the actual figures?

Shri Santhanam : I am giving the actual figures.

The reconversion of four classes into three classes involved an expenditure of Rs. 23,85,425, and the bulk of this expenditure went to improve the inter-class into class two, and that improvement the present class two people are enjoying. Therefore, it was not money which was lost. It is money which the people are enjoying to-day. Though they pay inter-class fares, they are enjoying the facilities which that conversion afforded.

Shri Raj Bahadur (Rajasthan) : They are enjoying the over-crowding in the class II ordinary.

Shri Santhanam : And then the expenditure on the introduction of class II special, on 1-12-49 was Rs. 5,71,770. In this also the bulk of the expenditure for reconverting class II into class II special, by providing better amenities.

Shri B. C. Upadhaya (Rajasthan) : It was very cheap.

Shri Santhanam : Yes, because many of the ordinary second class carriages have been converted to class II, special, and.....

Sardar Hukam Singh (Punjab) : Were some first class carriages also converted into class II ?

Shri Bharati : Some were, and we are enjoying first class carriages under the name of class II

Shri Santhanam : We have been asked why we cannot call them inter-class and not second. I do not know whether the name 'inter' has so much special significance or meaning. The only objection is that in many branch lines where there are no night trains, there is no necessity for the sleeping compartments. For those there will be only class I, class II and Class III and it is only where there is necessity for sleeping accommodation that there should be class II, special. I think one hon. Member confused this class II special with class II. It is class II special and it is called so, though it is not a purely night compartment, but also day compartment.

Dr. Zakir Hussain (Uttar Pradesh) : On a point of information, Sir, it was no confusion in my mind. I was speaking of the confusion in the mind of the public which I wanted to bring to the notice of the hon. Minister. It is the public which is confused between this class II, ordinary and Class II special.

Shri Santhanam : I do not think there is any confusion whatsoever, because separate tickets have to be obtained, separate fares have to be paid, and if any person travels in class II special without paying the fare for that, he has to pay heavily and he will not have any confusion a second time.

Shri Raj Bahadur rose—

Mr. Deputy-Speaker : Order, order, the hon. Minister has got only very few minutes. He may be allowed to continue.

Shri Santhanam : Naturally much stress was laid on the question of over-crowding. There is no doubt that there is still some amount of over-crowding. If hon. Members had looked at pages 1 and 2 of this booklet *Towards Better Conditions of Travel* there is a list of new trains which have been introduced during the current year. I have also got some interesting figures prepared regarding the occupation ratio of the various classes. I have not the time to go into the details but a few facts will be of interest to the Members, and I will give them. The occupation ratio of the upper classes in 1948-49 was 33 and the occupation ratio in 1949-50 is 31. In class III, the occupation ratio was 85 in 1948-49 and it has come down in the broad gauge lines to 80. In the meter-gauge it is 91. We have fixed the target of not less than 66 per cent and not more than 75 per cent for occupation ratio in the third class.

An Hon. Member : What is an occupation ratio?

Shri Santhanam : We calculate the seat miles in the compartments in the trains that run, and then the actual passenger miles and the ratio of passenger miles to seat miles is the occupation ratio. As I said, we have fixed for class III a target

of not less than 66 and not more than 75 per cent and so far as the broad gauge is concerned, I think we have to make up only 5 per cent to come to the maximum fixed.

Shri Tirumala Rao (Madras): Can the hon. Minister give us the total seating capacity of the railways? Previous reports used to contain this information but this time we do not find it.

Shri Santhanam: Yes, The seat miles are for 1948-49, broad-gauge, 274 crores and for 1949-50, 301 crores.

So, what I mean to say is, we are trying to tackle this question of over-crowding and my information is that in the main lines, in the mail and express trains, there is not much over-crowding at all. In fact, recently when I went to Mathura, the Divisional Superintendent of the Jhansi Division said that the G.I.P. mail was running light and that he was thinking of reducing the minimum mileage for passengers. You know, he had fixed 300 miles as the minimum and he wanted to reduce it to 150 miles because sufficient number of passengers were not travelling

Shri Tirumala Rao: Please do not accept his recommendation.

Shri Santhanam: I am only saying that the general charge of overcrowding is not altogether justified. In many sections overcrowding has diminished though there is no doubt that there is heavy over-crowding in certain sections particularly in certain of the meter gauge sections. We are getting more meter-gauge locomotives and also making more coaches and I hope by the time we meet next year there will be considerable improvement even in this matter.

I was rather surprised to hear such a careful Member like Mr. Tirumala Rao saying that on passenger amenities we were not spending whatever the budget allotment was. Here also I shall confine myself to giving some facts. In 1947-48 there was a net allotment of Rs. 44 lakhs and there was a net expenditure of 13 lakhs. In 1948-49 there was a net allotment of Rs. 225 lakhs and the net expenditure was 80,35,000. In 1949-50 there was an allotment of 150 lakhs and it is estimated that the expenditure will be 175 lakhs. For the next year we have allotted Rs. 3 crores. If we spend the allotted amount of Rs. 15 crores during the next five years, I expect most of the difficulties in the matter of stations, waiting halls and booking offices and other such difficulties will be removed. I may also point out that this is only overtaking the arrears. Whenever we build new coaches or new stations the passenger amenities come in as a part of the building programme. These other amenities are due to the fact that the previous administration had failed to take note of the difficulties of passengers and not provided the amenities. So it is only a question of overtaking the arrears and I think in this five year programme we shall be able fully to overtake the arrears.

I think that some friends spoke about the fares and freights. Here again I want to give some facts and figures which may be interesting. Between 1938-48 our passenger fares increased from 3·11 ps. to 4·54 ps. which is an increase of 46 per cent. In the U.K. it increased from 71 d. to 1·38 d., which is an increase of 94 per cent. In India between 1938 and 1948 there was an increase in the cost of living of 186 per cent, while in the U.K. the increase was only 74 per cent. Therefore hon. Members will see that compared to the cost of living the increase in the fares is very moderate. The same is the case with regard to freight. The average freight rate in 1938 was 5·46 ps. per ton mile and in 1948 it was 9·08 ps. an increase of 66 per cent. In the U.K. in 1938 the rate was 1·258d. per ton mile and it increased to 2·04 d. in 1948, an increase of 62 per cent. Here again we must remember the

[Shri Santhanam]

increase in the cost of living and therefore in the cost of all the goods transported. While the increase in the price of goods transported in India was of the order of 186 per cent, the increase in the freight rate has been only 66 per cent which is practically one third.

Pandit Thakur Das Bhargava (Punjab) : Does the hon. Minister maintain that the increase in the fares should be according to the increase in the cost of living? Does he mean that as the index figure rises, the fares should also rise or it should be in the inverse ratio?

Shri Santhanam : The hon. Member may reflect that the working expenses of the railways are dependent on the cost of living. We have to pay our workers according to the cost of living. We have to pay for our stores and materials according to the market rates and so we have to bear increased working expenses. If my hon. friend's suggestion is taken, that is when the cost of living increases you must reduce the fares and freights, then the railways will become bankrupt in no time.

Pandit Thakur Das Bhargava : What is the use of comparing our country with other countries? The income-tax level must be looked into. After all our rates should be according to our income. Why do you compare our rates with England and America?

Shri Santhanam : I do not compare them with the absolute figures : I only compare the increases. Their rates are in pence and ours are in pies. I was only saying that even though the increase in fares and freights in the U.K. was more or less proportionate to the increase in the cost of living, ours had been much less in India and therefore our Railways have been managed much more economically than the British railways.

An Hon. Member : Should there be two spokesmen for the Government Sir?

Mr. Deputy-Speaker : Yes, the Government should have at least two speakers.

About 16 Members spoke yesterday and today I have in the list the names of 27 Members, of whom only four have spoken. Therefore we are restricting the time and asking hon. Members to speak only for ten minutes. It is physically impossible for me at any rate to speak for less than ten minutes. Even so hon. Members are doing their best and cooperating to give a chance to a number of Members to speak. Still the number is large and the House will sit till six O' clock this evening and on that understanding I will adjourn the debate now.

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 Santhanam : I hope I have been able to show that in the matter of fares and freights the Railways have not been operating like a profit making concern but have worked in the spirit of a public utility service.

[Shri Santhanam]

One or two Members suggested that we might try to reduce the fares from the surpluses. Probably they would be surprised to hear that if we simply take one pie off per mile of the third class fares the reduction in income will be Rs. 16 crores and all our budgets will become deficit budgets instead of surplus budgets. I am sure the House will see that any attempt to reduce the fares by less than one pie will be a mere useless sacrifice of revenue without any benefit to the passenger. In the case of freight also we have been trying to review freight rates wherever we find that it is not in the national interest. For instance, last year the rates for fruits by passenger coaches were reduced by more than a half in all Railways except the G.I.P. Railway and B.B. & C.I. Railway. We brought a uniform rate of quarter parcels rate while in most Railways it was either half-parcel rate or even more. Only in the G.I.P. Railway and B.B. & C.I. Railway the rates were even much lower and we had to raise up the rates to a uniform basis. We have reduced the rates of the hand-loom products in response to the requests made by the cottage Industries Board and in fixing the fares through the longer route from Assam to Bengal and other places, we are not taking into account the increased distances; we are trying to fix the freight charges so that the people who have to send through the longer route are not put to great difficulties; we are trying to adjust the rates according to the capacity of the people who will bear them.

Now I would like the House to refer to page 31 of the Explanatory Memorandum. It is a matter of regret to note that even Mr. Hariharnath Shastri and Mr. Venkataraman did not notice this new feature of our Budget. For the first time, we have brought all the figures of expenditure on amenities to staff excluding their pay and allowances and other individual benefits into one page. It will be found there that the Railways propose to spend in 1950-51 over Rs. 6 crores on the provision for amenities. Some of these items may appear to be non-recurring expenditure. As a matter of fact, they are not. These houses, hospitals and others, we have to go on building till the Railways become model employers. I am not pointing out to this page to show that we are doing all we should for the Railway workers. It is my hope that in future years specific allotment will be made out of the Development Fund for meeting labour amenities, especially these amenities like hospitals, dispensaries, schools, institutes and other such expenditure. Still even now the Railway workers get more in the way of these amenities than any other class of workers in the country. When the working conditions of Railway worker are compared with those of other workers, this expenditure must be taken into account as also their free passes and other conveniences.

Shri Hanumanthaiya (Mysore): Why have you shown this extra concession?

Shri Santhanam: I do not think they are concessions at all. The workers are running the Railways and earn the entire revenue and I would like to spend as much as I can on making the conditions satisfactory. If we are not able to improve the conditions of the whole masses of the Indian population, that is no reason why at least the standard of life of a certain section of the people should not be improved and I would certainly like to improve the standard of life of the Railway workers.

Some other hon. Member spoke about corruption. I am glad that hon. Members have not emphasized this aspect so much. As a matter of fact, corruption has diminished to a very great extent over the entire Indian Railways. As an hon. Member remarked the major corruption has ceased and only the petty corruption remains to some extent. We do not propose to relax any measures for rooting out corruption of every kind. I have got a note here on the measures taken to check corruption on Railways.

Babu Ramnarayan Singh (Bihar): What are the steps taken ?

Shri Santhanam : I have no time to go into it in detail, but I will just indicate them. There is a special Police Force established and maintained since June 1942 to which all cases of corruption are referred. This establishment has so far dealt with and has investigated 1,064 cases including the cases of 47 Railway gazetted officers. 307 persons have been convicted and 165 persons have been referred back to the Railway Administrations for departmental action. Besides this regular Police action, the Railways have built up their own internal machinery for rooting out corruption departmentally. Every Railway has got a fairly good record in this matter. For instance, my hon. friend, Mr. Chaliha will be interested to know that up to November 1949, 162 stations were checked in the Assam Railway and irregularities investigated in those stations. In 17 cases the staff were given suitable punishment.

I have got figures for every other Railway. On the S.I. Railway, from April to September 1949, 112 cases of complaints were enquired into. Nine cases of actual corruption were detected and investigated. Of these nine cases seven have been proved and the staff concerned have been awarded punishment departmentally.

Lala Achint Ram (Punjab): What about the E. P. Railway ?

Shri Santhanam : I can give the figures for the E. P. Railway. From April to July 1949, 17 cases were put up in courts and 18 dealt with departmentally.

An Hon. Member : What is the maximum punishment given departmentally ?

Shri Santhanam : Dismissal. I do not want to take up more of the time of the House. In regard to the main questions of policy, about expansion, new lines and other such matters, the hon. Minister of Railways will deal with them. I shall conclude with only one other interesting fact. Last year you may remember that I stated that arrangements had been made to deal with complaints from the old M.C.A.'s that is the new M.P.'s with special care. I have got a statement of the total number of complaints made. During the year 1949, 61 complaints were made. They were as follows: B.N. Railway four, B.B.&C.I. Railway one, E.I. Railway 15, E.P. Railway 16, G.I.P. Railway five, M. & S. M. Railway seven, O.T. Railway nine S.I. Railway four, the total being 61

Lala Achint Ram : Were the complaints made regarding the E. P. Railway replied to ?

Shri Santhanam : I cannot say about any particular complaint, but according to the instructions—and I know that they have been followed invariably—the complaint is first acknowledged and after action is taken the Member is intimated about the action taken.

Hon. Members : No, no.

Shri Karunakara Menon (Madras): What happens is that when complaints are made, immediately replies are sent to us that "we are investigating, investigations are going on" etc. But generally the results are not communicated to us. That is the fact.

Lala Achint Ram : We do not even receive an acknowledgment—what to speak of intimating the result of the action taken.

Shri Santhanam : I am quite prepared to find out in respect of each one of the sixty one cases when they were acknowledged and when the action taken was intimated.

Lala Achint Ram : I sent my complaint from the Delhi Railway Station...

Mr. Speaker : Order, order.

Shri Santhanam : The figures I have given show, especially when were member the number of times the M.C.A.'s had to travel last year owing to the prolonged sessions of the Constituent Assembly, that they had very few complaints indeed. I think that is as good a certificate as any that has been given.

Shri Alagesan (Madras) : When hon. Members on this side of the House criticise the Government, in a sense they criticise themselves. Similarly, when they congratulate either individual Ministers or the Government as a whole they congratulate themselves too. And the occasions for the latter are very rare, very few and far between. So I want to utilise this very rare opportunity, when such a good performance has been made on the part of the Government, and offer my congratulations on behalf of this House in a whole-hearted and full-throated manner.

The broad fact that emerges out of this Budget is that the Railways have turned the corner and have been firmly set on the road to progress. The general toning up of the administration and the increase in efficiency are the main features of this Budget. I may call this Budget a complete one that it has taken note of all aspects of this great national undertaking and has shown enlightened understanding and masterly tackling of all that is necessary for running this grand public utility concern that the railways are.

In the words of the hon. Minister of Railways there has been a "remarkable recovery on the part of the Railways" and this recovery has had its healthy effect on other sectors of our national economy. It has had its effect on general finance too. In fact, the hon. Minister of Railways had planned to purchase a new suit for him in the coming year, but when he saw his hon. colleague the Finance Minister in rags he had to forego his luxury and obliged him by not spending too much on himself but by helping his colleague stitch one and make himself presentable. He could have insisted on many things. But, he did not. This recovery was made possible by the Revised Convention that this House gave approval to during the last session. With the advent of the Republic the railway finance also has been freed from the irksome trammels imposed by general finance, and that has made this progress possible and assured the conditions that make for progress. Even so the hon. Minister of Railways has not insisted on his freedom too much and he has cut down his rehabilitation programme both in the current year and in the budget year. This shows that though there is technical separation between railway finance and general finance, the one has to take the position of the other into consideration and when one is in a good condition the other also automatically gets better.

There have been criticisms and I reflected on them. Generally speaking it is necessary to do so because we should not forget the habit of criticising. Lest it should fall into disuse we have to keep criticising. Up till now we have always been accustomed to tales of woe being told to us with the result that when a tale which contains good tidings is unroiled to us we find it difficult to believe and start asking "How can this be? When everything is dismal and gloomy all round how can this man alone perform the trick? Does he perform the mango trick? Is the progress shown and is the surplus figured real or apparent?" And we bring out all figures and facts that are lurking, to the forefront and utilise all our arguing skill and analytical ability to prove that the progress is apparent and not real. In times of despondency as the present, it is as well that we have been even a sense of apparent progress. But here it is no case of apparent progress. Very real and solid

[Shri Alagesan]

achievements are to the credit of the Railway Ministry and they are the result of hard work and planned drive.

Many hon. Members from Madras have spoken. Was there a single occasion in the previous decade when they did not refer to the Grand Trunk Express ?

An Hon. Member : Nowadays it is sometimes before time.

Shri Alagesan : I should say that the recovery of the Grand Trunk Express is symbolic of the general recovery of the railways. As one hon. Member pointed out, the Grand Trunk Express has begun to come even before time. Nobody could have believed it last year, but such an unbelievable thing has occurred and the Railway Ministry can very well be proud of it.

I do not want to enumerate all the good points in the Budget—and they are many—but one other instance is the establishment of the Assam rail link to which reference was made by many hon. Members. We have heard grim stories about East Bengal. We know the position of Kashmir, too, and hon. Members may remember the construction of the Jammu-Pathankot Road. What role that Road played in the Kashmir campaign, I am sure this Assam rail link will play in easing the situation in East Bengal and tackling it satisfactorily. The Assam rail link is of paramount importance to us at the stage in which the country finds itself today.

Then, the three Funds have been strengthened. The Depreciation Reserve Fund which opens with Rs. 101·57 crores will close with Rs. 104·77 crores after withdrawing a sum of Rs. 29·7 crores. The Revenue Reserve Fund which opens with Rs. 6·82 crores will close with Rs. 10·41 crores. The Development Fund will rise from Rs. 14·06 crores to Rs. 19·03 crores after spending Rs. 6 crores in the Budget year.

The promises that the hon. the Railway Minister made with regard to passenger amenities, he has fully carried out and more than carried out. He had stated that he would spend Rs. 1·5 crores in the current year—instead, he has spent Rs. 1·75 crores. Though he has curtailed expenditure under other heads including important items like rehabilitation and more rolling-stock, etc., he has provided for amenities for the promised three crores. This may not be much but when we take it we should consider what existed immediately before instead of comparing it to an ideal state of affairs. We can only believe that this progress will be an accelerated progress—it will not only be maintained but will be an accelerated progress.

I find that the Budget income for the next year has been unduly under-estimated. It is Rs. ten crores less than the revised estimate for this year. If anything more comes into the hands of the Railway Minister, I should request him to put it into the Development Fund and utilise it for passenger amenities.

In spite of all these achievements, the Railway Minister did not strike a very jubilant note. He struck one of subdued moderation and cool confidence.

I should now point out certain things and bring them to the notice of the hon. Minister. In a Press interview given after the Budget was published, it was stated that electrification of railway lines can be taken only when heap hydro electric power is available and when all the multipurpose projects that are now in hand are completed. I think we would have to wait a long time if we wait for the completion of the multi-purpose projects. I do not know whether that statement reflects the policy of the Ministry or whether it is only a stray statement. I would request the hon. Minister to make this policy of electrification clear. Even in a multi-purpose

project like the Damodar Valley Corporation a thermal station is going to be established at Bokharo—they are not going to depend upon mere hydro-electric power. Hydro-electric power alone is not cheap; only when it is combined with thermal power is it cheap; singly, this or that is not cheap. Therefore, I would request the hon. Minister to clarify whether that is the policy of the Government or whether they will electrify the lines even with thermal power.

As regards regrouping, I am unable to agree with my friend, Mr. Tirumala Rao, that it should be done on a linguistic basis. I thought the frustration on the other side has made him say that, but if there is one thing which should cut across all linguistic barriers, it should be the Railways and the Railways should help to unite the country more than anything else. Linguistic Railways will be an anomaly at the present juncture.

We were told in the Papers—I do not know how far it is authentic—that an Estimates Committee will be appointed even for the scrutiny of Railway expenditure. I find no mention of it in the Budget Speech. I hope the hon. Minister will throw some light on it.

The need for strengthening the research organisation cannot be overstressed. In the United States of America, we hear that steam locomotives are being scrapped and locomotives run on diesel oil are being brought into use. I do not suggest anything like that, but research has to keep proper pace. Perhaps it should run faster than the fastest train on our Railways. Research in every branch is absolutely essential that will put our Railways on a more modern and economic basis.

Kanwar Jaswant Singh (Rajasthan): While joining in the congratulations to the hon. Minister of Transport and Railways for presenting a sound Budget, I do not want to take much of the time of the House by covering the ground already covered by hon. Members who preceded me. I would therefore touch upon only one question resulting from the integration of the Indian States' Railways.

On 1st April next, the Indian States' Railways will be integrated with the All India Railway system. The question will, therefore, arise of the personnel of the States Railways and their future. First of all, I take the question of the officers. We hope that a high-power committee will be appointed to go into the question of the respective claims of all the officers and justice done to them so that they may have no grouse whatsoever and their present conditions in no way adversely affected. Then comes the question of the clerical establishment. With our meagre finances in the States, we could not give the clerical staff and the lower establishment the same conditions of service as exist in the Government of India Railway system. In fact, we had to take from our capital as much money as possible for the running of the administration and therefore the same conditions of service could not be offered. But we do hope that with the integration of the Indian States' Railways with the Government of India system, all the clerical establishment will get the same emoluments and conditions of service as in the Government Railway system.

Then there remains the question of labour. We in our State Railways have got our own workshops. Take for instance the Bikaner State Railway and the Jodhpur State Railway. We have got our own workshops for these Railways. We employ local labour to the tune of thousands and thousands of people. With integration these workshops may be shifted to a central place. In that case the condition of the local labour employed in these shops will be difficult. Therefore, we do hope that Government will consider employment of, or otherwise of giving redress to, the labour which may be thrown out of these shops.

Rajasthan—particularly the borders of Bikaner, Jodhpur and Jaisalmer—is a frontier province of the Indian Union and on the other side is Pakistan. Raids are a very frequent occurrence there. Even though we have sufficient railway lines linking important places, the frontier is still being neglected

[Kadwar Jaswant Singh]

and we hope that the Government of India will put up strategic lines without going into the question of the economic soundness of the proposition of constructing strategic lines, which will be for the convenience of the army and also for giving quick aid to the areas which are so often raided from Pakistan. The question also arises of opening up new areas like Jaisalmer and some parts of Jodhpur and also some parts of Bikaner and also the minerally rich areas of Udaipur and Kotah. I hope the Government will be good enough to take into consideration the opening up of these lines.

[MR. DEPUTY-SPEAKER *in the Chair.*]

Shri M. C. Shah (Bombay): Sir, I join the other hon. Members who have preceded me in congratulating the hon. Minister of Railways for presenting to us a fairly satisfactory Budget. We all know that the railways play a very important role in the development and the economic well-being of the country. We have got State-owned railways of a route mileage of 33,000, but looking to the vast area of our country and our big population which is about 34 crores, I feel that this route mileage is not quite sufficient for the development of our under-developed country, and therefore, I find in the Budget two distressing features. The first in my view is the curtailment of the capital works expenditure. For the current year, there was a provision of more than 62 crores of rupees but we are told that the expenditure will come only to about 55 crores, and for the next year, the provision is only for about 36 crores. I believe, that with a big reserve fund we could well have provided for a bigger sum for new capital works. We want to take our railways to all our villages. India has got about five lakhs and 40 thousand villages and ours is an undeveloped country. To give facilities to the producers for production and distribution we want a vast net work of railways, and so I think, that for new lines and for new construction, there must be a bigger provision.

There is another distressing feature, that is, the curtailment of the programme of replacement of rolling stock, machinery, etc. We had provided for nearly 615 locomotives, a number of boilers and coaches and about seven thousand odd wagons, but we find that this has been curtailed to a very small figure. This will have a great effect on operational efficiency and public service. Last year there was great and steady progress in operational efficiency and public service but a year and a half ago we all know that there was a bottleneck with regard to our railways. Goods were lying at certain places and they could not be moved. There was a gulf of goods in certain parts of the country and there was scarcity in other parts of the country and because of this bottleneck in the railways, it was not possible to move goods where they were wanted from places where they were in plenty. We also know that because of the Regional Priorities Organisation there were great difficulties and there was very great corruption all round, and I know,—I have learnt it from reliable sources—that traders had to pay from Rs. 500 to Rs. 1,000 to obtain a wagon to send their goods lying in Bombay to other places. We must congratulate the hon. Minister in charge of the Railways for having removed this bottleneck. I hope this Regional Priorities Organisation has gone for ever. So, I should say that there has been steady progress in operational efficiency and public service, and in order to maintain that progress in operational efficiency and public service, there must be replacements. We must have locomotives; we must have boilers; we must have coaches and we must have more wagons. Because of the deteriorating situation of the ways and means position of the Government of India it has not been possible to provide for all these things and there is curtailment in capital works as well as in replacements of rolling stock, machinery etc. These are the distressing features. As has been pointed out, in the Budget for 1950-51 there has been an underestimate of more than ten crores and if they can get these ten crores, then I hope that they will possibly provide for these two most important aspects of railway efficiency.

There is one gratifying feature, and that is that the Railway Ministers now undertake travels and come into contact with the public at large and try to understand their difficulties. I am glad to say that the hon. Minister of State for Railways, Mr. Santhanam, was good enough to visit parts of Gujrat, Saurashtra and Cutch to acquaint himself with conditions there and to study the projects at first hand, the important projects that are held up there for years together for want of funds. The city of Ahmedabad is one of the main centres of industry, but the railway station is very old and antiquated, and the project for the reconstruction of this station has been lying with the Railway Board for a number of years. Because of the war that project was put in cold storage for some time. Later that project was revived and was again placed before the Committees. After several conferences and discussions it was decided that that project should be undertaken very soon, but I regret that when I went through the works, rolling stock and other programmes for the year 1950-51, I did not find it included. I hope that the hon. the Railway Minister will look into the matter and will put that project into execution as early as possible. There were also three or four other projects of construction of new lines under contemplation but I find that none of them has been taken in hand.

Saurashtra can be joined with Gujrat and other parts of the country by having the Dholka-Vaso-Nadiad Broad Gauge line. Also there is another line which may be taken up, namely, the Bhavanagar-Dhandhuka-Tarapore line. There is also another line namely, Dholka-Sojitra meter-gauge line. I request that out of these three, at least one may be taken up without delay and thereby the producers and distributors of Saurashtra, Gujrat etc. may be helped.

In this connection I wish to point out that there is plenty of sun dried salt available in Cutch. Millions of tons are available which can be supplied to the rest of India, and possibly also exported abroad. This whole salt is not availed of for lack of transport facilities in the interior of Cutch. Now that the Cutch State Railway will be coming into the hands of the Central Government, I hope that an immediate investigation will be undertaken to explore the possibility of providing railway facilities so that the salt may be transported out of Cutch to the parts where it is most needed. It is possible that if this big quantity can be availed of, there may be a reduction in prices also.

Referring to Ahmedabad, I wish to say that there was at one time a very great bottle-neck there. Wagons could not be moved in and out, or emptied conveniently. So a double track is being laid from Anand to Barijadi. I would request the hon. Minister to see that the double track is taken to Kankaria where a goods yard Broad Gauge is being constructed. Although the Vatka marshalling yard has found a place in the rolling stock programme, out of Rs. 70 lakhs to be spent there, only Rs. seven lakhs have been provided for 1950-51. If such a small sum is provided, I do not know when the project will be completed. That yard is absolutely necessary for an industrial centre like Ahmedabad which has grown tremendously. The population of Ahmedabad in 1921 was only 2.7 lakhs; in 1941 it was six lakhs and I am sure by 1951 it will be nine lakhs or so. It is the business centre of Gujrat Saurashtra and Cutch and is always progressing. For a city like that, there must be a very good, and not an antiquated, station. There must also be a good marshalling yard and goods yard befitting the city as well as the volume of trade that passes through it. I appeal to the hon. Minister to see that these works find a place in the programme as early as possible.

Now, about operational efficiency, I may take this opportunity of thanking the Railway Administration and the hon. Ministers in charge of Railways for the help rendered to Gujrat, Saurashtra and Cutch when they were famine stricken. The Railways moved in 430 special trains and wagons 29,000 of them—and moved cereals and fodder quickly. Not only there was no loss of human life—not even a single man died—but only a negligible number of cattle died because of scarcity of fodder. We know how several lakhs of people perished in Bengal, during the famine there, because the Railway Administration was slack and food could not be

[Shri M. C. Shah]

sent there in the nick of time. So, I thank the hon. Minister of Railways for coming to the help of Gujerat, Saurashtra and Cutch at a time of distress and necessity.

In conclusion, I do hope that the hon. Minister will take note of the suggestions that I have made and considering the importance of that part of the country and also bearing in mind its necessities as a business centre, he will try to help as much as possible with new works. With these words, congratulating the hon. Minister for presenting a very good Budget, I take my seat.

Shri Sarangdhar Das (Orissa): I am sorry I do not belong to the Mutual Admiration Society, and I cannot join in the encomiums. I have listened to the Railway Minister's speech and to the improvements in passenger travel and so on. But when we consider the amenities that exist even in Class I carriages, we find that they are nothing in comparison with some of the advanced countries like Japan and America.

Shri Shiva Rao (Madras): How do the fares compare ?

Shri Sarangdhar Das: I do not know the present conditions in America because I left it thirty years ago. So I would not like to compare our conditions with those of America. Let us take conditions on our Railways as they existed before, say, 1940. The services and amenities, even in Class I, have deteriorated to such an extent that in one compartment there is no mirror; in another, the wash basin is hanging loosely on its hinges or that it is hanging down and water trickles down and falls on your body; and in yet another the electric light is not functioning properly; either there is no switch or some other defect exists. Thus, the standard of amenities that existed in 1940 does not obtain today, although it is now four years after the war was over. I look upon the Railways as a public utility concern, intended to give satisfactory service to the passengers. In considering this aspect of the problem, there are two main factors that will contribute to the improvement of amenities. One is labour and the other staff happiness. Unless railway labour and staff are contented, there cannot be any improvement in the service rendered. The Minister claimed in his speech that relations between railway management and labour have improved and that they are very satisfactory, but I have noticed very lately that owing to non-implementation of some of the recommendations of the Pay Commission and the non-removal of certain anomalies pointed out by the Joint Advisory Committee, the Railwaymen's Federation has passed a resolution a few weeks ago threatening to go on strike again in May unless their grievances are removed by a certain date. From this I conclude that railway labour is not at all satisfied.

And then, when we come to staff, I know there is a good deal of nepotism and corruption from high to low. There are officers of outstanding service who are being superseded by new men. There are clerks taken in the Personnel Branch in such large numbers and promoted quickly that work is suffering; efficiency is going down. Never in my life have I seen nepotism work as much havoc as it does in our country. We have provincialism, caste-feeling and all kinds of things, with the result that efficiency is sacrificed so that we may give some jobs to our relations.

Shri J. R. Kapoor (Uttar Pradesh): You are seeing things now through coloured glasses.

Shri Sarangdhar Das: You will see some day.

Then I come to the question of provision of better amenities and service to the travelling public. While they say that they have no money for this purpose, money is being wasted in the purchase of stores and materials. I should like the hon. Minister to make particular note of this. I understand that some time ago 44,000

tons of second hand rails or rails of two qualities, one quality for use on main line and another for use in sidings and branch lines, were purchased from Canada at Rs. 397/12/- while Tata's and SCOB's quotations were somewhere about Rs. 321/- I came to know that these rails are not up to the specifications of the Indian Railway system.

An Hon. Member : How do you know that ?

Shri Sarangdhar Das : That is my information.

An Hon. Member : May be wrong.

Another Hon. Member : May be right.

Shri Sarangdhar Das : That is why I request the Minister to give me a reply on this point whether Canadian rails were purchased and if so whether they are being used properly or they are lying unused somewhere. If that be the case, if I am correct, that money to the tune of about Rs. 175 lakhs have gone to waste, it is very likely that there must be other cases where money is being wasted in the purchase of stores and locomotives.

A suggestion which I wish to make to the hon. Minister is that if he cannot find the money for improving the amenities of passengers, the surplus that he has produced in the Budget should be directed to that end. It is an admitted fact that the passengers pay money for service and unless they get the return for their money, the Railways are not serving their purpose as public utility concerns. After providing the necessary amenities for the passengers, if there is any surplus left, that should go to the General Budget.

I have pointed out certain aspects of the Budget which have struck me ; at the same time I have pointed out certain defects in a constructive manner. I am very sorry the moment I say that I do not belong to the Mutual Admiration Society, my hon. friends to my left and right are piqued against me. If a member of this House sees any defects anywhere, it is his duty to bring it to the notice of the House and it is in that spirit that I have done.

Shri V. J. Gupta (Madras) : It is an encouraging feature that the New Republic starts the Railway Administration with a surplus and the administration has promised further surpluses next year. As a matter of fact, the whole of the General and Railway Administration has been confronted in recent years with so many unexpected commitments and contingencies, yet thanks to the sagacity and zeal of our Minister of Railways the administration has been carried on very satisfactorily and most of the suggestions of the Standing Advisory Committee have been carried out.

Of all the complaints made even during the last Budget session, amenities for the travelling public, especially Class III passengers, looms large. While it is Class III passengers who feed the railway administration, it is the very class III that is the most neglected.

In spite of the assurances and promises of the Railway Minister during this morning that all these difficulties would be removed and hereafter there will not be so much difficulty for class III passengers, I have been seeing all over the country, more especially in Northern India the condition of class III is absolutely abominable. You will see huge number of people waiting on the platforms and even before the passengers in the trains have time to get out of the trains, they rush into the compartments even through the windows and this is the condition in a country like India, a most civilised country. But, I must say this is happening out of necessity. People do not like to undergo all these privations. But, they have no space ; they want to get into the compartments somehow and the condition of the passengers inside the compartment is so bad that even children and ladies will be actually crushed and will not be allowed to alight at the stations. Mere assurances of the

(Shri V. J. Gupta)

Railway Minister will not satisfy the needs of the Members or the public. I know as a matter of fact a number of our Members have spoken on this subject and still there are so many to speak hereafter as all of them want to stress so much on this horrible condition of the passenger traffic. Before the administration thinks of any amenities like the provision of fans or fresh water or catering arrangements to the class III passengers, I would request the Government to see that more accommodation is made available to class III passengers. It is not a question of adding one more bogey; it should be doubled or trebled, in my opinion. If it is not possible to increase the number of bogies, at least you must increase the number of trains. Unless we do this, unless we improve the conditions of class III passenger traffic, there is no meaning in maintaining a most costly organisation as the railway administration in our hands. Some of our people are pressing for cutting down the staff; I do not agree with them. On the other hand, I suggest increase of the staff of the administration and increase in the number of trains.

In spite of all the explanation of our hon. friend the Minister, the removal of the intermediate class is really hasty and ill-advised. This is the only class to serve the needs of the middle and lower middle classes of the population. The change over to class II does not add to any fresh comforts; but it costs them more. I heard in the morning that in changing class II into class II special, a lot of money was spent. What is the difference between class II ordinary and class II special? I am not able to understand except that the letter 'S' within brackets has been marked on the bogies. But, inside the compartment, the seating arrangement is the same; the sanitary arrangements and everything are the same in class II and class II special. Further, in stopping the Intermediate class and introducing the class II, we have an unnecessary and most inconvenient central bench in the second class compartment. With this central bench, it is not possible to move freely in the compartment and it has become worse than class III compartments. Ministers have so many times promised that this central bench will be removed; but till today, they are existing. As a matter of fact, if the administration is really earnest in removing the central bench, overnight they could be removed everywhere in every station. What is the difficulty in removing the central bench? But, it has not been done.

I am glad that the demands of labour have been somehow or other satisfactorily solved by the administration and I do not think there will be any more undue demands from labour. But, one thing labour must follow. For the money they are receiving, I expect the labour to put in their full effort and increase productivity.

Class I is a non-paying luxury. According to the statistics we have heard class I is not paying satisfactorily. My suggestion is: do not abolish it, but reduce the accommodation in class I and correspondingly increase the accommodation in class III. Further, nowadays, according to the New Constitution and according to the new Constitution of the All India Congress, the status of women has been raised and there is no distinction between men and women in any walk of life. I do not understand the continuance of reservation of compartments in the trains for ladies. This may be done away with. Because all are the same, they can travel as we travel. It is just to economise space in the trains that I am suggesting this and not with any other intention.

In spite of the increased number of wagons and in spite of the supply of new wagons, corruption is still rampant in allocating wagons, especially at the stations where there will be a sudden demand for wagons for seasonal crops like mangoes, groundnut, jaggery, *gur*, tobacco or such other products. I speak of the plight of the exporters. They are actually paying more to secure wagons than as freight. It is a pitiable sight even now. Of course, Government is not silent; they have

instituted and introduced a secret service system. But, I do not know where all this organisation goes when actually an open trade is going on in particular stations. This thing must be put down.

It is really interesting to know that special accommodation is provided for Class III passengers if they travel over three hundred miles. But, practically, this is not being observed. It is impossible to keep these compartments for long distance passengers only especially at stations where the train stops for a few minutes and third class passengers rush into all the compartments and it is not possible for the passengers inside the train to remove them all.

I am glad about the propoganda carried on by the Public Relations Organisation of the Railway administration for PLM, Pack, Label and Mark. I am glad it has its own effect. But, why waste so many lakhs of Rupees on this PLM propoganda, I wonder? One notification from the administration that unless the consignments are packed well, labelled well and marked well, they will not be booked for despatch, the disease is cured. It does not require calendars or posters or cinema slides to carry this information to the exporters, namely, the need for being careful in packing and despatching their goods. But it is done. I am glad about it. It has its own effect. I do not discourage it. But one thing the railway administration must do. There are instances of wagons going to wrong destinations, to destinations where the railway subordinate staff want them to go. In the case of perishable articles especially this sort of wrong direction entails heavy loss to the consignors. Nobody would tell him where a particular wagon has been sent. Even consignments wholly disappear at the sweet will and pleasure of the people concerned with transport arrangements. In the case of film reels if the station staff is not pleased with the consignor or the consignee, they easily send them to wrong destination. Such things can be easily prevented. There is no need for a big organisation for this purpose. Every man employed in the transport business must be made responsible for the safe movement of the goods that he handles. If we make the subordinate staff also equally responsible with the superior staff, then the transport of goods will be quite satisfactory.

I have gone through the whole bundle of papers supplied to us. I am glad to read the development schemes of the Government in the matter of providing more lines, more trains, more facilities and more amenities. But to my surprise I find very little improvement proposed in the M. & S. M. or the B. N. R. In the M. & S. M., from Calcutta to Madras, there is only one through train, and that is the mail. The congestion in this mail is such that passengers actually hang on the foot-boards. This is a disgraceful state of affairs. To improve matters, there must be another train, another through train from Madras to Calcutta. The mail leaves Madras in the night. Let the second train start in the morning. If this is done, congestion can be removed. From Madras to Bombay, in addition to the mail, there is a fast passenger. I wonder why we should not have on the east coast a similar arrangement. Again, between Madras and Delhi, there is only the Grand Trunk Express. Here too we require another train. Then only the congestion can be satisfactorily reduced. Only if these are looked into and provided for, people could be made to feel that we are having a really democratic Government and getting the benefits of *Swaraj*.

Mr. Deputy-Speaker : The hon. Member has taken much more than the allotted time. I am afraid he must close.

Prof. S. N. Mishra (Bihar) : I rise to make my first debut for which I seek your indulgence.

I shall first refer to some of the remarks of an esteemed colleague of mine from Orissa who just now said, when some of our friends were describing the good features

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of the Budget, 'they were taking part in some sort of mutual admiration company'. Sir, I think it is just the other way about. It is not the habit of at least the Members of the party to which I have the honour to belong to do so. There is absolutely no sort of regimentation or otherwise for speaking in the strain of praise in honour of the Lord as they do of their own party bosses.

There is also another thing which I must submit. We take up a realistic attitude in all matters and not the attitude of the carrion-crow simply feasting upon the very bad aspects of things that are placed before us and not describing the good aspects thereof.

After having said so much, I must come quickly to the points I have to mention, because I am always mindful that you might pull me up if I exceed my time. At the very outset I must say that I mean to make a very realistic appraisal of some of the features of the Budget, although there is not ample time for it. Sir, I have been able to bring myself together only to give a mixed sort of reception to the Budget. But this much I am prepared to admit, that the proportion of approbation in my appraisal shall be greater than the proportion of dis-approbation of some of the points that undoubtedly are there. The hon. Minister for Railways said that this was the first Budget of the Republic of India. As his allusions to the Republic were many during the course of his speech, I am afraid, perhaps, he did not mean business. Had he meant business, I must submit that this first Budget of the Republic of India would have reflected the spirit of Republican India. It does not reflect the spirit of Republican India. That is my humble submission. Where does Republican India live? Where does it travel? It is not merely a question of giving more amenities to the passengers of the third class or restoring the former rates of freights and fares. It is not a question of that kind. The crux of the question is where does your stress lie? The whole stress and emphasis should have been laid on the needs of the common man. Does the Budget improve the lot of the common man? It is the common man who has to give the verdict on the Budget, the first Republican Budget. As regards this, I find there was absolutely no change effected last year and there is very negligible change promised in the coming year too. I am in this connection reminded of a phase which existed in England when there was a sort of disregard and distrust of the common man and that phase was very well reflected in some of the writings of Carlyle and others. I am very much apprehensive of that. Whenever we speak of the common man people say we have been sloganising about him and that we have been talking too much cheap stuff about him. But that is not the case. I say that the common man, the most potent factor, we have to take into account. This common man travels in the third class railway compartment. It is in those compartments in which the people of India travel that the Government of the country has to face the severest criticisms. If you think that the railway is one of the sectors which go to compose the bigger entity, that is the State, then you have to take into account what will be the main policy of the State. In these third class compartments I find and have heard the severest criticisms of the Government. Most of the officers and other highly paid people do not now travel in trains and so do not have to face the facts and realities and comments of people travelling in trains. These officers fly. They travel by air. That is by the way. Therefore I find that there is absolutely nothing proposed for the betterment of the third class passengers, although there is a promise of a plan for the next five years in order to do something. There is an increased allotment for the amenities of passengers. But I am not concerned with the raising of a tin shed here for waiting room or erecting a platform in another place. The whole question is, how are you going to plan for the next five years. The whole picture for five years has not been laid before the people; and as I said it is a question of keeping a social philosophy in view and then planning, and such planning has not been done. It is not enough if we try

to meet the existing demands. It is a question of looking ahead and trying to meet the demands of the future also. The future economy of the country is not going to be stagnant. It is rapidly expanding ; and what we want is a well integrated clear-cut plan for the next five or even ten years, giving a well-programmed picture. But no such plan has been placed before the people and therefore, I say there has not been done much in that respect. Then there is another point to which I would like to refer. We have felt rather disappointed that there has been curtailment of the capital programmes, and a slowing down of the rehabilitation programme also. Of course it is a good plea to put forward that there is not enough money for capital programmes. That is perfectly understandable. I am not one of those who say that the taking of a loan from the International Bank has been a blunder on our part and that we should have raised the capital in our own country. But all the same, I do feel that we should raise capital inside the country also. How was industrialisation carried on in Russia ? There was no capital coming from outside, but they took it all up and went ahead with their industrialisation. They themselves raised the necessary capital because there was the initiative from the people. For that sort of thing, you have to generate enthusiasm among the people. When we are told that the Assam rail-link was completed four months in advance of programme I say it is an epic performance that you have done. The same sort of enthusiasm should be generated among the people, and then we can do equally well in other directions also. We know how in some countries of western Europe people are taking part in some of the railway construction work. And we are reminded that with proper drive and lead given to the people, there can be generated the same kind of enthusiasm and zeal among them, especially for some of the strategic lines about which some of my friends made suggestions on the floor of the House. Particularly for Kashmir we can generate that kind of enthusiasm ; but sufficient attention does not seem to have been paid in that respect. We do think that the officials of the Railway Board from their air-tight rooms should come down to the people and talk to them about these things. There are many grievances which the people themselves can tackle if their enthusiasm is created. And we have been disappointed to some extent in that respect when the lead is not forthcoming.

It has been stated that production has not been augmented to the extent to which it should have been, and that there has been a fall from 100 to something like 69 or so, perhaps that is the correct figure. But how do you pitch up production ? I think there also you have got to generate enthusiasm among the people first. You have to establish some committees of the nature suggested by the Secretary of the I.N.T.U.C. with majority of members from among non-officials. Thereby you can help in the augmentation of production. If you do not associate enough of non-official elements in this work, I am afraid we cannot succeed in this production drive to the extent we desire.

Sir, it is very difficult for me to catalogue all the good points in the Budget with which I have been satisfied, at least to some extent. It is a very good feature that a sort of soundness in the financial position has been reached, especially with regard to the Depreciation Fund. But on close examination I find that the operating ratio has not improved to the extent it should have. Probably it is still in the neighbourhood of 80 or 82. That is not good enough. The ratio should be at a lower level and it should not be as high as that. The ideal figure should have been 50. If you cannot reach that, you should stabilise it at the level of 60. In this matter of operating ratio, there is room for some disappointment and the soundness that appears on the surface is not the soundness of the intrinsic type.

This question of operating ratio is also co-related with the problem of operational efficiency, and not enough has been done in that respect also. What.

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has been done with the Kunzru Report? I was wondering why the hon. Minister did not make any reference to that. Perhaps there was one allusion to it. But I feel that Report has been almost completely disregarded and most of its recommendations—probably there were 175 of them—have not been given effect to, or given the attention they should have been given. In the field of operational efficiency, most of these recommendations would have been of much use. The necessary attention has not been paid to these recommendations. It is not a question of vigilance only. Of that we have been talking often. This question relates also to the education of the people, giving the right type of education to the people, in the right perspective. It can only be done by having the proper educational machinery. What do we find in the U. K.? There are trains moving with schools for the railway workers, and I submit something on the same lines, with schools in the train compartments, with adequate machinery for demonstration, with epidiascope and all that, should be done here also. If we give this kind of education we will not have the grievance we hear so often, of their not behaving properly. It is not a question of their behaving properly, it is a question of your making the right approach to them, and for this an educational programme of the nature I have mentioned should be there. It is not a question of the Railway Minister making a speech on the occasion of the Budget presentation; but it is a question of making the right approach and making an entry into the heart of the people and revolutionising their mind as the mind of labour has been revolutionised all the world over. In that direction also there has not been sufficient advance.

And then about the food drive. I think the Railways constitute the greatest single factor after food, and therefore the greatest attention should be given to them. In connection with the food drive, we have to pay sufficient attention to the railways. On either side of the railway line there are acres and acres of fallow land on which good crops could be raised. No attention seems to have been paid to this aspect of the question. We should do away with this sort of lethargic work. We talk to the people and ask them to raise more crop. We have to give the lead ourselves. The Railways have a vast area of fallow land which can be brought under cultivation. This is also a thing to which the Minister should have referred to.

Sir, my time is up. I must congratulate the hon. Minister for the Budget which has more achievements to its credit than perhaps any Budget 4 p. m. had so far. I can assure him that he commands more respect in this regard than any hon. Minister for Railways has done so far.

Mr. Deputy-Speaker : Before I call upon Mr. Massey to speak I may tell him that I am allowing him to speak as an exceptional case, as he is a new Member. His name had already been called by the Speaker when he was not in his seat. When once a Member's name is called and he is not in his seat, under the rules normally he loses the opportunity to speak. I have been finding great difficulty, for when a Member's turn comes, he is not in his seat and I have to pass over his name to some other name and later I receive chits after chits. It is a problem for me to find the hon. Members in their seats when their turns come. Hon. Members have left their hearths and homes and have come from long distances and normally they are expected to be in their seats, unless there was some extraordinary business outside. A number of new Members have come here and have spoken beautifully like the hon. Member who has just concluded his speech I would request hon. Members to be here, contribute to the debate, encourage others when they speak and thus make the debate lively and interesting.

Shri Massey (West Bengal) : Whilst congratulating the hon. Minister for a surplus budget, I am glad he admits there is considerable leeway to make up and that there are defects. I am however distressed to find that in spite of this the

only economy appears to be retrenchment. Nothing is said about the lakhs and crores that are wasted as a result of inefficiency. I believe we should lay stress on efficiency and economy and not economy (interpreted as retrenchment) at the expense of efficiency, particularly when we have a surplus budget.

I would like to draw attention among other things to three major points : Fuel Economy, Wagon Position and Staff generally.

Let us take Fuel Economy—fuel consumption is increasing each year and the estimates are exceeding by crores of rupees. Today fuel to the consumer is rationed. It is therefore, not only of vital, but of national importance that drastic fuel economy measures should be put into operation immediately. This will not only result in appreciable savings but will ease the wagon position, which though better today is still by no means all that can be wished. 1 lb. of coal saved per 1000 GTM. today would result in a saving of 10 lakhs per year. The Board have from time immemorial talked of vigorous fuel economy campaigns, but today we find the coal consumption in 1948-49 as compared with the previous year has increased by approximately 9 lakh tons. Part of this increase is justified by the increase in mileage and part should be justified by the increased density and increased load of trains. Checking the working on Class I railways we find that on the passenger service the rate of consumption has increased by approximately 3.1 per cent resulting in a loss of approximately Rs. 33 lakhs. This loss in spite of the fact that in 1947-48 we were using selected A and B and Grade I Coals and in 1948-49 we were fortunate enough to get more than an adequate supply of A and B Grade coals only and the average train load showed a slight drop. As against this we have on the goods and proportion of mixed shown a saving in the rate of consumption of approximately 1.4 per cent or Rs. 19 lakhs. This is so in spite of the increased density and heavier train loads. Surely, this disparity under the same conditions requires some explanation.

Let us now examine a figure which is not affected by increased density or loads, *i.e.* the consumption of coal for all other than locomotive services and coal for departmental locomotives. The consumption here has increased by approximately 15 per cent or very nearly Rs. 59 lakhs. What justification can there be for this heavy increase over and above the consumption required for locomotives which earn money.

Let us pass on to the B. G. wagon position. From the Administration Reports we find the number of wagons out of commission daily in 1948-49 is 1,229 more than in the previous year—this at a time when wagons were urgently needed. The earning capacity of a wagon at a very conservative estimate is Rs. 21 a day. This means a loss of revenue on this account of approximately Rs. 94 lakhs.

Hot boxes are another extremely important factor, which not only influence operating efficiency, but are the source of annoyance to passengers and traders. Hot boxes have been responsible for serious accidents, loss of lives and dislocation of traffic. The position appears to have deteriorated considerably. The mileage per hot box on coaching vehicles in 1948-49 was approximately 79,000 as against 1,48,000 in 1944-45. This inefficiency has resulted in approximately 50 per cent or 40 vehicles per month being out of commission.

Under the heading of goods wagons in 1948-49, the average mileage per hot box was 68,000 as against approximately 1,34,000 in 1943-44. This means that practically 50 per cent or 1,060 wagons were out of commission. Taking a conservative estimate of three days per wagon for repairs, the loss of revenue under this head alone is approximately 7.5 lakhs, to say nothing of the time lost and money spent on material and staff, unnecessary shunting operations, wastage of fuel and inconvenience to the user.

[Shri Massey]

I am glad that the power position has improved, an increase in numbers but not in utility. The Indian Railway Enquiry Committee strongly recommended the pooling of locomotives. They credited the B. N. R. as having a fully organised pooling system. I was pleasantly surprised to find on my visit to the B. N. R. that most of the passenger services had reverted to the old assigned crew system. It was indeed a pleasure to see staff, who under the old pooling system would not only refuse to go down to shed in their leisure hours, but were frequently late on duty, now spending their leisure hours in shed without being paid overtime to supervise the repairs, the cleaning and polishing of their engines. These men are certainly doing more than a day's work for a day's pay. I believe, that the incident of repairs, maintenance, engine failures and fuel consumption will definitely improve.

I do not know the Board's policy in this respect and while not disagreeing with the views of the Indian Railway Enquiry Committee, I feel that if the locomotive position has improved and we are able to revert to the assigned crew system we shall have a more contented running staff, who in spite of other grievances, will give us more than a day's work for a day's pay.

I find that the Ministry of Railways has issued a pamphlet entitled 'Railway workers in India'. In the introduction there is a passage from the Budget speech of the hon. Minister for Transport and Railways in February 1949, where he expressed the desire of the Government "to deal justly and even generously with labour." The para. further says :

"The following pages will bear out how this pledge has been and is being fulfilled by substantial improvements in pay scales, allowances, conditions of service and amenities for the physical and cultural well being of the staff."

Let us turn to page 16 of this book : we see some pictures of the Railway Colony at Kharagpur. The first impression created is that railwaymen are indeed well off and have no cause for discontentment.

Six out of eight pictures are of amenities provided well over thirty years ago. The canteen is one that was built from funds collected by Anglo-Indian employees, their wives and daughters, who slaved during the war from 6 in the morning to 11 at night to provide amenities for the troops. The authorities gave us no help, and, in fact, many obstacles were put in our way, because it interfered with commercial interest in Kharagpur. After the war the canteen with stock and hard cash worth Rs. 60,000 was handed over to European Institute for the benefits of railway employees generally and this after distributing over Rs. 1 lakh during the war to charities.

The swimming pool is not an amenity for the staff. It was provided for by the officers and it is in the officer's club.

In 1946 the General Manager was approached to provide baths in the North and South Institutes. At first he refused, but later on, when pressure was brought to bear and South Institute offered to finance one of the two baths, the General Manager assured us that he had now obtained the funds, but unfortunately bricks were not available. When we provided the bricks, water was not available and when we provided the water, the funds had elapsed. So, today the employees have no bath at all.

It is a great pity that instead of publishing these pictures of Kharagpur, the pictures showing how some of the artisans and better paid Class III staff lived, that were sent by me to the Railway Board in 1946 were not produced. There are rows and rows of houses for such staff in Kharagpur, where it was necessary at 12 o'clock in the day to use kerosene oil lamps to see what was in the room and, as oil was not always available, they had to do without light in the day.

I am sorry to find that funds for the provision of quarters for staff have also been cut down. Fireman and *Khalasis* who play an important part in operation who are required to come to duty at any part of the day or night live outside railway quarters. In Kharagpur not more than 5 to 10 per cent. of these men are housed in railway quarters.

With regard to strikes I find that the manhours lost on account of illegal strikes are very high on the B. N. R., but regret no explanation is given. Again I am sorry to find that while the hon. Minister states the output is not what it should be, nothing is said about the cause of this.

Illegal strikes are only brought about by lack of confidence in the administration and unions and this lack of confidence is created by the administration. The administration not only lack the human approach but ignore representations made by unions, or the action taken sometimes is so late that the men begin to lose confidence. The common reply by railway administration appears to be "matter has been referred to the Board". The Board is nothing more than a dead letter office. The only difference being that they lost most of the letters. I believe there are cases pending the Board's decision which have been referred to the Board over 12 months ago.

I am afraid that if you want an increase in output you must have contented labour and you can only get contented labour by making the men feel that their position is secure, that efficiency or increased output which will give you more profits will not result in retrenchment. There is no need for retrenchment today. If you insist on an efficiency drive I can assure you, you will be inundated with requests for more and yet more staff. That should give you a fair idea of your requirements. If then you feel that your existing staff can cope with the demand why not confirm all your temporary staff instead of dismissing them for one day every six months to avoid making them permanent, but actually employing them for years, confirm your men who have acted in higher grades efficiently for years, in some cases over nine years, who have received good recommendations and regular annual increments instead of replacing them with young apprentices who have less service as apprentices than these senior men have in their acting grade on the railway.

This confidence can only be brought about by a complete change of outlook by the Board. Instead of rejuvenation, let the Board have your best experienced officers—the cream of the railways. Let them direct and dictate, instead of seeking advice and not knowing what to do with it. Let them abandon their face-saving policy, let them make fair and unbiased decisions, forgetting personalities and not principles, and in keeping with the Prime Minister's views: "Let them not be interested in excuses for delay, but interested only in a thing done."

In conclusion, I would ask, "Is your policy of retrenchment at the expense of efficiency in keeping with Article 43 of the Constitution?"

Railwaymen are not as bad as they are painted. Play fair with them and they will play fair with you.

Shri Rathnaswamy (Madras): I do not like to follow one or two of my predecessors who indulged in a criticism which was levelled against the present Government. I am only sorry that they do not realize that this lamentable legacy was left to us by the benevolent Britishers. There is much to be said on some of the good points of this Railway Budget presented by the hon. Mr. Gopalaswami Ayyangar. Since the time is very much limited, I do not propose to traverse the whole ground, but I would content myself with a few words on one or two aspects of this Railway Budget. Speaking in all fairness and after looking at the balance-sheet of the Railway Budget, I hope this hon. House would agree

[Shri Rathnaswamy]

with me that there is nothing but to congratulate the hon. Railway Minister and his able colleague, Mr. Santhanam. The fact that 11.02 crores surplus is anticipated in 1949-50 following a surplus of 19.98 crores in 1948-49 shows that the State Railways have earned Rs. 31 crores surplus in the last two years, and are expecting another Rs. 14 crores surplus in the coming year. I am only sorry, Sir, that the Budget was not sweetened because of the fact that the common man was sorely disappointed when he saw that nothing was done in regard to the reduction of fares which are indeed burdensome to him. It is a noteworthy point to find that the bulk of the revenue from the third class traffic has contributed towards this Railway Budget and this revenue has played a noteworthy part in filling up the coffers of the State. It is the same stereotyped story to catalogue the grievances of the third class passengers, but I may say that the impotence of this problem has not in any way diminished, although over and over again it has become almost a hardy annual to repeat the grievances of the third class passengers. The very fact that a sum of Rs. 3 crores has been allotted for the amelioration or the improvement of the amenities for the third class passengers, in regard to lighting, water facilities, etc. clearly indicates as to what amount of colossal, if not criminal neglect has been shown by the British Government. I am only sorry that that legacy has been left to our present Government, and, of course, we sometime become impatient when we see that enough has not been done towards the improvement of the amenities towards these passengers.

As I was just going through some of the writings of Mr. Santhanam, the journalist, I found one or two interesting and inspiring writings of his. He says: "The third class passenger has not only to pay the cost of his travel, but he has to subsidize the cost of the passenger in the second and first class". In pleading for a single class railway system, he says: "A single class railway system will mean a tremendous increase in the self-respect of the individual people." Again he says: "whether in the railway, the school or the hospital the poorest Indian has a right to be treated as the equal of the richest." We should be very proud and happy that we have in Mr. Santhanam a Minister to look after the amenities of these poor passengers.

Shri Santhanam : The hon. member knows the result of our efforts to reduce it by one class.

Shri Sidhva (Madhya Pradesh) : That was your own experience.

Shri Raj Bahadur : It was quoted last year also.

Shri Rathnaswamy : It is indeed very inspiring to find in the writings of Mr. Santhanam that there should not be any distinction in respect of class system in the railway traffic. That only shows that we are aiming at a class-less society from the point of railway administration. Sir, this is Gandhian concept and Gandhiji wanted to achieve this class-less society from a non-violent and peaceful angle, and I may tell you, Sir, that there is a grand opportunity for our present Government to achieve this ideal and as start may be made from the Railway Administration.

It is very painful to find that any distinction should be made between the rich and the poor. This distinction should not be made at least in regard to the railways. The prime motive that should govern the administration of the country should be not the profit motive as in the case of private agencies, but the social service motive. That is what the present world is aiming at. We have given up the *Laissez faire* theory and the State tries to assume a social service aspect. And that aspect has to be assumed particularly by our Indian State.

One or two things I would like to refer to concerning the grievances of third class passengers. As a habitual goer in the third class I have very often come across the insanitary conditions of the latrines, and it was very disgraceful to find that some of the second classes were also kept very dirty. I remember when Thomas Freeman visited this country a decade ago he said that when India becomes an Independent Republican Country her first acts should be to penalise all those who contravene the rules of health and hygiene. While recognising the fact that something should be done by the Government and the Railway Administration in regard to these things, however petty they may appear, I recognise at the same time the fact that the public also should extend their sincere co-operation to the Railway Administration in keeping the railway trains very clean and sanitary.

As regards waiting rooms for third class passengers I am only pained to say that they are no better than cattle sheds. It was a pathetic sight to find some of the waiting rooms of third class passengers at some stations in a very dirty condition. I would request the Railway Administration to see to it that at least in this respect some amenities and facilities are given to the third class passengers.

Very often we find in the third class compartments a good deal of "wrestling" being done, both inside and outside. What is required is not so much the lighting or water facilities as some 'elbow room' which a passenger requires in the third class compartment. This is one thing which the Government should attend to. If this is done I am sure the Government would go a long way in winning the confidence and the approbation of the public.

I would like to say one or two words about the expansion of railways in the agricultural areas of our country. Even countries like Argentina and the United States were able to push up in the industrial field because of the expansion of the railway system in those countries. Countries which were very backward were able to pull up because of the commendable attention paid by them on the expansion of their railways. Even looking at it from the commercial point of view I may say that it will profit our Government if they attend to this scheme of expansion of the railways in the rural parts of our country. Gandhiji was often harping upon this point that there must be a happy connection and cordiality between the urban and the rural areas of our country. And I may tell you that if the railway system is expanded in the rural parts of our country it would go a long way in establishing cordial and close relations between the people of the urban areas and those of the rural areas.

Then I would like to say a few words in regard to the restoration of certain things like the 'Go As You Please' concession. These tickets were issued to the people during the holidays like the *Pongal* holidays and the *Ayudhapuja* holidays. I would only request the Government to restore those concessions which occasionally help, particularly the workers and the hard-worked clerical staff, to spend their holidays so as to recoup their health. I request Government to pay attention to this matter.

The extension of the electric train service beyond Tambaram up to Chingleput was taken up by the Government but subsequently abandoned. I request Government to take up that scheme again and finish it as early as possible. Another thing is the need for a connection between Madras and Avadi by electric train service and I hope that matter also will be taken up.

A word more and I shall have done. I would refer to a novel feature in regard to the provision of travelling facilities for children. I may tell you, Sir, that this is a very interesting thing in Russia. Although I am no sympathiser of or subscriber to the political philosophy or dogma of Russia, as the saying goes 'Give the Devil its due' I would like to refer to this interesting thing going on in Russia. There are travelling facilities given to the school children. They are allowed to go about

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during the holidays and they have got a separate train purely and exclusively intended for the enjoyment of these children. Such a system should be introduced in our country. As a believer in what Dr. Maria Montessori says I consider that the children in our country are the leaders of the future India and the custodians of its destinies. I may therefore ask the Government in all earnestness and humility that they may also pay a little attention to these things whereby we may improve the tone of the country and at the same time make the people happy.

Sir, I have only a word more.

Mr. Deputy-Speaker : I am afraid the hon. Member has been continuing his "one word" more and more. I have already given him more time than I have allowed to other members.

Shri Rathnaswamy : Sir, I will finish in half a minute. Government should not delight itself about a surplus budget. What is wanted is the contentment and the happiness of the people at large. If the Government is satisfied that by its service it has pleased the people and helped them to enjoy all facilities, that alone, I say, is a "surplus". The surplus, in my opinion, should not be evaluated in terms of rupees, annas and pies.

Shri T. N. Singh (Uttar Pradesh) : I will not take much of the time of the House, nor will I try to repeat the points on which many previous speakers have spoken. But I would like to bring to the notice of the House one special feature which struck me about the Budget speech of the hon. Minister of Railways. I find that in his speech he has described as the shareholders of the Railways those who are the tax-payers. Then again, subsequently, he has described the workers as the owners of the Railways. I say that there is a great confusion of thought. I personally think that the real owners of the Railways are the consumers, that is, the users of the railways, and neither the tax-payers nor the railway workers are the owners. If we keep that in view, probably our approach to the entire development of the Railways will be more appropriate. It may be said that consumers are tax-payers. But that is not exactly so — all tax-payers are not consumers, neither are all consumers tax-payers. So, if we make that approach, then probably we shall also, in planning our Railways, see to it that the travelling public gets the maximum out of the railway services. That is what we should try to do. So many speeches this year as in the past have been directed towards ventilating the grievances of the so-called travelling public; it has been pointed out that more amenities are wanted, platforms are not satisfactory, waiting rooms are not enough, accommodation in the railway carriages is not satisfactory, or that the sanitary conditions are bad. If we make the approach I suggest, I am sure all these grievances will be automatically remedied in good time. Therefore, that is what I suggest to the Government and to the Railway Minister to keep in view.

After this digression, I will come to certain points which have struck me and which I think should be emphasised. I do not want to offer any criticisms— I only want to make a few suggestions. It is true that we have had a prosperous year and also that we are going to have a prosperous year under the Budget in the sense that we will have a fairly decent surplus. That is true, but according to the previous decisions of the Government, we have tried to create certain Funds—the Depreciation Fund, the Railway Development Fund, and the Revenue Reserve Fund. I do not know on what basis the Depreciation Fund has been calculated. Of course, there is a rough and ready method for it, but probably it is also not possible to go into all the capital assets item-wise and work out the depreciation. So, I have nothing to say about that.

I do feel that the Railway Development Fund should not have been established for three purposes, all lumped together, that is passenger amenities, labour welfare and expenditure on unremunerative projects. At present all these things have been

lumped together for purposes of that Fund. Each of these is more or less of great importance by its own virtue. Therefore, it would have been better if we could have devised some means by which we could have, even under this Fund, a separate, regular and steady reserve of sums available for these specific purposes. That will be of great help in seeing that in one year passenger amenities do not suffer because you want to divert more money towards, for instance, unremunerative projects. Some system should be evolved right now, from this year, by which we will be able to set apart a regular and fixed minimum amount for all these three purposes. That will be very useful and perhaps it will help us in the further development of the Railways.

Another suggestion that I would make is in regard to re-grouping of various railway lines. I know it is a very difficult task. Therefore, I would suggest that we should rather go slow about it. Every little bit of a railway system that we have got in the country has got its own traditions, its own way of working, and if we all of a sudden group all these systems, altogether arbitrarily, it may create dislocation. The weakest link in that system may produce difficulties which you may not have thought of. Therefore, I agree with the hon. Minister when he said that the re-grouping will have to be done at some later date and after greater consideration.

I would now come to another point, that is in respect of the operational costs as well as the working of the Railways generally. I feel that we should lay greater emphasis on the work of repair and maintenance. After all, the Railways are a business concern; they may be managed by the State, but at the same time they have got to be managed properly and on business lines. Where you are running thousands and thousands of locomotives, it is essential that your repair shops should be in first-class condition. That is a point on which if we lay greater emphasis the whole efficiency of the Railways will improve. I have got my doubt as to whether our workshops are in an A-1 condition. I have also got my doubt as to whether we have got proper technicians. Also, I do not know what is the position as regards spare parts and about the stocking of various stores and materials without which no workshop can function efficiently. We have been for the past two or three years more concerned about regularising the services, creating punctuality and cleaning up the bottle-neck, yet for the proper and regulated development of the Railway system I attach very great importance to the railway workshops and repair shops. We should give more attention to them. As a matter of fact, when I saw the report on the collieries, I felt that probably collieries being a subsidiary thing not much attention was being paid to them, but I was really sorry to learn that all our railway collieries are running at a loss and that their working cost is high. I do not know if anything is being done to make these mines more economic, for instance, by bringing in more up-to-date machinery, so that our labour may be more efficiently and more productively employed. That is very necessary.

Then, I feel that the new ventures that are being planned, for instance the Chittaranjan Workshops, should be speeded up. You have got your exchange problem whereby you cannot import the locomotives that you want. For this reason, I feel there is room for speeding up here also. I believe the Railway Minister has been conservative in estimating that only three locomotives will be brought out at the end of this year. I do not see any reason why we cannot make it 300. Or, perhaps the Railway Minister expects to spring a surprise at the next Budget speech when he may be able to say that instead of three we have brought out thirty locomotives. Any way, let us hope that we shall expedite this venture to a much greater degree. When such a difficult task as the Assam rail link was speeded up and we could do a thing in such a short time which was considered almost a stupendous task, I see no reason why we cannot do something to expedite our production centre for locomotives.

[Shri T. N. Singh]

Another thing to which I would draw attention is in regard to settlement of claims. I do not mean only claims for lost consignments etc. I also refer to claims where persons have been injured or killed in railway accidents. I know of the accident in Banaras, very near my home town. The claims of people injured in that accident nearly a year ago have not yet been settled. I say that this delay should not be allowed to occur. If my voice has any force and if the Member in charge is very keen and jealous of the reputation of the Railways, as I know he is, he should see to it that such things do not happen. After all, they affect the common men. Some of them may have been injured and some may have lost their lives, as a result of which their families and dependents would suffer. As such, their cases should not be delayed. I do not know why such cases are still pending and why we have not been able to dispose of them by this time.

Shri Gopalaswami : Which accident is the hon. Member referring to ?

Shri T. N. Singh : It occurred between Shivpur and Banaras Cantonment station. I do not want to take up much time of the House. I have no intention of going into details and I think that in a general discussion we should not be referring to local matters. When the budget cuts are being discussed, then will be the time to raise these issues. If I refer to these grievances, it is not with a view to gaining any popularity. That is what I do not want to do and so please do not misunderstand me in that respect. I am only suggesting that these things should be promptly attended to for the good name and efficiency of the railways.

Then, Sir, as usual a lot of things were said about the third class passengers. It is obvious that they are the parties who give money to the railways and they are also the owners of the railways in a sense. The task is a stupendous one and the problem is in many ways difficult, but if we approach the question from the point of view that these people are the real owners of the railways, then I think we shall be able to deal with this matter in the proper perspective.

श्री ख मोहिउद्दीन : हम लोगों के सामने जो यह रेलवे का बजट है वह बहुत सुन्दर और बहुत महत्वपूर्ण है। हमारी इच्छा नहीं है कि इस बजट के ऊपर बहुत कुछ कहें क्योंकि कल हमारे भाई आनरेबिल मेम्बरान साहबान काफी कह चुके हैं। बहुत काफी तरह से इस पर उन्होंने प्रकाश डाला, है खास कर के ऐंमेनिटीज़ (amenities) के बारे में। मेरा कहना यही है कि हिन्दुस्तान में माडर्न सायन्स (Modern Science) ने तरक्की किये हुये चीजों में रेलवे ही है कि आज आम तरीके से इन्सान इसका फायदा लेते हैं। इस लिये यह रेलवे एक ऐसी चीज हो जाती है कि जिससे आम जनता का फायदा हो और बहुत अच्छी तरह से हो और जनता को किसी तरह की तकलीफ न होने पावे। परन्तु आजकल रेलवे में, खास कर के थर्ड क्लास पैसेंजर के लिये, बहुत ही मुसीबत हो रही है। मैं तो कहूंगा कि ओ० टी० आर० (O.T.R.) की तरह खराब लाईन और कोई नहीं है, वह सबसे ज्यादा खराब लाइन है। हमको याद है कि कुछ रोज पहले ओ० टी० आर० का नाम बी० एन्ड एन० डब्ल्यू० (B. & N. W.) था। तो आदमी यह कहा करते थे कि यह "बेहुदा, नालायक और वाहियात, रेलवे" है क्योंकि इसका मैनेजमेंट (Management) इसी तरह का था। जब गवर्नमेंट के पास यह लाइन चली गयी उस वक्त आदमियों को कुछ उम्मीद आई कि बहुत जल्द इसका सुधार होगा। मगर बदकिस्मती

सैं इस लाइन में अभी तक कुछ सुधार नहीं हो सका । हालांकि इसका नाम बदल भी गया मगर इसमें कोई तरक्की नहीं हो सकी । अब मौजूदा गवर्नमेण्ट के पास यह इत्तिला है कि यह लाइन बहुत ही ज़रूरी लाइन है चूँकि यह लाइन पाकिस्तान को मिलती है, इस लाइन का टरमीनस (terminus) कटियार है । यह पाकिस्तान की हद से बहुत थोड़ी दूर है, कोई तीस चालीस मील कें लगभग है । यह लाइन जैसे मुसाफिरों के लिये ज़रूरी है वैसे ही एडमिनिस्ट्रेशन (Administration) के लिये भी ज़रूरी लाइन है और साथ ही साथ आसाम लिंक को भी यह जोड़ देती है । इस लिये इस लाइन की तरक्की होना सबसे ज्यादा ज़रूरी है, खास करके कठिहार और उसके सबर्बस (suburbs) की । वहां पर पटवा की खेती इस कदर ज्यादा होती है कि शायद हिन्दुस्तान के किसी भी हिस्से में ऐसी नहीं होती होगी । परन्तु दो बरस से यह देखा जाता है कि किसानों ने जो पटवे की खेती की है उसको भेजने की भी सुविधा नहीं है । कम से कम माल को ले जानें की सुविधा तो दी जानी चाहिये । मुझे ज्यादा कुछ कहना नहीं है । मैं सिर्फ एक मर्तबे फिर आनरेबिल मिनिस्टर का ध्यान इस ओर दिलाना चाहता हूं कि ओ० टी० आर० के तरक्की के लिये जितना करना चाहिये उतना करना ज़रूरी है किसानों के लिये भी और एडमिनिस्ट्रेटिव प्वाइंट आफ विउ (administrative point of view) से भी । मुझे और कुछ कहना नहीं है ।

(English translation of the above speech)

Saikh Mohiuddin (Bihar): The Railway Budget which has been presented is really very satisfactory. I do not wish to say much about this Budget as many of my friends have already adequately spoken on this subject yesterday. They have thrown quite a sufficient light over it especially in regard to the 'amenities'. What I mean to say is that the Railways are symbolic of the development of modern science in India in the various spheres and the people today generally derive considerable benefit out of it. It is, therefore, that the Railways have assumed the role of public utility services and in that capacity they render most useful service and see that the people are not put to any sort of hardship. But now-a-days, one has to undergo considerable hardship on the Railways, especially a third class passenger. I will even go to the extent of saying that there is no line worse than the O.T.R.—that is the worst of all the lines. We remember that some time before, the name of the O.T.R. was B. & N.W. Then the people used to say that this is a "*behuda nalaik aur wahyat*" Railway because its management was such. When this line was transferred under the State Control, then the people cherished some hope that its working will improve very soon. But unfortunately no improvement could be effected on this line so far. Although its name was changed, yet no improvement could be made on it. Now the information available with the present Government is that this is the most important line as it serves as a link with Pakistan. Katihar is the terminus station of this line. This is situated at a very short distance from the Pakistan boundary, viz., at a distance of about 30-40 miles. This line is as important for the passengers as for the Administration and at the same time it also connects the Assam Link. Therefore, it is absolutely necessary to effect an improvement on this line especially at Katihar and in its suburbs. There jute is cultivated in such a vast quantity that its parallel cannot, perhaps, be found in any part of India. But it has been seen that since the last two years jute growers have not even been provided with any facility for the transport of their produce. They should at least be rendered the necessary facilities for the transport of this commodity. I have not to say much. I should like to invite the attention of the hon. Minister

[Saikh Mohiuddin]

once again that it is absolutely necessary to effect improvements on the O.T. Railway both in the interests of the *Kisans* (cultivators) as well as from the administrative point of view. I have got nothing more to add.

Pandit Munishwar Datt Upadhyay (Uttar Pradesh): The Railway Budget as presented by the hon. Minister of Railways does not call for any severe criticism. That was my opinion about it and when my friend sitting to my right began to speak he said that it was absolutely unsatisfactory, but when he criticised the Budget, all that he said in general terms was that there was corruption, there was nepotism and there was this and that. He also said that the report of a certain Committee was not being implemented. As a matter of fact, the Budget that has been presented is really a satisfactory budget. The railways are being run on commercial lines and so far as the financial aspect of the Railway Budget goes, I think it cannot but be satisfactory because profit is the main motive when a concern is being run on commercial lines, although when the railways are being managed by the Government, it is not always possible in every case to look to the profit side only. Government has also to care for the facilities and amenities to the passengers. All the same we find that there are certain aspects, certain factors, which must be brought to the notice of the authorities so that they might be watchful in future.

One thing that the hon. Minister said in connection with the Budget, which is enough to make it popular, is that there would be no increase in fares and freight. People in general and the representatives of the people in this House are vitally concerned with that aspect of the question. When the Minister said that there would be no increase in fares and freights, everybody thought that the Budget should be satisfactory and should be welcomed by the people. I think as a matter of fact they should be reduced, because we have now added over 33,000 miles of State Railways to the total route mileage of the railways and on that account there must be some economy and services should become a little cheaper. In fact, when the Budget was coming up, we thought that there might be some increase in the fares and freights. The reason was that the prices of all articles and all services have arisen.

They have gone up four times. So everybody was thinking that fares and freights may be increased, but when the announcement was made that they remain the same and there is no increase, there was general satisfaction. After all, fares and freights are the main things with which the mass of the people are concerned. The lower classes are concerned with the fares for Third Class. They do not very much bother about the freights, which are the concern mainly of businessmen and capitalists. The people in general care for that amenities and fares for the Third Class. The hon. friend on my right said that for the provision of these amenities money was required. Now, the position is that the earnings derived from the lower class of passengers are utilised for the provision of amenities and facilities for the upper class passengers. If that money should be utilised for improving the amenities of the lower classes, that would be quite enough, and there would be no need for any other investment.

There are two things about which I want the authorities to be watchful. First of all, I want to say that although the Budget appears to be very sound on the face of it, working expenses are not decreasing in the proportion in which the receipts are decreasing. Proportionately, decrease in receipts is greater. Therefore, the present happy position may not remain the same in future.

Secondly, unless you reduce your fares, you are going to face competition from the buses in respect of the lower classes, and from the aeroplanes in respect of the upper classes. It is likely that your business may go down in future. The only

course to withstand that competition is to lower the freights and fares, if you can possibly do so. If it can be done early, it is good. Otherwise, gradually competition will set in and outstrip your business.

Lastly, I want to point out that, generally speaking,—as I said before,—the revenue derived from third class passengers is not being utilised for their amenities, but for the amenities of the higher classes. A few figures which I shall quote will substantiate this suggestion. For every 1000 third class passengers, there are hardly 20 Inter-Class, six Second Class and one First Class passengers actually travelling. But for every 1000 Third Class seats, there are 100 Inter-Class, 60 Second Class and 30 First Class seats, provided in the trains. The cost of maintaining upper classes is double the cost of third class coaches and the revenue derived from upper classes is one tenth of the revenue derived from third class. These figures that I have quoted are from an article written by the Minister of State, Shri Santhanam, and their authenticity cannot be questioned. Therefore, had a little more attention been paid to third class passengers, the Budget would have been very much welcome. These are all the things that I wanted to say.

[SHRIMATI DURGABAI IN THE CHAIR]

Shri Dwivedi (Vindhya Pradesh) : I join with other hon. Members in expressing my appreciation of the Railway Budget as introduced by the hon. Shri N. Gopalswami Ayyangar. His speech has been well worded and well read out. However, only the good points have been enumerated and other features have been omitted. I would like to invite the attention of the House to some of the latter. No doubt, I appreciate the good features such as re-grouping of railways, completion of the Assam Rail Link, punctuality of trains, provision of amenities for passengers and projects for manufacture of locomotives. But these are things which it is the duty of the Railway Ministry to do, and it is good that they have been done. But what about other things which should have been done, but which have not ever been hinted at ? Let us take for example, the integration of the Indian States' Railways. Both the Ministers, the hon. Minister of Railways and Transport and the Minister of States, have attempted integration of some kind. The integration of the States is a historical achievement and deserves to be written in letters of gold, but the integration of Railways is a poor performance. The capital at charge of the States' Railways is Rs. 64 crores. They yield about Rs. 17 crores which is about 25% of the total capital-at-charge of the State Railways. The net receipts after deductions of working expenses, come to about Rs. 10½ crores, and if my calculations are not incorrect, the profits from the States' Railways are double of those of the Railways in the rest of India. In spite of so much capital at charge and so much income derived from the Indian States' Railways and even after addition of rail road mileage which more than compensates loss due to partition, the Ministry of Railways have not devised any plan for new projects in these States, which are backward areas. The States comprised about one-third of the entire area of India before partition, and after the partition they may comprise nearly one-half of the entire area of India. While there were Railways in the rest of India, they could not be built in these States, because these were small units and could not afford to build Railways of their own.

Secondly, the Rulers were afraid that if Railways were allowed to be laid in their territories, the Englishmen would reach them and finally annex their territory. Naturally the Rulers had their own fears, and excepting a few States like Hyderabad, Jaipur, Gwalior, Mysore, Jodhpur and Bikaner, most of the States have no railways. Now, I may tell the House that these States are rich in mineral resources and have got good forest reserves. They have also good agricultural potentialities. While in the heart of India we produce abundant food-stuffs, for want of proper lines of communications, we are unable to transport them to centres of consumption. I should in this connection like to bring to the

[Shri Dwivedi]

notice of the House that a lot of wheat and rice is held up in Vindhya Pradesh for lack of proper transport. There are diamond mines and coal mines by the tapping of which we can improve the economic condition of the Indian Union. But we have not been able to prospect into them for want of lines of communication.

Now, the people of these States were under the impression that with the integration of these States, the Union Government would do something for the betterment of their lot. I remember that the States Ministry in their White Paper on States had given an assurance that Vindhya Pradesh would have a railway line. But nothing has been done and I am told the scheme has been abandoned. In Mysore, I came to know, that the former Government had taken up the electrification of the railways; but the present Ministry of Railways or the Government of India have abandoned that scheme.

The other day my hon. friend from Kashmir was pointing out that there was no railway in Kashmir. We know that Kashmir is of vital strategic importance, and as such needs our immediate attention.

I have read the whole of the Budget speech; but I should like to point out that fine words butter no parsnips. While it is necessary that satisfactory amenities should be provided for the third class passengers along with other provisions, it is at the same time very necessary that railway lines should be laid in the backward parts of India. With these reservations, I should like to point out that I do appreciate the Budget proposals and give my support to them.

Shri Gopaldaswami : May I ask your permission, Madam, to say a few words? It so happens that I have accepted another engagement which I should not like to miss. I do not want the House to take it that I am guilty of any discourtesy. I should like to have their leave to go. The hon. Mr. Santhanam will certainly be here. In any case, I shall only be replying tomorrow.

Mr. Chairman : Kaka Bhagwant Roy.

Shri Bharati : Madam, I would like to bring to your notice that I have an engagement at 5-10. While I do not wish to give up that engagement, I do not want to forgo my right to participate in the discussion and to listen to the speeches of hon. Members. I have accepted the engagement not knowing that the time of the House would be extended.

Mr. Chairman : I would like to inform hon. Members that an announcement has already been made by the Deputy Speaker this morning and I think this hon. House has agreed to the proposal made by him. Today is practically the second day of the General Discussion. Since, tomorrow is allotted for more important work, I would request hon. Members to kindly accommodate the other speakers who are anxious to speak.

काका भगवन्तराय : मोहतरमा सदर साहिबा, मैं आपको यकीन दिलाता हूँ कि मैं बहुत ज्यादा वक्त नहीं लूँगा, मैंने आनरेबिल मिनिस्टर साहब की तकरीर को बहुत गौर से सुना है और मुझे उस पर काफी हैरानी भी हुई है। मेरे दोस्तों ने मिनिस्टर साहब को उस शानदार बजट पर बधाई दी है जो कि उन्होंने पेश किया है मगर मैं हैरान हूँ। ठीक है, १४ या १५ करोड़ की बचत हुई और बहुत सी सहूलियतें देने के वायदे भी किये गये हैं। मैं खास तौर पर ई० पी० रेलवे का जिक्र करूँगा, तो मैं कहूँगा कि बचत तो बरूर हुई है मगर मैं आनरेबिल मिनिस्टर की तवज्जह ई० पी० रेलवे के स्टाफ की

तरफ ज़रूर दिलाऊंगा कि वह उसकी तरफ गौर करें। यह जो आपने १४ करोड़ की बचत दिखाई है यह उस स्टाफ की वजह से है जिसने रातदिन मेहनत की है और आपको १४ करोड़ की बचत दिखाने का फल बख्शा है। जहां तक मैं देखता हूं रेलवे स्टाफ की हालत अच्छी नहीं है और दिन ब दिन उनमें बेचैनी बढ़ रही है। इसमें जो असल बात है वह यह है, और उसको मुझे बड़े दुःख के साथ कहना पड़ता है, कि आपने बहुत छोटे अफसरों को ऊंचा चढ़ा दिया है और उनका तालमेल छोटे अफसरों से बहुत कम हो गया है। जिनको आपने बहुत ऊंचे ओहदों पर लगा दिया वह बहुत काबलियत के अफसर नहीं थे और इस लिये जो छोटे दरजे का स्टाफ है उसमें बेचैनी है क्योंकि उनके साथ बड़े अफसरों का रवैया हमदर्दानी नहीं है। मेरे पास रोजाना ई० पी० रेलवे स्टाफ की हजारों दरखास्तें आती हैं क्योंकि मैं ई० पी० रेलवे स्टाफ युनियन का एक मामूली सा वर्कर हूं। और आप चाहे खुश हों कि आपने एक शानदार बजट पेश किया है, मगर मुझे तो डर लगता है। आपने अपनी तकरीर में जिक्र किया है कि स्ट्राइक का सिलसिला था और वह निपट गया है मगर मुझे हिन्दुस्तान की रेलवे का हर वक्त डर लगा रहता है। क्योंकि स्टेशन मास्टर से लेकर शंटिंग पोर्टर तक परेशान हैं और उनको दिल्ली के बड़े दफ्तरों से कोई हमदर्दी नहीं है। हो सकता है कि बड़े बड़े अफसरान आपसे मिलते हों लेकिन छोटे स्टाफ को आप से मिलने का मौका कहां मिलता है। आप खुश हैं कि बड़ी शानदार चीज चल रही है और बहुत से दोस्तों ने आपकी तारीफ की है, लेकिन मैं तो उसके खिलाफ हूं।

मैं बड़े अदब से गुजारिश करूंगा और इसकी तरफ मैं आपकी तबज्जह दिलाऊं कि ई० पी० आर० की रेलों की जो हालत है, वह बड़ी ही मायूस हो चुकी है। वहां के स्टाफ की हालत बहुत अफसोसनाक है और आप तक वह चीजें नहीं पहुंचती हैं। लेकिन मुझ तक वह चीजें आती हैं और ताज्जुब भी करता हूं कि यह काम कैसे चल रहा है, मुझे तो इसमें कोई शक नजर नहीं आता कि अगर यही हालत रही, तो शायद हालत खराब हो जाये और मैं आपसे कहता हूं कि स्ट्राइक बहुत होती है, लेकिन आपके वर्कर्स की वजह से हड़तालें रुक गईं और आपको शायद इस बात का इल्म भी होगा कि रेलवे वर्कर्स जिनकी ताकत पर आपकी मुल्क की रेलें चलती हैं, अगर वे ठीक तरह नहीं काम करते और उनकी हालत नहीं सुधरती, तो इससे मुल्क में बड़ी दिक्कत पैदा हो सकती है इतना मैं इनके बारे में कहना चाहता हूं। और फिर ई० पी० आर० में जो भारत की तकसीम के बाद हमारा स्टाफ उधर से इधर आया, उनके रहने का आपने कोई खास बन्दोबस्त नहीं किया और अरसा ठाई साल के करीब हो गया है, वह अभी तक कैम्पों में पड़े हैं, मकानात मालूम नहीं रेलवे कितने बनाती है और किस तरह बनाती है और यह बात हर एक को खलती है कि दिनरात मेहनत करने के बाद उनके रहने का इन्तजाम नहीं हो पाता। और अगर उनको रहने के लिये मकानात दिये जाते होंगे, तो शायद उसमें कोई किसी किस्म का लिहाज रक्खा जाता होगा। इसके बाद आनरैंबल

[काका भगवन्तराय]

मन्त्री जी मैं आपकी तवज्जह इस तरफ दिलाता हूँ कि ई० पी० आर० में आपके पास कोई बड़ा वर्कशाप नहीं है। पंजाब में बड़े वाक्यात हुये, बहुत सी जाने खराब हुई, रुपया खराब हुआ और बहुत सा नुक्सान पब्लिक का भी हुआ। क्या वजह थी। उसकी वजह यह थी कि जो मालगाड़ी वहाँ पर गिरी, उसके डिब्बे चलने के काबिल नहीं थे और हमारी ई० पी० आर० की वर्कशाप न होने की वजह से वह मालगाड़ी वहीं पर पड़ी रही और चलने के काबिल नहीं रही। मैं आपसे दरख्वास्त करूँगा कि इस छोटी ई० पी० आर० को अगर कायम रखना है, तो इसको इस ढंग से चलाइये और इसको किसी बड़ी रेलवे में मिला दीजिये। मेरे कुछ दोस्त कहते हैं वेरी गुड। यह तत्ख हकीकत है, मैं तारीफ़ की बात नहीं करना चाहता, जो सही वाक्यात है, उनको मैं आपके सामने रखना चाहता हूँ, ताकि आप उन पर गौर करें और आप उनको ठीक शकल दे सकें। बातें तो बहुत आप से कहनी हैं, मगर पार्टी के बन्धन में बन्धने की वजह से नहीं कहना चाहता और अगर मौका मिला तो मैं आपसे अलग में इसके बारे में तफ़सील से बातें करूँगा। आपने अपनी तकरीर में लोडिंग और करप्शन का जिक्र किया है। पंजाब मुल्क भर में सबसे ज्यादा अनाज पैदा करता है। अभी हाल में लाखों मन की तादाद में अनाज स्टेशनों पर पड़ा रहा और सड़ता रहा, क्योंकि उसको उठाने के लिये गाड़ियां नहीं मिलती थीं। पंजाब में हजारों की तादाद में रूई की गांठें पड़ी रहीं और खराब हो गईं क्योंकि उनके लिये गाड़ियां नहीं मिलीं। इसी तरह बम्बई का माल बन्द रहा और यह स्टॉक पड़ा रहा और गमियों में यहां गेहूँ सड़ता रहा और लोगों को जहां उसकी जरूरत थी, गाड़ियां न मिलने की वजह से नहीं मिल सका और यही वजह है कि मैं कहना चाहता हूँ कि ई० पी० आर० पर लोडिंग और अनलोडिंग का तरीका सही नहीं है और इसकी तरफ आप ध्यान देंगे, तो ठीक सिलसिला चलेगा। बरना यह चीज चलती रहेगी और करप्शन चलता रहेगा। गाड़ियां आती हैं और गाड़ियां जाती हैं, उनके लिये पैसा देना पड़ता है, कोई यहां और कोई वहां पैसा देता है। आप मगर कहते हैं कि आज के दिन करप्शन नहीं है, मगर मेरा तजुर्बा यह है कि करप्शन दिन पर दिन बढ़ रहा है। यह आपने छोटे तबके के लोगों को मुलाजिमों को मसलन् किसी बुकिंग क्लर्क या दूसरे छोटे मुलाजिम को इस चार्ज में सजा दी है उसको विक्टमाइज किया है मगर जो बड़े आदमी हैं, उनको कोई नहीं पकड़ता है, उनका करप्शन नहीं पकड़ा जाता, इसके सबूत में मेरे पास बहुत सी मिसालें मौजूद हैं और शायद आपकी फाइल में भी ऐसी चीज़ होगी और आप वक्त की तंगी की वजह से उसकी तरफ ध्यान नहीं दे सके हैं, तो मैं यह तमाम बातें फिर आपके ध्यान में लाना चाहता हूँ कि आप करप्शन के बड़े कैसेज़ को जरूर पकड़िये। मैं ज्यादा बक्त नहीं लूँगा, मैं सिर्फ़ एक ही लपज कह दूँ कि आप चूक देहली में बैठते हैं, इस लिये आपको बड़े बड़े कैसेज़ का इल्म नहीं होता है। महज़ आपके सामने २६२ या ४६२

केस लाकर रख दिये जाते हैं और वह सारे छोटे तबके के छोटे लोगों के केसेज होते हैं और बड़े लोग जो करेप्शन करते हैं और गड़बड़ करते हैं, वह साफ़ बच कर निकल जाते हैं। इन चीजों की तरफ़ में आनरेबुल मिनिस्टर साहब का ध्यान दिलाना चाहता हूँ। मैं इन अल्फ़ाज़ के साथ अपनी तक्ररीर ख़त्म करता हूँ और आपका शुक्रिया अदा करता हूँ।

(English translation of the above speech)

Kaka Bhagwant Roy (P. E. P. S. U.): Madam, I assure you I am not going to take much time. I have listened to the speech of the hon. Minister very carefully and it has caused me a good deal of surprize. My friends have congratulated the hon. Minister on having presented an excellent budget but I am puzzled. It is true, there has been a saving of 14 or 15 crores and a number of amenities have also been promised. I would make a particular reference to the E. P. Railway. The saving is there no doubt but I would draw the attention of the hon. Minister to the plight of the E. P. Railway staff. You owe this saving of 14 crores to the staff which has worked day and night and thereby brought you that credit. As far as I see the plight of the railway staff is not good and there is an increasing discontent amongst them. The real cause of all that, which I regret to disclose, is that you have given big promotions to junior officers who are consequently not much in touch with their subordinates. The men you have posted to very high ranks do not happen to be persons of any great merit and this has created an unrest among officials in the lower ranks because the attitude of these high officers towards them is not sympathetic. I daily receive thousands of applications from men of the E.P. Railway staff as I happen to be just a common worker of the E.P. Railway Staff Union. You may be glad to have presented an excellent budget but I have my misgivings. You have mentioned in the course of your speech that a strike had been in the offing but that the matter has been set at rest now. For my part, however, I am always apprehensive about the state of affairs on the Indian railways. This is because from the station master down to the shunting porter everybody is upset and they do not entertain any sympathy for the big departments in Delhi. Big officers do possibly see you now and then but the petty staff could hardly ever get an opportunity of meeting you. You are satisfied for these achievements on which a number of my friends have given you praise but I am inclined to differ.

I would respectfully draw your attention to the fact that conditions on E.P.R. trains have become extremely deplorable. The staff of that railway is in a sad plight. Those things do not come to your notice but they do come to my knowledge and I wonder how the entire machinery is going on. I am in no doubt that if things keep drifting like that the situation may grow serious. Let me tell you that strikes take place often but are stopped by the efforts of your workers and that fact is possibly within your knowledge. If the railway workers who are responsible for the smooth running of the country's railway system do not work properly and their conditions do not improve a critical situation might thereby arise in the country. This is what I have to say with regard to them. Now, as regards that section of our staff of the E.P.R. that has had to come over after the partition of Bharat, you have not yet made any adequate arrangements about their residence. Although two and a half years have passed they are still languishing in camps. It is not known how many houses are constructed by the Railway and on what lines but it does pinch, after one has worked day and night, to find that one has no place to live in. And even when residential houses are allotted to them this is possibly done on a discriminatory basis. I wish further to draw the attention of the hon. Minister to the fact that we have no good workshop on the E.P.R. There have been a number of accidents in the Punjab, there has been loss of life and money and the public too has suffered a great deal of loss. What was the cause? It was that the bogies of the

[Kaka Bhagwant Roy]

goods train which was derailed were not in running order. It was due to want of a workshop on the E.P.R. that that goods train remained where it was and was unable to move. I would submit that if you wish to maintain this small railway system called the E.P.R. you should merge it in some larger railway system. Some of my friends have remarked, 'Very Good'. This is an unpleasant truth. I would not indulge in encomiums but would like to place the real facts before you so that you may consider and resolve them. I have a good deal more to say but party discipline prevents me from doing so. However, if I get an opportunity I should talk it over with you alone in detail. In your speech you have referred to loading and corruption. The Punjab is the largest producer of food-grains in the country. Just recently lakhs of maunds of food-grains remained lying and rotting at the stations simply because no wagons were available for its transport. Similarly, goods could not be despatched from Bombay and the stocks were blocked up. Here, in summer, wheat kept rotting and could not be made available to people who were in need of it simply for want of wagons. That is why I wish to say that the loading and unloading system obtaining on the E.P.R. is not proper and things could be set right only if you were to devote your attention to it. Otherwise, so long as the present situation continues corruption is bound to continue. Wagons come and wagons go but money has to be paid for them. One man pays it here, another pays it there. You say there is no longer any corruption but my experience is that it is every day on the increase. Here and there you have punished and victimized some petty official, as for instance a booking clerk or some such person, on that charge, but nobody would lay hands on people higher up and corruption amongst them remains undetected. I know lots of instances and possibly there must be many on your file too but you have not been in a position to attend to them for want of time. Hence, I would once again draw your attention to that fact and suggest that you must hunt up big corruption cases. I shall not take any more time but I am constrained to say that since you are staying in Delhi big cases do not come to your notice. It is only the 262 or 462 cases that are brought to your notice and they invariably pertain to persons in the lower ranks. People higher up who are guilty of corruption and malpractices get away scotfree. To these matters I wish to draw the hon. Minister's attention. With these words I thank you and close my speech.

श्री पी० जी० सेन : मैं छोटी लाइन के इलाके से आता हूँ और हमारे माननीय मन्त्री जी ने अपने बजट भाषण में जो बातें कही हैं, वह तो अपनी जगह खती हैं और मैं वहाँ तो उनको बधाई दे सकता हूँ कि उन्होंने जो इम्तिहान उस एक्सपर्ट कमीशन के सामने पास किया है और जिसकी वजह से उन्हें ३४ मिलियन डालर्स मिलने को है और इससे मालूम होता है कि रेलवे की आज की स्थिति अन्दरूनी अच्छी जरूर है। उन्होंने बहुत कुछ किया है, यह सही है और ब्राड गेज (broad gauge) के इलाके में उन्होंने और भी तरक्की करने की कोशिश की और इसका प्रबन्ध रक्खा है। मगर मैं देखता हूँ कि मीटर गेज एरिया (metre gauge area) में आज भी वे सारी की सारी दिक्कतें और मुसीबतें जो यात्रियों को झेलनी पड़ती रही हैं, वे अपनी जगह पर हैं और इस लिये मैं यहाँ ज्यादा कुछ नहीं कहना चाहता हूँ। मैं एक राह चलने वाले के नुकतेनजर से ही देखना चाहता हूँ। अगर आप कोई मामूली से स्टेशन पर पहुंचें, तो वहाँ देखेंगे कि ट्रेन आने के क्लब ही वहाँ लोग भीड़ जमा कर लेते हैं और टिकट की खिड़की पर मजमा इकट्ठा हो जाता है और बाबू कब कहीं पता नहीं है। सिर्फ पन्द्रह

मिनट पहले खिड़की खुलती है और टिकट लेने वालों व भीड़ में शोर मच जाता है, धक्का धक्का होता है, और पाकेटमार अपना काम करते हैं। यह सारी की सारी चीज हम लोगों की नज़र के सामने होती है। माननीय मन्त्री सन्तानम साहब के पूछने पर मैं पूर्णिया (Purnea) से आता हूँ मगर मैं कहता हूँ—कि यह सिर्फ पूर्णिया का सवाल नहीं है—ओ० टी० आर० के किसी भी स्टेशन को आप देखें। वहाँ खिड़की पर भीड़ जमा होती है और टिकटबाबू गाड़ी आने के पन्द्रह मिनट पहले आते हैं और शोर और गड़बड़ मच जाती है। और पाकेटमार लोग मुसाफ़ि़रों की जेबें कतर लेते हैं। इसके लिये मैं आपको मिसाल देता हूँ। मेरे एक जान पहचान के भाई गाड़ी में घुसना चाहते थे और गाड़ी में बड़ी भीड़ थी, वहाँ एक सिपाही उनकी जान पहचान का था। वह जब किसी कदर अन्दर डिब्बे में घुसकर बैठ गये, तो उन्होंने पूछा कि आपकी पाकेट में कितने रुपये थे, आपकी पाकेट मारी जाने वाली थी, तो उन्होंने कहा साहब आपकी पाकेट में ग्यारह रुपये इतने आने हैं न ?

तो आप समझ सकते हैं कि वह सिपाही यह बात कैसे जान गया कि उनके जेब में इतने रुपये और आने थे। और बात यह सही थी। तो इस तरीके से हम लोगों के सामने यह चीज़ आती है। फिर यह देखते हैं कि टिकट लेकर हम प्लैटफार्म के अन्दर दाखिल हो गये तो वहाँ ट्रेन आती है तो ट्रेन आने पर प्लैटफार्म से बाहर बढ़ जाती है। पूछा गया कि क्या हुआ तो मालूम होता है कि गाड़ी में वैक्युम (vacuum) नहीं है इस लिये गाड़ी प्लैटफार्म पर रुक नहीं सकी। हम जानते हैं कि एक दिन ऐसा वाक़ा हुआ कि उसी तरीके से गाड़ी आगे बढ़ गयी जिसकी वजह से डाइवर पर जवाबदेही आने वाली थी—फिर उधर से जब वापस गाड़ी आई तो गढ़बनैली स्टेशन पर गाड़ी तो रुक गई और कहा गया कि इन्जीन खराब हो गया है। गढ़बनैली मिंगल लाइन का स्टेशन है। तो सारे के सारे पैमेंज़र जो छः या साढ़े छः बजे के पहले पूर्णिया पहुंचने वाले थे वहाँ के वहीं रह गये और इधर से जो ट्रेन जाने वाली थी वह कस्बा पहुंची। और फिर आगे गाड़ी को खींच कर कसबा लाकर छोड़ दिया गया। तो वहाँ पर यह हालत है। सन् ४९ के नवम्बर की या दिसम्बर की बात मैं कहता हूँ। तो टाइम की पाबन्दी का तो वहाँ कोई सवाल ही नहीं है। हम जानते हैं कि आपने बहुत कुछ किया है और वह सब ठीक है। मगर वहाँ पर यह सब कुछ नहीं है।

मेरा एक कहना यह है कि जैसे आपने जनता एक्सप्रेस इधर चलाई है और जिसके लिये लोग आपकी तारीफ़ करते हैं वैसे ही जनता एक्सप्रेस आपको इधर भी चलाना चाहिये था। मनिहारी की बात लीजिये, मनिहारी घाट से कठियार स्टेशन हम समझते हैं कोई १५-२० मील से ज्यादा के फ़ासले पर नहीं है। और उस डिस्टेन्स (distance) को कवर (cover) करने के लिये हम समझते हैं कि छः सात घण्टे लग जाते हैं। मनिहारी घाट पर स्टीमर आया तो आठ साढ़े आठ बजे वहाँ पहुंचा। जो

[श्री पी. जी. सेन]

आदमी साहबगंज से पूर्णिया जाना चाहता है तो वहां से उसे ५ बजे सुबह की गाड़ी से चलना है और सबेरे भोर का चला हुआ आदमी कटिहार करीब दो बजे पहुंचता है और
it is a distance of not even 20 miles. तो आप समझ सकते हैं कि सारा दिन इस बीस या तीस मील के फासले को कवर (cover) करने में लग जाता है। हमने जो कहा वह रास्ता चलने वाले के नुक्ते नज़र से कहा। इसी तरह वहां इंजिन वंजिन की बातें हैं और कैरिज वगैरह की। सारी चीज़ वहां उलट पुलट कोई सिस्टम पर नहीं है और पता नहीं चलता है कि कब गाड़ी कहां से चलेगी और कब पहुंचेगी। हमने माननीय मन्त्री जी की दृष्टि भी इधर आकर्षित की थी कि वहां यह अजीब हालत है। तो हम चाहते हैं कि इस तरफ भी आपका ध्यान जाना चाहिये। आपके पास बजट भी है। आपने कहा है कि एक हजार मीटर गेज बैंगन बनाने का प्रोग्राम है। मगर यह तो आगे ही देखा जा सकता है। आपको जानना चाहिये कि हमारे पूर्णिया ज़िले में अजीब हालत है। वहां ट्रान्शिपमेंट (Transshipment) की दिक्कत की वजह से जूट ग्रोअर्स (Jute Growers) को ५-६ रुपये प्रति मन का नुकसान सहना पड़ता है क्योंकि वहां से ट्रान्शिपमेंट नहीं हो पाता है। इस लिये वहां जो लोग खरीदते हैं वह पांच छः रुपया प्रति मन कम के भाव से खरीदते हैं। यह नुकसान हमारे जूट ग्रोअर्स को पहुंचता है।

अब आप हमारी लैट्रिनस (latrines) को भी देखिये। कहीं प्लेटफार्म पर आपको सादी मिट्टी भी नहीं मिलेगी। साफ मिट्टी की स्थान बनी हुई है पर वह साफ है। पाखानों की हालत को लीजिये तो कोई भला आदमी वहां घुसना भी पसन्द नहीं करेगा। पाखाने की वह दृश्य एक भयावह है। बिल्कुल अलकतरा से पोता हुआ। वह सोच में पड़ जायेंगे कि ट्रेन में जायें या वहां प्लेटफार्म पर जायें या बाहर जायें। इसी तरह वहां रोशनी का भी इन्तज़ाम नहीं है, अगर कुछ है तो ट्रेन में है। तो इस तरह की वहां हालत है।

और मैं यह कहना चाहता था कि आपके गाड़ी में जो आइस वैंडर्स (ice vendors) हैं वह लोग पैमेंट ले लेते हैं। यह बात सही है और इसको रोकना है। मगर मेरी यह कहने की गरज नहीं है कि आइस वैंडर्स को गाड़ी से हटा दें या उन को उठा लिया जाय।

(English translation of the above speech)

Shri P. G. Sen (Bihar): I come from a place which is served by the metre gauge railway. The announcements made by the hon. Minister during the course of his Budget speech are in themselves very important but I can, however, congratulate him for his having successfully undergone the test conducted by the Expert Commission and as a result of which he is likely to get 34 million dollars, and it is thus quite apparent from this that the present internal position of the Railways

is definitely sound. This is true that he has done a lot and made further efforts in effecting an improvement on the broad gauge sections and looked after its management. But I find that on the metre gauge area the passengers have still to face all those hardships and difficulties which existed before and for obvious reasons I do not want to say much in this connection. I want to take a detached view of the whole situation as an ordinary passenger. If you happen to go to an ordinary station, you will find that it is crowded by the people much before the arrival of the train and there is a huge rush of passengers at the Booking Office window, and the whereabouts of the Booking Clerk are not known at all. The window is opened only fifteen minutes before the arrival time of the train and a good deal of hue and cry is raised by the crowd of passengers standing there followed by pushing and jolting and this affords an opportunity to the pickpockets to take to their jobs. All such things happen before our eyes. I would like to tell the hon. Minister Shri Santhanam that I come from Purnea and I would urge that this question does not specifically pertain to Purnea, but you may see any station on the O.T.R. There you will find that a crowd of people is standing before the window and the Booking Clerk comes only fifteen minutes before the arrival of the train, and confusion and chaos prevail. The pickpockets relieve the passengers of their belongings. I would give you an example in this connection. One of my acquaintances wanted to get into the train which was very much over-crowded. He found a constable known to him sitting there. When he was able to enter the compartment somehow and take his seat there, the constable enquired how much money he had in his pocket and told him that he was going to be pickpocketed. He further asked him whether or not he had Rs. eleven and odd annas in his pocket. You can very well understand how that constable came to know of all this that his pocket contained so many rupees and annas. And this was correct. So we find these things happening before our eyes in this way. Again we see that after purchasing the ticket, we enter the platform and when the train comes it outruns the platform. On an enquiry being made as to what happened, it is learnt that there is no vacuum in the train and hence it could not be stopped at the platform. I know that one day it so happened that the train outran the platform in this manner and the explanations of the driver were to be called for on this account and when the train was brought back, it was detained at the Garbhanaili Station and it was said that there was some engine trouble. Garbhanaili is a single line station. So all the passengers who were likely to reach Purnea before 6 or 6-30 p.m. were held up there and when the train going from this side reached Kasba, it carried that train upto that place and left it there. So such are the conditions prevailing there. What I am referring to probably happened in the month of November or December 1949. Thus the question of punctuality does not arise there. We know that you have done a lot and all this is true. But all this does not exist there.

Another thing which I want to say is that just as you have introduced the 'Janata Express' trains on this side and for which people praise you, you should also introduce similar trains on that side. Take the case of Manihari. We know that Katihar station is situated at a distance of not more than 15-20 miles from Manihari Ghat and it takes six to seven hours to cover that distance. The steamer reaches Manihari Ghat at eight or half-past eight. Those persons who want to go from Sahib Ganj to Purnea, shall have to leave that place early in the morning by the 5 o'clock train and thus a passenger boarding the train in the early hours of the morning reaches Katihar at about 2 p.m. and it is a distance of not even 20 miles. So you can realize that the whole day is spent in covering this distance of 20 or 30 miles. I have explained this thing from the point of view of a passenger. Similarly there are other matters regarding engines and carriages etc. The whole thing is handled promiscuously and there is no regular system in vogue there. The time of the departure and arrival of the train is also not known. The attention of our hon. Minister was also drawn towards this aspect that peculiar conditions are prevailing there. Therefore I would urge that you should devote some attention towards this aspect also. You have also got the budget provision. You have

[Shri P. G. Sen]

stated that there is a programme for the building of 1000 metre gauge wagons. But this will be seen later on. You should know that strange conditions are prevailing in my district of Purnea. Owing to the transshipment difficulties there, the jute growers have to suffer a loss of Rs. five to six per maund because no transshipment can be made at that place. For this reason, the people who purchase this commodity do so at a lesser rate of Rs. 5 or 6 per maund. This loss is sustained by our jute growers.

Now you may see our latrines. You will not find even plain earth at any place on the platform. Although space has been provided for keeping the earth, nothing is placed there and it is lying vacant. Nobody would like to enter the lavatories. The lavatories present a ghastly appearance. These are painted with coal-tar. A person feeling the necessity of going to the lavatory is placed in a fix whether he should get into the train or the lavatory situated on the platform or go outside. Similarly, no lighting arrangements exist there and if there is anything that is in the train only. So such are the conditions prevailing there.

Further, I wanted to say that the ice-vendors travelling in the train carry passengers in their compartments. This is a fact and this practice should be stopped. But I do not mean to say that the ice-vendors should be removed from the train.

Shri Iyyunni (Travancore-Cochin): It gives me very great pleasure to congratulate the Minister for Railways for the Budget he has presented to the House. I am sure, after the war, there has been a good deal of confusion and irregularity going on in all walks of life and in very many Government departments. Those who have read the histories of any Council that deal with periods after any kind of revolution or change of Government would have found that that is the time when there has invariably been a lot of confusion and deterioration. It is during such a period of confusion that our Minister took charge of this portfolio. I am sure with his wide experience both in administration and state-craft, he has been able to bring about order out of chaos and has placed the department on a sound footing from the point of administration and finance. It may be that the order he has brought in may not have been quite perfect. It cannot be denied that he has laid the foundation for a progressive state of affairs. That is what he claims to have done. Nobody will dispute that claim is only deserved. In the course of his speech he has conceded in very many places that much improvement remains to be effected. The last sentence itself will show what I mean. He says: 'I have done something. But I have to do much more'. It is this spirit that permeates the entire speech. So far as the condition of the employees on the railways is concerned, he says he has done very much for them and that there is very much room for improvement. In the year 1938 productivity of labour was high. Compared with that, productivity is now poor in spite of the fact that much has been done to improve the condition of the employees. Certainly that is a matter which must engage the attention of the hon. Minister.

With regard to the condition of third class passengers, a good deal of improvement remains to be effected. Even now there is much overcrowding particularly in the shuttle trains. There is one matter in which I am particularly interested as I am one who hails from Cochin-Travancore. Hon. Members of the House will find that we have in India 33,000 and odd miles of railways and a population of 33 crores and odd. If we take into account the total population and compare it with the railway mileage, we will find that for every 10,000 people we have only one mile of railway. From this point of view it will be found that Travancore-Cochin has very poor mileage and hon. Members will now realise the need for expansion of the railways in our state. I will show how it is. In Travancore and Cochin the population is 75,00,000. The length of railways is only 140 miles. As per the above mentioned ratio we are entitled to have at least 750 miles of railways. For this reason, I would say that we should have some more miles of railway. At present we are being served by two railway

lines, one running from Shoranur to Ernakulam and the other from Chengotta to Trivandrum. Both of them are lying apart. I would request that the lines may be linked up, by which the two distant portions of the country will be joined together and inland portion will be opened up for railway traffic.

You may probably know that Trivandrum is the capital of the Travancore-Cochin State and it is situated at the very end of this integrated State of Travancore-Cochin. There is a distance of more than 140 miles from Ernakulam to Trivandrum— and Quillon is lying in between. There is a railway line from Quillon to Trivandrum and its mileage is 42 miles. But the distance between Ernakulam and Quillon is about 100 miles. I would earnestly request the Railway Minister to bear in mind that, when new lines are taken up priority will be given to this. Unless a line of the kind I am mentioning is taken up shortly, there will be considerable difficulty for the people from Cochin side to travel towards that side. Moreover, Cochin-Travancore is one of the densely populated countries in India. In some parts it is as much as 2000 per sq. mile. I believe there are very few places in India with so much density of population. That is also an important point to be kept in view by the hon. Minister of Railways.

I will not take long. I will only add that a little more attention has to be paid to improve the condition of the third class passengers.

Delhi is the capital of this country and it is situated almost at the northern-most point of India and it is very far from our country and the result is anything starting from Delhi loses much of its force and vigour by the time it reaches points far away from here. It is a matter of common knowledge that water if it has to pass a long distance, it gets almost dried up on the way. Even so in the case of countries lying far away from Delhi which is the Capital of India that is what is found by actual experience. Amenities, concessions or facilities introduced, the benefit of those improvements generally goes to the countries lying nearer to the Capital. I would request the Government therefore to pay a little heed to requests coming from the Southern corner of India.

श्री ज़ांगरे : आपने जो मुझे यहां पर बोलने का समय दिया उसके लिये मैं आपको बधाई देना चाहता हूँ। वैसे तो बहुत से व्यक्तियों ने यहां पर तरह तरह के सुझाव दिये हैं। अगर आप मुझ से यह आशा करें कि मुझे कोई नया सुझाव देना है तो यह व्यर्थ बात होगी। मगर मैं यहां पर इस लिये खड़ा हुआ हूँ कि आगे मुझे बोलने का अच्छा मौका मिले। सभापति जी, आप यह जान लें कि मैं यहां पर बैठा हूँ इस लिये बोलने के लिये खड़ा हुआ हूँ। आपके सामने मैं दो चार नये सुझाव रखना चाहता हूँ।

पहले तो मैं रेल्वे मन्त्री महोदय को बधाई दिये बिना नहीं रह सकता। इसके बाद इस महकमे में श्रम की स्थिति के बारे में कहूंगा। पहले इस महकमे में स्ट्राइक (strike) की वजह से काफ़ी हम लोगों को क्षति उठानी पड़ती थी। मगर अब लेबर की हालत सुधरने की वजह से यह बात दूर हो गई है। इस ओर हमारे रेल्वे महकमे ने और हमारे माननीय रेल्वे मन्त्री जी ने जो काम किया है उसकी हम प्रशंसा किये बिना नहीं रह सकते। मैं यह कहने में तत्पर हूँ कि अक्सर हम लोग अपने संकीर्ण विचार-धाराओं से यह कहा करते हैं कि हमारे अमुक स्थान में रेल्वे लाइन खुलनी चाहिये। मगर हमको इसके बारे में पहले अपनी आर्थिक स्थिति देखनी चाहिये और उसको

[श्री ज़ांगरे]

सुलझाने की कोशिश करनी चाहिये। हर एक चाहता है कि मेरे यहां नई रेलवे लाइन खुल जाय। लेकिन मैं वैसा आदमी नहीं हूँ। मैं चाहता हूँ कि देश के समस्त हितों, जनता के हितों और लोक उपयोगी कामों के लिये पहिला अवसर दिया जाय। फारेस्ट प्राडक्ट्स (Forest products) और मिनरल वेल्थ (mineral wealth) जहां हो और जिसे उन्नति करने के लिये देश की आर्थिक स्थिति सुधरे, यदि वहां रेलवे लाइनें खुले तो इसके लिये मैं हरगिज विरोध नहीं करूंगा। जहां पर रेलवे लाइन की जरूरत नहीं है वहां पर नई लाइन खोलने के लिये जिद्द करना बेकार बात है।

दूसरी बात जो मैं कहना चाहता हूँ वह है रेल-रोड कोआपरेशन (rail-road cooperation) के बारे में। अक्सर यह देखा जाता है कि जहां पर रेल चलती है उसके साथ साथ मोटर भी दौड़ा करती हैं। इस तरह से रेलवे और मोटर वालों को नुकसान होता है और साथ ही साथ जनता को भी कोई विशेष लाभ नहीं होता। न रेल की ही और न रोड की ही आमद होती है। मैंने नागपुर और रायपुर में इस चीज को देखा है। वहां पर रेलवे और मोटर रोड दोनों साथ ही साथ चलती रहती हैं। मैं तो यह चाहता हूँ कि जिस जगह पर रेल नहीं जाती है उस जगह पर मोटर की सड़कों को तैयार करना चाहिये ताकि वहां जनता को जिस के लिये न तो मोटर की सड़कों का कोई प्रबन्ध है और न कोई रेलों का ही कोई प्रबन्ध है, उनको इससे फायदा हो। जहां हम नई रेलवे लाइन खोलने के लिये जिद्द करते हैं वहां पर हमको नई सड़कों के खोलने के लिये जिद्द करना चाहिये। इससे रेलवे को भी काफी आमदनी होगी और रोड में जो मोटर चलती है उनको भी काफी आमदनी होगी। हर एक गांध में तो रेल पहुंचा नहीं सकते हैं, सड़कें अवश्य पहुंच सकती हैं। मैं चाहता हूँ कि रेल और सड़कें पेरैलल (parallel) याने समानान्तर दिशा पर न जावे बल्कि रोड सड़क रेल की फीडर (feeder) हो। हम रेल पर ही जावे और रोड से तटस्थ याने न्यूट्रल (neutral) हो जावे तो इससे देश के यातायात की उन्नति नहीं हो सकती। रेल रोड कोआपरेशन में ही देश की उन्नति है।

मैं दूसरी ओर मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ। इस देश की जनता ने और आपने देश के हित के लिये, देश की उन्नति के लिये आगे कदम उठाये हैं। मगर मुझे दुःख के साथ कहना पड़ता है यहां के कर्मचारियों ने खास कर के टिकट चेकरों (Ticket checkers) ने अपने कर्तव्य को पूरा नहीं किया। इस तरह से उन्होंने भ्रष्टाचार को बढ़ाया और अपने कर्तव्य से दूर रहे। मैंने यहां तक देखा कि पूरे स्टेशन में जितने भी कर्मचारी हैं उनका एक तरह का गुट्ट इस भ्रष्टाचार में लगा रहता है। इस तरह से वह पैसा कमाने में लगे रहते हैं। उनका गुट्ट कोई लिगलाइज्ड (legalised) नहीं होता। हाल ही में जब मैं इलाहाबाद

से दिल्ली को आ रहा था तो मैंने इलाहाबाद स्टेशन में वहाँ के कर्मचारियों को खुले आम पैसा लेते हुए देखा। गो यू० पी० सरकार ने इस तरह के भ्रष्टाचार को रोकने के लिये पुलिस (police) तैनात कर रखी है मगर वह कर्मचारी उनको भी घोखा देकर इस तरह रुपया पैसा कमाने में लगे हुए हैं। मन्त्री महोदय कहते हैं कि हमने डेढ़ करोड़ रुपया बचा लिया है। मगर आपने यह नहीं बताया कि इन विवेकहीन और कर्तव्यहीन व्यक्तियों और कर्मचारियों को रोकने के लिये आपने क्या किया है। इस तरह से डेढ़ करोड़ से अधिक ये कर्मचारी घूस से अपना पाकेट (pocket) गरम करते हैं और देश की जनता के पैसे का दुरुपयोग करते हैं। हमारी सरकार का काफ़ी मात्रा में रुपया बरबाद हो रहा है। अगर यह रुपया बचा लिया जाता तो सरकार को और भी बचत होती। इसी तरह से और भी कई प्रकारों से हमारी सरकार का काफ़ी रुपया बरबाद हो रहा है। उसके कुछ उदाहरण मैं यहाँ पर देता हूँ।

पहिला कारण तो यह है कि हमारे रेलवे प्लेटफार्म (Railway platform) तार या लोहे से पूर्ण ढ़िरे नहीं होते हैं। अक्सर रेलगाड़ी या तो स्टेशन (station) के आगे खड़ी होती है या पीछे खड़ी होती है। इससे टिकटहीन यात्रियों को उतरने का काफ़ी मौका मिल जाता है और वह इस तरह से रेलवे कर्मचारियों की आंखों से बचकर प्लेटफार्म के बाहर हो जाते हैं।

दूसरा कारण यह है कि अक्सर रेल गाड़ी, सिगनल (signal) न देने की वजह से खड़ी हो जाती है इससे जो टिकटहीन यात्री होते हैं उनको उतरने का खास मौका मिल जाता है। इस तरह से बहुत से टिकटहीन यात्री रेलवे कर्मचारियों को बगैर टिकट (ticket) दिये चले जाते हैं। अभी मन्त्री महोदय ने कहा है कि हमने इस तरह के जो यात्री रेलों में बगैर टिकट के यात्रा करते हैं उनको पकड़ने के लिये एक विशेष अफ़सर (officer) नियुक्त किया है जो कि रेल में ही यात्रा करता है और इस तरह के भ्रष्टाचार को रोकता है। मगर मैं देखता हूँ कि वह अपना कर्तव्य पूरा नहीं कर रहा है। इस लिये मुझे आशा है कि सरकार इस बात की ओर विशेष ध्यान देगी और सरकार की इस भ्रष्टाचार से जो क्षति हो रही है उसको वह रोकेगी।

अब मैं मन्त्री महोदय को यह बतलाना चाहता हूँ कि तीसरे दर्जे वालों के लिये यहाँ पर काफ़ी जोर दिया गया है पर तीसरे दर्जे पर बोलने की महत्ता इतनी है कि अगर मैं भी यहाँ पर कुछ जोर दूँ और मेरे बाद भी कुछ सज्जन बोले तो मन्त्री महोदय को डिसगस्ट (disgust) नहीं होना चाहिये। इस देश में तीसरे दर्जे की ज़्यादा आवश्यकता है, तीसरे दर्जे के लिये पब्लिक ओपीनियन (public opinion) भी ज़्यादा होती है और उसके लिये क्रिटिसिज़्म (criticism) भी ज़्यादा होता है। तीसरे दर्जे से ही हमारी काफ़ी आमदनी होती है इसलिये हमको चाहिये कि हम तीसरे दर्जे में सफ़र करने वाली जनता को काफ़ी सुविधा दें।

[श्री जांगरे]

में अक्सर देखता हूँ कि वहाँ पर काफ़ी भीड़ डिब्बों के अन्दर रहती है और अक्सर तो देखने में यहाँ तक आया है कि डिब्बों के अन्दर भीड़ होने की वजह से जनता में झगड़ा भी हो जाता है। इसलिये मैं यह चाहता हूँ कि तीसरे दर्जे वालों के लिये काफ़ी सुविधा दी जाय। डिब्बे बढ़ाये जावें।

विज्ञापन के बारे में भी मैं कुछ कहना चाहता हूँ। अक्सर डिब्बों के अन्दर लिखा हुआ होता है कि इस डिब्बे के अन्दर १६ आदमी बैठेंगे और दूसरे डिब्बे में लिखा होता है कि इस में ४० आदमी बैठेंगे। इस तरह से हर एक डिब्बों पर अलग अलग तादाद अनेक भाषाओं में लिखा हुआ होता है। मेरी समझ में तो यह लिखना व्यर्थ है। क्योंकि जिस डिब्बे में १६ आदमी लिखे होते हैं उस में १६० आदमी बैठते हैं। इस तरह से बेकार विज्ञापन बढ़ाना, मैं आवश्यक नहीं समझता हूँ। इसलिये इसको बन्द किया जाना चाहिये।

दूसरी बात में जो चाहता हूँ वह है सोशल गाइड (social guide) के बारे में, जनता की एन्क्वायरी (enquiry) के बारे में। सोशल गाइड और एन्क्वायरी का थर्ड क्लास में होना बहुत जरूरी है। फर्स्ट (first) और सेकण्ड क्लास (second class) में तो लोग पूछा ही करते हैं कि आपको क्या चाहिये, आपको कुछ तकलीफ़ तो नहीं है। क्योंकि जितने फर्स्ट और सेकण्ड क्लास में हमारे देश के लीडर (leader) बैठा करते हैं, उच्च कर्मचारी बैठा करते हैं, यदि वह रुष्ट हो गये तो हमारी समस्या सुलझ नहीं सकती ऐसा स्टेशन कर्मचारी सोचते हैं। इस लिये उनकी खुशामद में लगे रहते हैं। हमारे थर्ड क्लास की जनता जिनसे पैसा अधिक आता है उन पर कोई नज़र नहीं डालता, उसको कोई सुविधा नहीं होती। मैं चाहता हूँ कि सोशल गाइड्स और जितने वर्कर्स (Workers) हैं वह उन पर ध्यान लगायें।

(English translation of the above speech.)

Shri Zangre (Madhya Pradesh): I wish to thank you for the opportunity you have given me to speak here. Various suggestions have been made by many hon. Members speaking before me. To expect me to make any new suggestion therefore, will be an idle hope. Still I stand to speak so that I may receive some consideration and catch eye of the Chair in future.

Before I touch upon the labour situation with reference to this Department, I cannot but congratulate the hon. Minister of Transport and Railways. Previously we often suffered an appreciable loss due to the labour-strike in this Department. That difficulty, however, has been overcome because of the general improvement in the overall conditions of the labour. We have nothing but praise for the hon. Minister and his Ministry for their performance. I am justified to submit that, actuated by a narrow impulse, not infrequently, we demand opening of a new railway line in certain places of concern to us. The primary necessity, however, is that we look to our financial limitations first and try to bring it, on a more sound footing. Unlike everyone else, I am not the person wishing to have a railway line passing through my place. I consider that priority should be given to the interests of the country as a whole and other activities conducive to the general welfare of the people at large. We have better give due consideration to construct a line first in those places which are rich with the forest products and mineral wealth—the development

of which will go a long way to improve the general financial position of the country I will never oppose such an idea. It is, however, an idle thought to persist in a demand for a line where there is a no necessity of that.

Next to that, I have to say something in connection with the Rail-Road Co-operation. Not infrequently, it is noticed that a motor-road runs side by side a railway-line. Not only that the people do not gain any additional benefit, such a situation, on the other hand, is of a definite loss both to the Railways and the Motor-Transport. I have had an opportunity to come across a situation of this type in Nagpur and Raipur where the railway-line and the motor road run side by side. I would rather like the construction of motor-roads being undertaken in the places where neither a railway line nor a motor-road already exists. The people of those places will much benefit by an adoption of this course. Instead of pressing for the opening of the new railway-lines, we should demand the construction of new roads. Not only the railways will make much earnings thereby, the motor-transport concerns also will derive a large income therefrom. It is impossible to take a railway track to everyone of our villages, but we can certainly construct a road instead. To my mind, the railway lines and the roads should not run parallel to each other and the roads should rather be in the nature of feeders to a railway line. Little progress can be made with the traffic in the country if we continue to concentrate attention solely on the railways and become indifferent to the construction of new roads. Development of the country is possible through rail-road co-operation alone.

There is another matter to which I want to draw the hon. Minister's attention. The masses of this country in company with you have taken steps forward towards the welfare of the country. But I regret to say that the employees in general and the ticket-checkers in particular have not played their part by way of a faithful discharge of their respective duty. Rather they have provided a fillip to the general corruption. I have even seen the entire staff of a railway station forming themselves into a group to indulge in corrupt practices at every conceivable opportunity. In this way they continue making money. Theirs is certainly not a legalized group. Recently when I had an occasion to travel from Allahabad to Delhi, I saw the employees at the Allahabad railway-station accepting money openly. The U. P. Government has, no doubt, appointed the policemen to prevent such malpractices being exercised, but those people are clever enough even to deceive the police and go on making money. The hon. the Minister took pains to reveal a saving of a crore and a half of rupees but nowhere he has touched upon the preventive measures adopted by him to keep in check these employees who spare none and are devoid of a sense of duty. More than a crore and a half of rupees go to the pockets of these employees who make, this way, a misuse of the public money of this country. The Government are, thus being deprived of large sums of revenue. Had this money been made safe for them they could have effected still further savings. Similarly the Government money is being wasted in many other ways. I will make an endeavour to give some instances in this connection.

The first reason is that our platforms are not fully protected by iron-gratings or fencing-wire. Generally speaking, the trains halt either before the platform or beyond it. The ticketless passengers have, therefore, ample time at their disposal to detrain themselves and, then manage to escape.

Secondly, many a time the trains being refused a signal, have to halt beyond the outer signal-post. This affords an opportune moment for the ticketless passengers to get down the train and to go away without showing their tickets to the railway-employees on duty. The hon. Minister has just informed us of the appointment of a special officer to apprehend such ticketless travellers. The said officer is supposed to travel himself in the train, providing thereby a check on such corrupt practices. But to my knowledge he is not discharging his duty well. Such being the situation, I hope the Government will pay special attention towards this aspect and avoid recurrence of the loss resulting from this type of corruption.

[Shri Zangro]

Now I wish to remind the hon. Minister of the outstanding stress laid on the needs of the third class passengers. In fact, speaking on the requirements of the third class travellers is an issue of such an importance that the hon. Minister should not feel disgusted if I and many other speakers following me also choose to dwell a bit more on this topic. The necessity of third class is felt more keenly than any other class in this country. Comparatively speaking, more weight is attached to the public opinion with regard to the working of the third class and there is also more of a criticism in this behalf. A major portion of the railway income comes from the third class. We should, therefore, concentrate more attention to provide further amenities for the public travelling in that class. I generally find the III class compartments much crowded and because of the congestion there, people begin quarrelling so often. For that reason I want an increased number of these compartments to be put on the rails and further facilities to be provided therein.

I want to say a few words in connection with the publicity aspect also. Generally we find the compartments marked with the words 'to seat 16 persons or 40' or any other number of them. These words are written in many a language. I consider these writings to be altogether useless. In a compartment with marked capacity of 16, one finds as many as 160 persons travelling. I do not think an increase in advertisements of this type to be quite necessary. Hence my demand to put a stop to this practice.

Further, I wish to say something regarding the work entrusted to the social-guides and that in connection with the public enquiries, both of which, needless to say, are very much desirable to be provided in third class compartments. There is no such difficulty with regard to the first or second class travelling. The passengers of these two classes are much cared for and at frequent intervals their comforts are looked after. This is so because the railway employees are under the impression that their position will become unsafe if the leaders and other high-ranking officers travelling in such classes get displeased anyway. They, therefore, continue to flatter such high officers and other well-placed persons. On the contrary, no heed is paid to the third class passengers and they are provided no facilities. I want the social guides and other workers to pay more attention to this category of travellers.

श्री अन्सारी : मैं हिन्दी में बोलना चाहता हूँ इसकी वजह यह है कि जब हमारी ज़बान हिन्दी हो गई है तो हर इन्सान को जो हिन्दुस्तानी है, उसको हिन्दी बोलना चाहिये और इसी लिये मैं भी इसमें कोशिश कर रहा हूँ। साथ साथ मैं यह समझता हूँ कि यह एक ऐसी ज़बान है कि अगर इसको एक बार पढ़ा जाय तो लोगों को इस किस्म की चाखनी मिलती है जिसका कुछ कहना ही नहीं। इसके वास्ते मैं एक कविता सुना देना चाहता हूँ।

अमिय हलाहल मद भरे श्वेत श्याम रतनार,

जिअत मरत झुक झुक परत जेहि चितवत एक बार।

जो इन्सान हिन्दी को नहीं जानता और हिन्दी इस्तेमाल नहीं करता है वह इसके मजे को नहीं जानता। लेकिन जो आदमी एक दफा इसकी कोशिश करेगा तो वह हमेशा ही हिन्दी बोलने की कोशिश करेगा।

मन्त्री महोदय, मैं आपको बधाई देना तो जरूर चाहता हूँ इस लिये कि आपने अपनी कोशिशों से बहुत कुछ रेलवे की चीजों को सुधारा है। लेकिन साथ साथ मैं यह

भी कहना चाहता हूँ कि बहुत कुछ अभी बाकी है। यहाँ की जनता जो ज्यादातर थर्ड क्लास (Third class) की पैसेंजर (passenger) है, उनकी भलाई की बातें बहुत कम हुआ करती हैं। अगर देखा जाय तो जितने लोग थर्ड क्लास से ट्रैवल (travel) करते हैं शायद और दूसरे पैसेंजर नहीं होते। आप अगर उनकी मुसीबतों का खयाल नहीं करेंगे तो आपको मालूम होगा कि बहुत सी खराबी इस थर्ड क्लास से शुरू होती है। जब कोई आदमी किसी स्टेशन से चलता है तो इतनी काफ़ी भीड़ उस थर्ड क्लास में होती है कि दूसरे आदमी घुस नहीं सकते। पहले से इतना अन्तर तो जरूर हुआ है कि पहले लोग छतों और और डब्बों की खिडकियों पर बैठ कर बैठे थे, अब वहाँ नहीं बैठ कर फुट बोर्ड (foot board) वगैरह पर बैठ कर जाया करते हैं। इस तरह से आप देखिये कि गाडी कितनी पैक (packed) हो जाती है। लोग बोरे की तरह ठुसे हुए होते हैं। नतीजा यह होता है कि स्टेशन्स पर कोई दूसरा आदमी वहाँ नहीं घुस सकता है और अन्दर का आदमी बाहर नहीं आ सकता है। और दूसरी बात यह है कि इतनी तकलीफ उन्हीं हो जाती है कि किसी को डायरिया (Diarrhoea) हो जाता है और किसी को कोलरा (cholera) क्योंकि रात को सोने का मौका नहीं मिलता है, किसी को और और क्रिस्म की बीमारियां हो जाती है। लेकिन बीमारियां शुरू वहीं से होती हैं, इस लिये कि थर्ड क्लास (Third class) के डिब्बों को डिसइन्फैक्ट (disinfect) बीच वाले स्टेशनों पर नहीं किया जाता है। अगर किया भी जाता है तो जहाँ वह गाडी खत्म होती है वहाँ पर किया जाता है। अगर कोई बीमारी आदमी को वहाँ हो जाती है तो उसकी बीमारी सिर्फ वहीं तक महदूद नहीं रहती है। उस बीमारी के जर्म (germs) उसके गांव तक पहुंच जाते हैं क्योंकि ज्यादातर गांव वाले ही थर्ड क्लास से जाते हैं। इस लिये कम से कम इतना इन्तज़ाम किया जाये कि बीच के स्टेशनों पर भी रेलों को डिसइन्फैक्ट करने का प्रबन्ध किया जाय और ऐसा किया जाय जिससे लोगों को आराम मिले। कम से कम इतना एहसास करने का मौका दिया जाय कि हमें अब ज्यादा आराम है और हमारी तकलीफ आराम का खयाल तमाम लोगों को है। वह जब देखते हैं कि फर्स्ट क्लास (First class), सैकण्ड क्लास (Second class) और स्पेशल क्लास (Special class) के लोग आराम से जाते हैं तो हसरत की निगाह से उन पर नज़र डाला करते हैं और सोचते हैं कि क्या वह हम से दूसरे लोग हैं, क्या वह हिन्दुस्तानी नहीं है। जब वह देखते हैं कि वह हमारा ही भाई है, सिर्फ इतना फर्क है कि वह ज़रा अच्छे कपड़े पहिने हुए हैं और वह जो देहात के रहने वाले हैं, गन्दे कपड़े पहिने होते हैं तो वह अपनी क्रिस्मत को रोते हैं। हमको यह कहना चाहिये कि उनको ज़रा भी एहसास न हो कि हममें और उनमें कोई फर्क है। इस लिये उनके भी आराम का खयाल कीजिये।

साथ साथ में यह कहूंगा कि मैं जिस जगह से आता हूँ वहाँ बी० एन० आर० (B.N. Ry.) आती जाती है जिसका यह मतलब है कि बी नेवर रेग्युलर (Be Never

[श्री अन्सारी]

Regular)। उसका हमेशा यह हाल रहा है, लेकिन जब इतना लो हुआ है कि कुछ टाइम (time) की पाबन्दी है।]

साथ साथ में यह भी कहना चाहता हूँ कि हमारी जो लेबर (labour) है रेलवे की उमदा भी काफी खयाल किया जाय इस लिये कि अगर उनको आराम मिलेगा, अगर उनकी तन्दुरुस्ती अच्छी रहेगी, अगर वह दिल लगा कर काम करेंगे, अगर वह रिस-पाब्लिक माइन्डेड (responsible minded) हो जायेंगे तो आपकी आमदनी में काफी बढ़ती होगी। आज कल जो कुछ फायदा आपको हुआ है वह उनकी मेहनत का गतीया है। वैगन्स (wagons) का लादना और उनको जल्दी से वहां से हटाना उनका काम है। वैगन्स जिस जगह जाते हैं पड़े रहते हैं लेकिन लादनेवाले नहीं हैं, अगर वैगन्स लोडेड (loaded) हैं तो उतारने वाले नहीं हैं। इसमें होता क्या है कि लेबर के रहते हुए भी यह अपनी एनर्जी (energy) को काम में नहीं लाते हैं। तो मेरा खयाल है कि अच्छा सुपरविजन (suprvision) हो और उन लोगों की एनर्जी काम में लाई जाय इस लिये कि यह नेशनल एनर्जी (National energy) है, इसको काम में न लाने से हिन्दुस्तान का नुकसान है। इस लिये उनका इन्तजाम अच्छा होना चाहिये।

इसके साथ साथ में यह कहना चाहता हूँ कि मैं छोटा नागपुर का रहने वाला हूँ और छोटा नागपुर में खानों और माइन्स (mines) बहुत हैं, लेकिन अफ़सोस की बात है कि रेलवे का नेट वर्क (net work) नहीं है। वहां माल पड़ा है लेकिन हमारी दूसरी रियासतों में और प्रोविन्सेस (Provinces) में यह चीज भेजी नहीं जा सकती। इसकी वजह यह है कि वैगन्स नहीं मिलते हैं, उसका इन्तजाम नहीं है। किस रियासत को या स्टेट (State) को कोयले की जरूरत नहीं है, क्या लोहे की जरूरत नहीं है, सीमेन्ट और अबरक की जरूरत नहीं है? वहां क्या नहीं है, सब कुछ है। मैं तो यह कहूंगा कि हर जगह रेलवे होनी चाहिये। लेकिन इसके साथ साथ यह देखना चाहिये कि जहां पर अपनी मुल्की दौलत जिसकी इन्तहा नहीं है बहुत अधिद; है वहां पर सब से पहले होनी चाहिये। हम सब क्यों न तमाम हिन्दुस्तान में उस दौलत को फैलायें ताकि हमारे तमाम लोग इस दौलत से फायदा उठायें।

इसके बाद में इतना सजश्चन (suggestion) देना चाहता हूँ कि रेलवे में क्या होना चाहिये। पहली बात तो यह है कि हम छोटे छोटे ट्रान्सपोर्ट्स (transports) में भी यानी बसेज (buses) में जात हैं तो मेडिकल (medical) और फ़र्स्ट एड (first aid) रहती है। लेकिन हमारी ट्रेनों में देख लिया जाय कि कहीं भी मेडिकल एड नहीं होती है। अगर कहीं होती भी है तो उनको नहीं मिलती जिनको मेडिकल और फ़र्स्ट एड की जरूरत होती है।

साथ साथ रेस्त्रे पर अफर एक्सीडेंट (accidents) होते हैं, लेकिन अगर इनमें यह होता कि रेलवे एक्सीडेंट इन्शोरेंस (Railway Accident Insurance) होता तो अगर रुपये में आज दो पैसा भी रक लेते, देश का भी फायदा होता और देश की उन्नति भी होती ।

दूसरे यह है कि मैं पब्लिसिटी (publicity) के लिये भी अर्ज करता हूँ । बाहर पब्लिसिटी होती है लेकिन हमें समझना चाहिये कि बाहर कुछ भी लोग जमा नहीं होते हैं, लेकिन रेलवे से तो हर आदमी को ट्रेवल (travel) करना ही होता है । इसलिये क्यों नहीं एक पब्लिसिटी वैन (publicity van) रखी जाय और हर डिब्बे में पब्लिसिटी की जाय कि हम क्या करना चाहते हैं, और देश में क्या हो रहा है और सब को क्या करना है । इससे हमको बहुत फायदा हो सकता है । यहां सिर्फ दो तीन जनता ट्रेनें हैं यह ऊंट के मुंह में जीरा के बराबर है ।

(English translation of the above speech)

Shri Ansari (Bihar): Sir, I wish to speak in Hindi. The reason for this is that Hindi has been declared as our national language and I think it the duty of every Indian to speak in this language now. Out of this consideration, I am going to make an attempt to speak in Hindi. I am also of the opinion that once one gets to know this language, he begins feeling a peculiar charm. I would like to quote a couplet in support of my submission. It is thus :

Amiya halahali mada bhure shweta shyama ratnara,

Jiyata marata jhukajhuka parata jehi chitavati eka bara.

A person unfamiliar with Hindi and its usage cannot be expected to be conscious of the charms that lie therein. But once he has made an initial attempt towards this end, he will always endeavour to speak in this language.

I certainly desire to congratulate the hon. Minister for improving many aspects of the railway working by his repeated efforts. But I will also like to administer a warning that quite a lot remains to be done still. We are usually prone to speak very little of the welfare of the third class passengers. Speaking the truth, the number of people travelling in third class far exceeds the passenger of all other classes put together. If you earnestly consider the hardships generally experienced by the third class passengers, you will be convinced that the origin of much of the rot lies generally there. A person wishing to catch a train at some particular station, will have to encounter an overwhelming crowd of passengers in any third class compartment which makes his or her entry there impossible. No doubt, the situation has improved inasmuch as that people now travel on the foot-boards whereas they used to travel previously on the roofs of carriages etc. In this way you see how much the train gets packed. People are piled upon one another like sacks. The result is that at subsequent stations neither fresh passengers can enter the compartments nor those who are inside can get out. The second thing is that sometimes they fall ill also. As they do not get any opportunity for sleeping during the night time, so some of them get diarrhoea and other diseases. These diseases spread from these very compartments because these third class compartments are not disinfected at the intermediate stations. If they are at all disinfected then it is done at the terminus. If someone catches a disease there then it does not remain confined to

[Shri Ansari]

that particular person. The germs of these diseases reach the distant villages even because mainly the villagers travel by this third class. So at least this much should be done that arrangements be made for disinfecting these compartments at the intermediate stations also so that the passengers may get some relief. They must at least be given an opportunity to feel that they are travelling more comfortably now than before and all the railway officials are paying due attention towards their comforts. When they see the first, second and special second class passengers travelling very comfortably then they cast longing eyes at them and think whether those people are in any way different from them. When they see that those persons also are their brethren and the only difference between them being that they have put on a bit cleaner and better clothes while they being village folk wear shabby ones, then they curse their fortunes. We should make efforts that they must not in the least feel that they are something different from us, and so kindly have consideration of their comforts also.

Besides this I would like to submit that the place I come from is served by the B. N. Railway. The people have nick-named this as 'Be Never Regular' Railway. It has been so since long, at least so much achievement has now been made that some punctuality is being observed.

Besides this I wish to submit that due consideration be made of the comforts of the labour working in the railways, so that if they would keep healthy and get the prime comforts of life then they would work with greater zeal, and if through your efforts they become responsible-minded then the income of your department will surely go up. The surplus that you could show is the result of their labour and hard work. Loading and un-loading of the wagons and shunting them to other places is done by them. Wherever the wagons are sent they are held up for want of labour and even if the wagons be loaded then no labour is available to unload them. The fact is that though the labour is there yet it does not work with energy and zeal. Therefore I think that better supervision be made and the energy and zeal of this labour put to useful purposes because this constitutes our national asset and any loss thereof is definitely a national loss. Therefore better arrangements should be made.

I wish to submit that I come from Chota Nagpur and that area abounds in mines and minerals. But it is a matter of great regret that the area is not served with a net-work of railways. There raw materials are rotting but they cannot be transported to other provinces and states. The reason is that wagons are not made available. Which province or state does not stand in need of coal? Do they not require iron? Do they not want cement and mica? What is not there, but I would say every thing is there. I submit that every place should be connected with railway lines. But besides this we must see that the area to be served first must be that which possesses immense national wealth. Why should not we try to distribute this natural wealth throughout the length and breadth of India so that all the people might reap benefit of it.

After this I beg to give a few suggestions for action. The first thing is that in every bus or mechanised transport medical and first aid things are kept for emergencies. But you would find no such arrangements in our railway trains. If at places such arrangements are present even then those who stand in need of medical or first aid do not get this aid.

Sometimes accidents take place on railways. But had a railway insurance been provided in budget, may that have been only two pice in a rupee, then the country would have benefited a lot and an all round progress of the country made.

Secondly I wish to submit something about the publicity also. The publicity is done outside in the public but it does not attract so many people, but everyone has to travel by railways. So why should not publicity van be kept and publicity

made in every compartment as to what we wish to do, what is our programme what is happening in the country and what is the duty of the people towards the Government etc. This publicity can go a long way to benefit the Government.

Here only two or three *Janata Expresses* are being run, this number is just like a drop in the ocean.

मिस्टर चेयरमैन : आपका समय हो गया, दूसरे मेम्बरों को बोलना है। श्री बी० के० पाणी ।

Mr. Chairman : Your time is up. Other hon. Members have to speak on the subject. Shri B. K. Pani.

श्री बी० के० पाणी : समय तो काफ़ी हो चुका है, फिर भी मैं अपने कुछ विचार ज़ाहिर करना चाहता हूँ और माननीय मन्त्री महोदय ने जो इस आर्थिक संकट काल में सरप्लस बजट (Surplus Budget) पेश किया है और जो हम लोगों को जवाब दिये हैं और जो कुछ मैनेजमेंट (Management) में सुधार किया है और जो आगे के लिये वायदा किया है उसके लिये वधाई देता हूँ।

रेलवे की जो पैसिजर्स (Passengers) से आमदनी है उसका करीब १३ आना थर्ड क्लास (Third class) के मुसाफ़िरो से होता है। अपर क्लास (upper class) के पैसिजर जब यात्रा पर जाते हैं और फ़र्स्ट (First) और सेकण्ड क्लास (Second class) के टिकट बिक चुके होते हैं तो आगे वाले स्टेशन को तार कर दिया जाता है कि अपर क्लास बुकिंग (Booking) बन्द कर दिया जाय। लेकिन उन पैसिजर्स के लिये जो कि ९५ से ९९ फ़ीसदी होते हैं मन्त्री महोदय क्यों नहीं ऐसा करने की व्यवस्था सोचते और क्यों नहीं इस व्यवस्था को उनके लिये काम में लाते।

सफ़ाई के बारे में हमारे बहुत से साथी बोल चुके हैं फिर भी मैं दो एक बातें कहना चाहता हूँ। आप किसी भी स्टेशन पर देखेंगे कि कैरिज डिपार्टमेंट (Carriage Department) के स्वीपर (Sweepers) रहते हैं। अगर आपका कम्पार्टमेंट (Compartment) मैला है तो गार्ड साहब को खबर दीजिये वह तुरन्त कैरिज स्वीपर को लाकर आपका कम्पार्टमेंट साफ़ करा देते हैं। लेकिन यह अपर क्लास में तो होता है, पर थर्ड क्लास में जो कि गन्दगी से भरा रहता है और जिसमें दूर यात्रा करने वालों को बहुत तकलीफ़ होती है, उसको साफ़ करने के लिये कैरिज डिपार्टमेंट का स्वीपर नहीं पहुंच पाता क्योंकि गाड़ी चली जाती है। मेरे पूर्व वक्ता ने प्रोपेगेंडा (Propaganda) के बारे में कहा। मैं भी उस प्रस्ताव को सफ़ाई के लिये करना चाहता हूँ। मैं चाहता हूँ कि जो प्रोपेगेंडा का रूपया है उसको इस ढंग से खर्च किया जाय कि कुछ सोशल गाइड्स (Social Guides) रखे जाय और वह हर कम्पार्टमेंट में यह प्रचार करें कि कम्पार्टमेंट को साफ़ रखना हमारा कर्तव्य है।

दूसरी बात रेलवे के मोनोपली (monopoly) ठेकेदारों के बारे में है जो कि स्टेशन पर खाना पहुंचाते हैं, जैसे कि हमारी तरफ़ ईश्वरदास हैं। उनके खिलाफ़ आवाज़

[श्री बी० के० पागो]

उठाई जाती है, लेकिन न मालूम क्यों रेलवे के अफसर उन पर इतने मुग्ध हैं कि उन पर कोई नज़र नहीं करते और उनके बारे में लोगों की शिकायत के मुताबिक कोई व्यवस्था नहीं होती है। इसलिए हमारी एडवाइज़री कमेटियों (Advisory Committees) के जो मम्बर हैं उनका यह फ़र्ज़ होता है कि वह इस ओर ध्यान दे और मंत्री महोदय इसकी व्यवस्था करें।

इसमें सन्देह नहीं है कि रेलवे हमारी मुख्य कम्युनिकेशन (Communication) है। गये साल बजट में मन्त्री महोदय ने पेश किया था कि नई नई लाइनें खोलने के लिये बहुत से सर्वे (Survey) हो रहे हैं। शायद एक एक सर्वे में लाखों रुपया खर्च होता है। लेकिन हम खास कर बताना चाहते हैं कि इस बजट में उड़ीसा की जो २६ रियासतें मिलाई गई हैं और दूसरी रियासतों में और पार्शियली एक्सक्लूडेड एरियाज़ (Partially Excluded Areas) के लिये रेलवे की कोई योजना नहीं है और यहां पर रेलवे की बहुत कमी है। आप देखिये कि उड़ीसा अन्न के मामले में देश का सप्लस प्राविंस (Surplus Province) है। देश की अनाज की कमी को पूरा करने के लिये उसने इस साल एक लाख ६० हजार टन अनाज दिया है। लेकिन उड़ीसा की रियासतों ने खाद्यान्न लाने की कोई भी व्यवस्था नहीं है और यह रियासतें ही उड़ीसा के अन्नभण्डार हैं।

गये साल कलकत्ता में काउंसिल आफ़ टैक्निकल एजुकेशन (Council of Technical Education) ने यह मत दिया था कि हिन्दुस्तान के सब कल कारखानों में हिन्दुस्तान के युवकों को तालीम दी जाय और सरकार अपने कल कारखानों में उनको प्रिफरेंस (preference) दे। लेकिन उसके बारे में शायद अभी तक कुछ भी नहीं किया गया है, इस लिये मैं मन्त्री महोदय की दृष्टि आकर्षित करूंगा कि सरकार की ओर से ऐसी कोई व्यवस्था हो जिसमें कि युवकों को रेलवे के वर्कशापों (Workshop) में तालीम दी जाय और देश में कुशल कारीगरों की तादाद बढ़ाई जाय। अगर हमारी राष्ट्रीय सरकार ने इसके बारे में कुछ नहीं किया तो देश यह महसूस नहीं करेगा कि यह नेशनल यूटिलिटी कन्सर्न (National Utility Concern) है। इस लिए इसके ऊपर मैं मन्त्री महोदय का ध्यान आकर्षित करूंगा।

दूसरी बात रेलवे ग्रेन शाप (Railway Grain Shop) के बारे में है जिस पर सरकार का बहुत रुपया बरबाद हो रहा है। यह है तो मजदूरों के राशन (Ration) के लिये मगर यहां से अफसरों और कुलियों को तो राशन मिल जाता है मगर मजदूरों को कठिनाई होती है। और वजन में कम देने की शिकायत बराबर होती है। इसके अलावा इन शाप्स में एडल्टरेटेड (adulterated) तेल आदि मिलता है जिससे तरह तरह के रोग फैलते हैं। रेलवे के अस्पतालों में डाक्टर हैं और रेलवे के हेल्थ आफिसर (Health

Officer) भी होते हैं, लेकिन हम नहीं जानते कि वह कमी भी इन शाप्स को देखते हैं और एडल्ट्रेशन करने वालों को सजा दिलवाने की कोशिश करते हैं। इस लिये मैं मन्त्री महोदय का ध्यान आकर्षित करना चाहता हूँ कि जो यह रेलवे ग्रेन शाप्स में करप्शन (corruption) होता है और जो एडल्ट्रेशन होता है इसकी ओर ध्यान दें।

रेलवे एम्प्लॉईज़ (employees) को जो एमनिटीज़ (amenities) दी जाती हैं वह बहुत कम हैं। जो रेलवे के डिस्ट्रिक्ट अस्पताल होते हैं उनमें दो चार बेंड्स (beds) होती हैं वह सिर्फ बड़े अफसरों या क्लर्कों के काम में आती हैं लेकिन जिनके सबब से रेलगाड़ी चलती है उनके लिये बराबर बेंड्स का अभाव रहता है। इस लिये जो रेलवे अस्पतालों में रोगियों के लिये बेंड्स की कमी है उसकी व्यवस्था तुरन्त करनी चाहिये।

दूसरी बात यह है कि बड़े स्टेशनों पर या जहां डिस्ट्रिक्ट हैडक्वार्टर्स (District Headquarters) हैं वहां मैटरनिटी होम (Maternity Home) की कोई व्यवस्था नहीं है। इस लिये उसकी ओर भी मैं माननीय मन्त्री जी का ध्यान आकर्षित करना चाहता हूँ।

मेरे एक साथी ने अभी कहा कि रेलवे लाइन के बगल में लाखों एकड़ ज़मीन पडी हुई है। मैं उस बात को दुहराना नहीं चाहता, लेकिन जो देश में लाखों रुपया ग्रे मोर फूड (Grow More Food) पर खर्च हो रहा है, उस सिलसिले में मैं कहना चाहता हूँ कि अगर इस ज़मीन को किसानों को लीज़ (lease) पर दे दिया जाय तो रेलवे की आमदनी भी बढ़ जायगी और साथ साथ देश के अनाज की भी कुछ उपज बढ़ेगी। इसलिए मैं माननीय मन्त्री जी का ध्यान इस ओर आकर्षित करना चाहता हूँ कि यह जो रेलवे के बगल में ज़मीन पडी हुई है उसको तुरन्त किसानों को लीज़ पर देने की व्यवस्था करें जिससे रेलवे को भी नफ़ा होगा और देश को भी लाभ होगा।

इन शब्दों के साथ मैं माननीय मन्त्री महोदय का ध्यान इन चीज़ों की ओर आकर्षित करना चाहता हूँ।

(English translation of the above speech.)

Shri B. K. Pani (Orissa): Though the time has well advanced, yet still I wish to express my ideas. For presenting this surplus Budget in these days of economic crisis, for his reply to the debate, for the reforms that he has affected in the management and the promises that he has made for the future I wish to congratulate the hon. Minister.

For every rupee of the gross income of the railways nearly annas thirteen are contributed by the third class passengers. When upper class passengers go on journey and if first and second class tickets are sold out then the subsequent stations are telegraphically instructed to stop further booking. But why the hon. Minister does not ever think of introducing and putting into practice this very system for those passengers also who constitute 95 to 99 per cent. of the total number of passengers.

[Shri B. K. Pani]

About the sanitary arrangements my friends have said quite a good deal yet still I wish to submit a few things. At every big station you would find sweepers of the carriage department. If your compartment happens to be dirty and filthy all that you have to do is to inform the Guard and he at once gets the compartment cleaned by the carriage sweepers. This is done in the upper classes only but the sweepers of the carriage department do not find time to clean third class compartments, which are always full of dirt and filth thus causing a lot of inconvenience to the long distance passengers, simply because of the fact that the train steams off in the meanwhile. The previous speaker made a few suggestions about the publicity. I also wish to make suggestions for sanitation. I wish that out of the money set apart for publicity and propaganda some social guides may be engaged and they should make a compartment to compartment propaganda that it is the duty of the passengers to keep the compartments clean and tidy.

The second thing that I wish to submit is about the monopoly holder contractors who provide catering arrangements at the stations just as Eshwar Das is on our side. Complaints are being lodged against these contractors, but I do not know why the authorities of Railway Department are so much enamoured by them that they do not pay attention towards these complaints and so take no action on the complaints lodged against them. Therefore the members of our Advisory Committees are duty bound to pay attention towards this fact and that the hon. Minister also should take suitable action against them.

There is no doubt about the fact that the railways are our chief means of communication. While presenting the Budget proposals last year the hon. Minister had given out that numerous surveys were being conducted for the opening of new railway lines. I think that every survey costs lakhs of rupees. But I would like to submit with all possible emphasis that the present Budget also does not include any proposals for any new project in the 26 merged States of Orissa and the Partially Excluded Areas. There is a great dearth of railway lines in that area. Perhaps you might be knowing that Orissa is a surplus province of our country in respect of food-grains. Orissa has given 60 lakh tons of food-grains to make up the country-wide scarcity of food-grains. But there are no arrangements for transport of food-grains from the States of Orissa and in fact these States only are the granaries of Orissa.

Last year the meeting of the Council of Technical Education held at Calcutta had recommended that technical education be given to the Indian youngmen in all the factories and workshops and the Government should give them preference in the Government factories and workshops. But as far as I know nothing has been done so far in this connection. Therefore I would like to draw the attention of the hon. Minister to the fact that some arrangements be made to impart technical education to the youngmen of the country in the railway workshops and thus the number of expert trained hands be increased. If our national Government would not do anything in this respect then the country would never look upon these workshops to be national utility concerns. Therefore I would like to draw the attention of the hon. Minister on this point.

The second point relates to the railway grain shops whereupon a lot of Government money is being wasted. Though these are primarily meant to give rations to the manual labour but the fact is that though the officers and clerks do get rations yet the labour class finds it highly difficult to get rations and there is always an everlasting complaint about short weighing. Besides this these shops sell adulterated oils etc. which give rise to numerous kinds of diseases. There are doctors in Railway hospitals and the railways have their own Health Officers also but I very much doubt if they ever visit and inspect these grain shops and try to get the persons responsible for adulteration convicted for their offences. Therefore I wish to draw the attention of the hon. Minister towards the corruption, that is quite common in these grain shops, as also towards the adulteration of food stuffs.

The amenities that are given to the railway employees are too less. The railway district hospitals have a few beds only and these beds are utilized only by the officials or the clerks, but for those who actually run these railways there is always a scarcity of these beds. Therefore arrangements should soon be made to increase the number of beds in the railway hospitals.

There is no arrangement for maternity homes at big stations and District headquarters. I wish to draw the attention of the hon. Minister towards the absence of such homes.

A friend of mine has just submitted that millions of acres of land are lying vacant alongside of the railway tracks. I do not want to repeat his words but in connection with the 'Grow More Food Campaign', over which millions of rupees are being spent, I like to submit that if these vacant lands are given on lease to the cultivators then not only will the income of the railways be increased but the production of food-grains in the country would also go up. Therefore I wish to draw the attention of the hon. Minister towards this thing and urge him to make arrangements to give on lease the vacant lands, that are lying alongside of the railway tracks, to the cultivators at an early date. By doing so not only the railway would be able to earn more but the country as a whole would be benefited.

With these words I wish to draw the attention of the hon. Minister towards the points mentioned by me.

Mr. Chairman : Before the House adjourns, I would like to inform hon. Members that the general consideration is over within the allotted time and the hon. Minister in charge of the Railways will reply tomorrow after the question hour is over.

The House then adjourned till a Quarter to Eleven of the Clock on Saturday, the 15th February, 1950.
