

Tuesday,
25th November, 1947

**THE
CONSTITUENT ASSEMBLY OF INDIA
(LEGISLATIVE) DEBATES**

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**First Session
OF THE
CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE)
1947**



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CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE)

Tuesday, 25th November, 1947

The Assembly met in the Assembly Chamber of the Council House at Eleven of the Clock, Mr. Speaker (The Honourable Mr. G. V. Mavalankar) in the Chair.

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS.

NUMBER OF INDIANS APPOINTED AS CHIEF JUSTICES.

252. *Shri S. Nagappa: Will the Honourable Minister of Home Affairs be pleased to state the number of Indians appointed as Chief Justices in the several High Courts in India?

The Honourable Sardar Vallabhbhai Patel: The number of Indian Chief Justices of High Courts including the Oudh Chief Court is five.

Shri S. Nagappa: Sir, may I know whether these Judges are posted in their own provinces or in different provinces?

The Honourable Sardar Vallabhbhai Patel: I can give you a statement from which you will be able to find out. For example in—

Bombay—Mr. Muhammad Ali Chagla is the Chief Justice and he belongs to Bombay:

Allahabad—Mr. Kamala Kant Verma is the Chief Justice and he belongs to the United Provinces:

The Chief Court of Oudh—Mr. Ghulam Hasan who is probably from the same province:

The Punjab—Diwan Ram Lal:

Patna—Sir Clifford Mohan Agarwala.

Shri S. Nagappa: Will the Government at least see in the future that the Chief Justices are posted only from that province to which they belong and not from outside the province?

The Honourable Sardar Vallabhbhai Patel: Am I to understand that in future the Chief Justices should be appointed from outside their own provinces?

Shri S. Nagappa: No, from their own provinces.

The Honourable Sardar Vallabhbhai Patel: The question of the Honourable Member is that Chief Justices should be appointed from the same provinces?

Mr. Speaker: That is the suggestion.

The Honourable Sardar Vallabhbhai Patel: But why in future? The present procedure is the same.

Seth Govinddas: Is the Honourable Member aware that in the Central Provinces the Chief Justice is not only not of that province, but a foreigner? Will the Honourable Member see that no foreigners are made Chief Justices in India now?

The Honourable Sardar Vallabhbhai Patel: If the Government of the province makes a recommendation, certainly it will be considered.

Shri B. A. Mandloi: Will the Honourable Member please state how many non-Indians hold the office of Chief Justice in the Union of India?

The Honourable Sardar Vallabhbhai Patel: Three.

Shri Mihirial Chatterpachyays: Will the Honourable Minister be pleased to state whether an Indian will be posted Chief Justice of the Calcutta High Court instead of an European now holding the post?

The Honourable Sardar Vallabhbhai Patel: In the Calcutta High Court the present Chief Justice is a European. You want an Indian. We will gladly consider the recommendations of the Bengal Government.

STRENGTH AND EXPENDITURE OF INDIAN AND NON-INDIAN ARMY PERSONNEL

253. *Shri S. Nagappa: Will the Honourable Minister of Defence be pleased to state:

- the total number of divisions in the Indian Army;
- the total number of non-Indian Regiments;
- the expenditure that is incurred annually on an Indian soldier and a non-Indian soldier;
- the difference in pay of an Indian and a non-Indian officer of the same rank;
- the total number of non-Indians sent to their homeland after 15th August 1947; and
- the savings so effected?

The Honourable Sardar Baldev Singh: (a) Four.

(b) Presumably the Honourable Member's enquiry is whether there are still British units serving in the Indian Army. If so, the answer is in the negative.

(c) The average expenditure incurred annually on an Indian soldier and a non-Indian (British) soldier is roughly Rs. 1,200 and Rs. 3,000 respectively.

(d) I lay a statement on the table of the House.

(e) 18,762 non-Indians (British Officers and men). This figure is in respect of India and Pakistan. It is regretted that separate figures are not available.

(f) It is regretted that the savings effected cannot be computed as an analysis of the British officers and men by various ranks who have left India is not available.

STATEMENT

There is no difference between the pay of a King's Commissioned Indian Officer and that of a King's Commissioned British Officer paid under the Indian Pay Code. The rates of pay admissible under the Indian Pay Code to a K.C.B.O. and an I.C.O. are however not identical and compare as follows:

Rank	Monthly Rates of Pay.	
	I.C.O.	K.C.B.O.
2/Lt.	Ra. 350	Ra. 385
Lieut.	400 to 450	435 to 470
Captain	450 to 700	555 to 655
Major	700 to 1050	915 to 1035
Lt.-Colonel	1100 to 1400	1525

} plus the allowances shown in the notes below.

Note: In addition, cost of living allowance is allowed at the rates admissible to civilian officers drawing the same rates of pay, but no command pay, staff pay, additional pay, corps pay, family allowance etc. is admissible.

- The rate of pay for a Lt.-Col. includes Command/Staff pay of Ra. 300 p. m. which is admissible to all officers on the old pay code while holding Command or Staff appointments.
- The following additional pay and allowances are admissible:—
 - Indian Army Allowance varying from Ra. 75 for a 2nd Lt. to Ra. 200/- for a Lt.-Col.
 - War Service Increments depending on rank and length of war service. The maximum rate for Majors and Lt.-Cols. is Ra. 138 p.m. and for Captains and below Ra. 102 p.m.
 - Single officers receive lodging allowance varying from Ra. 20 p.m. for a 2nd Lt. to Ra. 75 p.m. for a Lt. Col. Married officers receive family allowance the amount of which depends on the rank of the officer and the size of his family.
 - Certain other additional pay and allowances, e.g., Corps pay, Staff pay, Adjutant's pay, etc., depending on the rank and arm of service, are admissible.

Shri S. Nagappa: Arising out of the answer to clause (f), may I ask the Government whether they will considerably increase the Indian Army from the savings so effected?

The Honourable Sardar Baldev Singh: It is quite clear from the answer. When the British officers and men go we will have plenty of money.

Shri S. Nagappa: When do the Government expect all the British personnel to go?

The Honourable Sardar Baldev Singh: By the end of March next.

Prof. Shibban Lal Saksena: May I know whether any discrimination between Indian and European soldiers in our Army will still continue to be made in the future?

The Honourable Sardar Baldev Singh: There will be no British soldier. So the question does not arise.

Shri S. Nagappa: Will the Government allow the continuance of British personnel even if they offer to serve after 31st March 1948 in the Indian Army under conditions prevailing?

The Honourable Sardar Baldev Singh: I am making a statement in reply to another question on the terms offered to British personnel who will volunteer for employment in the Indian Army.

Prof. N. G. Ranga: What is the position of the new recruitment of British officers?

The Honourable Sardar Baldev Singh: It is all clear in the statement issued by the Government a few days ago.

Prof. Shibban Lal Saksena: Will the Honourable Minister assure the House that in future there will not be any discrimination between the Indian and British personnel in the Army?

The Honourable Sardar Baldev Singh: The question does not arise.

Mr. Speaker: It is unnecessary also.

SCHEME FOR MODERNISATION OF INDIAN UNION ARMY

254. ***Shri S. Nagappa:** (a) Will the Honourable Minister of Defence be pleased to state whether there is any scheme or proposal under the consideration of Government to modernise the present Armies of Indian Union with up-to-date armament and ammunition; if so, when will it come into force?

(b) If the reply to part (a) above is in the negative, what is the reason thereof?

The Honourable Sardar Baldev Singh: (a) and (b). The Indian Army was considerably modernised during the last war but, as the Honourable Member will appreciate, modernisation is a continuous process and the intention is to keep pace with the development of arms and equipment in other countries.

RECRUITMENT TO VACANCIES CAUSED BY DIVISION OF ARMY BETWEEN INDIA AND PAKISTAN

255. ***Shri S. Nagappa:** (a) Will the Honourable Minister of Defence be pleased to state what portion of the Army has been sent to Pakistan as a result of the division of the country into Pakistan and the Indian Union?

(b) Do Government propose to fill up the vacancies so caused by recruiting from the demobilised soldiers?

(c) If so, when, and if not, why not?

The Honourable Sardar Baldev Singh: (a) The question is not quite clear. Of the combined Army roughly about one-third has gone under Pakistan Government. This did not, however, involve the despatch from India to Pakistan

of one-third of the Army located in India. More troops have come or are due to come to India from Pakistan than the number of troops which have left or are leaving India for Pakistan.

(b) No, Sir.

(c) It is considered that the forces allotted to India are adequate as India's peace-time Armed Forces.

Shri S. Nagappa: In view of the fact that we are experiencing disturbed conditions throughout India, and in view of the fact that one-third of the army has gone to Pakistan, will the Government consider the advisability of filling up the one-third deficiency by fresh recruitment?

The Honourable Sardar Baldev Singh: If the Government so decides we will have to recruit more soldiers. As I have already stated, at present the existing forces are considered adequate for the defence of the country.

Prof. N. G. Ranga: By what time will this movement of troops between the two Dominions—our troops which are to come from Pakistan and their troops which are to go from India—be completed?

The Honourable Sardar Baldev Singh: Latest by the end of December.

Pandit Lakshmi Kanta Maitra: Is it a fact that there are large quantities of military equipment in Pakistan which could not be brought to India?

The Honourable Sardar Baldev Singh: Some equipment is in Pakistan, but whatever is our share, is coming to India.

Pandit Lakshmi Kanta Maitra: I am asking the Honourable Minister if it is not a fact that large quantities of equipment are in Pakistan which the Indian Government has not been able to bring back so far?

The Honourable Sardar Baldev Singh: That may be so, but we have also in India vast stores which we have not been able to despatch to Pakistan.

Shri H. V. Kamath: In view of the fact that vacancies have been caused in the Indian army by sending some of the men to Pakistan, may I know if any of the vacancies have been filled by men of the Indian National Army?

The Honourable Sardar Baldev Singh: The question of filling up the vacancy does not arise, as we do not propose to start fresh recruitment at this stage.

Prof. N. G. Ranga: Is there any ban on the recruitment of I.N.A. men into our army?

The Honourable Sardar Baldev Singh: The question has not arisen so far, because we have not recruited any new men.

Pandit Lakshmi Kanta Maitra: Have Government laid down any policy in regard to that? This question has been so much debated on the floor of this House during the past, may I know from the Honourable Minister if his Department has gone into the whole question and has issued a directive or enunciated any policy with regard to the future recruitment of these men?

The Honourable Sardar Baldev Singh: The question of the employment of the I.N.A. men in the regular army is under the consideration of the Government. No decision has been taken as yet.

Prof. Shibban Lal Saksena: How long will it take them to come to a decision?

The Honourable Sardar Baldev Singh: There are several factors involved. If we have to employ the I.N.A. men in the regular army, we have to declare them as prisoners of war and all the facilities that are due to prisoners of war would have to be given to them. That question is under examination. When all the details are available, the question will come before Government for a decision.

Prof. N. G. Banga: Has any effort been made to expedite the matter and come to an early decision?

The Honourable Sardar Baldev Singh: Yes, Sir.

NUMBER AND EVACUATION OF EMPLOYEES IN PAKISTAN OPTING TO SERVE INDIA

256. *Mr. B. K. Sidhwa: Will the Honourable Minister of Home Affairs please state:

(a) the number of Government employees with the names of Departments in the Dominion of Pakistan who agreed to opt out to the Dominion of India;

(b) the number of employees who have actually arrived in the Dominion of India, up to the end of October 1947;

(c) how many still require to be evacuated from the Dominion of Pakistan;

(d) how many of them have actually joined the services; and

(e) whether all the Departments now work normally; and if not, when Government intend to bring them to normal level?

The Honourable Sardar Vallabhbhai Patel: (a), (b), (c) and (d). A statement is laid on the table of the House.

(e) All the ministries are working normally though they are not yet upto normal strength.

STATEMENT

Ministeries.	The number of Govt. employ-ees agreed to opt out for the Do-minion of India.	The number of Govt. employ-ees actually arrived in the Dominion of India.	How many still require to be evacuated from Pakistan ?	How many of them have actu-ally joined the services ?
(a)	(b)	(c)	(d)	(e)
Agriculture	316	205	111	189
	49	47	2	47
	12	10	2	10
Commerce	32	29	1	29
Communications	211	170	41	170
	149	137	12	134
	9000	8000	1000	8000
	2	1	1	1
Defence	77	3	5	3
	121	116	74	6
E.A. & C.R.	221	..	221	..
Education	33	23	10	23
Finance	835	..	..	35
	1717	1323	394	123
	963	963	..	63
Finance (Defence)	3122	..	..	192
Food	70	36	34	36
Health	145	104	41	91
Home Affairs	..	..	..	..
I. & B.	1	1	1	..
I. & S.	193	173	20	167
Labour	2	..	1	..
	352	146	206	146
Law	26	..	..	5
Railways	1,26,000	1,08,400	17,600	1,03,000
R. & R.	..	..	..	..
States	1	..	..	..
Transport	5	7	1	7
W. M. & P.	..	..	..	..
TOTAL	1,43,157	1,19,894	19,778	1,16,787

ANTI-INDIA PROPAGANDA IN AMERICAN PRESS.

257. *Mr. E. K. Sidhwa: (a) Will the Honourable Minister of Information and Broadcasting please state what steps have Government taken to counteract the one-sided report sent by American Correspondents in India to the American Press about the situation in India?

(b) Has our Ambassador in the United States taken steps to contradict this one-sided report?

(c) If not, do Government propose to do the needful in the matter?

The Honourable Sardar Vallabhbhai Patel: (a), (b) and (c). In the absence of any specific mention of the report and the correspondent concerned I regret I am unable to reply to this question.

Mr. E. K. Sidhwa: Is it a fact that only one-sided reports have actually appeared in various foreign newspapers, of which the Government must be already aware?

The Honourable Sardar Vallabhbhai Patel: Government is aware of the fact that several foreign correspondents have sent unfortunately tendentious, exaggerated and one-sided reports.

Shri B. Das: Is there any truth that when Pakistan and India were separated the B.B.C. representatives in India took photographs and circulated gruesome false tales in America about atrocities in India? What steps have Government taken to represent to the British Government that the B.B.C. representatives should not tell such lies?

The Honourable Sardar Vallabhbhai Patel: If reporters have taken photographs there is no censorship in our country so far as foreign correspondents are concerned. There is complete freedom in external publicity. We cannot prevent it.

Shri B. Das: I have been alluding to the fact that the B.B.C. representatives circulated in the American press false informations. That is what I have been alluding to.

Prof. N. G. Ranga: Have Government been sending out any daily news bulletins to all our embassies abroad, so that it may be possible for them to make them available to as many papers in other countries as possible as well as correspondents on that side?

The Honourable Sardar Vallabhbhai Patel: We do supply correct information. Daily cables are being sent to our Information Officers and to our ambassadors in the countries concerned. Apart from the daily information that is supplied by cable, steps have also been taken to remove misunderstanding and to spread correct information. Foreign correspondents have been contacted here by me personally and by the Prime Minister and we have often drawn the attention of foreign press through their accredited representatives to the necessity of giving factual and objective information and not to put false or exaggerated colours on news in order to create a wrong impression. Besides press conferences have been held by the Prime Minister and considerable publicity is given to these press conferences where correct facts are stated.

Shri Deshbandhu Gupta: May I know if the Honourable Minister's attention has been drawn to the fact that the Associated Press of India, which is a part of Reuters, has been sending out different versions of the same happenings to papers in Pakistan and in India; particularly in regard to Kashmir the reports emanating from the A.P.I. appearing in the "Dawn" and other papers published in Pakistan are a different version of the same happenings as they appear in the Indian papers?

The Honourable Sardar Vallabhbhai Patel: Once it is agreed that Pakistan and India have different angles of vision and different points of view that two representatives naturally send out different reports.

ERADICATION OF CORRUPTION AND BLACK-MARKETING

258. *Mr. E. K. Sidhwa: (a) Will the Honourable Minister of Home Affairs please state what steps have Government taken to stop corruption and black-marketing?

(b) Have Government adopted a definite policy to eradicate this evil?

(c) If so, what steps have been actually taken by Government in this direction, beyond few periodical incidents detected by officials?

(d) Do Government intend to adopt a definite policy in this matter?

The Honourable Sardar Vallabhbhai Patel: (a), (b), (c) and (d). I would invite Honourable Member's attention to the existence on the Statute Book of the Special Police Establishment Act 1946 and the Prevention of Corruption Act 1947. These Acts implement a definite policy in the matter and if the Honourable Member will care to study the debates leading to the passage of the respective Bills, he will appreciate that Government have a definite policy in the matter and also the means of implementing that policy.

DIVISION OF ASSETS AND LIABILITIES BETWEEN INDIA AND PAKISTAN

259. *Mr. E. K. Sidhwa: (a) Will the Honourable Minister of Finance please state whether Government have laid down any policy and adopted any principles in connection with the division of assets and liabilities between the two Dominions?

(b) How do Government propose to meet the liabilities of the Government promissory notes, postal certificates and other assets between the two Dominions?

(c) Will the Currency and Government papers held by the people of one Dominion be exchanged and cashed by the people of the other Dominion?

(d) If the answer to, part (c) above be in the affirmative, what conditions would be imposed on them?

(e) Up to what period, the Indian money in coin or paper, will be common to both the Dominions?

(f) What will be the conditions under which each Dominion can use its own Currency after the cessation of the period referred to in part (e) above?

(g) How will the people of both the Dominions be affected by the new Currency conditions?

The Honourable Shri E. K. Shanmukham Chetty: (a) A copy of the terms of reference of the Expert Committee which dealt with the division of assets and liabilities giving the principles of the division is laid on the table.

(b) Under para 9 of the Indian Independence (Rights, Property and Liabilities) Order all loans, guarantees and financial obligations of the late Central Government have been placed on the Indian Dominion subject to Pakistan making an equitable contribution. The amount of this contribution still remains to be determined. In regard to Postal Savings Bank deposits and Postal Cash and other certificates it has been agreed that each Dominion will take over liability for the outstandings in its area on the date of the partition.

(c) to (g). I would invite the attention of the Honourable Member to the Pakistan (Monetary System and Reserve Bank) Order, 1947. The position briefly is that there is no change till the 31st March 1948 after which separate notes and coins will issue in Pakistan although India notes and coins will continue to be legal tender in Pakistan in accordance with the provisions of the said Order. Arrangements and conditions in regard to the exchange of currency between the two Dominions after 31st March 1948 are under consideration.

Terms of Reference of Expert Committee No. II—Assets and Liabilities.

- (1) To compile lists of assets by broad categories showing value and present location.
- (2) To make recommendations as to the division of assets between the two successor Governments. The general principle should be to secure the greatest good of the two States, but if there are disputed claims for fixed assets, like plant and machinery, the removal of which might be detrimental to the interests of the other Government, the facts of each case should be reported for consideration by the Partition Council.
- (3) When division is impracticable, to make recommendation either for mutual assistance or for joint administration or for any other arrangement for such period as may be necessary.
- (4) To make recommendations in regard to the financial settlement between the two Governments arising from the above as well as from an allocation of the public debt, pensions and other liabilities.
- (5) To recommend measures for giving effect to any transfer of assets after the recommendations have been accepted by the Partition Council.

Shri Ajit Prasad Jain: Arising out of the answer to part (e) may I ask whether the Honourable Minister is aware that citizens of the Indian Dominion who are in possession of defaced or mutilated notes of one rupee, five rupee, ten rupee or hundred rupee denominations issued by the Lahore Office are told by the Reserve Bank here that they should present them at Lahore for exchange with good ones. If so, in view of the conditions prevailing at the moment, whether Government do not think that it is not possible for such note-holders to present them at the Lahore Currency Office and that there is consequently a good deal of nervousness in the market?

The Honourable Shri B. K. Shanmukham Chetty: If the Honourable Member will pass on that information to me in writing I will make enquiries.

Pandit Lakshmi Kanta Maitra: Has the Honourable Minister got with him figures relating to the postal cash certificates and national savings certificates that have fallen into Pakistan?

The Honourable Shri B. K. Shanmukham Chetty: That information is not available with me just now.

Shri M. Ananthasayanam Ayyangar: Will the Honourable Minister place before the Standing Finance Committee the proposed standing agreement between India and Pakistan on currency and exchange matters, before it is finalised?

The Honourable Shri B. K. Shanmukham Chetty: These are matters for the Partition Council and finally for the Arbitration Tribunal to decide. But I have no objection to place the information before the Standing Finance Committee if desired.

Pandit Lakshmi Kanta Maitra: Do I take it that the Honourable Member's Department would be collecting the necessary data regarding the total holdings of savings bank cash certificates and national savings certificates, before the next session?

The Honourable Shri B. K. Shanmukham Chetty: If the Honourable Member will 'put down' the question I shall endeavour to get the information.

Shri M. Ananthasayanam Ayyangar: The Honourable Minister said that even after 31st March 1948 the Indian currency will be freely allowed in Pakistan. May I know whether the currency of Pakistan will be legal tender in India after the 31st March 1948?

The Honourable Shri B. K. Shanmukham Chetty: The Indian notes will be legal tender in Pakistan only up to 1st October 1948 and not indefinitely. After that period they will be accepted only in treasuries for exchange for another six months. They are not intended to be legal tender indefinitely at all.

Shri M. Ananthasayanam Ayyangar: What about Pakistan currency?

The Honourable Shri R. K. Shanmukham Chetty: It would not be legal tender in India.

Mr. R. K. Sidhwa: Cannot the defaced notes from Pakistan be accepted in the Indian Dominion until the Stand-still Agreement exists?

The Honourable Shri R. K. Shanmukham Chetty: I do not see how this difficulty has arisen, because no notes have been issued by the Dominion of Pakistan. I think there are some rules of procedure for getting a defaced note-exchanged. As I told the Honourable Member, if he will pass on the information regarding any difficulty experienced in this direction I will certainly make an enquiry about it.

Shri Aft Prasad Jain: I have got a one rupee note with me on which is stamped that it should be presented at the Lahore Office, and I want to make a representation of it to the House.

Mr. Speaker: The Honourable member may do so, but that would not be a question.

NATIONAL MILITIA FOR DEFENCE OF INDIA AND HER BORDERS

260. *Mr. R. K. Sidhwa: (a) Will the Honourable Minister of Defence please state whether Government of India have adopted any policy for giving training to those who intend to join the Military Force?

(b) What steps Government propose to take to start National Militia?

(c) What steps have Government taken for the purpose of defending the Borders of India and also the Dominion of India, as a whole, in the event of an attack?

The Honourable Sardar Baldev Singh: (a) and (b). The question is under consideration of the Government.

(c) Government are alive to their responsibilities in regard to the defence of the Country and the adequacy of defence arrangements is all the time under examination. It is however considered not desirable to disclose defence plans.

EXPANSION OF UNIVERSITY TRAINING CORPS AND AUXILIARY CORPS

261. *Shri Debi Prasad Khaitan: Will the Honourable Minister of Defence be pleased to state:

(a) whether Government are considering the desirability of extending the activities of the University Training Corps to include every college-going boy to join it;

(b) the steps which Government are taking to establish a National Militia to help the Government both against foreign aggression as well as for the maintenance of peace inside the country, and also to give training in discipline to adult boys according to their capacity, in the various branches of military requirements; and

(c) the steps which Government are taking to utilise the services of girl students and other suitable women by forming Auxiliary Corps and introducing other supplementary activities to help the various branches of Defence?

The Honourable Sardar Baldev Singh: (a) and (b). The whole question is under the active consideration of Government.

(c) There is no such proposal under consideration at present.

LOANS TO PAKISTAN BY INDIAN BANKS

262. *Shri Debi Prasad Khaitan: Will the Honourable Minister of Finance be pleased to state:

(a) under what procedure and guarantee loans have been given by Indian Banks in Pakistan under the standstill Agreement up to 31st March 1948; and

(b) under what procedure and guarantee loans can be given by Indian Banks including the Reserve Bank of India to Pakistan for periods extending beyond 31st March 1948?

The Honourable Shri E. K. Shanmukham Chetty: (a) Government have no information regarding loans if any made to the Pakistan Government by Indian banks.

(b) So far as the Reserve Bank is concerned, loans are subject to the provisions of the Reserve Bank Act and the Pakistan (Monetary System and Reserve Bank) Order, 1947. As regards loans by other banks, it is presumed that they will be on usual business principles.

WORKING OF ARMAMENT FACTORIES IN INDIA

263. *Shri Debi Prasad Khaitan: Will the Honourable Minister of Defence be pleased to state:

(a) whether it is a fact that, before India got Independence, the Armament factories in the country were interfered with by the removal of equipment and of personnel;

(b) whether all the armament factories in India are still in a working condition, and if not, the number of factories that are in good working condition;

(c) whether Government propose to consider the desirability of working the armament factories to their full capacity, either by the manufacture of defence materials, or by the manufacture of goods required by the civilian population; and

(d) whether Government propose to consider the possibility of permitting, under suitable conditions, private enterprise to manufacture arms and ammunition?

The Honourable Sardar Baldev Singh: (a) There has been no such interference with any factory selected for postwar retention.

(b) All postwar factories are operating satisfactorily and in sound working condition under the supervision of civilian technicians except Ordinance Factory, Khamaria, which is a reserve Small Arms Ammunition and Shell filling factory and which is retained on a care and maintenance basis.

(c) The matter is receiving attention.

(d) Yes, Sir.

SUBSTITUTION OF "INDIANS" OR "BHARTIS" FOR "NON-MUSLIMS"

264. *Shri Debi Prasad Khaitan: Will the Honourable Minister of Home Affairs be pleased to state:

(a) whether Government are aware that even now Indians who are not Muslims continue to be called non-muslims in official circles;

(b) whether Government are aware that Indians in general resent being called non-muslims; and

(c) whether Government propose to consider the question of calling Indians in general by some more suitable name e.g., Indians or Bharatis?

The Honourable Sardar Vallabhbhai Patel: (a) As far as I am aware, persons resident in India, irrespective of the community to which they belong, are referred to in official documents as Indians unless in any particular context it is necessary to specify the community.

In view of this reply, clauses (b) and (c) of the question do not arise.

EDUCATION OF INDIAN STUDENTS ABROAD

265. *Shri B. A. Mandloi: Will the Honourable Minister of Education be pleased to state:

(a) the names of places in foreign countries at which educational facilities exist for the Indian students;

(b) the number of students receiving education at these centres during the years 1945-46 and 1946-47; and

(c) the number and value of scholarships given by the Central Government to students for studies in foreign countries?

آنریبل مولانا ابوکلام آزاد : اس سوال میں جو باتیں پوچھی گئی ہیں - انکے لئے دو ۲ استہتمینت تہہل پر رکھدیئے گئے ہیں - ایک سوال (a) اور (b) سے تعلق رکھتا ہے - اور دوسرا (c) سے -

The Honourable Maulana Abul Kalam Azad: Two statements showing the required information, one in respect of the portions (a) and (b) of the question and the other in respect of the portion (c) are placed on the table of the House.

S. No.	Name of the Institutions where educational facilities exist for Indian students	Number of students receiving education during						Total					
		1945-46			1946-47								
		Central Govt. students	Prov. Govt. students	Indian States students	Private students	Total	Central Govt. students		Prov. Govt. students	Indian States students	Private students	Total	
118	Hannah Dairy Research Institute	2	1	...	...	3	2	1	...	3	...	...	3
119	Huddersfield Tech. College	1	...	...	...	1	1	...	...	1	...	...	1
120	Imperial College of Science & Tech. London	20	8	...	...	28	24	18	...	42	...	...	42
121	Imperial Chemical Institute Bellingham	4	...	...	...	4	4	...	...	4	...	...	4
122	Institute of Education, London	5	13	...	...	18	4	14	4	22	...	4	22
123	Jesus College, Cambridge	1	...	...	...	1	1	...	...	1	...	...	1
124	King's College, London	2	10	...	...	12	2	6	2	10	...	2	10
125	King's College, Newcastle	3	...	...	...	3	3	...	...	3	...	...	3
126	King's College of Household Science	...	...	...	...	...	1	...	...	1	...	...	1
127	Leeds University	12	12	3	...	27	13	14	3	29	...	...	29
128	Liverpool University	8	7	3	...	18	7	8	3	18	...	...	18
129	London School of Economics	3	4	...	...	7	6	4	...	10	...	...	10
130	London School of Printing	1	...	...	...	1	1	...	...	1	...	...	1
131	Manchester University	19	20	2	...	41	20	18	0	47	...	...	47
132	Marine Biological Association Plymouth	2	...	...	...	2	2	...	...	2	...	...	2
133	Marconi College of Wireless, Chelmsford	6	3	...	...	9	6	3	...	9	...	...	9
134	National Institute of Research, Reading	1	...	...	...	1	1	1	...	1	...	...	1
135	North Staffordshire Technical College, Stoke-on-Trent	3	1	...	...	4	3	1	...	4	...	...	4
136	Northern Polytechnic	1	...	...	...	1	1	...	...	1	...	...	1
137	Northampton College of Tech- nical, Northampton	1	1	...	...	2	1	...	...	2	...	...	2
138	North British Locomotive Co. Glasgow	1	...	...	...	1	1	...	...	1	...	...	1
139	Oxford School of Technology	1	...	...	...	1	1	...	...	1	...	...	1
140	Oxford University	4	7	...	...	11	4	8	2	14	...	2	14
141	Pharmaceutical College London	2	2	...	...	4	2	...	...	4	...	...	4

Number of students receiving educational fees during

S. No.	Name of the Institutions where education facilities exist for Indian students	1946-1946				1946-1947				
		Central Govt. Students	Prov. Govt. students	Indian States students	Private students	Total	Central Govt. students	Prov. Govt. students	Indian States students	Private students	Total
169	Royal Veterinary College, London		4			4	..	5		5
170	Royal Veterinary College, Glasgow		1			1	..	1	..	1
171	Royal Technical Collge, Lancashire		3			3		1		1
172	Woodrich Institute		3	2		5	..	5	..	5
173	Co-operation Union College, Loughborough	1	4			5	1	6	2	9
174	Courtauld Institute of Biochemistry, London.		1			1		1		1
175	College of Estate Management, London.	..	1			1		2		2
176	Royal College of Obstetricians and Gynaecologists, London							1		1
177	Municipal Technical College & School of Arts, Blackburn		..			..		1		1
178	Cambridge University	..	1			1		2		2
179	Dublin University	..	1		1	2		1		2
180	Leicester College of Arts & Crafts	..	2			2		2		2
181	King's College, Aberdeen	..	1			1		2		2
182	Trinity College, Dublin	..	..			..		2		2
183	Medical College, St. Bartholomew Hospital, Southfield.	..	1			1		..		..
184	Rewell Institute of Aberdeen, Bucksburn.	..				..		1		1
185	Royal College of Physicians, Edinburgh.		..			..		1		1
186	Research Laboratory, Harmondsworth.		1			1		3		3
187	Royal Technical College, Salford.	..	3			3		3		3
188	Proberval Educational Institute, London.	..	2			2		1		2

231	(f) China	1	...	1	...	...	...	1
	National Peking University, Peiping							1
232	National Che-kiang University, Hanchow	1	...	1	...	...	...	1
233	National Tsinghua University, Peiping	2	...	2	...	...	...	2
234	National Central University, Nanking	2	...	2	...	...	...	2
235	National Weehow University, Hankow	1	...	1	...	...	...	1
236	College of Art National Peking University, Peiping	2	...	2	...	...	...	2

STATEMENT II

Showing the number and value of scholarships awarded by the Central Government

S. No.	Name of Country	Number of scholarships awarded by the Central Government	Average value of each scholarship for the complete training of the scholar
1	United States of America	486	Rs. 23,350
2	United Kingdom	324	Rs. 15,500
3	France	1	Rs. 15,500
4	Australia	8	Rs. 11,650
5	New Zealand	11	Rs. 11,850
6	China	9	Rs. 9,900

सेठ गोविन्ददास : क्या माननीय मंत्री यह बतालायेंगे कि जिन लोगों की सिफारिश अलग अलग प्रान्तों से इस बात के लिए आई है कि वह विदेश में पढ़ने के लिए भेजे जायं उनमें से अधिकांश अभी तक नहीं भेजे गये हैं। उनकी बाबत गवर्नमेण्ट क्या इन्तजाम कर रही है ?

Seth Govinddas: Will the Honourable Minister please state, if it is a fact that out of the number of the people whose names were recommended by different Provinces for study overseas, quite a large number has not been sent abroad so far? What do Government propose to do in the matter?

آنریبل مولانا ابوالکلام آزاد : کئی دفعوں میں اس میں پیش آ رہی ہیں یونیورسٹیوں میں جگہ ملنے کی دقت اور کچھ شہد گ کی دقت گورنمنٹ اس پر فوری کر رہی ہے۔

The Honourable Maulana Abul Kalam Azad: Many difficulties are being experienced in this connection—want of seats in the Universities and lack of shipping facilities. Government is considering over the matter.

STATES ACCEDED TO PAKISTAN AND INDIA'S RELATIONS WITH STATES NOT JOINING EITHER OF THE DOMINIONS

266. *Shri B. A. Mandloi: Will the Honourable Minister of States be pleased to state:

- the names of the Indian States, which have acceded to the Pakistan Union;
- the names of the Indian States which have not acceded either to the Union of Pakistan or to the Union of India;
- the status of such States which have not joined any of the Union; and
- whether any political or other ties exist between such States and the Government of India and on what basis their relations between the State and the Union Government are regulated?

The Honourable Sardar Vallabhbhai Patel: (a) We have no information.

(b), (c) and (d). Hyderabad is the only State which has not acceded to either Dominion, and discussions are still proceeding between His Exalted Highness the Nizam's Government and the Government of India.

Shri B. A. Mandlot: Is it permissible or open for any State not to join either of the Dominions?

The Honourable Sardar Vallabhbhai Patel: It is open to any State even to commit suicide.

ACCESSION OF NIZAM'S STATE TO INDIAN UNION AND EXODUS OF MUSLIMS TO THE STATE

267. *Shri B. A. Mandlot: Will the Honourable Minister of States be pleased to state:

(a) whether the Nizam's State has acceded to the Union of India;

(b) whether there has been an exodus of Muslims on a very large scale from the units of the Union of India to the Nizam's State; and

(c) whether the large scale exodus of Muslims from the units of the Union of India and migration to the Nizam's State has the concurrence of the Government of India, and if not, what steps have been taken to stop such migration?

The Honourable Sardar Vallabhbhai Patel: (a) No.

(b) There has been some exodus of Muslims mainly from the United Provinces, Central Provinces, Indore and some of the Central India States.

(c) The Provincial Governments and the States concerned are actively discouraging this exodus and have taken measures to check it.

Shri H. V. Kamath: Arising out of the answer to part (a) of the question, may I know whether Government have fixed any deadline for the negotiations with the Nizam?

The Honourable Sardar Vallabhbhai Patel: The date of the deadline is very near.

Shri Deshbandhu Gupta: May I know whether the leader of the Ittehad-ul-Muslemin was invited by the Honourable Minister for negotiations?

The Honourable Sardar Vallabhbhai Patel: Where—in this Assembly?

Shri Deshbandhu Gupta: In New Delhi.

The Honourable Sardar Vallabhbhai Patel: I have not extended an invitation, but if the Honourable Member so desires I shall consider it.

Shri M. Ananthasayanam Ayyangar: There is the movement in Hyderabad to send out all Hindus and replace them by Muslims from outside Hyderabad from the various Provinces. What steps are taken by the Central Government to discourage such a movement?

The Honourable Sardar Vallabhbhai Patel: I do not think there is any such official movement.

Prof. N. G. Ranga: Are not Government aware of the fact that there is a large exodus of non-Muslims from the Hyderabad State owing to the troubles created there by the Ittehad-ul-Muslemin as well as the Administration?

The Honourable Sardar Vallabhbhai Patel: There is some exodus. I cannot say whether it is due to the movement or the organisation concerned. But there is some exodus due to some trouble, and due to panic.

Prof. N. G. Ranga: Have Government received any plan from the Indian Provinces adjoining the Nazam's State to the effect that border incidents are being created by the people of Hyderabad and also the agents of the State, as well as this organisation?

The Honourable Sardar Vallabhbhai Patel: Government have received no complaints, but they have received reports. We have also been informed by them that they are capable of dealing with the situation.

Prof. Shibbanlal Saksena: Has the Honourable Minister drawn the attention of the Nizam's Government to these happenings?

The Honourable Sardar Vallabhbhai Patel: Yes, we have done so.

Shri S. Nagappa: May I ask the Honourable Minister why Government has been particularly so lenient as regards the Hyderabad State in granting time from time to time?

The Honourable Sardar Vallabhbhai Patel: Because it is the biggest State in India and it is in the interests of the people of India as well as of the people of the Hyderabad State to deal with such questions gently, delicately and in a statesmanlike manner.

Shri S. Nagappa: As the time-limit granted has not been in the interests of the people, will the Government at least assure the House that it will not grant any more time so far as Hyderabad is concerned?

The Honourable Sardar Vallabhbhai Patel: I do not think the House needs any assurance because the House knows that no more time will be given than is necessary.

NUMBER OF BRITISH OFFICERS SERVING THE INDIAN ARMY

268. *Seth Govinddas: (a) Will the Honourable Minister of Defence be pleased to state how many British Officers in the Indian Army have agreed to serve in the Indian Army as volunteers under the Supreme Commander?

(b) How many British Officers have offered to serve in the Indian Army after the Supreme Command is liquidated?

(c) What conditions have been offered by Government to those British Officers who want to stay on in the Indian Army?

The Honourable Sardar Baldev Singh: (a) 1,204.

(b) and (c). The terms and conditions of service to be offered to British Officers are contained in the Press Communiqué which was issued on the 20th November 1947. It is too early to say how many British Officers will volunteer for service under these terms.

Seth Govind Das: With reference to clause (c) of the question, Sir, will Government see that first the option of taking officers is given to Indians and not British officers? If Indian officers are willing to come in the vacancies created, first Indians should be appointed and not British officers.

The Honourable Sardar Baldev Singh: Yes, Sir, that is the policy of the Government.

STRENGTH OF STANDING ARMY AND RAISING OF NATIONAL MILITIA IN INDIA

269. *Seth Govinddas: Will the Honourable Minister of Defence be pleased to state:

(a) the strength of the standing army the Government of India propose to maintain in the Indian Union; and

(b) whether there is any proposal before the Government of India to raise a 'National Militia' soon?

The Honourable Sardar Baldev Singh: (a) and (b). The future strength and composition of the army, including requirements for second-line defence, are under consideration.

INDIA'S MEMBERSHIP OF 'EMPIRE DOLLAR POOL'.

270. *Seth Govinddas: Will the Honourable Minister of Finance be pleased to state:

(a) whether Government are aware that India is still a member in the Empire Dollar Pool;

- (b) whether there is any proposal to liquidate the above pool as a whole;
 (c) the share India will get if the Empire Dollar Pool is abolished; and
 (d) whether the Government of India propose to continue in the Empire Dollar Pool any further?

The Honourable Shri B. K. Shanmukham Chetty: In view of the complexity of this subject and of the fact that there is more than one question on the Order Paper today relating to it, I should like, with your permission, Sir, to make a full statement on the subject of the Empire Dollar Pool, which will cover this question and parts (b) and (c) of Question No. 277 and parts (a), (b) and (c) of Question No. 284.

2. The Empire Dollar Pool is a popular way of describing certain exchange arrangements which were in force between members of the Sterling Area. It was customary before the War for a large number of countries (generally referred to as the sterling bloc) to hold almost all their foreign exchange balances in London in the form of sterling. Sterling was then freely convertible into other currencies and therefore countries which held sterling balances could convert them at will into any currency which they happened to need for fulfilling their international obligations. With the outbreak of war and the increasing difficulty caused in securing the convertibility of sterling, this system assumed a degree of rigidity which had not been previously contemplated. By mutual agreement those members of the sterling bloc who continued to be members of what is now known as the Sterling Area sold all their surplus exchange to the Bank of England for sterling and agreed to impose restrictions on the expenditure of non-sterling foreign exchange in order to ensure that the limited resources of the Sterling Area in foreign currencies were utilised to the best advantage in the prosecution of war. The whole of the Sterling Area's holdings of foreign exchange were thus held in one Pool in the custody of the Bank of England and the British Treasury. As the United States dollar was the most important foreign currency in this Pool, this whole arrangement came to be known as the Empire dollar Pool.

3. The restrictions imposed on the expenditure of foreign exchange followed more or less a similar pattern in the whole of the Sterling Area and in this matter the members of the Sterling Area were guided largely by the advice of the Bank of England and the British Treasury. Individual members including India were however free to vary their policy within limits and the final judge of the essentiality of foreign expenditure was always the member country itself. When the Exchange Control of a member country granted the necessary authorisation, the British Treasury never questioned the decision that was taken.

4. From what I have stated above, it is obvious firstly that there is no definite date on which the Empire Dollar Pool was constituted, secondly that as long as the Sterling Area continues in the sense that a certain number of countries Pool their foreign exchange resources in London, the Empire Dollar Pool will also continue in existence and thirdly, that a country's connection with the Pool can only be terminated by its withdrawing from the membership of the Sterling Area.

5. India is still a member of the Sterling Area. It follows therefore that it is still a member of the Empire Dollar Pool. I should like however to point out that there is, as far as India is concerned, a quantitative difference between the incidents of India's membership of the Pool now and her membership of that pool before the coming into force of the Sterling Balances Agreement of the 14th August, 1947. Previously, though India could draw foreign exchange theoretically without limit of amount for all current transactions which she herself regarded as essential, she was bound in practice to abide by the convention for judging essentially common to the whole of the Sterling Area and in practice therefore her liberty to spend

the more difficult currencies was often substantially restricted. Now India is free to follow her own independent policy with regard to what she will or will not purchase from countries outside the Sterling Area without regard to what the general policy of the Bank of England or the British Treasury may be. By virtue of this agreement however our right to withdrawal of dollars and other foreign currency is now limited to the amount of Sterling we may at any time have to our credit at the Reserve Bank's Account No. 1 at the Bank of England.

6. We have no information about the contributions made to or withdrawals made from the Dollar Pool by other members of the Sterling Area. We have however kept an account of India's earnings and expenditure of United States dollars and other difficult currencies, figures regarding which have been given to the House from time to time and more details regarding which I shall give to the House in my Budget Speech tomorrow.

7. As there is no likelihood of the Sterling Area being dissolved, it follows also that the Empire Dollar Pool will not be dissolved. If and when India decides to leave the Sterling Area she will also cease to be a member of the Pool and it will then be a question of negotiation as to the number of Dollars or other currencies she may take into her own possession at the time of her withdrawal. Whether or not India should leave the Sterling Area is a matter which will constantly engage attention.

Seth Govinddas: Will the Honourable Minister be pleased to state whether under the present circumstances the Government has considered whether it would be in the interests of India to remain a member of the Dollar Pool or to leave it?

The Honourable Shri R. K. Shanmukham Chetty: If the Honourable Member's question means whether it is in India's interests to remain a member of the Sterling Area, my answer is that just at present it is to our advantage to remain in the Sterling Area.

Mr. Speaker: In view of the technical nature of the subject and the long statement made in reply, and also in view of the fact stated just now by the Honourable Finance Minister that he is going to make a reference to it in his Budget speech tomorrow, I would request Honourable Members to study the statement rather than go into supplementaries now. That will save time for other questions. I do not mean to suggest that Members are not entitled to put supplementaries but I suggest this to save time.

RECRUITMENT TO INDIAN ADMINISTRATIVE SERVICES AT THE CENTRE AND IN PROVINCES

271. ***R. B. Lala Raj Kanwar:** Will the Honourable Minister of Home Affairs be pleased to state:

(a) the total number of posts created in the Indian Administrative Service at the Centre and in the various Provinces;

(b) the distribution, so far made, at the Centre and each of the Provinces of members of that service; and

(c) the number of vacancies still remaining to be filled?

The Honourable Sardar Vallabhbhai Patel: (a) The fixation of the cadre strength of the Indian Administrative Service is still under consideration in consultation with the Provincial Governments. The Centre has no separate cadre but draws the officers required from provincial cadres.

(b) Officers who have so far been recruited to the Service have been allotted as follows: Assam 2, Bihar 7, Bombay 6, C. P. and Berar 6, Madras 14, Orissa 5, U. P. 20.

(c) The number of vacancies cannot be determined until the strength of the cadre is finally settled.

Shri H. V. Kamath: Sir, may I know on what basis the Provincial cadres have been created?

The Honourable Sardar Vallabhbhai Patel: The Provincial cadre is fixed on the basis of Provincial requirements including deputation reserve for the Centre.

REPRESENTATION OF ORISSA IN THE CENTRAL BOARD OF REVENUES

272. *Shri Lakshminarayan Sahu: Will the Honourable Minister of Finance be pleased to state:

(a) whether there is any representative of Orissa in the Central Board of Revenue; and

(b) if the answer to part (a) above be in the negative, whether Government propose to have one representative from Orissa so far as Income-tax, Customs, and Central Excise, are concerned?

The Honourable Shri E. K. Shanmukham Chetty: (a) and (b). There is no officer in the Central Board of Revenue to represent any particular province as such. It is neither practicable nor desirable to have representatives in the Board on a provincial basis.

INCOME FROM SALE OF OPIUM IN ORISSA

273. *Shri Lakshminarayan Sahu: Will the Honourable Minister of Finance be pleased to state:

(a) the total income from Opium in the Province of Orissa; and

(b) whether Government propose to give back to the Government of Orissa the whole income from the sale of Opium?

The Honourable Shri E. K. Shanmukham Chetty: (a) The Government of India do not derive any income from opium consumption in the provinces. The opium is sold to the Provincial Governments by the Central Government at cost price. The Provincial Governments derive revenue from the sale of opium by levying excise duty, licence fee etc., and the amount of revenue derived by the Government of Orissa during the calendar year 1946 was Rs. 55,36,414.

(b) The question of giving back to the Government of Orissa the whole income from opium sale, therefore, does not arise.

RECRUITMENT AND TRAINING OF CADETS AT DEHRA DUN

274. *Prof. N. G. Ranga: Will the Honourable Minister of Defence be pleased to state:

(a) the procedure to be adopted by the parents who are anxious to send their sons to Dehra Dun to be trained there as Cadets;

(b) whether the political suffering and opinion of parents are any longer a bar to the admission of their children;

(c) whether it is proposed to recruit a larger number of Cadets and if so how many; and

(d) what is the total capacity of the college at Dehra Dun to train the cadets?

The Honourable Sardar Baldev Singh: (a) Parents who are desirous of sending their sons to the Indian Military Academy, Dehra Dun, have to submit their applications to the local military authorities.

(b) No, Sir.

(c) 210 Cadets will be admitted to the next course.

(d) 680.

Shri M. Ananthasayanam Ayyangar: Sir, arising from the answer to clause (b), when the various cadets have the same qualifications, will the Government consider the desirability of choosing those persons who suffered for the cause of the independence of India?

The Honourable Sardar Baldev Singh: Sir, there is no bar—previously there was some kind of bar against those who had taken part in the political agitation—but there is absolutely none now.

Shri M. Ananthasayanam Ayyangar: I am asking the Honourable Member if, instead of being merely satisfied with the passive removal of the bar, whether Government will actively consider helping those persons or choosing them as cadets, provided they have got the same qualifications as others, if their parents had suffered for the cause of India's freedom.

The Honourable Sardar Baldev Singh: Well, Sir, I have stated the policy which is followed at present. The question raised by the Honourable Member is a matter of policy. If the Government adopt it, I will of course have no objection.

Prof. N. G. Ranga: Will Government consider the advisability of taking such a decision?

The Honourable Sardar Baldev Singh: If it is the desire of the House, Sir, I will certainly put it before the Government.

Shri M. S. Aney: May I ask, Sir, whether admission is confined to the qualification of the candidates to be admitted or the qualification of the parents or guardians of the candidate?

The Honourable Sardar Baldev Singh: I have not followed the question.

Shri H. V. Kamath: Sir, do Government propose to train suitable women in the future?

The Honourable Sardar Baldev Singh: There is such scheme at present.

Diwan Chaman Lal: May I know whether the total number of vacancies to be filled at the Dehra Dun College are sufficient to meet the requirements of the Army?

The Honourable Sardar Baldev Singh: No, Sir. We are short of officers and this 210 is the maximum number we can take at present.

Diwan Chaman Lal: May I ask my friend what arrangements Government are making to provide facilities in order to get the requisite number of cadets?

The Honourable Sardar Baldev Singh: The House will remember there is another Report—the National War Academy Report—which will come before the Government very soon which if adopted will meet the total requirements of the Army.

Mr. B. K. Sidhwa: What is the maximum age limit and other qualification required for the cadets?

The Honourable Sardar Baldev Singh: Cadets should be between the age of 18 and 21 and should have passed the Matriculation examination in 1st or 2nd division.

MEASURES FOR PROTECTION OF BORDER AREAS.

275. *Prof. N. G. Ranga: Will the Honourable Minister of Defence be pleased to state:

(a) whether any attempts are being made to develop the border areas' protection policy in the post August 15th set up;

(b) whether any Committee of experts has been appointed to examine the matter; and

(c) whether any special steps are being taken or are proposed to be taken to constitute Civic Guards and invite the voluntary co-operation of the youth of the provinces of the border areas to join the Civic Guards?

The Honourable Sardar Baldev Singh: (a) Yes, Sir. The adequacy of the defence of the new frontiers is constantly under examination and suitable steps are being taken.

(b) The Defence Committee of the Cabinet assisted by the Chiefs of Staff Committee is considering the matter.

(c) The constitution of Civic Guards and voluntary youth organisations for internal security duties is primarily a Provincial responsibility. The question of creating an adequate secondling defence capable of supplementing the regular Armed Forces in the event of an emergency is, however, under the active consideration of the Government of India.

Shri Balkrishna Sharma: May I know if the Government are aware that a few weeks ago the Provincial Governments were always complaining that they did not receive any assistance by way of supply of arms for the home guards which the Provincial Governments were recruiting?

The Honourable Sardar Baldev Singh: All the requirements of arms of all the Provinces have been met, Sir.

گہانی گورنمنٹ سلگھ مسافر: کیا گورنمنٹ اس بات کی ضرورت محسوس کرتی ہے یا اس پر فور کریکٹی ہارڈنر کے اصلاح میں ہر ایک بالغ مرد کے لئے فوجی ٹوپنگ لازمی کر لیا دی جائے؟

Giani Gurmukh Singh Musafir: Do Government feel the necessity or will it consider over the matter for prescribing compulsory military training for every adult residing in the border districts?

The Honourable Sardar Baldev Singh: That is the responsibility of Provincial Governments.

Shrimati G. Durgabai: May I know from the Honourable Member as to what steps Government are taking to utilise the services of women in the various branches of the defence of the country?

The Honourable Sardar Baldev Singh: I am afraid, Sir, it is not possible for me to give a reply to this question, but wherever Government can make use of the services of women they are doing it.

INDIAN RESEARCH SCHOLARS SENT TO FOREIGN COUNTRIES

276. *Prof. N. G. Ranga: Will the Honourable Minister of Education be pleased to state:

(a) whether Sir Ardeskar Dalal's scheme of sending 400 Indian scholars each year to other countries for research is still being pursued;

(b) if so, how many scholars were sent and to what countries in the years 1946-47 and 1947-48 and at what cost; and

(c) whether there are any scholars chosen to be sent to U.S.A., who are still being held up in India for want of shipping facilities or seats in American Universities, and if so, how many?

انڈیہل مولانا ابوالکلام آزاد: (a) کا جواب ہاں ہے۔

(b) اسوقت چلنے Scholar ۲۷-۲۸-۲۷-۲۶ میں مختلف ملکوں میں بھیجے گئے ہیں انکا ٹوٹل نمبر یہ ہے۔

United States	.	.	.	1946-47	.	.	146
United Kingdom	.	.	.	1946-47	.	.	116

Australia	1946-47	5
N. Land	1946-47	1
France	1946-47	2

- ۱۹۳۷-۳۸ میں یونٹائیڈ اسٹیٹس کو ۳۵ طلباء اور یونٹائیڈ کنگڈم میں ۳۲ کئے -
 خرچ کا جو اندازہ کیا گیا ہے وہ یہ ہے ۱۹۳۶-۳۷ کے لئے ۳۸ لاکھ ۵۰ ہزار اور ۱۹۳۷-۳۸
 کے لئے ۱۰ لاکھ ۵۰ ہزار ہوا - ان اسٹار کی تعداد جو یونٹائیڈ اسٹیٹس کے لئے جے کے
 تھے مگر پھرتے نہیں جاسکے - ۱۳۵ ہے - اس میں سے ۱۱۹ اسٹار نہیں جاسکے کہ امریکی
 یونیورسٹی میں جگہ نہ مل سکے - گھارہ اسٹار روک لئے گئے ہیں کہ جہاں میں کوئی
 انتظام نہ تھا -

The Honourable Maulana Abul Kalam Azad: (a) Yes.

(b) Total number of scholars so far sent to various countries abroad against the 1946-47 and 1947-48 selections of the Scheme, is as follows:—

1946-47.	United States of America	...	...	...	...	...	144
	United Kingdom	...	...	...	...	...	116
	Australia	...	...	...	...	...	5
	New Zealand	...	...	...	...	...	2
	France	...	...	...	...	...	1
1947-48.	United States of America	...	...	...	...	...	35
	United Kingdom	...	...	...	...	...	32

The total cost on these students is estimated to be Rs. 38,50,000 (Rupees thirty eight lacs fifty thousand) and Rs. 10,50,000 (Rupees ten lacs fifty thousand) for 1946-47 and 1947-48 respectively.

(c) The number of scholars earmarked for United States of America who are still being held up in India, is 119 for want of seats in American Universities and 11 for want of shipping facilities.

শ্রী. এ. জে. খান্দেকর : जो सरकार की तरफ से विद्यार्थी भेजे गये हैं उनमें मुसलमान कितने हैं, हरिजन कितने हैं, और हिन्दू कितने हैं ।

Shri H. J. Khandekar: Out of the number of students sent on behalf of the Government, how many of them are Muslims, how many of them are Harijans and how many of them are Hindus.

انریبل مولانا ابولکلام آزاد : اس کے لئے نوٹس کی ضرورت ہے -

The Honourable Maulana Abul Kalam Azad: A notice is required for this.

श्रीमती जी दुर्गाबाई : क्या मैं आनरेबल मेबर से जान सकती हूँ कि उसमें कितनी स्त्री विद्यार्थी हैं ।

Shrimati H. G. Durgabai: May I know from the Honourable Members as to how many of them are girl students?

انریبل مولانا ابولکلام آزاد : اس کے لئے بھی نوٹس کی ضرورت ہے -

The Honourable Maulana Abul Kalam Azad: A notice is required for this.

شری اچیت پرشاد جین : کیا یہ واقعہ ہے کہ باہر یعنی یونائیٹڈ کنگڈم جو طلبا

جانہوالے تھے انکو یونیورسٹیوں میں جگہ نہ ملنے کیوجہ سے روک لیا گیا ہے ؟

Shri Ajit Prasad Jain: Is it a fact that the students who were to go abroad, viz., United Kingdom have been held up for want of seats in the Universities?

آنریبل مولانا ابوالکلام آزاد : ہاں دقتیں یہیں آ رہی ہیں۔

The Honourable Maulana Abul Kalam Azad: Yes; the difficulties are being felt.

شری دیش بندھو گپتا : ان دقتوں کو دور کرنے کے لئے کیا کیا جا رہا ہے ؟

Shri Deshbandhu Gupta: What steps are being taken to remove these difficulties?

آنریبل مولانا ابوالکلام آزاد : اس سلسلے میں ہم نے دو کمیٹیاں بنوائی تھیں۔ انکے فیصلے

آچکے ہیں۔ گورنمنٹ اس بات پر غور کر رہی ہے۔ کہ آئندہ اس اسکیم کو کس تہذیب اور روپ سے چلایا جائے۔

The Honourable Maulana Abul Kalam Azad: In this connection we set up two Committees. Their decisions have been received and the Government is considering over the matter as to the future form and method of working this scheme.

سیٹھ گوویندداس : جب یہ دیکھتے ہیں تو بے विद्यार्थी جو अभी तक नहीं भेजे गये हैं क्या उनकी जगह और नये विद्यार्थी चुने जा रहे हैं ?

Seth Govinddas: When these are the difficulties, are some more new scholars being selected in place of those who could not be sent out of India so far?

آنریبل مولانا ابوالکلام آزاد : اس طرح کے کسی واقعہ کی گورنمنٹ کو اطلاع نہیں ملی

ہے۔ لیکن پرانے و دیارتوں کا ضرور خیال رکھا جائیگا۔

The Honourable Maulana Abul Kalam Azad: Government is not aware of any such instance but cases of those who have already been selected will certainly be borne in mind.

श्री० मिहिरलाल चट्टोपाध्याय : जब हमारे मुल्क से लड़के बाहर भेजे जाते हैं तो क्या वहां से अच्छे २ प्रोफेसर हमारे मुल्क में appoint करने का इन्तजाम किया जायेगा जिससे बहुत से लोगों को शिक्षा मिल सके ?

Shri Mihir Lal Chattopadhyaya: When scholars from this country are being sent out, do Government propose to appoint some capable professors from abroad in this country, so that a larger number of men could get that training.

آنریبل مولانا ابوالکلام آزاد : اس چیز پر گورنمنٹ غور کر رہی ہے۔

The Honourable Maulana Abul Kalam Azad: The Government is considering over this.

Shri K. Santhanam: May I know how many students who have gone to the U. K. and U. S. A. have had to change their course because of non-availability of seats or admission to the particular courses for which they were sent?

(No reply is given.)

MEASURES FOR BUILDING UP OF INDIA'S FOREIGN EXCHANGE RESOURCES

277. *Prof. N. G. Ranga: (a) Will the Honourable Minister of Finance be pleased to state what steps are being taken to build up our Foreign Exchange resources?

(b) What have been the results for India on account of the dissolution of the Empire Dollar Pool?

(c) What is India's present position in regard to her Dollar Exchange?

(d) Are any negotiations being carried on with U.S.A. for any lend and lease agreement?

(e) Are the World Bank and Monetary Fund being approached by India for suitable accommodation in order to make large scale purchases of industrial machinery in America?

The Honourable Shri R. K. Shanmukham Chetty: (a) Government are considering every possible method of building up foreign exchange resources by expansion of export trade and suitable restriction of expenditure of foreign currency and remittances. The Honourable Member is no doubt aware of the enactment of the Foreign Exchange Regulation Act earlier this year and of the series of orders revising our import control policy. The object of all these measures is to ensure the utilisation of our foreign exchange resources economically and to the best advantage of the country.

(b) and (c) I would invite the Honourable Member's attention to the statement I have made in reply to starred question No. 270.

(d) No.

(e) The matter is receiving the attention of Government.

Prof. N. G. Ranga: Is any effort being made by Government to represent to the Government of the United States of America to see that the Marshall's Plan for assistance to European countries in regard to their industrial development is also extended to the Eastern countries?

The Honourable Shri R. K. Shanmukham Chetty: Sir, Government will examine in due course whether it is necessary and advisable to approach the Government of the United States for any help in implementing the industrial or economic programme of our country.

Shri K. Santhanam: May I know if it is the policy of the Government of India that all foreign exchange earned by this country should be held in the Bank of England only?

The Honourable Shri Shanmukham Chetty: That was explained by me in the Statement that I made. So long as we are the members of the Sterling Area, they are all credited in the first instance as sterling in the Bank of England.

Prof. N. G. Ranga: Is there any statute which binds us down to this arrangement that all our resources in sterling should be kept with the Bank of England merely because of our membership of the Sterling Area?

The Honourable Shri R. K. Shanmukham Chetty: There is no statutory obligation. It is purely a voluntary arrangement amongst certain countries.

Prof. Shibban Lal Saksena: Will the Honourable Minister state whether it is to the best advantage of India now to remain a member of the Sterling Pool?

The Honourable Shri E. K. Shanmukham Chetty: As I explained in the Statement, Sir, we are constantly examining whether it is advantageous for us to continue to be members of the Sterling Area and the moment we find that it is against our advantage we shall, at that moment, leave it.

Shri M. Ananthasayanam Ayyangar: It is not one of the obligations of membership of the International Monetary Fund that our sterling should be pooled like this?

The Honourable Shri E. K. Shanmukham Chetty: No Sir.

Prof. N. G. Ranga: Is the Honourable Member aware of the fact that his predecessor had definitely stated in this House that as soon as our negotiations in regard to this World Monetary Fund were over, India's membership of the Pool would cease?

The Honourable Shri E. K. Shanmukham Chetty: I am not aware, but I take the Honourable Member's word for it.

Prof. N. G. Ranga: Then, how is it, that inspite of those assurances given by the previous Finance Member, the Government of India even today consider it incumbent on herself to remain a member of this Empire Dollar Pool?

The Honourable Shri E. K. Shanmukham Chetty: When the International Monetary Fund was created, so many economic consequences were expected to follow from it, but the actual consequences that have followed are very different from the expectations.

Shri K. Santhanam: May I know if it is not one of the conditions of the Anglo-American Dollar Agreement that the Empire Pool should be abolished within one year of a certain date?

The Honourable Shri E. K. Shanmukham Chetty: But does the Honourable Member know that the clause relating to Multi-lateral convertibility of sterling arising out of the Anglo-American Agreement has now been suspended?

Prof. N. G. Ranga: Will Government consider the advisability of convening a meeting of those members of this House who happen to be members of the earlier House and who happened to be members of a separate Committee appointed for the purpose by the previous Finance Member?

The Honourable Shri E. K. Shanmukham Chetty: Do I understand the Honourable Member to mean that he wants me to convene a Committee of this House and discuss with them the question of the advisability of remaining in the Sterling Area?

Prof. N. G. Ranga: Yes.

The Honourable Shri E. K. Shanmukham Chetty: I am always willing and ready to take the advice of the members of this House and if such a standing committee had been constituted, I shall certainly convene a meeting of such members of that Committee as survive in this House.

An Honourable Member: Why only they? With more members from this House.

CONSTITUTION OF THE COMMODITIES PRICES BOARD

278. *Shri K. Santhanam: Will the Honourable Minister of Finance be pleased to state:

- (a) when the Commodities Prices Board was appointed and who were the members;
- (b) when and why the members resigned;
- (c) whether the Board has been abolished;
- (d) whether any report was submitted by the Board; and
- (e) if the answer to part (d) above be in the affirmative, whether the report will be published?

The Honourable Shri R. K. Shanmukham Chetty: (a) The Commodities Prices Board was constituted in February 1947 with Mr. A. D. Gorwala, C.I.E., I.C.S., as President and Professor D. R. Gadgil as Member with provision for the appointment of another Member.

(b) Mr. Gadgil submitted his resignation on the 15th July 1947 and Mr. Gorwala on the 20th September 1947. The reason given by the Members for their resignations, was, among other things, that their views in respect of certain points were not accepted by Government.

(c) The resignations of the Members of the Board have been accepted and the Board has accordingly ceased to function for the present.

(d) The Board submitted in all ten reports.

(e) One report about the prices of rabi-grains and pulses has already been published. Another report on the control of prices of Vanaspati is under print and will shortly be published. Their general report regarding integrated controls has been released for publication. The advisability of publication of the other reports is, under consideration.

Shri K. Santhanam: May I know, Sir, if the Honourable Member is aware that a Commodities Prices Board was one of the vital recommendations of the Famine Enquiry Commission?

The Honourable Shri R. K. Shanmukham Chetty: Yes. I have not read the Famine Commission report, but I am willing to admit the statement made by the Honourable Member.

Shri K. Santhanam: Will the Honourable Member consider whether it is not desirable for the country to have a Board and re-establish the Board, if necessary with new Members?

The Honourable Shri R. K. Shanmukham Chetty: The need for examining the question of commodity prices is certainly recognised, but it is quite possible that Government might refer this question to other bodies who are already at the service of Government. For instance, there is a Tariff Board, and in fact, recently the question of textile prices has been referred to that Board.

Shri K. Santhanam: Is the Honourable Member of the opinion that the Tariff Board is competent to deal with agricultural prices?

The Honourable Shri R. K. Shanmukham Chetty: It is competent to deal with any relevant question referred to that Board.

Shri K. Santhanam: Is the Honourable Member of the opinion that the qualifications of the Members were fixed with a view to consider such matters?

The Honourable Shri R. K. Shanmukham Chetty: The qualifications of the Members were considered from the point of view of their ability to discharge their duties.

Shri M. Ananthasayanam Ayyangar: Will the Honourable Minister of Finance be pleased to state why it was considered necessary to appoint a separate Board when the Honourable Member was the President of the Tariff Board and was quite competent to deal with this matter?

The Honourable Shri R. K. Shanmukham Chetty: Because I had no hand in the appointment of the Commodities Prices Board.

Mr. Speaker: The Question Hour is over.

(b) WRITTEN ANSWERS

IMPLEMENTATION OF THE RECOMMENDATIONS OF ALL-INDIA LEPROSY WORKERS' CONFERENCE HELD AT WARDHA

279. *Shri Lakshminarayan Sahu: (a) Will the Honourable Minister of Health be pleased to state whether Government are aware that an All India Leprosy Workers' Conference was held at Wardha recently?

(b) What are its recommendations and in what way are Government going to give effect to them?

(c) Are Government aware that in the District of Balasore (Orissa), 88 people have completely isolated themselves of their own accord and are completely self-supporting, relying on their own labour by cultivation?

(d) Do Government propose to open such agricultural settlements in the other affected areas of India?

The Honourable Rajkumari Amrit Kaur: (a) Yes.

(b) Government have not so far received the recommendations.

(c) Government have no information but such voluntary segregation by the leprosy patients themselves is commendable.

(d) It is understood that certain Provincial Governments have been attempting to evolve methods of isolation suitable to this country from the point of view of cost and of the social habits of the people.

EXPENDITURE ON BUILDINGS IN LEPROSY INSTITUTIONS

280. *Shri Lakshminarayan Sahu: Will the Honourable Minister of Health be pleased to state whether Government are aware that a large amount of money is spent for building purposes in Leprosy Institutions? If so, are Government aware that very little is spent to provide cultivated land for making the inmates partly self-supporting? If so, why?

The Honourable Rajkumari Amrit Kaur: The responsibility for determining what measures should be taken for the control of leprosy rests on Provincial Governments. The modern approach is to develop leprosy institutions on the lines of colonies with sufficient land to provide facilities for agricultural and cottage industries. Information regarding such approach in organising leprosy relief will be conveyed to Provincial Governments.

UNIVERSITY SCHOLARSHIP FOR LEPROSY RESEARCH

281. *Shri Lakshminarayan Sahu: Will the Honourable Minister of Health be pleased to state whether any University in India has provided any scholarship for Leprosy Research specially in Chemo-therapy?

The Honourable Rajkumari Amrit Kaur: The Government of India is not aware of the provision of any such scholarships.

WORKING HOURS OF BROADCASTING STATIONS AND TIME DEVOTED TO ENGLISH PROGRAMMES

282. *Dr. P. S. Deshmukh: (a) Will the Honourable Minister of Information and Broadcasting be pleased to state the hour at which each Broadcasting Station in India starts operating and the hour at which it closes?

(b) What is the number of hours devoted to programmes in English?

(c) Is any reduction in the hours of English programme contemplated? If not, why not?

(d) Do Government propose to confine English programmes to one or two Stations only?

(e) Is any extension of hours under contemplation? If not, why not?

The Honourable Sardar Vallabhbhai Patel: (a) The opening and closing hours of the Stations of All India Radio with intervals between different transmissions, are shown in the Statement laid on the table of the House.

(b) The latest figures readily available are for the month of July 1947; the total duration of programmes in English in that month was as follows:—

60 hours 40 minutes (excluding News in English), i.e., 11.1 per cent. of all spoken-word items excluding news broadcast from A. I. R. stations.

297 hours 10 minutes (including News in English), i.e., 26 per cent. of all spoken-word items broadcast by A. I. R. stations.

(c) Substantial reduction has already been made and the possibility of further reduction is being borne in mind.

(d) No.

(e) No; the present transmission timings are quite adequate having regard to the expenditure involved and the time available to an average listener to listen in to the broadcasts.

Delhi	0 00
Bombay	0730—2300
Calcutta	0700—2230
Madras	0700—2230
Lucknow	0730—2230
Trichinopoly	0715—2230

SCHEME FOR STUDY AND RESEARCH IN ATOMIC ENERGY

283. *Dr. P. S. Deshmukh: (a) Will the Honourable Minister of Education be pleased to state whether Government have any scheme to give increased facilities for research?

(b) What steps have Government taken for giving facilities for training in research in Atomic energy?

(c) Have Government any scheme for study and research in this direction?

(d) If so, do Government propose to place the same on the table of the House?

The Honourable Maulana Abul Kalam Azad: (a) to (d). A statement is laid on the table of the House.

Statement.

Amongst the various schemes on the subject is one included by the Ministry of Education for fundamental research in the post-war plans for the first quinquennium under which it is proposed to spend a sum of Rs. 75 lakhs spread over a period of five years for fundamental research. Schemes from the various scientific institutions have been invited and each will be examined on its own merits.

The Hon'ble President, Council of Scientific and Industrial Research and the Government of India set up a Board of Research on Atomic Energy with the following personnel :—

1. Prof. H. J. Bhabha—*Chairman*.

Members.

2. Sir K. S. Krishnan.
3. Prof. M. N. Saha.
4. Mr. D. N. Wadia.
5. Dr. Nazir Ahmed.
6. Dr. D. M. Bose.
7. Dr. M. S. Krishnan.
8. Sir S. S. Bhatnagar—*Ex-Officio*.
9. Dr. Jivraj N. Mehta—*Ex-Officio*.

The main functions of the Board are :—

- (a) To plan, finance and carry out Atomic Research and development throughout India;
- (b) To explore the availability of raw materials connected with the generation of Atomic Energy and to advise Government on the control, utilisation and export of such raw materials in India;
- (c) To provide the machinery for co-operation on matters of Atomic energy, research and development with the corresponding bodies, and to advise Government on any agreements with foreign powers that may be necessary for this purpose; and
- (d) to appoint committees and to take all other steps in furtherance of the aim of developing atomic research and energy to the fullest extent in India.

In addition, the Honourable President, Council of Scientific and Industrial Research and the Government of India have, with the consent of the Government of Travancore, set up a Joint Committee for research and development of atomic energy from Travancore Minerals with the following personnels :—

1. Prof. H. J. Bhabha—*Chairman*.

Members—

2. Prof. M. N. Saha.
3. Mr. D. N. Wadia.
4. Dr. Nazir Ahmad.
5. Dr. M. S. Krishnan.
6. Sir S. S. Bhatnagar—*Ex-Officio*.
7. Dr. K. L. Moudgill—*Ex-Officio*.
8. Mr. K. P. Menon—*Ex-Officio*.
9. Mr. V. Mahadevan—*Ex-Officio*.

This Joint Committee will work under the general supervision of the Council of Scientific and Industrial Research through the Board of Research on Atomic Energy and will be recognised by the Government of Travancore as the sole Advisory Body on matters appertaining to the development and research including the utilisation and disposal of the atomic energy raw materials of Travancore state.

The following schemes of research have been sanctioned by the Council of Scientific and Industrial Research relating to atomic energy :—

1. Grant to the Tata Institute of Fundamental Research for study on cosmic rays. Rs. 75,000 per annum for five years, sanctioned in 1945.
2. Grant to Prof. M. N. Saha of Calcutta University for establishing a Centre of Nuclear research and Bio-Physics; Non-recurring Rs. 70,000 and recurring Rs. 40,000; sanctioned in 1946.
3. Grant to the Tata Institute of Fundamental Research at Bombay, for training a team of workers in the elementary technique, both experimental and theoretical of Nuclear Physics, in connection with the establishment of a high energy accelerator, Rs. 35,000 per annum sanctioned in 1946.
4. Grant to the Bose Research Institute at Calcutta for research on trans-uranic elements, etc., Rs. 22,400 per annum sanctioned in 1946.

So far about 2,42,000 have been sanctioned for research in connection with atomic energy. The Calcutta University have already taken steps to instal a cyclotron in connection with nuclear research which has been undertaken at the University under the guidance of Professor Saha.

By encouraging the various schemes of Research, the Council of Scientific and Industrial Research have given ample opportunities for the training of technical personnel on the subjects.

In connection with the training of personnel abroad it may be mentioned that Dr. B. D. Nag Chaudhury was deputed by the Government of India to Europe and America to acquaint himself with the development and latest technique of Nuclear Physics there.

The Calcutta University have deputed the following men for foreign training in Nuclear Physics :—

1. *Dr. N. N. Das Gupta* : He was deputed by the University of Calcutta, to study Electron Microscopy in Stanford University, California. He has brought an Electron Microscope with him which he is setting up.
2. *Dr. Dharendra Nath Kundu* : He was given a Watumall Fellowship and joined the Ohio State University in the Nuclear Physics Department under Prof. M. A. POOL.

Besides, Dr. A. K. Saha, Mr. Ambuj Mookherjee, Mr. Samarendra Nath Ghosal, Mr. Debidas Basu, Mr. Amal Ghose, have also been sent by the Calcutta University to the United Kingdom and the United States of America for further study in the various branches of Nuclear Physics.

CONSTITUTION OF 'EMPIRE DOLLAR POOL' AND SHARES OF INDIA AND PAKISTAN

264. **Shri Biswanath Das* : Will the Honourable Minister of Finance be pleased to state:

(a) the date on which and the purpose for which "Empire Dollar Pool" was constituted;

(b) the contribution made to the said Empire Dollar Pool by each of the member countries, as also the amount drawn by each member country, separately for each year upto the end of March 1947;

(c) the balance, if any, standing to the credit of India;

(d) whether the shares of India and Pakistan have been determined in the same; and

(e) if the answer to part (d) above be in the affirmative, the basis on which determination was made?

The Honourable Shri B. K. Shanmukham Chetty : (a), (b) and (c) I would refer the Honourable Member to the statement I have made in reply to starred question No. 270.

(d) and (e) Under section 4(1) (c) of the Pakistan (Monetary System and Reserve Bank) Order, 1947, the foreign exchange arrangements for the Dominions of India and Pakistan will be common upto the 31st March 1948.

COMMITTEES FOR THE DISPOSAL OF BUILDING MATERIALS DISMANTLED BY MILITARY AUTHORITIES

265. **Shri V. I. Munishwami Pillai* : (a) Will the Honourable Minister of Defence be pleased to state whether it is a fact that a large number of buildings used and building materials dismantled by the Military authorities, during the last war, are lying useless in Military camps in various provinces?

(b) What action do Government propose to take for the speedy disposal of the materials instead of their getting spoiled in the sun and rain?

(c) Do Government propose to consider the advisability of asking the Provincial governments to set up suitable committees to dispose of the material by sale or by giving them free to houseless people and scheduled castes in their respective provinces?

The Honourable Sardar Baldev Singh: (a) No, Sir. Buildings surplus to the requirements of the Defence Services are declared for disposal either as going concerns or for dismantlement in order to restore the requisitioned or hired land to its former condition. If in any particular case materials are strewn about, they are probably the property of the purchaser pending removal.

(b) Does not arise.

(c) Disposal in different ways is already taking place. Several military buildings and camps, not immediately required by the Defence Services, have lately been transferred, as a temporary measure, to Provincial Governments and other authorities for housing refugees.

PUBLIC AUCTION OF UNSERVICEABLE AIRCRAFTS AT AIRCRAFT SALVAGE DEPOTS AT CHEKERI AND BAMRAULI IN OCTOBER 1947

286. *Seth Govinddas: (a) Will the Honourable Minister of Defence please state whether Government are aware that a public sale by auction of about 200 unserviceable aircrafts of mostly Liberators type was announced to be held on the 3rd October, 1947 at Aircraft Salvage Depot, Chakeri and of 261 unserviceable aircrafts of various other types at M.T. and Aircraft Salvage Depot, Bamrauli on the 7th October, 1947?

(b) Has the public auction of the above aircrafts already taken place?

(c) When and in what condition were these aircrafts purchased by Government?

(d) If they were purchased for service in good flying condition, how long were they used in service and for what reasons had they been declared unserviceable?

(e) Did Government consider the alternative of dismantling these aircrafts and keeping the spare parts for future use? If not, why not?

(f) If these aircrafts have already been sold out, what action Government have taken to prevent the material being sent to Pakistan?

(g) What is the total number of serviceable or unserviceable aircrafts sold by Government by auction or otherwise?

(h) Did Government make any attempt to get as many of these aircrafts as possible repaired? If not, why not?

The Honourable Sardar Baldev Singh: (a) Yes, Sir.

(b) No, Sir. The public auction was cancelled as part of the general embargo placed on the disposal of surplus equipment by Director General of Disposals.

(c) During the war and in serviceable condition for use by the Americans and the R. A. F.

(d) The exact period of service of the various aircraft is not known. These aircraft became unserviceable as a result of crashes.

(e) Yes, Sir. All valuable and useful items, together with such additional types of items in tight supply as might be required for the maintenance of other aircraft were stripped and reconditioned as spares.

(f) Does not arise.

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

(h) These aircraft are beyond economical repair. They are also not the type required by the R. I. A. F.

DIVISION OF DEFENCE FORCES AND EQUIPMENT BETWEEN INDIA AND PAKISTAN

287. *Shri K. Santhanam: Will the Honourable Minister of Defence please state:

(a) the principles on which the Defence Forces were divided between India and Pakistan; and

(b) the estimated cost of military equipment and stores transferred to Pakistan between 15th August and 15th November 1947?

The Honourable Sardar Baldev Singh: (a) I would refer the Honourable Member to the Press Communique issued on this subject on the 1st July 1947.

(b) The information is not readily available. The collection of the necessary information will involve time and labour which would not be justified at this juncture.

NUMBER OF BRITISH OFFICERS IN INDIAN ARMY ON 15TH NOVEMBER

288. *Shri K. Santhanam: Will the Honourable Minister of Defence please state:

(a) the total number of officers in the Indian Army after the division of the country; and

(b) the number of British officers on the 15th November and their various categories?

The Honourable Sardar Baldev Singh: (a) 8,267.

(b) 1,204. It is regretted that details of these officers by various categories are not readily available.

OPENING OF INDIAN MILITARY ACADEMY AT POONA

289. *Shri K. Santhanam: Will the Honourable Minister of Defence please state:

(a) when the Indian Military Academy at Poona will be started;

(b) its estimated annual output of officers; and

(c) the estimated capital and recurring expenditure of the Academy?

The Honourable Sardar Baldev Singh: (a) The Honourable Member is probably referring to the project of establishing a National War Academy near Poona. The project was held up due to partition and the consequent uncertainty about the future strength and composition of the Armed Forces. It is again being considered now but Government are not yet in a position to specify a date by which the Academy will be started.

(b) The annual output of officers will be determined by requirements which in turn will be dependent on the future strength of the Armed Forces, a question on which a decision cannot be taken until the conditions of the country become more normal.

(c) This is under technical examination.

NUMBER OF STATES ACCDED TO INDIAN UNION HAVING LEGISLATURES AND RESPONSIBLE MINISTERS

290. *Shri K. Santhanam: Will the Honourable Minister of States be pleased to state:

(a) the number of States that have acceded to India up to the 15th November 1947;

(b) the number of such States which have legislatures the members of which are elected by non-official majorities;

(c) the names of such States which have responsible Ministers in their executive; and

(d) the names of such States whose executive consists entirely of responsible Ministers?

The Honourable Sardar Vallabhbhai Patel: (a) Attention of the Honourable Member is invited to the statement laid on the table of the House regarding the Instrument of Accession executed by the Rulers of Indian States.

(b), (c) and (d) The information asked for by the Honourable Member is not readily available but is being collected.

APPOINTMENT OF SCHEDULED CASTES AND OTHERS AS INCOME-TAX OFFICERS DURING 1946-47

291. *Shri V. O. Kesava Rao: (a) Will the Honourable Minister of Finance be pleased to state the number of Income-tax officers appointed during 1946-47 and 1947-48?

(b) How many of them belong to the Scheduled castes?

The Honourable Shri R. K. Shanmukham Chetty: (a) 21 during 1946-47 and 167 during 1947-48.

(b) Nil in 1946-47 and 14 in 1947-48. The appointment of seven more Scheduled-caste candidates is under consideration.

SERVICEABLE AND UNSERVICEABLE AIRCRAFTS ON 1ST OCTOBER, 1945 AND 1ST OCTOBER, 1947

292. *Seth Govinddas: Will the Honourable Minister of Defence please state:

(a) the total number of serviceable and unserviceable aircrafts on the 1st October, 1945 and the 1st October, 1947;

(b) the different kinds of services for which they were meant;

(c) whether it is a fact that the number of serviceable aircrafts on the 1st October, 1947 was less than that on the 1st October, 1945; if so, why; and

(d) the steps that are being taken to replace those aircrafts which are no longer serviceable?

The Honourable Sardar Baldev Singh: (a) It is not in the public interest to disclose this information.

(b) (1) Fighter, (2) Communication, (3) Transport, (4) Observation Posts, (5) Training.

(c) Yes. The reduction is due to the withdrawal of the R. A. F. and division of aircraft between the R. I. A. F. and the R. P. A. F.

(d) Replacements are effected from the authorised reserve held for this purpose.

NUMBER OF HIGH RANKING INDIAN ARMY OFFICERS AND THE PLACE OF SUPREME COMMANDER IN INDIA'S FORCES

293. *Shrimati Dakshayani Velayudhan: Will the Honourable Minister of Defence be pleased to state:

(a) the number of British Officers in the Indian Army to-day;

(b) the number of Major Generals, Commanders and Brigadiers in the Indian Army;

(c) how many of them are Indians;

(d) whether there is any difference in the pay of a British Officer and an Indian Officer of the same status in the Indian Army;

(e) whether the Dominion Government have got complete control over the Indian Union Forces;

(f) if so, what is the place of the Supreme Commander in the Indian Union Forces; and

(g) why the Indian Forces are still called Royal Indian Navy, Royal Air Force and Royal Indian Air Force?

The Honourable Sardar Baldev Singh: (a) 1,204.

(b) Major-Generals	...	...	...	17
Brigadiers	...	...	...	58
(c) At present Major-Generals	...	...	...	9
Brigadiers	...	...	...	17

(d) I would refer the Honourable Member to my answer to part (d) of Starred Question No. 258 asked by Shri S. Nagappa a short while ago.

(e) and (f) As has already been explained in a Press Communique issued on the 1st July 1947, the Supreme Commander, acting under the direction of the Joint Defence Council, is responsible, during the period of reconstitution, for the administration of the Armed Forces of the two Dominions (i.e., for paying, feeding, clothing and equipping them) and for the allocation, transfer and movement for the purposes of such reconstitution, of units, personnel and equipment, stores, etc. He has, however, no operational control over any units, except in respect of those which are in transit from one Dominion to another in pursuance of the reconstitution programme.

The Supreme Commander's Organisation is being wound up with effect from the 30th November 1947, and complete control, both administrative and operational, over the Armed Forces will pass to the Dominion Governments with effect from that date.

(g) Because India is still a part of the British Commonwealth. There is no Indian Force known by the name of "Royal Air Force".

EVACUATION OF TROOPS FROM INDIA AND PAKISTAN

294. *Shrimati Dakshayani Velayudhan: Will the Honourable Minister of Defence be pleased to state:

(a) the number of Military personnel to be evacuated to India from Pakistan;

(b) whether it is a fact that most of the Indian troops are now in the North West Frontier Province;

(c) how long it will take to evacuate the entire Indian Force from Pakistan;

(d) whether the Government of Pakistan have evacuated all their troops from India;

(e) if not, what is their number now in India; and

(f) who meets their expenditure at present, the Government of India or the Government of Pakistan?

The Honourable Sardar Baldev Singh: (a) Roughly 14,000 on the 1st November 1947.

(b) No, Sir.

(c) As at present arranged, it is hoped to complete the move of all Indian Units from Pakistan to India by the 15th December 1947, and of other miscellaneous personnel by mid-January.

(d) Not yet, Sir.

(e) Roughly 15,000 on the 1st November 1947.

(f) Government of India, subject to financial adjustment later.

295.* and 296.* [Withdrawn.]

RELATIVE STRENGTH OF LAND, AIR AND NAVAL FORCES OF INDIA AND PAKISTAN

297. *Shri Brajeshwar Prasad: (a) Will the Honourable Minister of Defence be pleased to state the relative strength in detailed figures of the Land, Air and Naval forces of the two Dominions of India and Pakistan?

(b) Are Government aware of the facts relating to the military strength of the Islamic States in the Middle East?

(c) If so, do Government propose to place on the table of the House a statement giving an account of the military strength of each one of them separately?

The Honourable Sardar Baldev Singh: (a) to (c) Government do not consider it to be in the public interest to disclose this information.

ESTABLISHMENT OF JOINT SUPREME COMMAND AND BOUNDARY FORCE

298. *Giani Gurmukh Singh Musafir: Will the Honourable Minister of Defence be pleased to state the reasons which led to the Cabinet decision relating to the establishment of (a) Joint Supreme Command, and (b) Boundary Force?

The Honourable Sardar Baldev Singh: The decision referred to by the Honourable Member as taken by the Partition Council. As regards the reasons which led that Council to take this decision, I would refer the Honourable Member to the Press Communiqués issued on these subjects on the 1st and the 24th July 1947 respectively.

REGIONAL COMMISSIONERS FOR STATES IN INDIA

299. *R. B. Lala Raj Kanwar: Will the Honourable Minister of States be pleased to state:

(a) the names of the Regional Commissioners appointed for the various Groups of States in India with their emoluments and head-quarters;

(b) what their precise duties and functions are;

(c) whether any instructions have been issued to them and if so, whether a copy thereof will be laid on the table of the House; and

(d) whether Government propose to appoint any more Regional Commissioners and if so, for which States or groups of States?

The Honourable Sardar Vallabhbhai Patel: (a) The information is given in a Statement a copy of which has been laid on the table of the House.

(b) The functions of these officers will generally be to co-ordinate effectively the food and Civil Supplies arrangements in the States and to render any other assistance to the States in regard to matters arising out of the Standstill agreement.

(c) No.

(d) Not at present.

Names of Regional Commissioners appointed for the various Groups of States in India with their emoluments and headquarters.

Names	Headquarters	Pay
1. Mr. C. S. Venkatachar, C.I.E., O.B.E., I.C.S., Regional Commissioner for Central India.	Indore . . .	Rs. 3,500 p. m.
2. Mr. N. M. Buch, O.B.E., I.C.S., Regional Commissioner for Kathiawar and Gujrat States.	Rajkot . . .	Rs. 3,000 p. m.
3. Lt. Col. B. D. S. Bedi, Regional Commissioner for Rajputana States.	Abu . . .	Rs. 2,050 p. m.
4. Mr. C. K. Desai, Regional Commissioner for Kolhapur and Deccan States.	Kolhapur . . .	Rs. 1,100 p. m. (inclusive of pension).
5. Rai Bahadur Brajendra Nath Chaturvedi, Regional Commissioner for Bundelkhand.	Nowgong . . .	Rs. 1,100 p. m.
6. Mr. A. Iser, Regional Commissioner for the Punjab States.	Simla . . .	Rs. 1,100 p. m.
7. Maharaj Nagendra Singh, I.C.S., Regional Commissioner for the Eastern States.	Sambalpur . . .	Time scale pay in the I.C.S. plus Rs. 400 p. m.

POLICY re GRANT OF ARMS LICENCES

300. *Shri Jadubans Sahay: Will the Honourable Minister of Home Affairs be pleased to state:

(a) whether there has been any change of policy after the 15th August 1947 in regard to the grant of arms licences to the public;

(b) whether Government propose to instruct the Provincial Governments to grant licenses to all the elected members (i) of the Provincial Legislatures and (ii) Local Bodies; and

(c) whether Government propose to grant licenses for arms to the members of the Dominion Legislature?

The Honourable Sardar Vallabhbhai Patel: (a) No.

(b) No special instructions are necessary. I have no doubt that licensing authorities will give due weight to the special claims of persons of these categories.

(c) Members of the Dominion Legislature are exempt from the obligation to obtain licences.

DISCOVERY OF ARMS AMMUNITION ETC. FROM MUSLIMS IN CENTRALLY ADMINISTERED AREAS

†301. *Giani Gurmukh Singh Musafir: (a) Will the Honourable Minister of Home Affairs please state the quantity of arms, ammunitions and the kinds of weapons discovered by the police from Muslims in various parts of the Indian Union particularly the Centrally Controlled Areas since the 15th August till the 8th November, 1947?

† For answer to this question, see answer to question No. 302.

(b) Were any factories for manufacturing arms and ammunitions also discovered?

(c) If so, were they underground?

(d) Were these factories discovered in the premises occupied by Muslims only or was any factory discovered in any house occupied by non-Muslim residents as well?

(e) Were any wireless transmitters discovered and if so, how many?

(f) Are Government aware that arms, ammunitions and other weapons were found stocked in Mosques, tombs and other places regarded by Muslims as sacred?

DISCOVERY OF ARMS, AMMUNITION AND RADIO TRANSMITTERS AFTER 15TH AUGUST 1947

302. *Giani Gurmukh Singh Musafir: (a) Will the Honourable Minister of Home Affairs please place on the table of the House a list of the persons with their status in life from whose possession arms, ammunition and transmitters were discovered from 15th August onwards in different parts of India and in particular the Centrally Controlled Areas?

(b) Is it a fact that some of these persons were Anglo-Indians, Britishers and some were in the service of the Defence Department?

(c) Is it also a fact that all these persons had opted for Pakistan?

The Honourable Sardar Vallabhbhai Patel: 301 and 302. The information is being collected and will be placed on the table when received.

EMERGENCY POWERS OF VICE-CHANCELLOR OF THE DELHI UNIVERSITY

303. *Shri Deshbandhu Gupta: Will the Honourable Minister of Education be pleased to state:

(a) whether Government are aware that it has been suggested to the Vice-Chancellor of Delhi University to refer the question of his emergency powers to the Government of India for their advice;

(b) whether Government are aware that he has declined to do so on the ground that he is competent to decide the question himself; and

(c) if so, what action Government propose to take in the matter?

The Honourable Maulana Abul Kalam Azad: (a) and (b) A certain member of the Executive Council of the Delhi University suggested at a meeting of the Executive Council that the question of the Vice-Chancellor's Emergency powers should be referred to the Chancellor for his decision, but the majority of the council on that occasion took a different view and accordingly the suggestion was not proceeded with.

(c) Government do not propose to take any action in the matter.

INTRODUCTION OF THREE YEAR DEGREE COURSE BY THE DELHI UNIVERSITY

304. *Shri Deshbandhu Gupta: Will the Honourable Minister of Education be pleased to state:

(a) whether Government are aware that the Delhi University has introduced a Three Year Degree Course, which does not correspond to the courses of any major University in India;

(b) whether Government are aware that Delhi being the Capital of India, a large number of people come from all over the country on business or service of the State, and wish to educate their children;

(c) whether Government are aware that the new scheme of the Delhi University has entailed great hardship on students who wish to migrate to and from Delhi;

(d) whether Government are aware that when the Delhi University Act was amended in 1943, an assurance was given on behalf of Government that if the new scheme introduced by the Delhi University was not accepted by other Indian Universities for purposes of admission or migration of students, the whole question would be reconsidered;

(e) which Universities in India have approved of the new scheme of the Delhi University and admit students who have passed the qualifying examination of the Delhi University to their own Degree courses in the same way as is done by the Delhi University;

(f) whether the arrangement has met with the approval of the Central Advisory Board of Education or of the Inter-University Board of India;

(g) whether Government are aware that these Boards have suggested that the Delhi University should hold a public examination corresponding to the Intermediate Examination of other Universities, to enable the students to migrate; and

(h) whether Government propose to consider the advisability of moving the University to amend their scheme in the light of its acceptance or otherwise by the principal Universities of India?

The Honourable Maulana Abul Kalam Asad: (a) and (b). Yes, Sir.

(c) No, Sir. So far no complaints have been received by the Government of India.

(d) I am not aware of any such assurance.

(e) A statement is being laid on the table of the House.

(f) Yes.

(g) No, Sir.

(h) No, Sir.



STATEMENT
Showing recognition by other Universities of Delhi Examinations.

Name of the University	Qualifying Examination.	Pre-Medical Examination	Completion of 1st year Degree Courses.
Punjab	Yes	Yes	...
Nagpur	Yes	Nil	Yes
Cocatta	Yes (Subject to a test by Admitting College)	Yes	No.
Aligarh	Yes	Yes	Yes
Madras	...	Yes	...
Dacca (University and Board)	No general recognition; in exceptional cases on the examination of the record of individual candidates exemption from 1st year of the Intermediate course may be granted. Higher Secondary Examination granted recognition on reciprocal basis.	...	Eligible for admission to the 1st year B.A. or B.Sc. Provided the candidate had passed the qualifying Examination or H—8. Examination in the 1st or 2nd Division and produces a certificate from the Dean. Reciprocity also desired.
Agra	...	Yes	...
Lucknow	...	Yes	...
Bombay	Decision postponed	...	...
Benares	Yes	Yes	...
Osmania	Principle of recognition on reciprocal basis accepted	...	...
Mysore	No decision communicated as yet	...	...
Ajmer (Board)	...	...	...
Allahabad	...	...	...
Andhra	No.	...	...
Anamali	Willing to reciprocate.	...	...
Patna	Recognition on reciprocal basis.	...	...
U. P. Board	Higher Secondary Examination passed students eligible for admission to XII Class.	...	...
Travancore	...	...	Yes.

If students pass a public examination after the 1st year University course eligible for admission to B.A. or BSc. First year class.

APPOINTMENT OF AN ENQUIRY COMMITTEE FOR THE DDLHI UNIVERSITY.

305. *Shri Deshbandhu Gupta: (a) Will the Honourable Minister of Education be pleased to state whether Government propose to appoint a Committee of Enquiry into the affairs of the Delhi University?

(b) If the answer to part (a) above is in the affirmative—

- (i) when it is likely to be appointed;
- (ii) what would be its terms of reference; and
- (iii) what would be its personnel?

The Honourable Maulana Abul Kalam Azad: (a) No. Sir.

(b) Does not arise.

PROTECTION OF EASTERN FRONTIER OF INDIA AND FORMATION OF A NATIONAL MILITIA.

306. *Shri Basanta Kumar Das: Will the Honourable Minister of Defence be pleased to state:

(a) what arrangements, if any, have been made for the protection of the eastern frontier of India;

(b) whether Government are aware that the eastern frontier is most vulnerable in the absence of any natural protection there such as mountain, river or sea;

(c) if the answer to part (b) above be in the affirmative, whether Government propose to consider the desirability of making such arrangements as may ensure safety to this boundary in case of any sudden attack; and

(d) whether Government propose to consider the desirability of forming a National Militia for India?

The Honourable Sardar Baldev Singh: (a) to (c). As I have already stated in answer to an earlier Question by Prof. N. G. Ranga, the adequacy of the defence of the new frontiers of India is constantly under examination and suitable steps have been or are being taken.

(d) Yes, Sir.

APPOINTMENT OF I.N.A. MEN TO INDIAN ARMY AND PARTICIPATION OF MUSLIM I.N.A. MEN IN THE KASHMIR FIGHTING.

307. *Shri Basanta Kumar Das: Will the Honourable Minister of Defence be pleased to state:

(a) whether there are any officers in the army of India who belonged to the Indian National Army and if so, what are their names and ranks;

(b) whether any attempt was or has been made to appoint suitable officers from among those belonging to the Indian National Army;

(c) whether any organisation concerned with the relief of the Indian National Army approached Government for appointment of persons belonging to the Indian National Army to the army of India, and if so, with what results;

(d) whether Government propose to consider the desirability of recruiting persons belonging to the Indian National Army to suitable posts in the army;

(e) whether Government are aware that one Mr. M. Z. Kiani of the Indian National Army fame has been leading the attacking army in Kashmir; and

(f) whether Government are aware that other Indian National Army people are also reported to be taking prominent part in the fighting in Kashmir against the army of India and Kashmir and if so what their names are?

The Honourable Sardar Baldev Singh: (a) and (b) No Sir.

(c) and (d) Yes, Sir. The whole question is under the consideration of Government.

(e) In the early stages of the fighting in the Srinagar Valley, Mr. M. Z. Kiani of the Indian National Army was reported to be in general control of the raiders but we have not been able to substantiate this report.

(f) Yes, Sir, but as Government have not been able to verify such reports it is undesirable to mention names.

RECOGNITION OF DIPLOMAS, DEGREES AND CERTIFICATES OF NATIONAL INSTITUTIONS FOR GOVERNMENT SERVICE

306. *Shri Basanta Kumar Das: Will the Honourable Minister of Home Affairs be pleased to state:

(a) whether a distinction is still being made between graduates, diploma-holders and certificate holders of the National Colleges, Schools and other educational institutions started without seeking Government recognition during the different national movements such as the Swadeshi and non-cooperation movements and those of the universities and other Government recognised institutions in the matter of appointment in service; and

(b) if the answer to part (a) above be in the affirmative, whether Government propose to consider the desirability of removing such distinctions and directing the Provincial Governments also for taking necessary action in that behalf?

The Honourable Sardar Vallabhbhai Patel: (a) and (b) Minimum standards of educational qualifications have been prescribed for appointment to different services. Government have been considering and are prepared to consider on merits requests made to them by non-official educational institutions of standing and repute for recognition of their diplomas and certificates where they are satisfied that the syllabus of studies and standard of education imparted in it are equivalent to those of other recognised institutions.

Provincial Governments themselves are competent to take action on the lines desired by the Honourable Member in respect of services under them and any suggestions on the subject should be addressed to them.

COMPULSORY MILITARY TRAINING IN EDUCATIONAL INSTITUTIONS

309. *Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Minister of Defence be pleased to state whether the Government of India, under the present state of emergency, propose to make military training compulsory in the Educational institutions, and to raise an Auxiliary Military force?

(b) If so, has any scheme been prepared so far? If not, why not?

The Honourable Sardar Baldev Singh: (a) and (b) The whole question of military training for the youth of the country and the creation of a second-line defence is under the active consideration of Government.

RETROCESSION OF VILLAGES IN AJMER-MERWARA TO THE MEWAR AND MARWAR STATES IN 1938

310. *Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Minister of States be pleased to state the conditions on which certain villages formerly included in the British province of Aimer-Merwara were retroceded to the Mewar and Marwar States in the year 1938?

(b) Was it one of the conditions that these retroceded villages will continue to be governed by laws in force in these tracts while being a part of Ajmer-Merwara?

(c) Was it also one of the conditions that all the beneficial and reformist laws enforced in Ajmer-Merwara, from time to time, shall be made applicable to these retroceded tracts also?

(d) If the answer to parts (b) and (c) above be in the affirmative, are Government aware that these conditions are being violated by the Mewar and Marwar States, and that there is great resentment and dissatisfaction amongst the inhabitants of these tracts against the treatment accorded to them by the Mewar and Marwar states?

(e) Are Government aware that the people of these villages have a common culture, language, tradition, habit and have historically been one community and that there is a strong feeling among them against their artificial division into three distinct groups and under separate Governments?

(f) Do Government propose to consider the desirability of re-opening the question with the Mewar and Marwar states and providing a solution keeping in view their peoples' right of self-determination?

The Honourable Sardar Vallabhbhai Patel: (a) I lay on the table of the House a statement showing the conditions on which the Mewar-Merwara villages, which were administered as part of the Chief Commissioner, Ajmer-Merwara's Province, were returned to the States with effect from the 1st April 1938.

(b) and (c). Yes.

(d) and (e). I have no information but will ascertain the facts.

(f) The answer to this question must wait until we know what the actual position is.

—————

Conditions for the retrocession of the Marwar-Merwara villages

(1) That laws, rules and regulations at present in vogue in the tracts shall continue to be observed and in no way be interfered with. If at any time a contingency arises requiring any addition in them it will be given effect to only after obtaining the previous concurrence of His Excellency the Crown Representative.

(2) That the present revenue settlement will continue to remain in force till the expiry of its term and under no circumstances will it be interfered with. Prescribed remissions and suspensions will be granted in time. After its expiry a revised settlement, if found necessary, will be conducted by a duly qualified Government lent officer.

(3) That the existing revenue staff, from Tehsildar down to Patwari, and the Police staff, from Inspector down to constable, will be taken over by the Darbar under the usual terms applicable to Government lent servants and all who continue to serve satisfactorily will be kept in service till they are qualified for pension and their successors in office will also be duly qualified persons.

(4) That any rule or regulation issued in future by the Central Government for the good of their subjects in the co-terminous tract will also be promulgated by the Darbar within these villages.

(5) That no fresh 'lag' or cess will be imposed on, or any forced labour exacted from the ryots.

(6) That all local and village industries will be fostered and encouraged.

(7) That no such differential treatment will be accorded under the customs tariff as may prove prejudicial to local trade or industries.

(8) That existing roads will be maintained and means of communications developed.

(9) That all existing bunds and embankments will be kept in proper repair and means of irrigation developed.

(10) That all existing schools and dispensaries and their buildings will be duly maintained.

(11) That a British Officer shall be employed to administer the tracts, whose appointment will be terminable only with the concurrence of the Crown Representative.

(12) That the Residents at Udaipur and Jodhpur shall have the right to inspect the area every half year or more frequently if they consider it necessary.

(13) That if there are any more points requiring elucidation and settlement, they will receive the Darbar's careful consideration and a satisfactory solution will be found in collaboration with the Honourable the Resident for Rajputana.

LEVY OF TAX BY SIROHI STATE ON VISITORS TO DILWARA TEMPLE AT MOUNT ABU.

311. *Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Minister of States be pleased to state whether Government are aware that the famous Dilwara Temple at Mount Abu, which commands great religious and cultural importance, is visited by a large number of people from the various parts of the country every year and that the Sirohi State authorities are charging a tax of Rs. 1/4/- from each visitor per trip?

(b) Do Government propose to take up the question of the abolition of this tax with the Sirohi State?

The Honourable Sardar Vallabhbhai Patel: The matter relates entirely to the internal administration of the State.

EFFICIENCY OF POLICE FORCE IN AJMER-MERWARA

312. *Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Minister of Home Affairs be pleased to state whether Government are aware that the Police Force in Ajmer-Merwara is inadequate to cope with the abnormal situation?

(b) Are Government aware that the efficiency of the Police Force has been weakened owing to the resignation of a very large number of Muslim officials, Head constable and constables?

(c) If so, what steps have been taken by Government so far to see that the efficiency of the Police Force is not affected in any way?

(d) Are Government aware that in the recruitment to the Police Force, I.N.A. personnel have not been taken?

(e) If so, what is the reason for it?

(f) Do Government propose to see that qualified I.N.A. Personnel are given preference in the recruitment to the Police and other services?

(g) Do Government propose to consider the advisability of organising Home Guard in the province on the lines similar to those in other provinces? If not, why not?

The Honourable Sardar Vallabhbhai Patel: (a), (b) and (c). Owing to the resignation of a large number of the Muslim Members the police force was depleted. In spite of the depletion the police forces have however been able to cope with emergencies that have arisen satisfactorily. Military aid has been, and can be, called in wherever necessary. Fresh recruitment to the police forces is being carried on vigorously and Government have every hope that the deficiency in the force would be soon made up.

(d), (e) and (f). There is no bar to the appointment of ex-I.N.A. personnel if such personnel is otherwise suitable. Government consider that recruitment to the Police Forces must be on merit.

(g) The question is being examined.

ANTI-INDIAN PROPAGANDA IN BRITISH AND AMERICAN PRESS re PUNJAB RIOTS

313. *Pandit Hirday Nath Kunzru: (a) Will the Honourable Minister of Information and Broadcasting be pleased to state whether Government are aware that the reports sent by correspondents of British and American newspapers in India about the Punjab disturbances to England and the Dominions, the United States and China have been one-sided and exaggerated and have tended to create a prejudice against India in these countries?

(b) What steps have been taken by the Indian Embassy in the United States and the Indian High Commissioner in England to counteract this anti-Indian propagandas in these countries?

(c) Have Government impressed on the correspondents concerned the imperative necessity of fairness and accuracy on their part?

The Honourable Sardar Vallabhbhai Patel: (a) Yes, Sir.

(b) The Public Relations Officers attached to the Indian Ambassador in the United States of America and the High Commissioner for India in the United Kingdom circulate to Editors and Press Representatives cables of factual information sent by the Government of India. Wherever necessary, our High Commissioner in the United Kingdom and Ambassador in the United States of America held Press Conferences and endeavoured to give correct information about the situation in India.

(c) Yes, Sir.

UNSTARRED QUESTION AND ANSWER

AUDIT REPORT ON DELHI UNIVERSITY ACCOUNTS

4. Shri Deshbandhu Gupta: (a) Will the Honourable Minister of Education be pleased to state whether the attention of Government has been drawn to paras. 6 and 18 of the Auditor's remarks recorded in the Audit Report on the Accounts of the Delhi University for the year 1944-45?

(b) Are Government aware that a number of similar remarks by Government Auditors have been made on the Accounts of the Delhi University from year to year?

(c) Has the attention of Government been invited in particular, to the various irregularities mentioned by the Auditors in paras. 6(a), 6(b), 6(f) and 18 of their notes?

The Honourable Maulana Abul Kalam Azad: (a) to (c). Yes, Sir. The attention of the Government of India has been drawn to the defects pointed out in the Audit Report for 1944-45 on the accounts of the Delhi University. Under the conditions attached to the payment of the grants to the University, the Audited Accounts and the Audited Reports of the University are received every year and since 1944-45, a careful check is exercised on these to ensure that the Government grants are utilized for the purpose for which they were made. Major defects pointed out in the Audit Report for 1944-45 are already under investigation by Government and the Audit Report for 1945-46 is also under examination. In the normal course, the Audit Reports bring out the irregularities and the action taken by the University on these has also to be reported to the Court of the University. The report of such action taken is also received by the Government of India.

SHORT NOTICE QUESTION AND ANSWER

STATEMENT ON EVENTS IN KASHMIR

Dewan Chaman Lal: Will the Honourable the Prime Minister be pleased to make a statement regarding the events in Kashmir?

Mr. Speaker: I may make one point clear to the Honourable Members. It has been the practice followed by me in this House that, in cases of requests for statements, no supplementaries are allowed when a statement is made.

The Honourable Pandit Jawaharlal Nehru: I am glad to have this opportunity of explaining to the House the course of events that have led to our intervention in Kashmir with the aid of armed forces, and the attitude of the Government of India to the grave problems that have arisen in that State.

2. The House is aware that on the lapse of Crown Paramountcy on the 15th August, this year, Kashmir did not accede to either Dominion. We were of

course vitally interested in the decision that the State would take. Kashmir, because of her geographical position with her frontiers with three countries, namely, the Soviet Union, China and Afghanistan, is intimately connected with the security and international contacts of India. Economically also Kashmir is intimately related to India. The caravan trade routes from Central Asia to India pass through Kashmir State.

3. Nevertheless we did not put the slightest pressure on the State to accede to the Indian Dominion because we realised that Kashmir was in a very difficult position. We did not want a mere accession from the top but an association in accordance with the will of her people. Indeed we did not encourage any rapid decision. Even in regard to a standstill agreement no speedy steps were taken by us although the matter was under consideration, even though Kashmir had entered into a Standstill agreement with Pakistan soon after the 15th August.

4. We learnt later that serious external pressure was being applied on Kashmir by the Pakistan authorities refusing to send to Kashmir supplies vital to the needs of the people, such as foodgrains, salt, sugar and petrol. Thus an attempt was being made to strangle Kashmir economically and force her to accede to Pakistan. This pressure was serious because it was not easy for Kashmir to obtain these essential supplies from India on account of the difficulty of communications.

5. In September news reached us that tribesmen of the North West Frontier Province were being collected and sent to the Kashmir border. In the beginning of October events took a grave turn. Armed bands moved into Jammu Province from the neighbouring districts of West Punjab, committed serious acts of depredation on the local inhabitants, burnt villages and towns and put a large number of people to death. Refugees from these areas poured into Jammu.

6. On the Jammu side of the border the local inhabitants, who are chiefly Hindu and Rajput in that area, took retaliatory measures and drove out the Muslims living in those border villages. In these border conflicts a very large number of villages were destroyed or burnt by both parties on either side of the frontier.

7. The raiders from West Punjab into Jammu Province were increased in numbers and spread out over that Province. The Kashmir State Army which had to meet these raids at numerous points soon found itself broken into small fragments and gradually ceased to be a fighting force. The raiders were highly organised, had competent officers and modern arms. They succeeded in occupying a considerable part of Jammu Province, more especially in the Poonch Area Poonch town, Mirpur, Kotli and some other places held out.

8. About this time the State authorities asked us to supply them with arms and ammunition. We agreed to do so in the normal course. But in fact no supply was made till events took a more serious turn. Even at this stage no mention was made of accession to India.

9. The leader of the popular organisation in Kashmir, Shaikh Mohammad Abdullah, President of the Kashmir National Conference, was released from prison during this period and we discussed the situation in Kashmir with him as well as with representatives of the Maharaja of Kashmir. We made it clear to both of them that while we would welcome the accession of Kashmir we did not want any hurried or forced accession and we would rather wait for the people to decide. Shaikh Abdullah was himself of this opinion.

10. On the 24th October we heard that large armed bands consisting both of tribesmen from the Frontier and ex-service men had broken through Muzaffarabad and were marching to Srinagar. These raiders had crossed Pakistan territory and they were equipped with Bren Guns, Machine Guns, Mortars and

Flame-throwers and had at their disposal a large number of transport vehicles. They moved rapidly down the Valley, sacking and burning and looting all along the way. We gave earnest consideration to this situation in our Defence Committee on the 25th and 26th October. The position on the 26th morning was that the raiders were marching towards Srinagar and there was no military detachment capable of stopping them. They had been stopped for two days near Uri by the State forces under a gallant commander who resisted this advance to the point of death. These two days thus gained were very valuable.

11. We were asked at this stage both on behalf of the Maharaja and Shaikh Abdullah to accept the accession of the State to the Indian Union and to intervene with the armed forces of the Union. An immediate decision was necessary, and in fact it is now clear that if we had delayed the decision even by 24 hours Srinagar would have fallen and would have suffered the tragic fate that befell Muzaffarabad, Baramulla and other places. It was clear to us that we could not possibly accept under any circumstances this ruin of Kashmir by brutal and irresponsible raiders. This would have been a surrender to frightfulness and fagaticism of the worst type and it would have had the most serious consequences all over India. To intervene at that stage was no easy matter and was full of risks and danger. Yet we decided to face this risk and intervene because any other course would have meant ruin to Kashmir and greater danger to India.

12. In accepting the accession however we made it perfectly clear to the Maharaja that his Government must be carried on in future according to the popular will and that Shaikh Abdullah should be charged with the formation of an interim government on the new model adopted in Mysore. Shaikh Abdullah, in our opinion, had undoubtedly the support of the large majority of the people of Kashmir, Muslims, Hindus and Sikhs. Further we made it clear that as soon as law and order had been restored in Kashmir and her soil cleared of the invaders, the question of the State's accession should be settled by reference to the people.

13. I shall not detain the House by dealing with the course of the military campaign that followed. The facts are well-known and redound to the credit of our military organisation, our troops and our airmen. It must be remembered also that our operations have been very largely based on air transport in difficult circumstances. Our civil air-lines and their air-crews functioned with remarkable success.

14. One fact however which contributed to our success at least as much as the military operations was the maintenance, under the leadership of Shaikh Abdullah, of the civil administration and the morale of the civil population. The civil population, completely unarmed, with the enemy within a few miles of the city, behaved in a manner which showed extraordinary courage and coolness. They did so because they had a great leader and because Hindus, Muslims and Sikhs all joined together under him to throw back the enemy and to save Kashmir, their common heritage. This fact is one of the most remarkable events of recent times in India and one from which the rest of the country may take a profitable lesson. It was certainly a factor of the most vital importance in the saving of Srinagar.

15. The present position is that our troops have relieved Poonch and are within 8 miles of Kotli. The terrain in which they are functioning is difficult and mountainous and the roads and approaches have been destroyed by the raiders. Progress is therefore slow. In this Poonch area occupied by the raiders several massacres of the non-muslim inhabitants have taken place involving large numbers of persons.

16. I should like to say here that certain events happened near Jammu early in November which I regret very deeply. The Muslim convoys of evacuees were being taken away from Jammu when they were attacked by non-Muslim refugees and others and a large number of casualties were inflicted. The troops escorting them did not play a creditable role. I might add that none of our troops were present or had anything to do with this. We have issued the most stringent orders to our troops to protect the people, to function with impartiality and indeed to make friends with the local population. I am glad to say that they have carried out these instructions.

17. The House is aware that the Pakistan Government has protested emphatically against our action in Kashmir. In doing so they have used language which is not becoming in any government and have alleged fraud and conspiracy on our part. I need only say that I am completely convinced that every action that the Government of India have taken in regard to Kashmir has been straight and above board and I can defend it at any time before the world. We have indeed been over-scrupulous in this matter so that nothing may be done in the passion of the moment which might be wrong. The behaviour of our army has all along been good and worthy of our traditions.

18. I cannot say this of the Pakistan Government. Their case is that the genesis of the trouble was extensive killing of Muslims in Eastern Punjab and Kashmir and that the raid on Kashmir was a spontaneous reaction to this on the part of the tribesmen. I think this is completely untrue. I regret deeply that in parts of Jammu province Muslims were killed and driven out. This of course has had nothing to do with our government or our forces. But this mutual killing has been a very tragic feature during these past months in the Punjab, and Jammu was powerfully affected by this. We have sufficient evidence in our possession to demonstrate that the whole business of the Kashmir raids both in Jammu province and in Kashmir proper deliberately organised by high officials of the Pakistan Government. They helped the tribesmen and ex-servicemen to collect, they supplied them with implements of war, with lorries, with petrol and with officers. They are continuing to do so. Indeed their high officials openly declare so. It is obvious that no large body of men could cross Pakistan territory in armed groups without the goodwill, connivance and active help of the authorities there. It is impossible to escape the conclusion that the raids on Kashmir were carefully planned and well organised by the Pakistan authorities with the deliberate object of seizing the State by force and then declaring accession to Pakistan. This was an act of hostility not only to Kashmir but to the Indian Union. It is only necessary to see the semi-official organs of the Muslim League and the Pakistan Government to find out the attitude of that government. If we had allowed this scheme to succeed, we would have been guilty of betrayal of the people of Kashmir and a grave dereliction of duty to India. The results of these on the communal and political situation all over India would have been disastrous.

19. The Pakistan Government have proposed a simultaneous withdrawal of our forces and the raiders from Kashmir. This was a strange proposal and could only mean that the raiders were there at the instance of the Pakistan Government. We cannot treat with free-booters who have murdered large numbers of people and tried to ruin Kashmir. They are not a State although a state may be behind them. We have gone to Kashmir to protect the people and as soon as this duty is discharged our forces need not remain there and we shall withdraw our forces. We cannot desert the people of Kashmir till danger is passed. If the Pakistan Government is sincere they can stop the entry of these raiders and thus accelerate the return of peace and order. After that let the people of Kashmir decide and we shall accept their decision. But if this armed conflict continues no opportunity is given for the people to decide by peaceful means and the decision gradually takes shape by the sacrifice and power of the people in this conflict.

20. In order to establish our *bona fides* we have suggested that when the people are given the chance to decide their future this should be done under the supervision of an impartial tribunal such as the United Nations Organisation.

21. The issue in Kashmir is whether violence and naked force should decide the future or the will of the people. The raiders encouraged by Pakistan have sought to enforce by the sword accession to Pakistan against the obvious wishes of large numbers of the people in Kashmir. We cannot permit a success of this method to achieve political ends. It is a tragedy that Pakistan should ally itself to such methods instead of devoting herself to the urgent tasks of economic and social reconstruction.

22. Kashmir has gone through fire and I am sure that the House would like me to communicate their sympathy to the people of Kashmir for the tribulations they have been going through in recent weeks. This fair land which nature has made so lovely has been desecrated by people who have indulged in murder, arson, loot and foul attacks on women and children. The people have suffered greatly from shortage of the most vital necessities of life and yet, under the inspiring lead of Shaikh Abdullah, they have stood together in the hour of calamity and showed to the rest of India an example of what communal unity can achieve. Whatever the future may hold, this chapter in the history of Kashmir will be worth reading and we shall never regret that in their hour of distress we have been able to be of assistance to this gallant people. Kashmir and India have been bound together in many ways from ages past. These last few weeks have forged a new link which none can sunder.

MOTION FOR ADJOURNMENT

VOTING IN THE U.N.O. ON THE SOUTH AFRICAN QUESTION

Mr. Speaker: I received notice of an adjournment motion from Shri Deshbandhu Gupta but I understand the Honourable Member does not propose to move it.

Shri Deshbandhu Gupta (Delhi): Sir, as Government are not in a position to make a statement on the question of voting in the U.N.O. on the South African question, I do not propose to move the adjournment motion.

Mr. Speaker: So it is not proposed to move it.

DECLARATIONS OF EXEMPTIONS UNDER THE REGISTRATION OF FOREIGNERS ACT— LAID ON THE TABLE

The Honourable Sardar Vallabhbhai Patel (Minister for Home, Information and Broadcasting and States): Sir, I lay on the table a copy of each of the following Declarations of Exemption issued under the Registration of Foreigners Act, 1939, namely:

- (1) No. 1/8/47-Poll. (E), dated the 13th February, 1947.
- (2) No. 1/15/47-Poll. (E), dated the 24th March, 1947.
- (3) No. 1/19/47-Poll. (E), dated the 30th May, 1947.
- (4) No. 1/18/47-Poll. (E), dated the 2nd June, 1947 (10 declarations)
- (5) No. 1/20/47-Poll. (E), dated the 2nd June 1947.
- (6) No. 1/21/47-Poll. (E), dated the 9th June, 1947 (2 declarations).
- (7) No. 1/23/47-Poll. (E), dated the 13th July, 1947.
- (8) No. 1/26/47-Poll. (E), dated the 21st July, 1947 (2 declarations).
- (9) No. 1/27/47-Poll. (E), dated the 28th July, 1947, (4 declarations).
- (10) No. 1/25/47-Poll. (E), dated the 4th August, 1947.
- (11) No. 1/28/47-Poll. (E), dated the 5th August, 1947 (2 declarations).
- (12) No. 1/10/47-Poll. (E), dated the 14th August, 1947.
- (13) No. 1/30/47-Poll. (E), dated the 1st September, 1947 (2 declarations).

- (14) No. 1/32/47-Poll. (E), dated the 12th September 1947.
- (15) No. 1/33/47-Poll. (E), dated the 23rd September, 1947.
- (16) No. 1/35/47-Poll. (E), dated the 23rd September, 1947.
- (17) No. 1/27/47-Poll. (E), dated the 26th September 1947.
- (18) No. 1/38/47-Poll. (E), dated the 7th October 1947.
- (19) No. 1/39/47-Poll. (E), dated the 13th October 1947 (3 declarations).

No. 1/8/47-POLL. (E) -

GOVERNMENT OF INDIA
HOME DEPARTMENT

New Delhi, the 13th February, 1947

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to, Dr. F. A. Nickell, an American national, for so long as he is working for the Central Waterways, Irrigation and Navigation Commission in connection with post-war multi-purpose projects.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/15/47-POLL. (E)

GOVERNMENT OF INDIA
HOME DEPARTMENT

New Delhi, the 24th March, 1947

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to, Dr. J. E. Church, an American national, for so long as he is employed with the Central Waterways, Irrigation and Navigation Commission as Snow Survey Expert.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/19/47-POLITICAL (E)

GOVERNMENT OF INDIA
HOME DEPARTMENT

New Delhi, the 30th May, 1947

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners shall not apply to, or in relation to, Miss Marie E. Casey, an United States national, for so long as she is employed in the American Consulate General, Calcutta.

F. SINGH,

Assistant Secretary to the Government of India

No. 1/18/47-POLL. (E)

GOVERNMENT OF INDIA
HOME DEPARTMENT

New Delhi, the 2nd June 1947

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Jane Loranger, a United States Government official, for so long as she holds her present employment.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/18/47-POLL. (E)

GOVERNMENT OF INDIA
HOME DEPARTMENT

New Delhi, the 2nd June 1947

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Lucy Singleton, a United States Government Official, for so long as she holds her present employment.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/18/47-POLL. (E)

GOVERNMENT OF INDIA
HOME DEPARTMENT

New Delhi, the 2nd June 1947

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Orpha Soine, a United States Government official, for so long as she holds her present employment.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/18/47-POLL. (E)

GOVERNMENT OF INDIA
HOME DEPARTMENT

New Delhi, the 2nd June 1947

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mr. Paul G. Wright, a United States Government official, for so long as he holds his present employment.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/18/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT*New Delhi, the 2nd June 1947*

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Alexandra Wilson, a United States Government official, for so long as she holds her present employment.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/18/47-POLI. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT*New Delhi, the 2nd June 1947*

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Betty Ann Garnett, a United States Government official, for so long as she holds her present employment.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/18/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT*New Delhi, the 2nd June 1947*

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mr. Robert Bancroft Cate, Jr., a United States Government official, for so long as he holds his present employment.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/18/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT*New Delhi, the 2nd June 1947*

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Ann Lorene Goodpasture, a United States Government official, for so long as she holds her present employment.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/18/47-POLL. (E)

GOVERNMENT OF INDIA
HOME DEPARTMENT*New Delhi, the 2nd June 1947*

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mr. G. Edward Clark, a United States Government official, for so long as he holds his present employment.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/18/47-POLL. (E)

GOVERNMENT OF INDIA
HOME DEPARTMENT*New Delhi, the 2nd June 1947*

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Elizabeth G. Robb, a United States Government official, for so long as she holds her present employment.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/20/47-POLL. (E)

GOVERNMENT OF INDIA
HOME DEPARTMENT*New Delhi-3, the 2nd June, 1947*

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mr. L. V. Pelto, an American national, for so long as he is employed with the Central Waterways, Irrigation and Navigation Commission of the Government of India.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/21/47-POLL. (E)

GOVERNMENT OF INDIA,
HOME DEPARTMENT*New Delhi, the 9th June, 1947.*

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mr. Jack Herfurt, a United States national, for so long as he is employed in the office of the Military Attaché to the Embassy of the United States of America at New Delhi.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/21/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.*New Delhi, the 9th June, 1947.*

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mrs. Mildred Herfurt, a United States national, for so long as she is employed in the office of the Military Attaché to the Embassy of the United States of America at New Delhi.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/23/47-POLITICAL (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.*New Delhi-3, the 13th July, 1947.*

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Valor Wylley, for so long as she is employed in the office of the Military Attache, American Embassy, New Delhi.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/26/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.*New Delhi, the 21st July, 1947*

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Jennie Bernice Young, American national, for so long as she is employed with the American Embassy, New Delhi.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/26/47-POLL. (E)

GOVERNMENT OF INDIA,
HOME DEPARTMENT.*New Delhi, the 21st July, 1947*

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Ruth Leone Buchholz, American national, for so long as she is employed with the American Embassy, New Delhi.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/27/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.

New Delhi-3, the 28th July, 1947.

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mr. Ralph K. Eyster an American national for so long as he is in the Service of the American Embassy in India.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/27/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.

New Delhi-3, the 28th July, 1947.

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mr. Glenn Prosser an American national for so long as he is in the service of the American Embassy in India.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/27/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.

New Delhi-3, the 28th July, 1947.

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mr. Ernest H. Fisk an American national for so long as he is in the service of the American Embassy in India.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/27/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.

New Delhi-3, the 28th July, 1947.

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mr. Henry Cassis an American national for so long as he is in the service of the American Embassy in India.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/25/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.

New Delhi-3, the 4th August, 1947.

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners shall not apply to, or in relation to Mr. James R. Healey, an American national for so long as he is employed with the United States Maritime Commission, Bombay.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/28/47-POLITICAL (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.

New Delhi-3, the 5th August, 1947.

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Forrest Miller, an American national, for so long as she is employed with the American Consulate, Calcutta.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/28/47-POLITICAL (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.

New Delhi-3, the 5th August, 1947.

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mrs. Ervie Moorhouse, an American national, for so long as she is employed with the American Consulate, Calcutta.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/10/47-POLL. (E).

GOVERNMENT OF INDIA,
HOME DEPARTMENT.

New Delhi-3, dated the 14th August 1947.

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to 1st Lt. Abdul Rahman Khan, for so long as he remains in India as an interpreter for the Afghan Officers attending the course at the Royal Indian Army Service Corps School, Kakul.

F. SINGH.

Assistant Secretary to the Government of India.

No. 1/30/47-POLL. (E).

GOVERNMENT OF INDIA,

MINISTRY OF HOME AFFAIRS

New Delhi-3, the 1st September, 1947

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Mary Jane Tuttle an American national, for so long as she is employed in the American Consulate, Madras.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/30/47-POLL. (E).

GOVERNMENT OF INDIA,

MINISTRY OF HOME AFFAIRS

New Delhi-3, the 1st September, 1947

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mr. Harlan H. Howard, Jr., an American national, for so long as he is employed in the American Consulate, Madras.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/32/47-POLL. (E)

GOVERNMENT OF INDIA,

MINISTRY OF HOME AFFAIRS

New Delhi, the 12th September, 1947

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Ruth Teasdale an American national, for so long as she is employed with the American Embassy, New Delhi.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/33/47-POLL. (E).

GOVERNMENT OF INDIA,

MINISTRY OF HOME AFFAIRS

New Delhi, the 23rd September, 1947.

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mrs. Chun Tsai Wu nee Ma Chin Choung, a Chinese national, for so long as she is employed by the Embassy of the Republic of China in India, New Delhi.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/35/47-POLL. (E).

GOVERNMENT OF INDIA
MINISTRY OF HOME AFFAIRS
New Delhi, the 23rd September, 1947

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Ruth Booker, an American national, for so long as she is employed in the American Embassy.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/27/47-POLL. (E).

GOVERNMENT OF INDIA,
MINISTRY OF HOME AFFAIRS
New Delhi-3, the 26th September, 1947

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Mrs. Mary Wright Fisk, an American national, for so long as her husband Mr. Ernest H. Fisk, an American national, remains in the employ of the United States Embassy in India.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/38/47-POLL. (E).

GOVERNMENT OF INDIA,
MINISTRY OF HOME AFFAIRS
New Delhi-3, the 7th October, 1947.

DECLARATION OF EXEMPTION.

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Catherine E. Hempen, an American national, for so long as she remains in India in the employ of the American Embassy, New Delhi.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/39/47-POLL. (E)

GOVERNMENT OF INDIA,
MINISTRY OF HOME AFFAIRS
New Delhi-3, the 13th October, 1947.

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Marian Frubaker for so long as she remains in India in the employ of the American Embassy.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/39/47-POLL (E)

GOVERNMENT OF INDIA

MINISTRY OF HOME AFFAIRS

New Delhi 3, the 13th October, 1947

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Lillian Benson for so long as she remains in India in the employ of the American Embassy.

F. SINGH,

Assistant Secretary to the Government of India.

No. 1/39/47-POLL (E)

GOVERNMENT OF INDIA

MINISTRY OF HOME AFFAIRS

New Delhi 3, the 13th October, 1947

DECLARATION OF EXEMPTION

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors, who are not foreigners, shall not apply to, or in relation to Miss Frances Vick for so long as she remains in India in the employ of the American Embassy.

F. SINGH,

Assistant Secretary to the Government of India.

ELECTION TO STANDING COMMITTEE FOR MINISTRY OF COMMUNICATIONS

Mr. Speaker: I have to inform the Assembly that upto 12 Noon on Friday, the 21st November, 1947, the time fixed for receiving nominations for the Standing Committee for the Ministry of Communications, eleven nominations were received. Subsequently one member withdrew his candidature. As the number of the remaining candidates is equal to the number of vacancies, I declare the following members to be duly elected:

- (1) Raja Sardar Singhji Bahadur of Khetri.
- (2) Kunwar Shamsher Jang.
- (3) Shri Brajeshwar Prasad.
- (4) Shri P. Kunhiraman.
- (5) Shri Mihirial Chattopadhyaya.
- (6) Pandit Chaturbhuj Pathak.
- (7) Shri Himmet Singh K. Maheshwari.
- (8) Pandit Mukut Bihari Lal Bhargava.
- (9) Shri Prafulla Chandra Sen. and
- (10) Kazi Syed Karimuddin.

ELECTION TO STANDING COMMITTEE FOR MINISTRY OF AGRICULTURE

Mr. Speaker: I have also to inform the Assembly that upto 12 Noon on Friday, the 21st November, 1947, the time fixed for receiving nominations for the Standing Committee for the Ministry of Agriculture, eleven nominations were received. Subsequently one member withdrew his candidature. As the number of the remaining candidates is equal to the number of vacancies, I declare the following members to be duly elected:

- (1) Shri Kishorimohan Tripathi,
- (2) Shri Upendra Nath Barman,
- (3) Shri Ramnarayan Singh,
- (4) Shri Damodar Swarup Seth,
- (5) Ch. Ranbir Singh,
- (6) Dr. P. S. Deshmukh,
- (7) Shri K. C. Gajapati Narayan Deo,
- (8) Shri Ram Sabai,
- (9) Sardar Jogendra Singh, and
- (10) Syed Abdur Rouf.

ELECTION TO STANDING COMMITTEE FOR MINISTRY OF DEFENCE

Mr. Speaker: I have further to inform the Assembly that upto 12 Noon on Saturday, the 22nd November, 1947, the time fixed for receiving nominations for the Standing Committee for the Ministry of Defence, ten nominations were received. As the number of candidates is equal to the number of vacancies, I declare the following members to be duly elected:

- (1) Pandit Hirday Nath Kunzru,
- (2) Sardar Jogendra Singh,
- (3) Shri Manikyalal Varma,
- (4) Shri Mohanlal Gautam,
- (5) Shri C. M. Poonacha,
- (6) Shri Hari Vishnu Kamath,
- (7) Col. Shri Maharaja Himmat Singhji,
- (8) Shri S. K. Patil,
- (9) Maharajadhiraja Sir Kameshwara Singh, and
- (10) Mr. Hussain Imam.

ELECTION TO STANDING COMMITTEE FOR MINISTRY OF EXTERNAL AFFAIRS AND COMMONWEALTH RELATIONS

Mr. Speaker: I have to inform the Assembly that upto 12 Noon on Saturday, the 22nd November, 1947, the time fixed for receiving nominations for the Standing Committee for the Ministry of External Affairs and Commonwealth Relations, ten nominations were received. As the number of candidates is equal to the number of vacancies, I declare the following members to be duly elected:

- (1) Sardar K. M. Panikkar,
- (2) Shri V. Nadimuthu Pillai,
- (3) Shri S. V. Krishnamurthy Rao,
- (4) Prof. N. G. Ranga,
- (5) Shri H. V. Kamath,
- (6) Pandit Hirday Nath Kunzru,
- (7) Diwan Chaman Lall,
- (8) Seth Govind Das,
- (9) Maharajadhiraja Sir Kameshwara Singh, and
- (10) Begum Aizaz Rasul.

THE RAILWAY BUDGET—GENERAL DISCUSSION.

FIRST STAGE

Mr. Speaker: The House will now proceed with the General Discussion of the Railway Budget. Before the General Discussion of the Railway Budget commences, I have to announce to the House that under Rule 46, I fix the time limit for speeches as 15 minutes for each Honourable Member excepting the Honourable Minister of Railways for whom 45 minutes or more will be allowed, if necessary.

सेठ गोविन्द दास : सभापति जी, इस स्वतन्त्र भारत में स्वतन्त्रता प्राप्त करने के बाद आज राष्ट्र-भाषा हिंदी में बोलने से मुझे बड़ा आनंद हो रहा है। मैं लगभग २३ वर्षों से इस धारा सभा का सदस्य रहा हूँ और इन २३ वर्षों से लगातार विदेशी भाषा बोलते बोलते आज स्वतंत्र भारत में मुझे राष्ट्रभाषा बोलने का सौभाग्य प्राप्त हो रहा है।

मैं यातायात के मंत्री महोदय को, उन्होंने यातायात के मुख्यसाधन रेलवे का जो बजट भारत में सर्व प्रथम उद्घोषित किया है, उसके लिए बधाई देना चाहता हूँ। जहाँ तक बजट का सम्बन्ध है, उसे अलग अलग दृष्टियों से देखा जा सकता है। कई लोग जो किरावों में वृद्धि की गई है उस पर आपत्ति करते हैं। गत बजट में भी किरावों में वृद्धि ई थी, और मैंने उस समय यह निवेदन किया था कि सब दरजों के किरावों में एक सी वृद्धि होना उचित नहीं है। मुझे यह देखकर हर्ष हो रहा है कि मेरे उस सुझाव पर ध्यान दिया गया, और अब जो वृद्धि किरावों में हुई है वह दरजों में भेद रख कर की गई है। अच्छा होता यदि तीसरे दरजे के किरावों में कोई वृद्धि न की गई होती। परंतु यदि यह संभव नहीं था तो कम से कम तीसरे दरजे के यात्रियों को इस बात पर संतोष होगा कि यदि उन्हें कुछ अधिक देना पड़ रहा है तो उनकी अपेक्षा इन्टर में मुसाफिरी करने वालों को उनसे अधिक 'सेकेन्ड क्लास में मुसाफिरी करने वालों को उनसे अधिक' और फर्स्ट क्लास में मुसाफिरी करने वालों को उनसे भी अधिक देना पड़ रहा है।

जहाँ तक घाटे को पूरा करने का सम्बन्ध है, वहाँ तक मैं यह कहना चाहता हूँ कि किरावों में वृद्धि के अतिरिक्त और भी कुछ उपाय काम में लाने चाहिये। हम लोग इस पक्ष के तो अवश्य हैं कि जहाँ तक नीचे दरजे की नौकरियों का संबंध है वहाँ तक उनके वेतन में कोई कमी न हो, परन्तु जहाँ तक ऊंची नौकरियों का संबंध है, मैं माननीय मंत्री से निवेदन करना चाहता हूँ कि कुछ तो उनमें से जो बहुत पुराने नौकर हैं उनकी छंटनी होनी चाहिये और ऊंचे दरजों की नौकरियों पर जो नियुक्ति की जाय उनको वेतन जो इस समय मिल रहा है उससे बहुत कम होना चाहिये। नीचे दरजे और ऊंचे दरजे की नौकरियों के वेतन में इस क्षेत्र में जितना अंतर इस समय सब विभागों में देखा जाता है वह वाञ्छनीय नहीं है। हमें नीचे दरजों और ऊंचे दरजों दोनों को निकट लाना है। नीचे दरजों को उठाना है, ऊंचे दरजों को गिराना है और इस प्रकार दोनों में जो अन्तर रहता है उसको कम से कम कर देना है।

जहां तक यात्रियों की सुविधा का संबंध है मैं माननीय मंत्री से कहना चाहता हूं कि इस संबंध में अभी कुछ भी नहीं हुआ है। आज कल ट्रेनों में भीड़ भाड़ अवश्य कम हो गई है, परंतु इसका कारण कुछ दूसरा ही है। इसका कारण यह नहीं है कि ट्रेनों की संख्या में वृद्धि हुई है या ट्रेनों में जो बोगियां लगाई जाती हैं वे अधिक लगाई जा रही हैं। इसका प्रधान कारण यह है कि सांप्रदायिक दंगे जो चारों तरफ हुए उनके कारण लोगों ने यात्रा कम कर दी। मैं माननीय मंत्री जी से कहना चाहता हूं कि परिस्थिति के साधारण स्थिति पर आते ही फिर से वे देखेंगे कि भीड़ भाड़ का वही हाल हो जायगा जो अब तक रहा है। इसलिए इस संबंध में कुछ और होना आवश्यक है। इसके सिवा यात्रियों की दूसरी सुविधाओं का भी अभी वही हाल है। बहुत कम बोगियां ऐसी रहती हैं जिनमें पूरी बत्तियों का प्रबंध है। ऊंचे दर्जे की बोगियों में स्विच बहुत कम पाई जाती हैं। यह कहा जाता है कि बल्बों की चोरी होती है। यह कहा जाता है स्विचों की चोरी होती है। परन्तु बल्बों के न रहने और स्विचों के न रहने की यह कोई ठीक दलील नहीं है। ऐसे उपाय काम में लाये जा सकते हैं, उन बल्बों पर ताले लगाकर, या उन स्विचों को इस प्रकार से फिट करके जिससे उनकी चोरी न हो। मैं कहना चाहता हूं कि दो तारों को मिलाकर पंखों या बत्तियों का चलाना और जलाना यह एक बड़ी भयानक बात है। इसमें कई बार यात्रियों को घक्के लगे हैं, और मैं यह भी कहना चाहता हूं कि इसमें बड़ी दुर्घटनाएं हो जाने का भय है। इसलिए मेरा यह निवेदन है कि जहां तक बत्तियों और स्विचों का सवाल है वहां तक सबसे पहले इस ओर ध्यान देना चाहिये।

पानी की ट्रेनों में और स्टेशनों पर विशेष रूप से कमी है। यह गरम देश है और गरम देश में लोगों को खाना अलग रहा, यदि पानी भी पीने को न मिले तो इससे अधिक खराबी की बात नहीं हो सकती। बार बार भाषणों में यह बात कही गई है कि ट्रेनों में और स्टेशनों पर दोनों में पानी की ठीक व्यवस्था होनी चाहिये और मेरा विश्वास है कि यदि इस ओर थोड़ा भी ध्यान दिया जाय तो यह ऐसी चीज नहीं है, पानी कम से कम ऐसी वस्तु नहीं है, जो कहीं से लानी पडती हो, उसकी व्यवस्था ठीक तरह से हो सकती है।

नई बोगियों के संबंध में मेरा माननीय मंत्री से कहना है कि हम उन के लिए नहीं रुक सकते। नई बोगियों के आते आते न जाने कितना समय लग जायगा और तब तक यदि हम नई बोगियों के भरोसे ही बैठे रहें और पुरानी बोगियों को न सुधारें तो लोगों को जितनी उनको उचित सुविधाएं मिलनी चाहियें उननी नहीं मिल सकेंगी। इसलिए मेरा निवेदन है कि नई बोगियां तो बनाई ही जा रहीं हैं और नई बोगियां बनते बनते काफी समय लग जावेगा इसलिए हमको पुरानी बोगियों का भी सुधारना शुरू करना चाहिये। कितनी बार यहां कहा जाना है कि इन बोगियों को सुधारने के लिए जिन वस्तुओं की आवश्यकता है वह वस्तुएं इस समय प्राप्त नहीं हो रही हैं। उनकी प्राप्ति में कठिनाई

[सेठ गोविन्ददास]

है। मैं इन कठिनाइयों को महसूस करता हूँ और मंजूर करता हूँ कि कठिनाइयाँ हैं। लेकिन अनेक चीजें ऐसी भी हैं जो इस समय उपलब्ध हैं, काफी तादाद में और उन चीजों का उपयोग इन पुरानी बोगियों में हो सकता है।

फर्स्ट क्लास अब तक चल रहा है। मेरी समझ में यह बात नहीं आता कि माननीय मंत्री के इस बात के बचन देने के बाद भी कि फर्स्ट क्लास वे बहुत जल्द समाप्त करेंगे, और इस एसेम्बली के वर्षों तक यह मांग करने पर भी कि फर्स्ट क्लास की इस देश में आवश्यकता नहीं है अब तक फर्स्ट क्लास क्यों चला जा रहा है? कम से कम जब कि हवाई जहाज चल रहे हैं और जो ऊंचे क्लास के लोग कहलाते हैं उन्हें हवाई जहाज से यात्रा करने की सुविधा है तो ऐसी दशा में फर्स्ट क्लास की यात्रा जारी क्यों रक्खी जाय। मैं आशा करता हूँ कि फर्स्ट क्लास जल्द से जल्द समाप्त किये जायेंगे और उनके स्थान पर दूसरी बोगियाँ बढाई जावेंगी जिसमें भीड़ भाड़ में कमी हो सके।

जहाँ तक शरणार्थियों की यात्रा का सवाल है, मैं कहना चाहता हूँ कि शरणार्थी एक प्रांत से दूसरे प्रांत ले जाये जायेंगे। मेरा माननीय मंत्री से इस संबंध में कहना है कि जहाँ तक शरणार्थी लोगों के आवागमन का संबंध है वहाँ शरणार्थी स्पेशल ट्रेनों द्वारा ही ले जाये जायें करें। वे साधारण ट्रेनों द्वारा न ले जायें।

एंजिन बनाने की क्या व्यवस्था हो रही है मैं नहीं जानता। विदेशी सरकार ने केवल एंजिन ही नहीं बल्कि किसी प्रकार की मशीनरी इस देश में न बन सके इसका सदा ध्यान रक्खा है। मैं आशा करता हूँ कि जो एंजिनों की हालत इस देश में हो गई है, उसे देखते हुए इस बात का प्रबंध किया जायगा कि इस देश में जल्द से जल्द ही एंजिन तैयार हों। इस समय जो गाडियाँ बहुत बिलंब से पहुंचती हैं और कुछ गाडियों की देर से पहुंचने की शोहरत हो गई है, जैसे "ग्रैंड ट्रंक एक्सप्रेस" इसका प्रधान कारण एंजिनों का ठीक अवस्था में न होना है। मैं आशा करता हूँ कि स्वतंत्र भारत में नई मशीनरी के साथ एंजिन भी बनाये जायेंगे।

नई लाइनों का भी सवाल है। मेरे प्रांत में कई ऐसी जगह अब भी मौजूद हैं जहाँ पर बहुत दिनों से यह कहा जाता है कि नई लाइनें डाली जायेंगी, मीटर गेज की जगह पर ब्राड गेज का इस्तेमाल किया जायगा। माननीय सदस्य शायद जानते होंगे कि मध्य प्रांत के दो प्रधान नगर नागपुर और जबलपुर के बीच में नजदीकी रास्ते से मीटर गेज है। वहाँ ब्राड गेज नहीं है। इसका फल यह है कि जब जबलपुर और नागपुर के बीच में मीटर सिर्फ छः घंटों के अंदर पहुंचती है तब ट्रेन से कोई जाना चाहे तो उसको पूरे १६ घंटे लगते हैं। आप स्वयं सोच सकते हैं कि कितना बड़ा अंतर दोनों प्रकार की यात्रा में है। मैं माननीय मंत्री से निवेदन करना चाहूंगा कि जबलपुर और नागपुर के बीच में मीटर गेज के स्थान पर ब्राड गेज होना चाहिये। कितने ही स्थान मध्य प्रांत में ऐसे हैं जहाँ नई लाइनों की नितांत आवश्यकता है। स्टेशनों में परिवर्तन होने की जरूरत

है। मेरे प्रांत में नागपुर स्टेशन को छोड़ कर, सारे स्टेशन पूर्ववत् हैं, जबलपुर स्टेशन भी। मेरी उम्र इस समय ५० से ज्यादा है और करीब चालीस वर्ष से, जब से मुझको होश आया है तब से मैं देखता हूँ कि जबलपुर स्टेशन की हालत आज तक वही है जो पहले थी। इस वक्त जबलपुर की आबादी ६० हजार से बढ़कर करीब तीन लाख तक पहुंच गई है। कई बार यह कहा गया है कि जबलपुर में एक नये स्टेशन की आवश्यकता है और माननीय मंत्री ने यह आश्वासन भी दिया था कि जबलपुर में बहुत जल्दी ही एक नया स्टेशन बनाया जाने वाला है। मगर इसकी अवस्था वैसी ही है। और जल्दी कोई स्टेशन के कार्य आरंभ होने के आसार नहीं दिखाई देते।

माननीय मंत्री जानते हैं कि सागर में एक विश्वविद्यालय स्थापित हो गया है। वहां का स्टेशन अजीब तरह से बनाया गया है। शहर जाने के लिए पहले लाइन को फांदना पड़ता है। जिस प्रकार का विचित्र स्टेशन सागर बना हुआ है शायद ही हिंदुस्तान में ऐसा कोई स्टेशन बना होगा। इस स्टेशन में परिवर्तन की बड़ी आवश्यकता है। मैं सभा का बहुत अधिक समय नहीं लेना चाहता। शायद एक दो मिनट मेरे रह गये हैं। मगर मैं एक बार फिर माननीय मंत्री को इस स्वतंत्र भारत के प्रथम यातायात बजट को पेश करने के लिए बधाई देता हूँ और आशा करता हूँ कि स्वतंत्र भारत में यातायात में बहुत शीघ्र सुधार किये जायेंगे।

(English translation of the above speech)

Seth Govinddas (C. P. and Berar; General): Mr. Speaker, in this free India today, after attaining our freedom, I am delighted to speak in Hindi, our national language. For about 23 years I have been a member of this Legislative Assembly, and all this time I have had to constantly speak in a foreign language. Today I have the good fortune of speaking in my national language, in my free country.

I congratulate the Honourable Minister for Transport for being the first to present in Free India the Budget for the Railways, the most important means of transport.

So far as the budget is concerned, we can examine it from different points of view. Some people object to the repeated increase in the railway fares. Last budget also included an increase in the fares. At that time I said that it was not fair to increase the fares of the different classes in the same proportion. I am glad to find that my suggestion has been put into practice, and that the new increase in fares takes into consideration the different classes. It would have been better if the fares of the third class had not been increased at all. But, if it was not possible, the third class passengers would at least have the satisfaction that if they have to pay something in excess, the Inter class passengers have to pay more than they, while those who travel in second class pay still more and those who make journeys in the first class pay even more than those who go by the second.

So far as it is the question of making good the deficit, I would like to say that increase in the railway fares should not be the only means. We should use other means too. We are no doubt of the opinion that so far as the low paid staff is concerned we should not make any reduction in their salaries; but with regard to the higher posts I would like to request the Honourable Minister that first of all he should retrench the very old employees, and secondly that new recruits to the superior services should be given lower salaries than are admissible to them at present. The difference of salaries between the senior

[Seth Govinddas]

and the junior employees, as exists today in the various departments is not desirable. We have to bridge this gulf, we have to bring these classes closer to each other, we have to pull up the lower class and bring down the upper; and in this way we have to reduce this difference in pays to a minimum.

With regard to the facilities to the railway passengers I would like to tell the Honourable Minister that nothing has been done for them so far. Of course, the overcrowding in the trains has lessened a little; but it is due to another reason. It is not because the number of trains has been increased or because the rakes contain greater number of bogies. It is because on account of these communal disturbances people have stopped travelling frequently. I want to tell the Honourable Minister that with the return of normal conditions he would find the same overcrowdings as has been witnessed before. Something must be done, therefore, for diminishing this overcrowding.

The same applies to the facilities to the railway passengers. Very few compartments are such which have all the lights functioning. Switches are seldom found in the upper class coaches. It is said that the bulbs and the switches are removed. But that is not the right argument for their absence. Means can be devised for the safety of these things. Bulbs can be fitted under locks; switches can be fixed in such ways that they cannot be removed. I want to say that it is a very dangerous thing to light the bulbs and to let the fans go by just putting together two wires. There have been cases where people have received electric shocks. I want to tell you that this practice is fraught with dangers. I have, therefore, to suggest that so far as the lights and fans are concerned we must first of all attend to this side.

Scarcity of water supply is acute on the trains, particularly at the railway stations. India is a tropical country. Leave aside the question of food, nothing can be worse than this that people should not get water to drink. Over and over again, it has been emphasised in our speeches that adequate arrangements should be made for the supply of water, both on the trains and at the railway stations. And I believe, if we pay a little attention to it, we can improve the situation, for, after all it is not such a thing, water at least is not so, that has got to be imported.

With regard to new bogies I have to tell the Honourable Minister that we can no longer wait for them. Who knows how long will it take them to come, and if we depend upon them and do not overhaul the old ones, the public will be deprived of the facilities to which they are entitled. The new bogies are under construction and it will take sometime before they are placed at the disposal of the people. Why should we not in the meantime overhaul the old ones? Often it has been said here that the things required for their amelioration are not available at present. It is difficult to obtain them. I realize these difficulties and I admit that difficulties are there. But there are many things which can be obtained now and obtained in good numbers. They can be used in the old bogies.

First class compartments are still moving. For years this Assembly has been demanding that there is no need for first class travels in this country and that this class should be eliminated. I cannot understand why, inspite of the assurance given by the Honourable Minister that he would shortly put an end to the first class journey, it is still allowed to linger? Aeroplanes are flying; and those who are called the upper class have the privilege of travelling by air. Why should, then, we have first class on the railways? I hope that soon first class compartments will be replaced by third class so that overcrowding on the trains may be reduced.

With regard to the movement of the refugees, I want to say that they will be transported from one province to another. So far as it is the question of their transport, they can be transported by means of special trains and not by the public trains.

I do not know what is the position with regard to the manufacture of locomotives. The alien Government have always taken special care to see that, not only engines, but even machinery of any kind is not manufactured in this country. Seeing the present condition of the locomotives, I hope arrangements will be made soon to manufacture locomotives here.

There is also the question of new lines. There are many places even now in my own province where it has been said for a long time that new tracks would be laid, that the meter gauge would be replaced by the broad gauge. The Honourable Speaker might be knowing that the shortest route between two prominent places of the C.P., from Nagpur to Jubbulpore, is *via* the meter gauge. There is no broad gauge. This means that if it takes only six hours to go from Nagpur to Jubbulpore by means of a bus, not less than sixteen hours are required to travel by train. You can see for yourself what big difference there is in the two modes of conveyance. I would request the Honourable Minister that he should replace the meter gauge by broad gauge between Jubbulpore and Nagpur.

Many places are there in the C.P. which require new lines. Changes are required to be made in the railway stations. Leaving aside Nagpur, all stations in the C.P. are as of old. Jubbulpore is no exception. I am more than fifty years old; and for the last 40 years or so, from the time I have begun to understand things I have been seeing that the railway station of Jubbulpore remains unchanged. The population of this city has increased from 60 thousands to about three lakhs. Many a time it has been pointed out that Jubbulpore needs a new railway station. The Honourable Minister gave assurances also that in the near future a new railway station would be constructed at Jubbulpore. But matters stand where they have been; and no signs are yet there of its being shortly rebuilt.

The Honourable Minister might be knowing that a University has been established at Saugor. The railway station of this city has been made in a peculiar way. One has to cross the railway lines before one can enter the city. There would hardly be a railway station in the whole of India which could be compared with this odd station. Changes are badly required to be made in this building.

I do not want to take much time of the House. Perhaps only a minute or two of my time now remain. Let me once again congratulate the Honourable Minister for being the first to present this railway budget in Free India; and I hope that soon improvements would be made in the railways.

Mr. Hussain Imam (Bihar: Muslim): Mr. Speaker, I do not wish to take up the time of the House in making a detailed examination of the Railway Budget. That is a thing which can be more profitably done while discussing the demands for grants. I simply wish to say a few words about the general position.

Before we congratulate the Honourable Minister in charge of Transport for his budget, let us examine if we have done what was due from us. This is the third time that an increase has been suggested by the Minister or a Member in Charge. Every time the House has stopped him from making the necessary increases. The immediate predecessor of the Honourable Minister was more fortunate in getting a part of his demands satisfied but Sir Edward Benthall could not get anything. We have to realise one thing which the Honourable Minister stressed in a passing way, that is what part the Railway plays as a tax-gathering agency of the Government. People are prone to regard the

[Mr. Hussain Imam]

railway simply as if it were the property of private persons like other utilities which must conform to the proposition that their cost should be equal to their disbursement. If we visualise the railways as a method of taxation on the users, we will get better results both for the public who utilise them and for the Government which has to administer them and the other departments as also discharge other functions of the State. The State—I should not say the owner—as the representative of the people, which runs the railways owes a duty that it shall so spread out the rates as to keep them in consonance with the general level of prices. If you examine the cost of other commodities like food, cloth, etc., you will find that there has been an increase of 200 to 250 per cent. in their prices in comparison with the prices that prevailed in August 1939, whereas in the case of the Railways the increase in fares has been not more than 15 to 20 per cent. in different categories. I am referring to coaching as well as passenger traffic. Is it proper that a state organisation whose disbursement of wages has more than doubled in this period and the prices for whose raw materials in the shape of coal have gone up by about 150 per cent., should be compelled to charge a rate which is not in keeping with either of these two increases? I personally would prefer even a higher increase in the fares and coaching rates than has been recommended by the Honourable Minister, but I would make it conditional on two things. Government owes a duty to the travelling public to give it a better deal than it has been giving so far. I know the difficulties which the Honourable Minister has to confront with. He is short of wagons, of coaches, of personnel and he is short of everything which is required. But cannot the difficulties be met by means of road transport aided and run by the state. The previous speaker mentioned, and I have my own experience, that there are places where rail journey takes longer than road journey. In those places it is necessary in order to reduce the congestion on railways to run road services for meeting the convenience of the people. In places where you cannot run a sufficient number of train services it is your duty to have alternatively road services to take passengers. I would like to say this without making any revelation. I think it is well known that there is a controversy whether the state is bound by a contract not to reduce the higher salaries of those who are already in government employment. Last time it was held by the Government of India when we had retrenchment in 1931, that all those who were then in employment could rise up to the highest salaries without any reduction in the emoluments being made. This question was considered by the Pay Commission. We thought that the better course would be to leave the matter to the Government because there was difference among ourselves. I think that considering everything, the changed atmosphere, the accelerated promotions, the higher opportunities available to the people in service, it is meet and proper that all higher salaries should be reduced to the level fixed by the Pay Commission. There should be no privilege attached to those who were employed pre-1931 that they must continue, whenever they are promoted to higher posts, to draw a higher salary. If we bring down the higher salaries to the level suggested now it will not mean any great deal of economy in costs. It should be realized that it is more as a sort of consolation to others, to remove the discontent between a pre-1931 and post-1931 man working in the same position but drawing different rates of pay. I want to remove that discontent, and I would suggest that the recommendations of the Pay Commission about higher salaries should be accepted for all those who were in the employ of the Government, whether pre-1931 or post-1931.

I should like to stress one aspect, namely that the third class fare is the lowest in the world. If we wish our people to have comfortable travel it will be well nigh impossible to supply them with the amenities without a little

further increase in the fares. I should invite the attention of the House to the fact that reserves built during the years of prosperity from 1924 to 1929 were finished up within a year and a half of depression. That is a thing which the House must take cognizance of, and whenever we should build up a reserve we should not hesitate to increase fares if increase is justified. I suggest that when we ask for increase in wages, when the capitalist asks for increase in the price of coal due both to high cost of wages and to demand, it is proper that a national government should have the courage of its conviction and charge the rate which the traffic will bear. In spite of the fact that India is the poorest country in the world—the rupee has lost its value—in real wages or real wealth India is still as it was in 1939; but in terms of money it will be idle to say that any part of the population from the meanest wage-earner to the highest capitalist has not benefitted by the devaluation of the rupee. But we have continued to charge from our passengers the same old rates which were prevailing before the war. It is unscientific and I suggest, not now but for future consideration, that when the Honourable Minister brings forward a budget for the full year he will keep in view the necessity of building a reserve in order to give better service to third class passengers. I would have them fitted with fans. But can you do so if you do not increase the fares? You want to have better water facilities. It is very necessary to provide more amenities in this direction. Water supply is very deficient and troublesome. The way people are packed in the compartments is deplorable. It is a slur on the fair name of India to have third class passengers huddled like that in a compartment. We must remove all these anomalies. But we cannot do it without money. It is therefore better that a national government should increase the fares and freight without discrimination and only as much as is necessary for the ultimate objective of giving a better deal to the travelling public.

Shri A. P. Pattani (Western India States Group): I would like to confine my remarks to only two or three observations in as few words as possible. The first thing I wish to suggest to the Honourable Minister is that in his statement he has said that the deficit of Rs. 16·92 crores can be adjusted from the railway reserves at the disposal of Government of Rs. 21·61 crores. I would like to know, or rather to be assured, that the sum of Rs. 21·61 crores is merely a very rough estimate and that we shall know our actual reserves after the accounts with the Pakistan Dominion have been settled.

The next observation I wish to offer is in connection with the turn-round position of the wagons. The turn round position actually is—I am speaking as one who has had something to do with the railway system in my own State, small as it is—that when a wagon loaded at, say, Bhavnagar goes to, say, Okha, it is ready again for re-loading at Okha station. If the period of this time, which normally used to be 9 to 10 days has increased to 14 or 15 days, it is really a very serious position, and I submit that not merely the civil disturbances, but also lack of locomotive power and labour troubles are responsible for the over all decline of some 40 to 50 per cent. of our wagon power.

And lastly about the locomotive power itself. I think everyone will agree with the Honourable Minister that it is a great reflection on the late Government that they did not provide for the manufacture of locomotives and parts in this country. But now that we are in a very serious crisis about locomotives—again I speak as one who is connected with a small system of railways and we have realised the difficulty of how an engine between two stations will stop because workshops have not been able to put them in proper repair and there are no essential parts available in the country—I would like the Honourable Minister kindly to state how soon we shall be able to manufacture locomotives and parts in this country; and also, since this is likely to take some time, how soon we can import from England or America or any other country the loco-

[Shri A. P. Pattani]

motive power that we require. I believe, Sir, that this locomotive power will greatly reduce the increase in the turn round time of wagons.

This is all I want to say now.

Prof. N. G. Ranga (Madras: General): Mr. Speaker, Sir, I wish to congratulate the Honourable Minister for Railways for one of the best speeches I have heard delivered in this House on this subject, and I am also glad, Sir, that he has taken the House into his confidence in regard to many of the adjustments that the Government has had to make owing to the division of the country: but I am sorry that the Honourable Minister has not taken the trouble to provide us with an explanatory note on these Demands for Grants. These figures relate to their proposed expenditure for a period of 7½ months. How they compare with similar figures for the last year, we do not know, with the result that we are unable to know whether Government proposes to spend much more than they need have to on these various sections of their railways and their railway expenditure. For instance, Sir, I find that they have today five Members on the Railway Board. There used to be only three. Why they have increased the strength of it, I do not know, although for a fact it cannot be contended that the railways are obliged to work much harder now or the strain on the Railway Board is very much more than it used to be during the war. That is only an instance, and I am rather afraid it is rather illustrative of what might be occurring in various other departments of the management of the railways.

I cannot agree, Sir, with my Honourable friend Mr. Hussain Imam, that the railways should be used as a sort of tax-gathering agency. That is what the last Government tried to do. If you want more money for the general revenues, it is better to be more honest about it and go to the public through this House at the time of the budget and say you want 20 crores and then tell the people how the additional 20 crores of rupees are expected to be collected by the Government so that the people would know what to do about it.

I am glad, Sir, that the Railway Minister does not propose any general raising of the rates of railway fares or freights, and I am also in agreement with the method that he seeks to adopt in order to raise the additional revenues that he wants, so that only those people who can be expected to pay will have to pay and the ordinary people need not have to pay. But at the same time I wish to sound a warning in regard to the proposed change in fixing the railway freight rates. There will be every possible opportunity for interested railway officials either to lower the classification of certain goods or to over-charge for certain classes of goods as between one station and another. Of course I am glad that the Minister proposes to make the Railway Rates Tribunal a more permanent one and to make its recommendations also mandatory. Too much care cannot possibly be taken in this regard and I hope the Honourable Minister will try to associate the commercial public as well as others, including agriculturists: I hope he will see that they are associated at every stage with those authorities who have got to make decisions in this regard.

I am sure, Sir, the House will be in agreement with the stand taken by the Government of India in regard to the distribution of assets and liabilities over the strategic railways. This budget does not hold out any bright prospects either for the year to come. The Honourable Minister has already stated that there cannot be any improvement before the end of 1948 owing to shortage of spare parts for construction of rolling stock, etc. That is indeed a very unfortunate thing. It only shows that the constructive side of the railways has not been very active. Reference has already been made to the construction of locomotives, and I hope the Honourable Minister will have some heartening news to give.

In regard to the manufacture of locomotives and rolling stock, and specially the improved special coaches that we have been promised for so many years

and in vain for third class passengers, I am glad that at least one expert is being sent to the U.S.A. It is a good decision, but we should send not one, but two or three, and we should charge them also with the task of studying all those things and coming back as early as possible so that it would be possible for the Government to give effect to their recommendations in this country.

Again there are dark prospects regarding new projects. I find here on pages 6 and 7 some mention of some of the railways in regard to which they are having some survey projects. There is plenty of scope for many more projects and I do not know when Government is going to give any sort of satisfaction in regard to the more important of them. That is why I welcome the suggestion that railways should try to take over the road traffic also by placing on the roads their own buses in as many places as possible and thus placing their services at the disposal of the public.

Then coming to third class passengers, what is it that one can say? My Honourable friends have already stated how many things have yet to be done. I can only mention a few things. We want more carriages for them, waiting rooms, and latrines especially have got to be improved. They are in a hopeless condition. Raised platforms we have always wanted, and we want departmental catering on trains as well as stations. For a number of years this has been a sort of burning topic with us, and until now Government has not been able to come to a decision in regard to this matter. I wish to tell them that departmental catering on the South Indian Railway has been a great success and it ought to be tried on other railways also.

Then I wish to come to the question of raising railway revenues. Sir, I have already stated that I am in favour of the proposals made by the Government. In addition to that I want them to explore the possibilities of putting to very good use the vast expanse of land which today lies fallow all along the railway lines. They can certainly raise on them fodder, food and also green manure and they can get any amount of additional revenues thereon.

Then there is the question of season tickets. I am not at all in favour of this particular proposal. The real difficulty in most of our towns today is 1 p.m. that there are too many people, and too great a shortage of housing. We must disperse people and help them to disperse as far away from the towns as possible; we can better do that by inducing them to travel away from their places of work in the towns, by season tickets, farther and farther away from the towns. That is why I consider this proposal to be rather a retrograde one and a very unfortunate one.

Then, Sir, the Honourable Minister wants to raise about eight crores of rupees from ticketless travel.

Shri M. S. Aney (Deccan and Madras States Group): To save, and not to raise.

Prof. N. G. Ranga: It is a sort of leakage; it is being lost and therefore he wants to gain it. I suggest that he can save just as much by trying to have a better administration in regard to goods traffic also. There is any amount of corruption going on in that direction. Many goods are classed rather too low and there is under-weightment in very many places: if only he can stop these things and if he can have proper administration in that direction, he will be able to save easily eight crores of rupees if not more.

Then, Sir, there is the question of corruption—the public also wants to expect something from the Railways. Any amount of corruption there is, especially among the officer ranks—even some of those who can be classified as station masters or goods clerks and upwards. It has got to be stopped. Government have been saying that vigorous steps have been taken but I am afraid with very little effect. Why not cut off the 1st class carriages? Convert them—have only 2nd class and 3rd class and nothing more. Then you can

[Prof. N. G. Ranga]

certainly save, by way of the manufacturing of these costly vehicles and also the equipment thereon. Supposing you develop electrification of the railways, will it not be possible for the Government to save quite a lot on coal traffic?

Sir, I wish to congratulate the Government on the very good relations it has at last come to develop between itself and labour, but I wish to make a suggestion—that it ought to try to welcome labour of different ranks, from the lowest paid to the highest paid, to associate itself at every stage, wherever decisions have got to be taken, with the Railway Administration, and expect them to make suggestions from time to time as how to increase their own incentives for better work, more efficient work and more continuous work, than has been forthcoming till now. Unless and until the railway labour is encouraged to come into direct participation or partnership with the Railway Administration, I am afraid it would not be possible to get over the hiatus of discontent and psychological nexus that there is today between the Administration on the one side and labour on the other. My Honourable friend the Railway Minister himself is well aware of the fact that the level of efficiency is going down, has been going down for some years, and railway labour really has not been so very keen to co-operate with the Railway Administration in getting better results as it ought to. Why is it so? It cannot be merely because there are lower wages; now according to the Pay Commission's recommendations higher wages are going to be paid. But are higher wages alone the only guarantee for higher efficiency, greater production and greater work? That is where any amount of research will have to be made by Government and experiments tried. In this direction, Sir, I think Government have much to learn from some of the successful experiments made in Soviet Russia. They call it a "triangular management" of the Railways and various public utilities and also of publicly owned enterprises—the Administration, the supervisory staff and the labour are on it. Now I would like the Government to study the various possibilities in this direction.

Shri B. Das (Orissa: General): Will our Communist friends in India enjoin Railway Workers to work?

Prof. N. G. Ranga: It is much better, Sir, instead of bemoaning that the communists are in charge of Railway Administration, to say that our nationals are in charge of labour in India. Let them gain a majority of office on the Railwaymen's Federation so that it is possible for us to show the maximum amount of co-operation between the Railway, Labour and the Government itself.

Sir, in conclusion I wish to say that although prices have gone up in all other directions, Railway fares have not gone up. It is true, but at the same time, if there is to be any experiment to be made at all at the time of the next Budget by way of raising the railway rates, I would like that a beginning should be made with the railway freights and not with railway fares because we must know what is likely to be the incidence of any sort of a general increase that may be made. I admit at the same time that there is every need for increasing the revenues of the Railways and I am rather a little alarmed at the prospect of our Railway Reserve being more or less exhausted because these are the times when we should be able to build up our reserves in anticipation of the coming economic depression that is in the offing. On the other hand we are simply exhausting these reserves. The only solution is that my Honourable friend should not seek to raise on the Amortization Fund or the Depreciation Fund. Sir, I conclude.

Shri Rohini Kumar Chaudhuri (Assam: General): Mr. Speaker, Sir, it was only in the last Budget Session of the Central Assembly that we had amidst great misgivings agreed to an increase in the fares of passengers. At that time we had some sort of an assurance that better arrangements will be made for the travelling public. I think I am correct in saying that it will be

hoping against hope to have better facilities for the passengers, particularly for the third class. Nevertheless, Sir, in presenting this revised Budget, the Honourable the Minister in charge had received an ovation which should be the envy of everyone in this House. Sir, I take it that these cheers were given for three reasons. Firstly, for the promptness with which he had been able to carry the refugees both from Pakistan and the Indian Dominion. Secondly, for the decision to give effect to the recommendations of the Pay Commission's proposals so far as the railway labour is concerned. Thirdly—which concerns me vitally—his decision to have direct railway communication between Assam and the rest of India. As a Member from that Province I pay my special tributes to the Honourable Minister for his quick decision in this matter.

Sir, it must have been known to the Members of this House that those of us who have to go through the Pakistan railways have to suffer a good deal of harrassment; our baggages and luggages are searched by persons who belong to the officials of Pakistan—not only by them but also by the Muslim National Guards and by other unauthorised persons. Various acts of extortion have been committed on the passengers when they have to go through these Railways, particularly at Parvatipur and Santahar.....

An Honourable Member: How much you paid?

Shri Rohini Kumar Chaudhuri: My Honourable friends are asking me how much I had actually paid. Well, Sir, I had escaped somehow because of my general set-up. But there is no real security to other passengers to India.

Then, Sir, I have heard that there are three different proposals for having this new railway line from Assam to India. The three proposals are:

- (1) to start from the station of Kokrajhe through Rajabhatkh
- (2) to start from Jipkain.
- (3) to start from Sapatgon.

In my humble opinion, the proposal from Kokrajhe Khevowa should be accepted because that passes through the various forest areas and it will enable the people of that locality to export a large quantity of timber which is so urgently wanted in other parts of India. Secondly, this line would be further away from the Pakistan territory than the other two lines and therefore greater measure of safety to the passengers may be ensured. I would like to know very much from the Honourable Minister which of the three proposals he has already accepted.

Then the other question which naturally arises in this connection is whether the headquarters of the Assam Railway should be in a town in Assam or in Calcutta as at present. At the present moment, the General Manager's office is in Calcutta but there is a Deputy General Manager's office in Pandu. We must now realise the importance of Assam, being the eastern Frontier province. It is frequently necessary for the Government of Assam to come in touch with railway authorities and experience has shown that the Deputy General Manager stationed in Pandu cannot pass orders or take prompt action without reference to the General Manager in Calcutta. When you remember that about 1,300 miles of the Railway is in Assam and only 650 miles in Bengal, the case for the location of the General Manager's office in Assam is obvious. I hope, Sir, the Honourable Minister in charge of the Railways will give particular attention to this matter, because we have a large quantity of tea and petrol and other goods to export from Assam and therefore compared with Bengal and Calcutta, the importance of having the General Manager's office of the Assam Railway in Assam is certainly very great.

Another point to which I would like to draw the attention of the Honourable Minister is the proposal to have another line from Bongaigaon to Golpara through Jogighopi and then connect with Pandu railway station near Gauhati. So far as this proposal is concerned, Sir Edward Benthall when he was in charge of the Railways said on the floor of this House that it would receive high priority and he also said that the construction of the bridge near about

[Shri Rohini Kumar Chaudhuri]
Golpara town on the Brahmaputra was under consideration. I know only this much that certain engineers went to these localities, I mean Golpara, Pandu and Amingaong, but I do not know more. It appears that the whole proposal has been shelved. I would like to know from the Honourable Minister whether the idea of the construction of the Brahmaputra bridge has since been given up or whether it is still in progress.

Mr. Speaker: I believe the Honourable Member has almost finished. If he wants we can stay a minute or two.

Shri Rohini Kumar Chaudhuri: I can speak later, Sir.

Mr. Speaker: If he can finish in a couple of minutes, then the House can wait.

Shri Rohini Kumar Chaudhuri: Trains are always so late, but speakers are being required to be so punctual.

There is one other important point I would like to mention in this connection. That is, if a line from Bongaigaon to Pandu through Golpara is constructed, then we can connect this line through Lakhipur or Krishna to Garo Hills. In Garo Hills there is a large area which has been leased out to the Associated Cement Company for manufacture of cement and this Company had given an assurance to the railway authorities formerly that if the railway line was constructed they would be able to supply one lakh tons of coal every year. Coal being now so important, I would humbly suggest to the Honourable Minister in Charge of Railways to take up this line immediately and give it A-1 priority, so that we can get all the coal which is going to be available there. In the ordinary course of things, this Company might agree to give that coal to the Pakistan Railway and Pakistan being so much in need of coal at the present moment will certainly grab it by having a line through that place.

Mr. Speaker: I think we better adjourn. The speaker has about three minutes more, which he shall have after Lunch. The house will re-assemble at 2-30.

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

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. Speaker (The Honourable Mr. G. V. Mavalankar) in the Chair.

Shri Rohini Kumar Chaudhuri: In connection with my suggestion to connect the Garo Hills, I may mention here that we had one Company, The Assam Bengal Cement Company, which supplies cement to India and that Company operated on the lease given by the Government of Assam. But now it has gone, to the Pakistan area of Eastern Bengal. And if you do not now take the cement, manufactured by the Associated Cement Company in the Garo Hills, the whole of India will suffer for want of cement and therefore that proposal, as I have already said, should get the first and highest priority.

Sir, another question to which I would like to bring to the attention of Government is about the Tripura situation. What has been called an administrative problem may not prove in the long run to be an administrative problem. The same situation may arise as it has arisen in Kashmir and Tripura is hemmed on all sides by Pakistan. There is no access to Tripura except through Pakistan Railways. Now there is a railway from Karimganj station to Kulkulighat to Tripura border the distance is only 20 miles. If this is linked up then there might be access to Tripura from Assam independently of the Pakistan railways and I would therefore commend this particularly to the attention of the Government of India.

Now, Sir, I want to say a few words about the conditions of travel. I have already said about the difficulties of third-class passengers coupled with the question of ticketless travel. You complain against the public for ticketless travel, but I would ask whether the public cheat you or the Railway cheat you? Most of the cases of travel are *bona fide* cases. People do not get tickets now.

You have not got railway tickets for sale and you should also remember this that you are now carrying passengers three times more than your capacity. You have no right to ask for this money. On behalf of the ticketless travellers I would say that you should leave them alone, because you have not been able to provide accommodation for all the persons to whom you sell tickets. Why bother about ticketless travellers now? They are finding their way and they are travelling. Why are you fighting with them?

The Government has been pleased to increase the first-class and second-class fares to a great extent, but what have you given in return. Sir, this is a very serious matter. I was travelling in a first-class compartment and two of the posts of the bunk broke down. It is not an invention. I made a complaint to the Honourable Minister. The bunk simply collapsed.

Mr. Speaker: The Honourable Member must speak now in a hurry. His time is up.

Mr. Nazirudin Ahmad (West Bengal: Muslim): Mr. Speaker, Sir, I rise to congratulate the Honourable Minister sincerely and heartily for his excellent Budget speech. The excellence of the speech may have been due to its synchronisation with another happy and popular event which was happening at the very centre of the Commonwealth, *i.e.*, in London. I refer to the happy wedding of Princes Elizabeth and Prince Philip the ceremonies of which were being actually performed at the time that the Honourable Member rose. The marriage ceremony was being performed by the Archbishop of Canterbury in the famous Westminster Abbey and the Prince and the Princess were declared man and wife at 5.15 Indian Standard Time when the Honourable Member was fully on his way. This may be, cinics may say, a coincidense but would prefer to call it a happy augury.

Sir, with regard to various questions that have been raised, I have only to touch upon a few small points. For reasons which have been carefully explained by the Honourable Member, namely, the effect having had to be given to the Central Pay Commission's recommendations, the rise in commodity prices, the price of coal and various other reasons, the administration has become costly and I believe that the public—I mean the travelling public and those who send their goods through the railways—have got logically to pay for the increased cost. I do not agree with the suggestion of Prof. Ranga that the Railways are being converted into a tax-gathering body. I submit that in asking the people to pay for their journey and the cost of carrying their goods is not the same thing as making the railways a tax-gathering body. Like the post office the institution of railways should be made self-sufficient and made to run on business lines. Their Budgets must be squared. If that is not done a large number of complications would follow. Prof. Ranga has suggested that the deficit should be borne by the public exchequer. I submit that it would be unfair to ask the public at large to contribute towards the cost of the travel enjoyed by those who do the travelling. In a large number of cases we find that the tax is levied—and levied justly—on the consumers; *e.g.*, taxes on matches and sugar, kerosene, customs duties, etc. Then there are the provincial sales tax and electricity tax and various other taxes which fall on the consumer. In asking the railway using public for the personal services rendered to them the railways would not be creating a new or unheard of precedent but rather following a very scientific and well-established principle of taxation—that of taxing the consumer. I therefore support the Honourable Member's claim that travelling should be a little more costly to make up for the deficit. The enhanced cost has got to be met by those who enjoy the service. If you ask the general public to pay, it may be that a man who has never travelled in his life will have to pay and the man who travels all the 365 days in the year will escape the additional taxation. That I submit would not be fair and proper. The question then is whether in allocating the tax between the general public

[Mr. Naziruddin Ahmad]

and the railway-using public the principle is sound that the travelling public should be asked to pay. That is why the Railway Budget was separated from the General Budget. I think the justice of the Honourable Minister's proposition is only self-evident. Then the question is how the increased cost is to be distributed. The Honourable Minister has tried to allocate it between the different classes of passengers from Third class upwards. In the memorandum which accompanies the budget papers it is said that the increase is proportionately upwards from Third and Inter to Second and First. But I find that there has been some little disparity between the Inter class and the Third class as compared with the Second class. On calculation I find that the increase in the receipts from Third class passengers would be a little over 32 per cent., from the Inter class 46 per cent. On this basis the increase in the Second class should have been a little more but it is actually 42 per cent.; so there is a drop of 4 per cent. here. In first class it is 81 per cent.; it should be double the increase of the Second class but it is slightly below that. I submit that the Inter class passengers have been neglected; they have been asked to pay a little more than they really should. The interest of the Inter class passengers has been always overlooked. There are many Honourable Members who are champions of Third class passengers but Inter class passengers consist of middle class people of moderate means who have their grievances. Sometimes it happens that in order to get accommodation they buy Inter class tickets and they find to their surprise that the Inter class compartments are more than overcrowded while the third class compartments go practically empty. So these Inter class passengers require some kind of relief. In fact it will be found from the statement that the Inter class passengers have been asked to pay more than 50 per cent. over Third class passengers. I think the proportion between the rate of the Third class passengers and Inter class passengers should not exceed 50 per cent. over Third class passengers. Then again the Second class passengers' rate should be about double the Inter class passengers and the First class passengers should also be asked to pay double Second class rate, because they can afford to pay for luxurious travel. These are some slight adjustments which I suggest in the interest of fair-play and justice, especially justice to Inter class passengers.

Then, Sir, there appears to me to be some anomaly in the nomenclature used in the various headings in the books circulated to us. In the green book which is the Demands for Grants it is described as Expenditure of the "Central Government". In the Explanatory Memorandum it is described as Railway Budget of the "Government of India". This difference in the terminology does not matter. But what seems to be a little material is that in the actual budget we are told that it is the Budget of the Railway Revenue and Expenditure of the "Governor-General". I do not see any reason for this difference in the nomenclature. Does the Honourable Minister mean that the railway revenue and expenditure are those of the Governor General? In the new set-up I think the Governor General is merely a constitutional head. In these circumstances I think the terminology which suits the present situation namely, the "Central Government" or the "Government of India"—I prefer the "Central Government"—should be used.

Sir, these are the few points that I want to suggest for the consideration of the Honourable Minister. The Honourable Minister's speech was remarkable for its clarity and grasp, particularly when it related to a subject of such intricacy as railway finance. The Honourable Minister, as has been pointed out, approached the question with an open mind and took the House fully into confidence. That is the proper thing to do in a democratic House and the result is the willing support which I hope the House will give him. A democracy is the strongest support to the Government provided it is taken into confidence and approached in the right spirit, and I congratulate the Honourable Minister

on his approaching the House in the proper spirit. I have never had the good fortune of listening to budget speeches in this House but I have experience of reading them; and I think the Honourable Minister's speech will go down in history as a very remarkable performance. He has not been too long; if he has erred it was rather on the side of brevity. The House was rather thin but his speech was listened to by a very attentive and appreciative House.

Sir, I hope the Honourable Minister will consider the points I have made and give them due effect.

Mr. Speaker: I find that a large number of Honourable Members are desirous of addressing the House on this question. There are therefore two alternatives.—either a select number should attempt to speak or the time-limit should be curtailed from 15 to 10 minutes. If the original time-limit of 15 minutes is adhered to only 5 speakers can speak; and I have to tell them also to be brief. So I think Honourable Members should confine their remarks to ten minutes from now.

Mr. R. K. Sidhwa (C. P. and Berar: General): Sir, the Honourable Minister has very lucidly placed before us the whole picture of the assets and liabilities of our railways after partition. So far so good. But I am sorry that so far as the amenities of passengers are concerned, and as far as the proposed increase in the railway fares go, I am not in a position to agree with what he has said. Leave aside for the time being the amenities for the passengers: today the bare necessities which are due to the passengers are denied to them. The conditions of travel are most deplorable. We know the extraordinary conditions in which we are living today. With all that every year we are told that efforts are being made to improve the conditions and every year and every day we find the conditions are getting worse. Take the instance of the safety catches, the windows and planks of the railway coaches: the lights, the drinking water, the taps in the coaches. I am not referring to the drinking water on the platform but in the coaches: the pegs, the looking-glasses, the basin: all these are in a most wretched condition, and with due respect to the Honourable Minister, I maintain, Sir, that no serious effort has been made to improve them. If you travel in any coach today, you will find something or the other very defective: either a safety catch is not there with the result that there is no safety in travelling, particularly in women's compartments. Then when you have to open the shutter in sun or rain, you will find that half the shutter is broken. Then going to the drinking water in the lavatory, you will find that the tap is missing or if it is there, there is no water properly flowing through it. Coming to the lighting we have been told that there have been thefts and particularly that the passengers steel away these bulbs. It is most astounding. As we all know, these bulbs are manufactured for the particular type of railway carriages and these bulbs are useless for any domestic purpose in any house or any shop because they are of a certain voltage manufactured specially for these railway carriages. These bulbs are under lock and key within the globe. I would like to know, in the case of third class carriages where there 50 to 100 passengers, from where the thief brings a key to open the bulbs and how can he steal those bulbs in the presence of so many passengers. Is it thinkable that these bulbs are stolen by the passengers? Let me tell the Honourable Minister that I have made thorough enquiries into this matter. I am telling him with all the evidence in my possession that the thefts occur in his railway yard. Systematic thefts are going on and no efforts are being made to check them and those very bulbs are resold to the manufacturers who are contractors of the Railway Board—I have come across them—and then they are replaced. These are some of the things that should not go unnoticed. These are the difficulties of the third class passengers. The first and second class compartments also have no lights. But the condition of the third class carriages are very bad.

Mention has been made of ticketless travel. But when there is no light, how can your Inspector catch those passengers travelling without tickets? That

[Mr. R. K. Sidhwa]

is one of the important points that the Honourable Minister should bear in mind, and efforts should be made to see that all the coaches are provided with lights. These excuses of the officers are not tenable for one moment. They are taking shelter under the war conditions. The war has been over for three years and yet the conditions are worsening instead of improving. A serious hint from the Honourable Minister to all the officials in this respect is overdue and he must tell them that they should not allow these things and they must see that the bare necessities, leaving aside the amenities for which we have been living for ages, are provided. Heaven knows when these are going to come. The Arrow train has been exhibited as a specimen. Their third class coaches are beautiful. I do admit that they are very fine. But God alone knows when we shall see them working on the lines. There is the third-class: fans are provided; cushions are provided; the water arrangements are good; the lavatory is good. One class is being done away with and the second class has been converted more or less into Inter-class and when these new coaches come into running the Honourable Minister will see to it that the second class fare is equal to the Inter-class because the comforts of the second class have been materially reduced. I do not mind this because it will give some relief so far as fares are concerned.

These are the conditions of the travelling public. I do not blame the Honourable Minister for this. He takes an interest in it. But he should not rely too much on the officers when they say conditions are beyond their control. I asked how many coaches are still with the military. I was told that all the coaches for disembarkation and for other pressing needs of the military would be handed back to the Railway Board by June last, and when we asked the question the other day we were told some three hundred odd are still lying with them and we are not told when they are coming back. We were told this morning that the British troops are going away by February. There may be some movements of the Indian troops. But those movements take place in ordinary cases. Even before the war there were such movements and there are military trains for them. I do not understand why such an impediment has been caused and why so many coaches are still left with the military. If all these are brought over then some kind of relief can be given. The overcrowding is most deplorable and I do feel that something really serious should be done. The last time when there was a clamour on the floor of this House the Honourable Minister said "I will supply one crore for amenities". What has been done we do not know. He may have provided a little hall here or a passenger ticket house there. But let me tell him that many improvements are necessary: third class halls and ticket offices are far off from the main office and the upper classes. Why should there be differential treatment for third class passengers? Third class passengers must have ticket houses and windows just near to the upper classes so that they may have access to the platform. Some of the ticket offices are far off from the station platform. If you were to see Ahmedabad Station and even Delhi station, the upper classes are near the main hall while the third class passengers ticket rooms are far away. Take the Victoria Terminus station in Bombay, where it is far off. There must be many windows so that the passengers can have access to purchase their tickets. The result is that delay takes place, pick-pocketing takes place and the passenger has to pay Rs. 2/- for a ticket that costs only Rs. 1/4/-. About corruption.....

Mr. Speaker: Order, order. The Honourable Member has only half a minute.

Mr. R. K. Sidhwa: I am the President of the All-India Railways Passengers' Association. If you can give me five minutes more I will be grateful.

Mr. Speaker: It is not a question of my favouring one Member and not the other. The House, by common agreement, has agreed that ten minutes should be enough, so that every Member may have an opportunity of expressing his views.

Shri Biswanath Das (Orissa: General): Let me request you that for myself I would not like to talk. So that this time could be utilised by another member.

Mr. Speaker: It is not that the Honourable Member is the only one in the list of speakers. I call upon Giani Gurumukh Singh Musafar. I first rang the two minutes warning bell. Perhaps the Honourable Member was so much engrossed in his speech that he could not hear. But he was referring to the point of corruption. That he has mentioned already.

Mr. B. K. Sidhwa: You said there was one minute left. Sir, I will only mention one point *viz.*, that it is very necessary to inform the passengers about the arrival and departure of trains and loudspeakers should be installed

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at important stations for this purpose. Sir, I have got many more suggestions to make, but my time is up.

گھائی گورمکھ سنگھ مسافر : صاحب صدر ! ریلوے کے قابل ماتیہ ملتوی نے جو بھجت اسوقت ہاؤس کے سامنے پھنس گیا ہے انکی مصحت اور قابلیت کی میں داد دیتا ہوں اور وہ واقعی مہارکھاد کے مستحق ہونگے۔ باقی باتیں میں اسلئے کہہ کھلئے کہو ہوں کہ ابھی تک کسی ممبر صاحب نے اسطرف توجہ نہیں دی۔ اگر مجھے یقین ہوتا کہ مسٹر سدھوا مہری باتوں کو یہاں ہاؤس میں لویں گے تو میں سارا وقت شاید انکو دیدیتا اور اپنے آپ کو withdraw ترائیتا مگر اصل بات یہ ہے کہ دیکھنے اور سننے میں بڑا فرق ہے پنجاب کا جہاں تک تعلق ہے بجا طور پر یہ کہا جا سکتا ہے کہ وہاں کوئی ریلوے ہے ہی نہیں۔ اکثر ریلوے کا کوئی ڈپارٹمنٹ ہے تو شاید وہ اسوقت کسی اور Duty پر ہے وہ اپنی Duty پوری نہیں کر رہا ہے۔ اس بات کو میں یقین کے ساتھ کہہ سکتا ہوں کہ سوموار اور اتوار کی دو چھٹیاں تھیں اگر کوئی ممبر اس خیال سے پنجاب میں چلا جاتا کہ میں پنجاب سے آکر ملکل وار کو تقریر بھی کرلوں گا تو وہ شاید بھجت کے پاس ہونے تک یہاں نہیں پہنچ سکتا تھا اور اس طرح وہ بولنے کی زحمت سے بچ جاتا اور سننے والے سننے کی زحمت سے بچ جاتے پنجاب میں ریلوے کی حالت بالکل ایسی ہی ہے۔ جو بھی لوگ وہاں سے آتے ہیں وہ ایسا ہی بتلاتے ہیں۔ بدقسمتی سے میرا جنم پنجاب کے اُس حصہ میں ہوا ہے جسے اب West Punjab کہتے ہیں وہاں سے لوگ جو East Punjab میں آتے ہیں اور پھر جنکو یہاں آنا پڑا ہے۔ مجھے کوئی بھی ایسا آدمی نہیں ملا جسے یہ کہا ہو کہ میں تھیک وقت پر دہلی پہنچ گیا ہوں۔ امرتسر سے دہلی آنے میں دو تین اور کبھی کبھی چار چار روز لگ جاتے ہیں۔ جہاں چلنا گڑی کھڑی کرنی استیشن آنے پر گڑے یا دوسرے ادھیکری اپنی مرضی سے جتنا دیر چاہیں گڑی کو تھہرا رکھتے ہیں اور جو مسافر پہنچنے والے ہیں وہ اصل منزل پر تھوک وقت پر نہیں پہنچ سکتے یہ حالت آج ہی نہیں بلکہ متواتر تین مہینے سے ایسے حالات پیدا ہو رہے ہیں اور اسواسطے سب سے فوری توجہ جو دینی چاہئے میں سمجھتا

(گہائی گورنمنٹ سٹیک مسافر)

ہوں کہ اس انتظام کو ٹھیک کرنے کی طرف دینی چاہئے۔ مسٹر صاحب کی تقریر کو سنا ہے اور پھر غور سے پڑھا ہے تقریر اچھی ہے مگر اُسے ہمارے حوصلہ کو نہیں بڑھایا انہوں نے تین سال کا عرصہ اس حالت کو ٹھیک کرنے کھلے دیا ہے لیکن تین سال تک میں سمجھتا ہوں کہ شاید کون ہو اور کون نہ ہو اس واسطے جلدی ہی سب سے زیادہ توجہ اس طرف دینے کی ضرورت ہے کہ ریلوے کا انتظام ٹھیک کیا جاوے اس سے پہلے جبکہ ہمارا دیس آزاد نہیں ہوا تھا تو بھجنا طور پر یا بھجا طور پر یا کچھ عساری غلامی کی وجہ سے یا انگریزوں کی efficiency کوجہ سے ہمارے دیس میں ایسا خیال پیدا ہو گیا تھا کہ جو کوئی آدمی punctual نہ ہو وقت پر نہ پہنچے تو وہ کہتا ہے کہ میں دیسی Time سمجھتا تھا اسلئے دیر کرے آیا اسطریقہ سے جو بات غلط ہو، کوئی خرابی ہو، کوئی کڑ بڑ ہو تو یہ کہہ دیا جاتا ہے کہ دیسی انتظام ہے اسلئے اس قسم کی کڑ بڑ ہوتی ہے۔ ہم اس بات کو غلط ثابت کرنے کی کوشش کریں۔ جب کہ ہمیں آزادی ملگئی ہے۔ میں یہ سمجھتا ہوں کہ تکلیفات بڑی ہیں۔ دقتیں بڑی ہیں۔ رکاوٹیں بڑی ہیں مگر ان سب کے باوجود ہم اچھا انتظام کر کے ان سب باتوں کو غلط ثابت کرنے کی کوشش کریں اور ثابت کر دیں کہ ہم رکاوٹوں کے باوجود انتظام کرنے اہل ہیں۔ افسوس ہے آج گڑبوں کی حالت دیکھ کر لوگ ہم سے موصول کرتے ہیں کہ بھائی دیسی حکومت ہو گئی گڑبوں کے وقت مقررہ پر نہ چلے اور نہ پہنچنے کی وجہ سے یہ کام سارا کڑ بڑی۔ میں پوچھتا ہوں اس کے علاوہ میں نے خود دیکھا ہے کہ Sanitation کھٹور شاید بہت کم توجہ دینگی ہے Platforms پر اتنا گند ہے اور اس کی وجہ سے بیماریاں پھیل گئی ہیں پچھلے دنوں میں نے اٹالہ کے Waiting Room میں ہیضہ سے مرتے دو آدمی اپنی آنکھوں سے دیکھے اسلئے ان باتوں کو طرف توجہ دینا بڑا ضروری ہے۔ سٹیشنوں پر کھانے کا انتظام ٹھیک نہیں۔ بعض بڑے بڑے جنکشنوں پر جو ہوٹل ہیں وہ بھی Function نہیں کرتے ہیں اور جو آدمی بد وقتی سے وہاں رہ جاتا ہے بھوکا رہتا ہے۔ کئی جگہوں پر لڑائی جھگڑا ہے شہروں میں کرفیو لگا رہتا ہے تو جو لوگ سٹیشنوں پر رہ جاتے ہیں انکو رات Platforms پر گزارنا پڑتی ہے اور کرفیو کچھ وقت کھلنے کھل بھی جاتے تو کوئی Conveyance نہیں ملتا تھا اور ان کو دو دو اور تین تین دن تک Platforms پر ہونے پڑا رہنا پڑتا تھا اسکے علاوہ ایک چھڑ جو اس وقت تقریباً تھوڑی بہت ہر متحکمہ میں نظر آ رہی ہے اور ریلوے میں اسکا بڑا زور ہے میری مراد رشوت سے ہے یہاں رشوت کے نئے نئے تھلک نکالے جا رہے ہیں مجھے میرے ایک دوست نے آج ابھی بتایا ہے کہ یہاں کی گڑبوں جو زیادہ لہٹ ہو جاتی ہیں اُسکی ایک وجہ یہ بھی ہے کہ گڈ لکوں کو Overtime ملتا ہے اسلئے Overtime لہلہ کی وجہ سے Stations پر گڑبیاں کھتی رکھتے ہیں اسکے علاوہ یہ جو پرمٹ ہیں اس پر ایک مثال دیکر اپنی

بات ختم کرتا ہوں - آج دہلی میں آنے کے جو پرمٹ ہیں اسمیں کبلی رشتہ لی جا رہی ہے - جکا دھری میں گڑی روک لیجاتی ہے اور جن لوگوں کے پاس Permit نہیں ہیں ان سے تھوڑا تھوڑا روپیہ لیکر پاس کر دیتے ہیں - ٹکٹ اسی کو ملتا ہے جسکے پاس پرمٹ ہو - پرمٹ لینے کی تکلیف سے بچنے کیلئے لوگ ٹکٹ ہی نہیں لیتے - جس کی وجہ سے نقصان ہو رہا ہے تو یہ جلد باتیں ہیں جنکی طرف میں آڈریبل منسٹر کی توجہ ضرور دلانا چاہتا ہوں کہ اسکی طرف دھیان دیا جائے اور خاص طور پر جو Third class کے مسافر خانے ہیں ان میں ضروری اصلاح کی جائے اور کم از کم انہیں موسمی حفاظت کا انتظام ضرور ہونا چاہیئے تاکہ مسافر سردی اور گرمی سے اپنے آپ کو محفوظ رکھ سکیں -

(English translation of the above speech.)

Giani Gurmukh Singh Musafar (East Punjab: Sikh): Mr. President, I admire the Honourable, the Minister for Railways, for his ability and industry in presenting the Railway Budget before the House, and really he deserves to be congratulated. I rise to tell other facts as, upto this time, no other member has drawn the attention of the House to the same. Had I been sure that Mr. Sidhwa would mention my facts in the House, I would perhaps, have given the whole of my time to him, and had withdrawn myself.

But the fact is that there is a great difference between seeing and hearing. So far as the Punjab is concerned, it is correct to point out that there is no railway worth the name. If at all there is a Railway Department, it is then probably, engaged in some other duty; it is not discharging its obligations properly. Had anybody gone to the Punjab on the two holidays falling on Sunday and Monday respectively, in the hope that he would be able to return to deliver his speech on Tuesday, I am sure, he would not have been here before the end of the Budget, and thus he would have been saved from the trouble of speaking, and the hearers from that of hearing. The situation of the Railways in the Punjab is just as described above, and those who come from there tell the same story. Unfortunately, I was born in that part of the Punjab, which is now called the West Punjab and those who have migrated to the East Punjab and thence to this place, and I have hardly come across any such individual who said that he reached Delhi in time. The journey from Amritsar to Delhi takes two to three days and some times even four. On the way the train halts where it pleases. On arriving at the platform the guard or other railway authorities keep it standing at their sweet will for whatever period they like, and thus the passengers who are to reach their destinations cannot do so in time. Such a state of affairs does not exist only these days, but it has been going on continuously for the last three months. Therefore, in my opinion, the most immediate attention should be paid to this side of the management. The speech of the Honourable Minister has been listened to and carefully read by me. The speech is good, but it has not encouraged us and has asked for three long years to set the present situation right. I cannot say who will survive these three years. It is, therefore, necessary to devote utmost and immediate attention to chastise the Railway Administration of today.

Before, our country was free, rightly or wrongly or on account of our slavery or due to the efficiency of the British regime, this idea prevailed in our country that a person who is not punctual in reaching the place used to offer the excuse that he took it that Indian punctuality would be observed and so came late. Similarly, if anything is wrong, defective, and irregular, it is commonly said that since it is Indian arranged, therefore mismanagement has taken place.

[Giani Gurmukh Singh Musafar]

Now, when we have attained freedom, we must endeavour to prove this notion wrong. I feel, that though the troubles are great, difficulties are great, and obstacles are great, yet in spite of all these we should try to prove such notions to be untrue and established the fact that even in the face of these obstacles we are competent to set the management in order. It is a pity that on looking at the trains people say to us, in a joke, that now the Indian Government has come. Due to late departures and arrivals of trains, this affair has totally fallen into disorder.

Besides all this, I have noticed for myself that very little attention has been devoted to sanitation. There is so much dirt on the platforms that, as a result, diseases have broken out. Two months ago, I saw with my own eyes two men dying of Cholera in the waiting room at the Ambala Railway Station. Therefore to pay attention to these matters is very necessary.

The catering arrangements at the stations are not satisfactory. Even the Hotels, at the principal junctions, do not function, and the man who is unfortunately left there remains hungry. There are disturbances in several places, and the cities are under curfew orders, the people who are left at the stations have to pass their nights on the platforms. And even if the curfew is lifted for some time, they do not find any conveyance and have to remain hungry on the platforms for two or three days.

In addition to these defects, one thing which is more or less seen in every department, and which is rampant on Railways specially, is bribery. Novel ways of taking bribe are invented here. Today, just now a friend of mine has told me why the trains were running late was that the guards get overtime allowance. Therefore, to get overtime allowance they keep the trains standing at the stations.

Besides all these facts mentioned above, and after quoting an instance in connection with the permit, I am closing my speech. These days, the permits that are issued for coming to Delhi involve taking of heavy bribes. At Jagadhri, the train is made to halt, and those who have not got permits, are allowed to pass on payment of some money. The man, who has a permit, gets a railway ticket. To save themselves from getting a permit, people do not buy tickets, and the result is loss to the Railways.

These are a few facts to which I must draw the attention of the Honourable Minister so that consideration should be given to them. And, the third class passengers' waiting rooms in particular, must be reformed, arrangements at least for protection against inclemency of the weather should be made, so that the passengers may protect themselves from heat and cold.

Shri S. K. Patil (Bombay: General): Sir, after the very remarkable performance of the Honourable the Transport Minister it is difficult to criticise the Railway Budget. If in spite of the pressure of time I have stood up to speak on the budget, it is to raise, what is according to me, a very fundamental issue. That there have been inconveniences, or want of amenities is a very woeful tale on which I do not want to waste the time of the House. The Honourable the Railway Minister was kind enough to give us the reasons, among which the three principal reasons were the difficulties of partition, difficulties of the refugee problem and the difficulties of labour and that these were responsible for the deficit that has occurred in the Railway Budget. We can quite understand those difficulties and the House will have utmost sympathy with the Railway Minister so far as these difficulties are concerned. But the point I am raising is not in regard to those difficulties: it is in regard to a fundamental issue which I am sure the Railway Minister will not forget. It must be remembered that the Railways are the first largest nationalised concern in this country of ours. There is no other concern of such gigantic scale which has been nationalised. Therefore,

the country has been awaiting with great expectancy the result of this nationalised concern. We were told during all these years that the improvements could not be secured because there was the war. We could understand that there was the war and there was the non-availability of materials and therefore improvements could not be made. But surely it was expected that immediately after the cessation of hostilities or at least after a couple of years thereafter some reforms would be made which would tell us that a nationalised industry of this country is going to be an industry which would bring not only comforts and conveniences but an assurance to the public that other industries have also got to be nationalised. Does the Honourable Minister realize—and I am quite sure he does—that much hangs on the success of our railways. The country is waiting today for the nationalisation of many industries. What is the purpose of nationalisation? It is not an end in itself but only a means to an end. Nationalisation means that after the industry is nationalised the maximum good to the largest number of people will be secured out of that process of nationalisation. If that good is not secured then woe be to all chances of nationalisation. We are anxious that not only railways but other systems of transport have got to be nationalised; our other key industries have also got to be nationalised. When the atmosphere in the country today is one full of nationalisation and everybody's eye is on the railways, how are they working? Surely I do not characterize what the Honourable Minister has said as excuses because I know that he has done the best of a bad bargain. In spite of that we are not concerned so much with what has happened and what are the difficulties. What the people want today is how early are all these conveniences which they have been waiting for all these years coming. Therefore I sound a note of warning that when there is talk of nationalisation going on in the country and when everybody points to the railways—I have seen it in public speeches and I have myself used that argument—if nationalisation is going to follow the same process which the Railways in this country are following, then surely that is not the nationalisation which will make an appeal to the common man. There are two big concerns, the Railways and the Telephones, that have been nationalised, and what is the result today? People have been telling that this is wanting and that is wanting. I have been a frequent traveller in Railways. But for the ceiling and floor I do not know what conveniences exist in the railway compartments. If I were to tell my tale of woe, possibly it will take a long time and I do not want to take the time of the House. If the millions of our people who travel by the railways do not get the elementary conveniences, if that is the tale of these big national industries, namely the Railways and Telephones, how are you going to convince the common man that nationalisation is ultimately in the best interests of the people of this country? Therefore, I would humbly appeal to the Honourable Minister that it is not a question of his making up this year or the next what he has lost. The issue is much greater. The implications are far wider. If we fail in the conduct of our Railways and Telephones, woe be to all chances of nationalisation of key industries in this country. As I said, much hangs on how we succeed in conducting our Railways. That is according to me a very fundamental question and that is why, as I said, I thought it my duty to raise it in spite of pressure of time.

Pandit Balkrishna Sharma (U. P.: General): Mr. Speaker, Sir, I hope I will not be guilty of tautology if I say that the speech of the Honourable Minister for Railways and Transport is really a remarkable and wonderful performance. Its lucidity of expression, its facility, all have a charm of their own. At the same time the realism which one can see in every line of the speech of the Honourable Minister is very disturbing. He has a poet's imagination to present before us a panoramic view of our transport system. The picture which he presents to us is not very enchanting, it is not enthralling; the picture is rather depressing. Yet I can say that his words give us courage and hope and determination to overcome the difficulties which have fallen to our lot. When we passed our Railway

[Pandit Balkrishna Sharma]

Budget last year we did not know what the future held in store for us. Since then we have seen and suffered indescribable agonies. Here in this land of broad humanity we have seen humanity uprooted. We have seen the brute in man rearing its head in all its ferocity, and we have seen that brute shaking its goary claws in our face. And may I ask if there is any wonder that all this upheaval and carnage should have shaken to its very foundation our railway transport system? Not only man's bigotry and sub-human intolerance but even nature conspired against us. But we are thankful to providence that we have come out of it, though badly battered, yet alive and kicking and determined to do our job well. Naturally the partition issue that we had to face has created many a problem before us. The Honourable the Minister has very lucidly pointed out to us the various problems that were involved as a result of partition. As he has said in his own speech so many things had to be done. Operating arrangements resulting from partition, the problem of division of assets and liabilities and the concrete problems of current nature had to be taken into consideration. The operating arrangement naturally involved many things and the workshop arrangement did not work well as has been admitted by the Honourable the Railway Minister. He has said at one place that the Moghulpura workshop did not give us any service. For his consideration I would like to place before him a suggestion. At the time when we were one railway system, Moghulpura was all right. But before Moghulpura there was a workshop, and a very good workshop, near Saharanpur, hardly a mile and half from the Station, Khan Alampura and that workshop was giving us very good service. I would beg of him to consider the proposition whether it will not be desirable to revive that workshop for our railways of the East Punjab and other adjoining territories.

Then again, at another place, in regard to the division of assets and liabilities the Honourable the Minister for Railways has said that a hitch has arisen on the issue of shouldering all liabilities in lieu of the assets which have been given over to Pakistan. Though from the speech it is not clear as to what principle in notional division was kept in view, yet I think the principle that was adopted must have been of a nature which did not unnecessarily put us at a great disadvantage. Broadly speaking, three principles could be taken into consideration while dividing our assets and liabilities. Firstly the entire length of the permanent way, in divided territories, secondly the ratio of population in the divided territories, and thirdly the ratio of square mileage of the entire divided territory.

I do not know which of the three principles have been accepted while partitioning our assets and liabilities and yet I shall be failing in my duty if I did not point out that the division of liabilities cannot be settled in a way which will, as I said, put us at a disadvantage. The Pakistan Government, we have been told, has raised the issue that the division of liabilities should be on the basis of the earning of the railways. That certainly cannot be accepted by us. The question has not been settled simply because of the unwillingness of the Pakistan Government not to assume capital liabilities for the capital assets received by them. Let it be clearly understood that we shall not tolerate any extra burden on our exchequer resulting from liabilities not in consonance with our capital assets. The correct basis is the one which has been pointed out in the speech by the Honourable the Railway Minister and we are not going to accept any other basis in its place. The problem of transport difficulties and the problem of inconvenience to our passengers has been raised by so many members in this House. I may be forgiven when I say that when we are raising these problems and these difficulties, we really are shutting our eyes to the actualities of the situation because even a cursory glance through the pages of the Honourable the Railway Minister's speech will convince us as to the tremendous work which our railways have been able to perform during these difficult three months. They have transferred 1,08,000 of our opting staff and during that period we have transported as many as 25 lakhs of refugees, and if all this has resulted in congestion,

has resulted in the holding up of wagons and thus has slowed down the movement of goods from one end of the country to another, we shall really be ungrateful if we lay the blame at the door of the Minister for Railways and Transport. In him I can say we have a man who has very ably handled the situation.

There are one or two things more which I would like to point out to the Honourable Minister. In the United Provinces the Government of the United Provinces have banned the entry of refugees from the Punjab. Now the Deputy Commissioner of Ambala informed the railway authorities there that they should not book any refugees for the U. P., but you will be surprised to know, Sir, that as many as seven trains were waiting, full of refugees, in each train about 1500 of them, at a station called Kalanaur in my province from the Punjab, and those trains were goods trains to which open trucks were attached. The District Magistrate of Saharanpur telephoned to the Deputy Commissioner of Ambala saying that these refugees cannot be taken by us and the poor Deputy Commissioner of Ambala said he had already written to the railway authorities but that his orders are not being obeyed. I would request the Railway Minister through you, Sir, to look into this matter.

Then again there is the question of

Mr. Speaker: The Honourable Member's time is over.

Honourable Members will note that the time-limit is 10 minutes.

Mr. Frank B. Anthony (C.P. and Berar : General): Sir, I shall endeavour to touch briefly on four points which the Honourable the Minister for Railways raised in his Budget speech. They relate to the regrouping of certain railways, the shortage of staff, particularly loco and engine staff, the absence of a certain sense of law and order which has led to ticketless travel and other activities involving the railways in the loss of a considerable sum of money, and last but not least, the labour question.

I appreciate, Sir, the need for the regrouping of certain railways, particularly as certain railways such as the Bengal and Assam and the East Punjab have been truncated as the result of division. There is one urgent problem which I would ask the Honourable Minister to bear in mind when dealing with this question of regrouping. I was addressing a few weeks back, a meeting of railwaymen at Kanchrapara. The Honourable Minister is aware that Kanchrapara is part of the B. & A. Railway which now falls into India. Members of the staff told me that on the B. & A. Railway they have a pernicious system of not making any of their employees permanent, and that in this regrouping they will be seriously affected; that all the other railways as a rule, and quite rightly, make an employee with one year's service permanent, but on the B. & A. Railway a man with anything from 10 to 15 years' service, a man who has risen from the subordinate to an official position, even he is not confirmed even in the original position to which he was recruited on the day he joined the railway. This is a serious problem because the men feel that if this peculiar position is lost sight of in regrouping, then the men on the B. & A. Railway with 10 to 12 years' service, men who have risen to an official position, will be placed subordinate to a man on another railway with one year's service who has been confirmed, because on the railway seniority is counted from the date of confirmation.

The Honourable Minister referred to the question of the shortage of staff, and particularly of loco and engine staff. I did an extensive tour of the East Indian Railway a few weeks back and I was not only amazed but I was very gratified when I found that while on the one hand as much as 60 per cent. of the loco staff had gone out with the option to Pakistan, yet the remaining 40 per cent. of the loco and engine staff were running up to 80 per cent. of the pre-division number of trains. This, I think, is a remarkable feat. And in this connection, Sir, I have a suggestion to make to the Honourable Minister for Railways. I am aware that a fair number of non-Muslims—Hindus, Sikhs, and members of my

[Mr. Frank R. Anthony]

own community had opted for Pakistan before all these disturbances occurred. Since the disturbances they feel that they have no place in Pakistan. A number of loco people came to me the other day from Moradabad and they said they have no intention of going to Pakistan and that if necessary they would resign their jobs if they were not allowed to reopt for India. I would ask the Honourable Minister to consider this matter sympathetically. There are a number of non-Muslims who, when conditions had not reached the serious position they did in September had opted for Pakistan, not because of any political leanings but because perhaps they had some relatives in Pakistan or because of the very natural human reason that they thought transfer might improve their prospects. These people today have no desire to go to Pakistan. They are people in the loco and engine staff who I feel would be invaluable in filling the void which the railways are seriously suffering from in the matter of dearth of loco staff.

The third point, Sir, which the Honourable Minister made was the absence of a certain sense of law and order, which, the Honourable Minister felt, was largely responsible for ticketless travel. I also agree with him largely in this matter. I feel that a certain absence of a sense of law and order is also responsible for other activities which are costing the Railways very considerable financial loss. I refer to what I regard as sheer vandalism: when I travelled on certain lines recently, and particularly on branch lines, I found that carriages had come out from the workshops upholstered, reconditioned, completely renovated; the staff complained to me that within a week the upholstery was either torn or stolen, mirrors, bulbs and even fans were being torn out indiscriminately and regularly from these various carriages. I feel that while the Honourable Minister is considering measures to restrict this evil of ticketless travel, he might also well consider some measure for trying to restrict this organised vandalism and this organised theft with regard to Railway property.

Another matter to which I feel the Honourable Minister might give some attention is the not inconsiderable theft of coal. I was at one of the large—perhaps the largest—yards on the East Indian Railway the other day and I was told by the people in charge that on an average 100 tons of coal were being stolen each month. This coal was being stolen either in transit from uncovered wagons, or even more so in broad day light. I myself saw literally scores of little boys and women waiting to steal the coal with their bags. As soon as the men went off duty, these people would come there, steal maunds of coal and either sell it directly in the market or even unload it in vehicles which had been supplied to them by certain merchants.

Finally, Sir, I want to deal with this question of labour. To my mind, I feel this is the most important aspect of the Railway administration. I feel that there is little point in talking of financial rehabilitation, of development and of progress unless the Railway Administration is able to evolve some measure for both guiding and controlling Railway labour. I was gratified that the Honourable Minister has expressed a word of appreciation to the Railway worker. Quite frankly, I would like to have seen a more emphasised tribute. I feel that this House and the public do not realise the tribute that is due to the railwaymen. I have already mentioned how in some parts 40 per cent. of the loco staff are today, or since division, keeping 80 per cent. of the trains running. The tendency is for most of us to consider our personal comforts and discomforts: to complain all too generally and all too easily about some incident in a waiting room, or in a refreshment car or in some carriage. I am not for one moment advocating that we should condone shortcomings where they exist, but I do say that the railwayman has done yeoman service and a tribute—an emphatic tribute which is highly publicised—should be rendered to him.

In the two minutes that I have at my disposal I want to advert to some thing which I feel is both a serious and complex matter. I visited fifteen centres of the East Indian and B. N. Railways and I got one general complaint; that was this, that there was not a sense of sufficient obligation among members of those who are called "Inferior Staff". As a matter of fact, I was told at the largest workshop centre on the East Indian Railway that an expert had assessed that the average output of a member of the "inferior staff" amounted to two man-hours a day. This, as I have said is a serious and complex matter. I feel that the fault can be largely laid at the door of the Railway administration: the fact that there is no sufficient understanding and contact between the officers and men—this is a bad legacy of a bad past. Men do not trust the officers, they trust the supervisory and subordinate staff to a greater extent; the supervisory and subordinate staff feel they cannot take firm measures because they cannot get the support of the senior officers. The men are left today completely in the hands of incendiary and subversive elements who are feeding them on the slogan of more and more pay for less and less work. I would ask the Honourable Member deliberately to see to it that the senior Railway officials make greater contacts with their men. I talked to the senior Railway officials; they said, "We have no contact with the men. That is largely due to the fact that we are tied down to our desks, that we are involved in red-tape and routine and spend all our time going through mountains of unnecessary files. We have no time at all to contact the men".

The second suggestion I have to make is that we should depute somebody to talk to the men to tell them that under the terms of the Pay Commission recommendations, we have sought to do substantial justice—particularly to the men in the lower wage brackets—against the background of the capacity and resources of the country.

And finally, I feel that the supreme need of discipline must be brought home to the men. Today among the "inferior staff" independence is being interpreted as licence to do what each one likes; there is no discipline—discipline is the supreme need today. I say, "Do not enforce the petty dictatorship of the past, a dictatorship which made the official not only feared but hated; let there be discipline informed by a sense of liberality". I have asked repeatedly that the Railway Administration appoint an ex-Judge of the Federal Court or a High Court; let all appeals go to him. But having once told your railway men that we have done everything possible to give them fairplay—we are continuing today to do everything possible to give them fairplay—we now demand in return adequate work and we will take all necessary measures to enforce salutary and necessary discipline.

Shri M. S. Aney: Mr. Speaker, Sir, I do not want to make a long speech and I wish to finish my observations within the time allotted. In the first place, I do not want to offer any congratulations to the Honourable the Railway Minister. He has had a surfeit of them from a large number of Members but in my opinion he stands in greater need of sympathy than of congratulations, because he had had a very difficult job to do and a very unpleasant budget to present for adoption by the House. It is very kind of the House no doubt that they have taken a very sympathetic view of the proposals for additional taxation which he has imposed upon the people in the form of increase of railway fares—and for very good reasons also.

I congratulate him for another reason—not for this so much. He is one of the fortunate Ministers that is presenting a Budget to this House which is not opposed at all by the Benches on this side. It has been a tradition, Sir, of this House that whenever a Railway Budget or annual Budget was presented, Members on the Nationalist Benches and the Congress Benches have had a convention of throwing it out on the constitutional issue. (Some Members: "There

[Shri M. S. Aney]

is no Opposition".) He has been the first Minister to be able to present a Railway Budget in the first Sovereign Legislature, which is being accepted by the Members on this side and considered and criticised on its merits and not rejected on constitutional procedure.

Sir, apart from that there are two or three points to which I wish to invite the attention of the Honourable Minister. He is aware that when the War was going on, several lines were dismantled on account of the necessity of war. Of course there was no promise made then that the lines so dismantled would be re-laid but I want the Honourable Minister to look into the point and see whether it is not necessary that the persons who have undergone the suffering of losing their travelling by railway during the war, are not entitled to get back the advantage which they had before. In fact, when this point of dismantling was first considered in 1940-41 by the Central Advisory Council, the point of restoration was brought to his notice. I may tell him by the way that the Honourable Sir Andrew Clow who was in charge of the Railways then had gone through the whole matter very carefully but before anything could be done, out of a list of 18 lines six were already dismantled and nothing could be done in regard to them. But there was, in my opinion, a moral obligation upon the Railway Department, that those six lines which had been dismantled ought to be restored unless it is found to be extremely unremunerative and of no use at all.

Shri H. V. Kamath (C.P. and Berar General): Were you in the Government then?

Shri M. S. Aney: I was not.

Mr. Speaker: The Honourable Member should address the Chair.

Shri M. S. Aney: I have mentioned this point because the fate of these lines lies more or less upon the decision which the Railway Board will take. It is the duty of the Railway Board to consider this matter and decide as a matter of policy whether they should not seriously tackle the question of restoration of railways dismantled during the war as a war measure. The total mileage involved is 805 and the capital required is Rs. 190 lakhs. The Honourable Member will find all the details in the proceedings of the Central Advisory Council meeting held on the 2nd December, 1940. I bring this point particularly to his notice.

Then the second point is, I find that there is a reference to the restoration of one dismantled railway in the speech as well as in the Memorandum that has been submitted to us. In part II, he has stated:

"The Bhimsen-Khairada Section of the G. I. P. Railway which was dismantled during the war, is under construction."

I want to know whether this restoration is dealt with at random or whether the Government have arrived at any policy in regard to it. In my opinion, they should decide it as a matter of policy that railway lines which were dismantled during the war should be restored and the people who were deprived of the advantage of railway travel should be given back the advantage. One of these dismantled branch lines is Darwha-Pusad which runs through Yeotmal district.

I desire the Honourable Minister to particularly consider the point in regard to its restoration. Another point I wish to touch upon and to which a reference is made in the memorandum is the "Investment in road services". A very large amount has been allotted for this purpose. The memorandum says:

"For 'Investment in road services' requirements during this budget period are estimated at 60.5 lakhs, of which 2 lakhs are required to meet calls on shares held by the G. I. P. Ry. in the C. P. Transport Services, Ltd., operating in C. P., and the balance of 67.5 lakhs for investment in new Companies being formed in the United Provinces, Madras, Orissa and Bihar."

I thought, Sir, that there will be some reference to the policy behind the allotment that has been made, but unfortunately in the course of his budget speech, the Honourable Minister did not mention anything about it. It is a matter in which lakhs of people are interested, and I would like to hear something from the Honourable Minister when he rises to give his reply.

Sir, I have promised not to take very long. So I shall stop here and thank you for giving me an opportunity to speak on the Railway Budget.

श्री एच० जे० खण्डेकर : सभापति जी, रेलवे बजट पर माननीय मंत्री महोदय का भाषण मैंने ध्यान से सुना और छपा हुआ भाषण मैंने पढ़ा। इस ओर जो उनका अभ्यास है वह प्रशंसनीय है और आज की कठिनाई की परिस्थिति में उन्होंने अपने काम काज को ठीक प्रकार चलाने के लिए जो जो मार्ग निकाले हैं उसके लिए वे धन्यवाद के पात्र हैं।

सभापति जी, १५ अगस्त को देश स्वतंत्र हो गया मगर रेलवे डिपार्टमेंट स्वतंत्र हुआ सा मालूम नहीं होता। क्योंकि जब जब मैं रेल में चलता हूँ तो स्टेशनों के वही अंग्रेजी गुलामी के नाम देखता हूँ जैसे कि हमारा पवित्र नाम "मथुरा" अभी तक 'Muttra' नाम से लिखा है। "बंबई" अभी तक 'Victoria Terminus' नाम से है। मंत्री महोदय इस ओर ध्यान दें और ऐसे स्टेशनों के नाम देशी नामों में जल्दी बदल दें। अपने भाषण में मंत्री महोदय ने बताया है और यह दिक्कतें दूर करने के लिए उन्होंने अपने भाषण में उपाय भी सुझाये, और इसके साथ साथ उन्होंने पैसेंजरों पर किराया बढ़ाने के कुछ उपाय इस स्कीम में पेश किये। फर्स्ट और सैकिङ्ग क्लास के पैसेंजरों के बारे में मुझे कुछ नहीं कहना है। मगर थर्ड क्लास के पैसेंजरों के बारे में भी उन्होंने ऐसी ही बात कही है। जो किराया उन्होंने बढ़ाया है उसके लिए मुझे कुछ दुःख मालूम होता है। किराया बढ़ाया गया मगर इसके साथ थर्ड क्लास के पैसेंजरों को कोई सुहायित नहीं दी है जिससे वह पैसेंजर खुशी से किराया दे सकें। एक तो उनकी माली हालत बुरी है दूसरे यह है कि उनसे कहा जाय कि ज्यादा पैसा दीजिये। जो उनकी दिक्कतें पहले से थर्ड क्लास में ट्रेवल करने की हैं, उन दिक्कतों में कोई तब्दीली नहीं हुई। और अगर मैं यह दिक्कतें आपके सामने रखूँ तो, सभापति जी, आप ताज्जुब करेंगे कि जहां १९ आदमियों का एक कम्पार्टमेंट रक्खा गया है वहां ४०, ४५, ५० यहां तक कि ६० पैसेंजर भेड़ों और बक़रियों की तरह ठोंसे जाते हैं। अगर १९ आदमियों के कम्पार्टमेंट वाली गाड़ी चलती है, वहां रेलवे का फर्ज हो जाता है कि १९ ही टिकट इश्यू करें। मगर यह नहीं होता। टिकट तो जारी करते हैं ५०० और कम्पार्टमेंट होते हैं १९ वाले छः और सारे थर्ड क्लास के पैसेंजरों से, सब सदस्यों ने देखा होगा, जानवरों की हालत अच्छी होती है, मगर इन पैसेंजरों की हालत पैसा देते हुए भी आज अच्छी नहीं है। स्टेशनों पर पैसेंजर पानी के लिये ताकते हैं लेकिन उनके लिये ठंडा पानी पीने को नहीं है। फ्लैग स्टेशनों पर प्लेटफार्म नहीं हैं। जंगलों में जो फ्लैग स्टेशन रक्खे गये हैं वहां वह गाड़ी पहुंचती है, और थर्ड क्लास के पैसेंजर वहां उतरते हैं। प्लेटफार्मस हैं नहीं।

[श्री ऐच० जे० खण्डेकर]

रात भर जंगलों में पड़े रहते हैं जहाँ शेर और चीते जैसे जानवर उन्हें खतम कर सकते हैं। यह परिस्थिति आज थर्ड क्लास के पैसेंजरों की है जिनके ऊपर सरकार ने किराया बढ़ाया है।

इसके अलावा मैं रेलवे के बारे में और एक बात कहूंगा, और वह सार मेम्बरों ने बात कही है, वह है घूसखोरी की। अपना भाषण देते वक्त आनरेबल मेम्बर साहब ने कहा कि कितने ज्यादा 'विदाउट-टिकट' पैसेंजर जाते हैं। इसका कारण भी बहुत से सदस्यों ने बताया। मझे खास कारण बताना है। जो वगैर टिकट पैसेंजर जाते हैं उसका पैसा रेलवे डिपार्टमेंट में नहीं आता बल्कि उसमें काम करने वाले जितने नौकर हैं उनकी जेब में जाता है। मैंने अपनी आंशों से देखा है कि गेट की तरफ से आते हुए पैसेंजरों को टिकट देने की जरूरत नहीं, अगर वर्धा से बम्बई पहुंचने के आठ रुपये लगते हैं, टिकट कलेक्टर के हाथ में एक या दो रुपया देकर वह सब बाहर निकलते हैं। यह परिस्थिति रेलवे की है और इसकी तरफ मैं आनरेबल मेम्बर का ध्यान आकर्षित करना चाहता हूँ। टिकट खरीदते वक्त भी घूसखोरी का यही हाल है।

इसके अलावा एक दूसरी बात मैं कहना चाहता हूँ और वह यह कि सी० पी० के अंदर खास नागपुर में संतरा उत्पन्न होता है। मैंने यह देखा है कि संतरा इतना बाजार में आता है कि जो बाहर भेजा जाना बहुत जरूरी है। जो कि संतरा व्यापारी और कास्तकार रेलवे के जरिये बैंगन्स में दूसरी जगह पहुंचाना चाहते हैं उसके लिए बैंगन्स नहीं मिलती है। नागपुर के बाजार में आकर संतरा सड़ जाता है। लोगों के उपयोग में नहीं आता। उपयोग में आ सकता था अगर उसे बाहर भेजने के लिए रेलवे सहूलियतें देती। जिन कास्तकारों ने संतरे के बगीचे लगाये हैं रेलवे के जरिये बाहर न जाने के कारण सारी की सारी कास्त बेकार हो जाती है। उनको पैसा नहीं मिलता है। मेहनत बेकार जाती है और वह भूखे मर जाते हैं। मैंने कितनी बार रेलवे को लिखा मगर कोई जवाब नहीं। और सालों बाद जवाब आया भी तो यह कि बैंगन्स नहीं हैं। जब कि हमारी पापूलर सरकार किसानों की भलाई करने का दावा रखती है तो संतरे के कास्तकारों का माल बाहर भेजने की व्यवस्था करना भी उसका कर्तव्य है। मैं इसकी ओर भी आनरेबल मेम्बर का ध्यान आकर्षित करना चाहता हूँ। संतरा एक फल है और वह दस पांच दिन से ज्यादा नहीं रह सकता। अगर आपने वक्त के ऊपर बैंगन न दिया तो वह सड़ जायगा और हिन्दुस्तान के लोगों को संतरे का आनन्द नहीं मिलेगा और कास्तकारों को नुकसान होगा। इस लिये नागपुर और उसके अतराज वाले सब रेलवे स्टेशनों पर संतरा बाहर भेजने के लिये बैंगन्स का इन्तजाम होना जरूरी है।

तीसरी बात, सी० पी० के अन्दर नैरो गेज रेलवे है जहाँ अगर नागपुर से बैठ कर चर्रे और ९० मील छिद्वाड़ा जाना है तो दस घंटे लाते हैं। तो मैं आपसे प्रार्थना करूँगा कि जब आप किराया बढ़ा रहे हैं तो आपको पैसेन्जरो को सुविधा देनी चाहिये। अगर छिद्वाड़ा से आदमी ८०-९० मील मोटर पर आना चाहे तो तीन घंटे लगते हैं। लेकिन जिस रेलवे में दस घंटे लगते हैं उस रेलवे की क्या जरूरत है। छः बजे चलना है तो कभी तो पांच ही बजे चल देती है, कभी दस बजे तक भी नहीं चलती। यह भी मैं आनरेबल मेम्बर के ध्यान में लाना चाहता हूँ कि इन नैरो गेज रेलवे का कोई टाइम नहीं है और ना आराम। इसलिये मैं तो कहना चाहता हूँ कि जितनी नैरो गेज की रेलवे हैं, हिन्दुस्तान में वह सब बन्द कर दी जायें और सारी की सारी ब्राड गेज कर देनी चाहिये क्योंकि इसमें टाइम कम लगेगा। स्टेशनों पर जैसा मैंने कहा ठंडा पानी का इन्तजाम नहीं है। वह हो जाना चाहिये। इसके अलावा मैं एक मुख्य बात आनरेबल मेम्बर के ध्यान में लाना चाहता हूँ और वह यह है कि आपका जो कैटरिंग (Catering) डिपार्टमेंट है उसका इन्तजाम तो आप देखें। न तो कभी चाय में शकर है और न गाय या भैंस का दूध है। मैंने तो यह देखा है कि कहीं डब्बे का दूध जिस में बहुत सारा पानी मिलाया जाता है वह हमारे सामने रेलवे में आ जाता है और उसका वही दाम लिया जाता है जो दाम पहले हम गाय और भैंस के दूध के साथ चाय पीते थे वह देते थे।

इसके अलावा आपके कैटरिंग डिपार्टमेंट में एक और बात आपको बतलाऊंगा जिसके ऊपर आनरेबल मेम्बर को फौरन ध्यान देना होगा। आज भी हिन्दुस्तान के अन्दर जब देश स्वतंत्र हो गया है उसके बाद अनटचबिलिटी (Untouchability) आपके कैटरिंग डिपार्टमेंट में मानी जाती है। हरिजनों के लिये अलग कपबशिया रखी गई है। आज भी बरहानपुर और नागपुर के बाजू में जितने स्टेशन हैं आप देखेंगे कि रेलवे में काम करने वाले और प्रवास करने वाले हरिजन लोगों के लिये अलग कपबशिया रखी गयी हैं। आज जब कि देश स्वतंत्र हो गया है और महात्मा जी के नेतृत्व में कांग्रेस का राज्य है, हरिजनों के लिये अलग कपबशियों की व्यवस्था की जाती है। साधारण हरिजनों की हालत तो ऐसी है ही लेकिन मुझे रेल वालों का ध्यान उसकी ओर खींचना पड़ा जब कि मुझे महार जाति का समझ कर रेलवे की चाय की दुकानों में चाय नहीं दिया गया और अलग कपबशि के तरफ उंगली बतायी गयी। मैंने अपना हक प्रस्थापित करने के लिये बीसो बार चैन खींच कर गाड़ी खड़ी रखी और इस नीच व्यवहार के लिये रेलवे बोर्ड को लिखा। उसका जवाब रेलवे बोर्ड से मेरे पास आया कि ऐसी कोई बात नहीं है कि पैसेन्जरो को चाय देनी ही चाहिये। यह जवाब मेरे पास आया वह भी तीन साल बाद। आज की परिस्थिति में अस्पृश्य और स्पृश्य का भेद रेलवे के कैटरिंग डिपार्टमेंट

[श्री ऐच० जे० खन्डेकर]

में माना जाता है उसकी ओर मैं माननीय मंत्री महोदय का ध्यान दिलाना चाहता हूँ ; और आशा रखता हूँ कि वे इस भेदाभेद को मिटाने की कोशिश करें ।

इसके अलावा मुझे एक बात और कहनी है । शायद मेरे दो ही एक मिनट मेरे लिए रहे हूँ । आनरेबिल मेम्बर तो सन ही नहीं रहे हूँ । वे तो किसी से बातें करने में मग्न हैं और शायद उन्हें हिंदी नहीं आती है । लेकिन मैं दूसरी भाषा बोलना नहीं चाहता । मैं अंग्रेजी जानता हूँ लेकिन देश हमारा है, और हम आजाद हैं, हम अपनी भाषा बोलेंगे । उनको चाहिये आजाद भारत में वह हिंदी सीखें, मेरे भाषण का उत्तर देने के लिए अन्य किसी के हाथ से नोट लेलेंगे मगर दुःख है, सभापति जी, कि वे अब भी, बातों में ही मशगूल हैं । मैं तो इतना और बताऊंगा कि गवर्नमेंट आफ इंडिया ने हरिजनों के लिए छोटी नौकरियों का साढ़े सोलह प्रतिशत और बड़ी नौकरियों का साढ़े बारह प्रतिशत जगहें रिजर्व रखी हैं । मगर रेलवे डिपार्टमेंट में मैंने अभी देखा वह कोटा पूरा नहीं किया गया । लायक हरिजनों की अर्जियां नामंजूर हो रही हैं । रेलवे डिपार्टमेंट में जो दो चार हरिजन काम करते होंगे उनको आज तक तरक्की नहीं मिली । बीस बीस साल नौकरी करने के बाद भी बी० एन० आर० और जी० आई० पी० आर० में हरिजन असिस्टेंट स्टेशन मास्टर तरक्की नहीं पाया । उनसे जितने कम सविस, के दूसरी जाति के लोग हैं वह उनके सर पर जा कर बैठ गये । अगर कोई असिस्टेंट स्टेशन मास्टर हरिजन है तो उसको तरक्की नहीं मिली । मालूम नहीं वह हरिजन है इसलिए नहीं मिली या और कोई कारण है । मगर मैं तो यही समझता हूँ कि वो हरिजन है इसी कारण वह बढ़ नहीं सकता । मैं आनरेबिल मेम्बर का ध्यान इस बात के ऊपर जोरों से खींचना चाहता हूँ कि जब हमने निश्चय कर लिया है, कांस्टिट्यूेंट असेम्बली में हमने कानून पास कर लिया है कि "Untouchability will be an offence in India" ऐसी हालत में जो रिजर्वेशन Reservation गवर्नमेंट आफ इण्डिया ने दिया है उसको स्वीकार करना आपका फर्ज है । इस ओर भी मैं आपका ध्यान आकर्षित करते हुए अपना भाषण समाप्त करूंगा ।

(English translation of the above speech.)

Shri H. J. Khandekar (C.P. and Berar: General): Mr. President. I have carefully listened to the speech of the Honourable Minister of Railways on the Railway Budget and also read his printed speech. His knowledge in this respect is really praiseworthy. He deserves to be congratulated for the ways and means found by him to ensure proper working of his Department in the difficult times ahead.

Sir, the country got freedom on the 15th August, but the Railway Department does not appear to have become independent. Because whenever I happen to travel on the Railway I find the same old names of the stations which existed during the days of British slavery, for instance, our sacred name "Mathura" is still written as "Muttra". "Mumbai" is still named as "Victoria Terminus". The Honourable Minister may kindly devote his attention towards this and change the names of such station, in the Indian language at an early date. The Honourable Minister has referred to certain difficulties in his speech and to remove these he has also suggested remedies; and simultaneously he has presented some proposals for increasing the passenger fares in this scheme.

I have nothing to say in regard to the first and second class passengers. But he has mentioned the same thing in respect of third class passengers also. I am somewhat pained over the increase in passenger fares proposed by him. The fare has been increased but no facilities have been provided for the third class passengers so that these passengers may gladly pay the fare. On the one hand they are placed in a bad financial position and on the other they are asked to pay more money.

There is no change in the former difficulties of third class travel. And if I place these difficulties before you, Sir, you will be surprised that where a compartment is to seat 19 persons, it is huddled up with forty, forty five or even sixty passengers like a herd of sheep and goats. If a railway compartment is meant for nineteen passengers, the Railway authority is in duty bound to issue only the same number of tickets. But this does not happen. They issue as many as 500 tickets while there are only six compartments with carrying capacity of 19 passengers each; and the condition of animals is much better than that of the third class passengers as the Honourable Member would have seen. But despite the money they spend, the plight of these passengers to-day is by no means better. They look eagerly for water at the stations, but there is no cold water for them to drink. There are no platform on flag stations. The third class passengers get down from the trains arriving at these flag stations without platforms which are situated in jungles. They pass their nights in the jungles where there is every likelihood of their being devoured by leopards and tigers. This is the plight of third class passengers to-day who have been made to pay increased fare by the Government.

Besides this I will talk about another matter concerning the Railways which has also been referred to by all the members and that is corruption. In the course of his speech the Honourable Minister referred to the increased number of ticketless travellers. Many members explained the reasons for this. I have to tell the particular reason and that is—the amount saved by the ticketless travelling passengers does not go to the Railway Department, but it falls into the pockets of the entire Railway staff. I have seen with my own eyes that the passengers while passing through the gate need not make over their tickets. All of them are able to secure exit by taking out rupees one or two from their pockets and tipping this to the Ticket Collector—when it costs rupees eight to travel from Wardha to Bombay. This state of affairs exists on the Railways and I wish to draw the attention of the Honourable Minister towards this. The same state of corruption prevails while purchasing the tickets.

Besides this the other thing which I want to say is that oranges are grown in Nagpur proper in the Central Provinces. I have seen that the oranges are brought to the market in such a large quantity that it seems essential to export these. The growers and traders are not able to secure wagons for despatching oranges to other stations by rail. The oranges therefore rot in the Nagpur market. They cannot be used by the people. They would have been used if the railway had afforded necessary facilities for their transport to outside stations. The growers who have planted orange-orchards are thus not able to procure any return for their crop which is thus wasted for lack of Railway transport facilities. Their labour is lost and they starve. I have so many times written to the Railway Department but no reply could be elicited. And if at all the reply came after years it was that there were no wagons. When our popular Government claim to be the benefactor of the farmers, it becomes its duty to make necessary arrangements for the transport of produce of the orange growers. I should like to invite the attention of the Honourable Minister to the fact. Orange cannot keep for more than 5-10 days. If the wagons are not supplied by you in time, the fruit is likely to rot. This would deprive the people of India of this one enjoyment and make the cultivators suffer. Therefore it becomes all the more necessary that arrangements should be made to supply wagons at Nagpur and other Railway stations situated in its suburbs for the transport of oranges to other places.

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Thirdly, I have to say that there is a narrow gauge Railway in the C.P., where it takes ten hours to travel a distance of 90 miles between Nagpur to Chhindwara. I have, therefore, to request you to kindly afford facilities to the passengers when you are increasing the fare. If a person travels 80-90 miles by motor from Chhindwara, it takes him three hours. But existence of the Railway which takes ten hours does not any longer seem to be necessary. If its departure time is scheduled at six o'clock, some times it leaves at five, and at times it does not start till ten o'clock. I should like this also to be brought to the notice of the Honourable Minister that this narrow gauge Railway has neither any regular timing nor does it provide any comfort. I would, therefore, suggest that all the narrow gauge Railways in India should be wound up and the entire system should be converted into broad gauge, because it will take lesser time. I have, already mentioned that there is no arrangement for the supply of cold drinking water at the stations and this should be made.

Besides this, I want to bring another important matter to the notice of the Honourable Minister and that is: your Catering Department—the management of which you may kindly see for yourself. At times there is neither sugar in the tea nor cow or buffalo milk. I have personally seen this that at places on the Railway we are to use the tinned milk which is adulterated with a large quantity of water and we are to pay the same price for this as we used to pay before for the tea which we took with cow and buffalo's milk.

Along with this, I would refer to another matter relating to your Catering Department which would require the immediate attention of the Honourable Minister. Even to-day after the dawn of independence in the country, untouchability is existing in India in your Catering Department. Separate cups and saucers are maintained for *Harijans*. You will find even to-day that at all stations situated near Burhanpur and Nagpur separate cups and saucers have been maintained for *Harijans*—working and travelling on the Railway. To-day when the country has achieved freedom and there is the Congress Government under the leadership of Mahatma Gandhi a separate establishment for maintaining cups and saucers has been set up. This is no doubt the condition of the ordinary *Harijans*. But I have got to draw the attention of the Railway people towards this—when I was not provided with tea at Railway tea stalls being taken as a member of the 'Mahar community', and my attention was drawn towards the cup and saucer kept separately by raising of the finger. On this I pulled the chain for about twenty times and stopped the train with a view to establish my right. I wrote to the Railway Board about this maltreatment meted out to me and in reply the Board informed me that it was not obligatory that the passengers should be supplied with tea. This reply I got and that too after the lapse of three years. This differentiation between the touchables and untouchables is existing in the Catering Department of this Railway even in the present day conditions. I would like to draw the attention of the Honourable Minister towards this and hope that he would try to remove this distinction.

Besides this I have to say another thing—perhaps there are only one or two minutes left for me. The Honourable Minister is not listening to this—he is busy in talking to somebody else and perhaps does not know Hindi. But I do not want to speak in any other language. I know English but it is our country and we are independent—we will speak in our own language. He should try to learn Hindi in free India. To enable him to reply to my speech he should ask someone else to take notes thereof. But, Sir, it is a matter of deep regret that he is still busy in his talk. Further I will only say this that the Government of India have reserved for *Harijans* 16½ per cent. and 12½ per cent. of subordinate and gazetted posts respectively. But in the

Railway Department I have found that this quota has not been filled up. The applications of capable *Harijans* are being rejected. Whatever little number of *Harijans* are working in the Railway Department they have not been given promotions till today. The *Harijan* Assistant Station Masters having put in about 20 years service on the B. N. and G. I. P. Railways have not been able to get promotions. They have been superseded by people of other communities but an Assistant Station Master who is a *Harijan* is not granted promotion. It is not known whether he has been precluded for promotion for the reason that he is a *Harijan* or there is any other cause.

With all the emphasis I would like to draw the attention of the Honourable Minister to the fact that when once we have decided and enacted a legislation in the Constituent Assembly that "Untouchability will be an offence in India" it becomes your duty to accept the reservation earmarked by the Government of India. While inviting your attention towards this aspect, I will end my speech.

Shri H. V. Kamath. Sir, I had better begin without the customary note of congratulation, because I find it has tended to become very hackneyed. As I listened to the speech of the Honourable the Railway Minister I was taken back in my memory over twenty years when I had listened to him in Madras when he was a Professor in the Presidency College, not as a pupil of his but as an occasional listener to his very interesting addresses. I found that years had added charm to his manner and mellituousness to his speech. But in spite of this, Sir, there are certain points in his address which I feel are open to a little criticism, and I hope he would certainly not mind this little criticism.

I may at the outset say I am at a certain disadvantage because I am speaking at the fag end of the discussion and most of the points have been made out by previous speakers who have participated in the discussion. My Honourable friend Mr. Anthony has referred to the lack of a sense of discipline. I want to reinforce this point that has been made out by my Honourable friend. Permit me, Sir, to point out a concrete instance in this connection. Coming by road from Nagpur to Delhi, I had to cross the railway bridge at Chambal near Dholpur. The Chambal Bridge is a deck bridge for military traffic, but it is open to civilian traffic on special permission. I found on reaching the bridge that there are three gates at the bridge. One gate was open by a cooly and the second gate was absolutely unattended to and there was nobody there. I had to walk all the way along the bridge, go to the other end of the bridge and fetch the Controller from the other end and bring him to this side and get him to phone to the Jhansi Head Office after considerable difficulty. He said he had no instructions, but after some considerable wrangling and arguing he agreed to telephone and it was nearly after an hour and a half's delay I was able to pass over the deck bridge at Chambal. The other points, Sir, like the overcrowding, insanitation and the lack of water facilities, tea facilities and such cognate matters have been touched by the previous speakers.

There is one point which has been missed by some of them and that is the problem of water, which formerly had assumed a communal aspect, in the sense that it was called "Hindu and Muslim water" (*Hindu Pani* and *Muslim Pani*). Since perhaps last year it had changed to "orthodox water" and "general water", so far as I can remember. Either at the end of last year or early this year, when I was passing through Allahabad, at the station I saw big boards "orthodox water" and "general water". (*Khas Pani* and *Am Pani*). I did not comprehend what it meant at first. I just wanted to test what difficulty there would be in having "orthodox water". At that time, Sir, fortunately or unfortunately I had a beard and I went up to the men who were giving "orthodox water". They said: "You cannot have this

[Shri H. V. Kamath]

"orthodox water". I said: "Why not"? They said: "This 'orthodox water' means only Hindu". I said: "That is abolished now. There is no Hindu or Muslim water".

I asked what general water was and was told that it was Muslim water, orthodox water being Hindu water. After considerable discussion and argument in which many of my co-passengers joined me, I succeeded in getting even this orthodox water in spite of my hirsute appendage.

The Honourable Minister referred to ticketless travel in the U. P. He was quite right in this respect because last year when I travelled on the O. & T. Railway I saw people crowding on the roof tops of coaches in such a precarious position that I was at times wondering whether they would not fall over. On inquiry I found that accidents had happened and many people had perished by travelling on the tops of these coaches. Then overcrowding and congestion inside the third class carriages is extremely bad. The other day my Honourable friend Mr. Sidhwa raised the question of dogs in trains. I think dogs in airconditioned and other coaches are better off and more comfortably provided for than third class passengers in their compartments. This is a thing which puts humanity to shame and the condition of these third class carriages beggars description. I hope that with the advent of nationalisation of this important undertaking and with our National Government in office this sort of thing will be put an end to at a very early date.

Sir, there are just one or two points that I should like to deal with before I conclude. There is one little bit of tract in this country which is devoid of any railway line and that is between Kadur in Mysore State and Mangalore. The only way to link up Bangalore and Mangalore—unless it be circuitously by way of Madras—is through Hassan. That would add to the convenience of passengers from Mysore State who want to proceed to Mangalore instead of having to go all the way round Madras or by bus *via* Kadur. This I know is a very difficult terrain for the railway to negotiate but I hope that with modern contrivances and scientific advancement this would not be a difficult undertaking to accomplish.

Then there is the question of electrification. I think that with electrification of railways much of our expenses on coal would be saved and it would also result in the speeding up of trains and add to the convenience of passenger traffic.

Lastly, Sir, I should like to see in our country as soon as possible a very fine underground system as obtains in Europe, Russia and England. I know it is a very difficult thing but an underground system would add to the convenience of railway travelling.

In conclusion I would like to say that the common man must be made to feel that the railway is his own, that it is a national asset and not merely an instrument of exploitation and oppression. The railways can be made an instrument of national happiness and national prosperity, and I do hope that with the Honourable Minister in charge of this national undertaking we will see our railways at the head of all other railway systems, in the world.

Shri S. Nagappa (Madras: General): Sir, I join the previous speakers in congratulating the Honourable Minister on his presenting a very able budget. The first budget presented by independent India is a deficit budget. But anyhow I realise the difficulties of the Honourable Minister in these days due to the division of the country. I was glad to see that this has resulted due to the cost of coal and due to the increased wages that are paid to the labourers.

[At this stage Mr. Speaker vacated the Chair which was then occupied by Pandit Thakurdas Bhargava (one of the Panel of Chairmen).]

I am glad that Government have established a kind of contact with these labourers and I hope this contact will continue for ever and the good will

between the labourers and Government will prevail for all time to come. I was particularly glad to note that fourth class and third class employees of the railways were given the maximum benefit out of the 22½ crores of raised wages.

As regards the difficulties of the travelling public I have heard Honourable Members making a catalogue of their grievances; I hope the Honourable Minister will try at an early date to redress as many of them as possible. As to the raising of fares and freights I find that there has not been much of a justification. A good deal of discrimination has been made, specially the second class passenger has been hit hard while the third class passenger has been less burdened. For instance, the difference between the first class passenger and the second class passenger seems to be great. The second class passenger rate has been raised by 33 1/3 per cent. whereas the first class passenger has to pay an excess of 25 per cent. only. I should like to know why there should be so many classes at all. Is it necessary? As in England, I think there should be two classes only,—Upper and Lower,—instead of the First, Second, Inter and Third classes.

Then the Honourable Minister drew a sad picture as regards our locomotives. It is of course true that we could not produce enough locomotives. As Mr. Kamath suggested, I think by electrifying our lines the cost may be reduced. And instead of depending on coal, we could have, as in Southern India, oil-fired locomotives in order to economise and curtail the expenditure.

As regards ticketless travel the Honourable Minister referred to the U.P. alone. I do not think other provinces are in the same line. But I hope he will realise the difficulties of these people who travel without tickets. At times they are not able to get tickets at all. If you go to a station you find only one booking centre and the tickets are not issued properly and the booking clerks indulge in all sorts of tricks in order to avoid giving a ticket. I do not want Government to encourage ticketless travel but I want them to take better steps so as to prevent it. Moreover, as compared to other countries we find more men employed here than are necessary. I suggest to the Honourable Minister to make retrenchment as much as possible. I find that 166 Britishers are still serving here; they should be replaced by Indians at the earliest possible moment. Now, Sir, the superior posts that are still occupied by the other personnel, such as British personnel, may be replaced by Indians.

As regards the other point, that is expenditure on coal, the Honourable Minister has said it is about Rs. 5 to 6 crores. I do realize the Honourable Minister's difficulty. Because of the cost of labour it might have gone high. But I would request him to find out other means in order to reduce the cost. I hope, Sir, the High Power Committee which enquired recently into the railway problems, might have thrown some light on this point, especially the examination of other fuel than coal or the oil-fired locomotives, as it has proved in Southern India a success, and at the same time the electrification of railways.

As far as possible, I would request the Government to try to manufacture almost all parts in India itself instead of importing.

As regards the revision of scales and revision of freights and fares, the Honourable Minister has not considered the other aspect of it. It will also have its own reflections and reactions on other necessities of life as a result of the increase of freights.

Along with the stoppage of the leakage in ticketless travel, I would request the Honourable Minister to take particular care in stopping all the discrimination in weighments or as regards goods or classes of goods, especially now that other friends have described their difficulties in getting wagons. It is a fact that it is very difficult, unless and until we act according to the tune of the officials concerned, to get wagons in these days.

With these few remarks I support the budget proposals that are before this House.

شری دیش باندھو گپتا : سہایتی جی! میں آنریبل منسٹر کی توجہ ایک دو باتوں کی طرف کھینچنا چاہتا ہوں۔ دہلی خوش قسمتی سے باہد قسمتی سے ایسی جگہ ہے جہاں گورنمنٹ آف انڈیا نے ہر ایک تہارتسمنٹ کا امتحان ہو جاتا ہے۔ چونکہ یہاں پر گورنمنٹ آف انڈیا نے براہراست دسہانسمبل ہونے کی وجہ سے ہمیں اپنے سب منسٹروں کی کارگزاری کا کچھ اندازہ کرنے کا موقع ملتا ہے۔ دہلی میں اگر انتظام ٹھیک نہ ہو تو اس کا مطلب یہ ہوگا کہ چراغ تلے اندھیرا ہے۔ اس میں کوئی شک نہیں ہے کہ اتنے محکموں کو آپ اپنے وقت کا بہت سا حصہ دیتے ہیں۔ قسمت سے پہلے سے ان کا کم واسطہ ہے اس لئے زیادہ وقت ان کو تہارتسمنٹ کو دیکھنے کا ملتا ہے۔ اس لئے میں توقع کرتا ہوں کہ آج جتنی باتیں میں عرض کرنا چاہتا ہوں ان کی طرف ان کا دھیان کھینچے۔ دہلی میں اس وقت سب سے بڑی مصیبت یہ ہے کہ دہلی ایک بہت بڑا ٹرانسپورٹنگ سنٹر ہے۔ ریلوں کے لحاظ سے تو ایک بہت بڑا جنکشن ہے۔

تمام نارڈن انڈیا کی ریلوں آتی ہیں لیکن میرے لائق دوست کو معلوم ہوگا کہ چند مہینوں سے جامے وار کی لہنگس ہو لیکن کچھ دنوں سے یہ بات اور شکایت عام ہو رہی ہے کہ بسنگی سے کلکتہ سے یا کراچی سے اگر کسی ضروری چیز کو بھیجنا ہے تو بکنگ دہلی کو نہیں ملتی بسنگی۔ کلکتہ۔ کراچی وغیرہ سے جو Booking دہلی کے لئے ہوتی ہے وہ دہلی نہیں آتی وہ پہلے شاہدرہ یا نھرو آباد جاتی ہے اور وہاں سے پھر دہلی آتی ہے اسکی وجہ صرف یہ ہے کہ دہلی میں Wagons کی بہت کمی ہے اور اس کسی کی وجہ سے بہت زیادہ مال مہینوں تک پورا رہتا ہے۔ تعلق ذاتی ہے تہج اخبار سے ہے میرے آدمی جا کر دیکھ آئے تھے میرے آدمی آج دو مہینے سے اور جاتے ہیں اور اسٹیشن پر رپورٹ کرتے ہیں کہ Wagon کہاں ہے اسکا کوئی جواب نہیں دیا جاتا ہے۔ اگر اسطرف منسٹر صاحب نے اسے آہائی کرنے کے لئے توجہ نہیں کی تو بہت زیادہ لوگوں کا نقصان ہوگا۔ میں سمجھتا ہوں کہ اگر آنریبل منسٹر صاحب چاہیں تو اسٹیشن پر خود جا کر ملاحظہ کر سکتے ہیں۔ میں ایک بات کو طرف آنریبل منسٹر صاحب کا دھیان لور دلوں گا اور مجھے اُمید ہے کہ وہ پوری ہو جا ئیگی دہلی میں ٹرانسپورٹ کا انتظام ٹھیک طرح سے کیا جائے مہنگومعلوم ہوا کہ گورنمنٹ اور G. N. I. T. Buses کے درمیان کوئی سمجھوتہ کی بات چیت ہو رہی ہے اگر کوئی سمجھوتہ ہو جائے تو بہت اچھا ہے اور Buses کی تعداد بڑھا دینے جس سے لوگوں کی تکلیفیں جو آجکل بہت زیادہ ہیں دور ہو جائیگی۔

(English translation of the above speech.)

Shri Dushbandhu Gupta (Delhi) : Mr. Chairman, I desire to draw the attention of the Honourable Minister to one or two facts. Fortunately, or unfortunately, Delhi is so situated that every department of the Government of

India is put to the test. Here in Delhi, due to the Government of India, being directly responsible, we get an opportunity of forming some estimate of all our Ministers' Services. Absence of proper management in Delhi, means darkness under the lamp. There is no doubt that you devote much of your time to departmental work and as things stand the public has little concern with you and the Ministers have therefore more time to devote to their departments. I hope, therefore, that the attention of the Ministers should be drawn towards all of the facts which I want to mention today. One of the greatest difficulties in Delhi, today is that it is a very great transporting centre. It is the one of the biggest Railway Junctions, where the Railways of the whole of Northern India meet. My learned friend knows that for the last few months it may be a legacy of the war but at least for a few days it has been a general complaint that if any necessary commodity is required to be sent either from Karachi, Bombay or Calcutta to Delhi, it will first be booked to Delhi—Shahdara or Ferozabad and thence to Delhi. The cause for this is that there is a great scarcity of the wagons in Delhi, and due to this scarcity a very great quantity of goods is left lying in Delhi for months together.

My personal experience has been derived from transactions in connection with my newspaper *The Tej*. My men went to the Railway Station, and there they have ascertained this; my men still have been going there daily for the last two months. When enquiries about wagons are made and complaints are lodged at the station, no definite reply is given.

A great many men will suffer loss if the Honourable Minister does not take measures to remedy these defects. I think, the Honourable Minister will see for himself, if he goes to the Railway station.

I want to draw the attention of the Honourable Minister towards another defect, and I hope it will be remedied. It is that in Delhi, Transport arrangement should be done properly. I am given to understand that some negotiations in this connection, are being carried on between the Government and the G. N. I. T. Bus administration. If this arrangement is made it will be good and if the number of buses is increased the difficulties of the people which are many in these days, will be reduced.

The Honourable Dr. John Matthai (Minister for Railways and Transport): Sir, if I may say so, the discussion that has taken place on the Railway Budget today does credit to the House. It is my privilege as Minister in charge of the Railways, to know things from inside and on that knowledge to size up the relative importance of the problems which the railways are facing. To me it is a cheering fact that Honourable Members who have taken part in the discussion today attach the same order of importance to specific railway problems as I do.

The discussion has ranged over so vast a field that it is a little difficult for me to know either at what point to begin to reply or the portion of this wide field which I should cover in my replies. What I will do in the time that has been allotted to me is to take some of the more important problems that have been raised and offer such replies as I can to questions put to me by Honourable Members.

One question in which this House and its predecessors have always taken a keen interest, is the conditions under which our lowest class passengers travel. Ever since I took charge of the Railways as Minister, it has been brought home to me in many ways that unless we can make a real difference to the conditions of third class travel we shall not have justified the nationalisation of the railways. There is a fundamental point which my Honourable friend Mr. Patil raised and to which I want to reply a little later. I do consider that the extent to which we are able to improve the conditions of travel of our lowest class passengers is a test by which our management of the railways would, to a large extent, be judged. I am well aware of that.

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The conditions under which I have to face this problem today, as I explained in my Budget speech, are conditions so difficult and so largely beyond my control—that for the present, except to express my determination to do all that I can, there is little that I can do. I do not want to make promises or to give undertakings to the House in this respect, because over such time as I might have charge of this office I doubt whether there would be such an improvement as would make a material difference to the position.

As I understand this question—it is a question to which I have given a good deal of thought—the right point from which to begin to tackle the conditions of travel of our lowest class passengers, is overcrowding. Unless we are able to relieve the terrible overcrowding which at present prevails we cannot make any contribution to the solution of the general problem of amenities. When you consider this question of overcrowding you will find that it has many sides to it. First of all, I want to draw the attention of the House to a patent fact which somehow does not receive the attention it deserves. There is more money in the country than there are goods and services on which the money can be spent. A person with money to spend cannot spend it on food, because there is a limit to the quantity of food that he can buy; he cannot spend it on clothes, because there is also a limit to the quantity that he can buy; he cannot spend it on other classes of consumer goods, because we are not producing them and we can hardly import them either. But there is one kind of service, one class of goods on which he can spend it, as much of it as he wants, at practically the price he used to pay before the war. And that is railway transport—I am inclined to think that this has had a great deal to do with the tremendous increase that has occurred in the amount of passenger traffic. If you compare the amount of passenger traffic today with what it was in 1938-39 you find the increase is a little over 100 per cent. The extent to which we have been able to increase the number of passenger coaches since 1938-39 is somewhere about 10 per cent. That gives you the problem in a nutshell.

But it is not merely that people can get their railway service at something like the prices which they used to pay before that accounts for this. There is the question of ticketless travel, to which a great deal of reference has been made. Honourable Members have perhaps misunderstood me. They think that I attributed this problem of ticketless travel entirely to the misdoings of people, to bad citizenship. Bad citizenship is only a part of the problem. Part of it is the responsibility of the railways. During the past year I know that the facilities available at our booking offices have not been adequate. Over a long period of months there were not enough tickets available. Our Printing presses were not working, it was impossible to get private presses to do the work and for a considerable time it was a serious factor which contributed to ticketless travel. Whatever it be, whether it is the fault of the railways or whether it is a certain deterioration in standards of citizenship, ticketless travel has greatly accentuated this problem of overcrowding.

Therefore the way in which we can deal with the problem is this. First of all, we have to increase the transport capacity. We have a large number of coaches on order but I do not expect that we shall be in a position to get the bulk of it executed and delivered before the end of 1949. Before the end of 1948 I expect to get somewhere about 600 additional coaches put in service—not a small number. If every thing goes well, if our programme works all right, I expect to be able to get about 250 or 270 III class passenger coaches returned by the Defence Department; that is to say that in the course of about 6 to 12 months from now I think we should be able to put in service over 800 passenger coaches and I think that would make some difference.

But you have to tackle the problem not merely from the side of transport capacity but also from the side of the number of passengers who want to

travel. What I mentioned in the course of my budget speech about ticketless travel I think would reduce overcrowding. We are going to do what we can in the way of improving railway facilities (which are relevant to the question of ticketless travel) and I hope also to enlist sufficient support from those responsible for law and order in the provinces, to prevent unauthorised travel.

Mr. Sidhwa challenged me on certain statements that I made in the course of the budget debate in the old Assembly. I made certain promises, which I have not been able to carry out. I do not propose to make any promises today. But I want to tell Mr. Sidhwa what actually happened. In the course of the discussion reference was made to what is called the Betterment Fund, which is the fund out of which all improvements which are not of a directly remunerative character are financed. In the analysis of the expenditure from the Betterment Fund the House found that out of about Rs. 5 crores only 1 crore was set apart for the provision of additional amenities for passengers. In the course of the debate I said I would make arrangements for an additional expenditure of Rs. 1 crore. Immediately the session was over I issued instructions to the Railway administrations to send up estimates for the provision of additional amenities for third class passengers up to a total figure of Rs. 1 crore. We got proposals and instructions were given to railways to proceed with them. Then the question of partition came on, and the energy and resources of the Railways were largely directed to it. I believe nevertheless that a substantial addition was made to the expenditure which was originally contemplated in regard to amenities. My latest information is this. According to my promise to the Assembly Rs. 2 crores was to be the amount expended during 1947-48. That, on a post-partition basis, would be somewhere about Rs. 170 crores. I believe arrangements have been made by the Railway administrations to spend about Rs. 150 crores out of this. It is as far as we have been able to go. I want therefore to submit to the House that in view of the severely limiting conditions under which we worked we have done our best to implement such promises as I have given.

I come now to the fundamental point which my friend Mr. S. K. Patil raised, a point that has often caused me worry. The point was this. Here is this outstanding nationalised concern in the country. There is at present a great deal of demand for nationalisation. If this large industry which stands out as the typical example of a nationalised concern in the country gives so little satisfaction, then it knocks the bottom of the case for nationalisation. I want to make it perfectly clear that I am not advocating the universal adoption of nationalisation. That has never been my view. I believe in the end you will find there is a fairly large case—larger than many of us have thought—for nationalisation in India. But the question has to be considered with reference to the circumstances of each industry. I think we are in the habit in these matters of generalising too hastily. It is somewhat like the question of free trade and protection. There is no such thing as a universal 'yes' or universal 'no' to this question. It all depends upon the circumstances of the particular country and the particular industry. That is also the view I take with regard to nationalisation. I want to take the point that Mr. Patil raised. If this concern, the Railways, had been a private concern and not a state one, owned and managed by the state, then one of the first things it would have done would have been to raise the prices of its goods to an extent that would adequately cover the increased costs that it has to bear and the reserves it has to provide. As a nationalised concern it has not been able to do that. Even with all the increases that I have proposed, I take it that compared with pre-war figures the increases might be of the order of not more than 25 to 30 per cent. In a country like the United Kingdom where the increase in the cost of living has not been anything so high as it is here the increase that has taken place since pre-war is 55 per cent. If the House is going to restrict the extent to which business methods can be applied to a

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nationalised concern, then I submit the reason why the nationalised concern is not able to do its job properly is a reason which the House has to share with me.

We have nationalised all the class I railways, all the major railways in the country. Today I believe there are only 25 small narrow gauge and meter gauge lines that have not been taken over by the state. The principle of nationalisation has not been applied to them. It is extraordinary that hardly a week passes when I do not get an appeal from large groups of people asking me to take over these lines. If nationalisation is such an objectionable thing why is it that people are so anxious that these few remaining small lines should also be taken over by the state? There must be something behind it.

I want to go further. One of the biggest problems in this country is the shortage of essential consumer goods. The textile industry, next to agriculture, is the industry which produces consumer goods. Are we satisfied that we are getting the best possible service out of the textile industry? If we are not, why is it that this charge is not being brought in regard to them? Obviously when it comes to an industry, every detail of which is subject to the scrutiny of the Legislature and subject to public opinion, tests are being applied which are not altogether fair. That is the real point.

I now come to the general question of economy which naturally is exercising the minds of Honourable Members. I am alive to this problem of economy because, on the basis of the increased fares and freights only I do not think I should be able within a reasonable period to bring the Railways into a satisfactory financial position unless I can effect further economies than we have been able to achieve so far. I am very well aware of the importance of economy. The trouble is this: if you take the total working expenses of our railways, nearly two-thirds is expenditure on staff and labour. There are two ways in which you can economise on staff and labour. One is to reduce the rates of salaries and rates of wages. The other is to reduce the number of people employed. It so happens that I am not in a position to do either, because the scales of salaries and the scales of wages are fixed for me by outside agencies in whose decisions I have no voice. We are now basing all our scales of remuneration on the recommendations of the Pay Commission. It is perfectly true that there is a considerable number which is at present surplus to our requirements on the existing basis. But along with that we have to consider a substantial extension of the process of liberalisation that has gone on in regard to working conditions, in regard to periods of leave, in regard to hours of work. As the House knows, Mr. Justice Rajadhyaksha who was appointed Adjudicator in these matters has sent in his report which is now under consideration by Government.

That report makes various recommendations regarding reduction of hours of work and provision of more leave. My examination of the question, as I told you in the course of my Budget speech, has led to the conclusion that in order to meet the recommendations of the Adjudicator it would be necessary to keep more or less the existing staff, including that part of it which is surplus to requirements judged on the present standard. Therefore I am not in a position to reduce the personnel. If I cannot reduce the salaries and wages, and if I cannot reduce the number of personnel, how am I to effect economy in regard to this item of expenditure which covers two-thirds of our total working expenses?

The other question is the question of coal, the question of power. So far the trouble with power is that, the increase in expenditure has been entirely due to a rise in prices. It is possible that by measures of fuel economy, we can reduce the quantity of coal that we use. We are doing everything that

we can. I am quite serious about it because I have had a good deal of experience of the possibilities of fuel economy. When I was in charge of the Tata Iron & Steel Company where the question of coal is of live importance, I became aware of the economies which it is possible to achieve. There has been a good deal of complaint in recent years that the railways are consuming an undue proportion of the better class coal in the country. The railways need coal for making steam. For that you do not need to use the kind of coal used by the steel industry, that is to say metallurgical coal. It is much too good for our purpose. Therefore we have been asked to reduce our consumption of high class coal. We are trying to do that. In fact on several of our railways now we have made sufficient progress in direction of dispensing with the use of metallurgical coal. But that raises its own problems. The cost of coal in a country of vast distances such as ours is measured by freight rather than by the price at pit's mouth, for example coal conveyed to Bombay, coal conveyed up to the Punjab, coal conveyed to the U.P., the price that you pay at pit's mouth is relatively a small part of the total cost. When you use inferior coal, you pay the same freight. Actually you pay more because inferior coal means there is more ash, etc. and so you are paying freight on a lot of things mixed with coal which have no calorific value. Therefore really the moment you go down to inferior coal, instead of reducing the expenditure of the railway industry you are probably increasing its cost.

Pandit Lakshmi Kanta Maitra (West Bengal: General): Has this aspect been technically examined by experts? It is more or less theoretical.

The Honourable Dr. John Matthai: I am simply putting forward my personal view which has not been technically examined as far as I know. But in my opinion it is a commonsense view. I should like to assure my Honourable friend that the question of coal is something with which I have been brought into contact over a period of many years since I had the honour of doing a Tariff Board enquiry into coal somewhere in 1926.

With regard to the number of people we have employed, a reference was made to the size of the Railway Board, why we have six Members now instead of five as before. I explained in my Budget speech the point of having a sixth Member. The problem of evacuating refugees became so difficult and so complicated that we have had for a few months to set apart a Member to give his whole time to this question. But that Membership would be abolished in the course of a week or so. During the past two months we have abolished 12 superior posts in the Railway Board, amounting to an annual expenditure of somewhere about 2 lakhs, and that process is going to continue. We are going to look into every branch of administration. There is a large number of posts which were created under war conditions, and as you know the inertia of bureaucratic organizations is such that once a post is created, it continues unless you apply your mind to it and prune them. Now that we have started this process, I am determined to see that that process is carried out up to the total extent possible.

There has been a great deal of reference to the question of electrification. As a matter of fact we have various schemes of electrification in hand and we propose to go through with that. There again, subject to what my friend Pandit Lakshmi Kanta Maitra might say, I think there is a limit up to which you can achieve economy by electrification.

Pandit Lakshmi Kanta Maitra: Only if you can link up hydro-electric with thermal energy.

The Honourable Dr. John Matthai: I was going to say that the best way in which you could economize by means of electrification is where your electricity—I am speaking of conditions in this country—is thermal electricity and produced near the coalfields so that the coal has not to bear any freight. If

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Honourable Members have examined the financial position of hydro-electric concerns in India, the greater number of them, they will find; include an amount of overhead expenditure, which in the end makes the cost of hydro-electricity greater than the cost of thermal electricity provided you generate the latter right on the coalfields.

My Honourable friend Mr. Chaudhury from Assam raised a number of questions regarding the Assam Railway. I made a reference to this problem in the course of my Budget speech. One of the points that he raised was where the headquarters of the Assam Railway was going to be. At present it is at Pandu, but I think my Honourable friend said that the administration is in the hands of a Deputy General Manager. That is not so. The administration is in the hands of an officer called the Chief Administrative Officer who is directly responsible to the Railway Board. Where the headquarters of the Assam Railway are to be permanently, is a question which must wait for a decision till we have completed the present investigations regarding the re-grouping of the Bengal and the Assam Railways. But the problem that my Honourable friend raised is a problem which has received already a great deal of attention at my hands and I shall not lose sight of the points that he mentioned.

Then as regards the question of the starting point of the through rail connection—that again is a point which must await the investigations which are now being carried out as regards alignment. I believe there is a considerable difference of opinion even in Assam as regards where the starting point should be. So, I am not in a position to make any statement on that; it necessarily is a technical matter and must await engineering investigations.

As regards the question of the new line to Pandu the position is that the project has been finalized and I expect to have it brought up at a very early date before the Central Transport Advisory Board and reach a decision. As to what we should do with the Brahmaputra,—whether we should put a bridge over it, that is a big issue. A bridge over the Brahmaputra would be a very expensive proposition and would take a very long time to construct but it is likely that if the main project goes through, it may be possible for us to put that into operation and negotiate the crossing of the Brahmaputra by means of a ferry.

Pandit Lakshmi Kanta Maitra: Why do you not make arrangements similar to those which prevailed during war time under the administration of the Americans?

The Honourable Dr. John Matthai: It was a ferry service. I am speaking of the ferry service as an alternative to a bridge.

Pandit Lakshmi Kanta Maitra: Not a steamer ferry.

The Honourable Dr. John Matthai: I suppose it was a Bailey Bridge.

Pandit Lakshmi Kanta Maitra: Yes.

The Honourable Dr. John Matthai: With regard to another point that my Honourable friend Mr. Chaudhuri raised—the very serious inconvenience that is being caused to business people in Assam in regard to the traffic that passes through the Pakistan area—I have had various reports about it and I want to say I am concerned about what is happening. There are only two things that we here can do: one is to lodge a strong protest to the Pakistan Government for the serious interruption to traffic that is occurring now—it is very much more than interruption. Whether these protests will have any effect is more than I can tell. There is another direction in which we can help Assam and that is to try and speed up the construction of this new through rail connection. My advisers tell me that normally it would be a matter of at least two working seasons which

would mean three years; but recently I have had further discussions with the Government of Assam on this question and I am trying to see if it would be possible by some means to shorten the period required for the construction of this through rail connection. We are not going to get a permanent solution of the problem to which my Honourable friend has referred unless we are able to get our own rail connection between Assam and India.

My friend Mr. Sidhwa raised the question of amenities for passengers to which I have already made a reference. I have great regard for the efforts that my Honourable friend has been making in his capacity as President of the Passengers' Association. Even before I met him here as a combatant in our debates, I used to have discussions of a fruitful character with him regarding the directions in which we might promote conditions of travel for third class passengers. Whenever he puts a question to me or makes a suggestion to me, I want to assure him, I listen with the greatest possible interest. Whatever I can do in the directions that he mentions I shall always be glad to do. He asked me what is going to happen to the "Silver Arrow" and the coaches which we put on exhibition in connection with the "Silver Arrow". Well, as soon as the exhibition was completed, we issued a large number of questionnaires to people who visited it and I am cheered by the fact that we have had a very large number of replies to our questionnaires making suggestions of various kinds. I do not know if Mr. Sidhwa still remembers the general set-up of the "Silver Arrow". On an analysis of all the replies that we have had I found that there are two matters to which probably all the criticism has been directed as regards the design of the third class coaches. One is the doorways and the footboard and the other is the amount of luggage space provided. In both these directions we are trying to improve the original design. In fact certain suggestions have already been formulated with regard to it and we are shortly going to place an order with the Hindustan Aircraft Company for two specimen coaches on the improved designs, revised in the light of replies to our questionnaires. I hope, to put it on a very conservative basis, to be able in the course of 1949 to put coaches of this design increasingly in service.

Seth Govinddas: What about the improvement of old coaches?

The Honourable Dr. John Mathai: We have to revise the designs of the new coaches. Meanwhile whatever construction we are undertaking now would be of old design coaches into which as many new amenities would be introduced as these coaches would allow. The main difference between the "Silver Arrow" and the old coaches is that the old coach is somewhere about 10 feet wide whereas the other is 11'-8". That makes a lot of difference as regards the amenities that you can provide inside the coaches. But as much as possible of these improvements would be included in the construction of these designs.

My friend Mr. Balkrishna Sharma raised the question of the large number of people who are travelling in goods trains and finding their way into the border districts of the U. P. That is a problem that has given us a great deal of worry. What has been now done is this. There is a screening point beyond the U. P. border where with military assistance we are now trying to remove passengers who travel in an unauthorized manner in goods wagons and other trains. It is too soon to tell how far this screening arrangement has been a success. I had a discussion some time ago with the Commissioner of that area in the U. P. and I am inclined to feel from his reaction that probably things are a little better now. Of course if the military arrangements do not succeed I really do not know what we can do.

The question of the provision of locomotives has been raised. As far as the proposed indigenous factories are concerned the position at present is this. As regards the Kanchrapara workshops at which a small beginning had been made

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in the way of construction, it has been decided to locate it at some other place. At one time under the notional division, Kanchrapara was on the border, now it is somewhere about 25 to 30 miles from the border but even now, we feel that it would be more desirable to locate the workshop elsewhere and we have taken in hand an examination of fresh location for the Kanchrapara shop. I do not want to anticipate the final decision but I am inclined to think it would be somewhere in the Asansol area. The advantage of that would be that it is nearer coal, nearer steel and is sufficiently away from the frontier. I do not know how soon it will be possible for us to get locomotives produced here. Already there has been a delay of nearly a year. So, I am not in a position at all to tell when the first locomotive will be delivered by the Kanchrapara factory.

As regards the other factory the Tata Locomotive Factory at Singbhum the original intention was that they would be in a position to supply boilers about a year ago. For various reasons they have not been able to do that. Deliveries began last July and they have been coming in progressively in small numbers. I hope they will be in a position to give us within a relatively short period at least

a hundred boilers. Some of them are Broad Gauge and some Metre

Gauge. Then the other Locomotive factory that we have is Ajmer. We have placed an order on the Ajmer Factory, I think, for 58 Metre Gauge locomotives and the boilers would be supplied by the Tata Locomotive Factory. There the work is progressing. The House will realize, therefore, from indigenous sources, it is not likely that in the near future we shall be able to replace any of our existing locomotives or add to them. We have therefore placed orders abroad of over 500 locomotives. The deliveries are likely to begin from the beginning of 1949.

Pandit Lakshmi Kanta Maltra: Has the Honourable Minister's Department received locomotives for which orders were placed during the closing years of the war?

The Honourable Dr. John Matthai: They have all come. Since then we have been placing further orders. All the orders placed during the War have been delivered.

My Honourable friend Mr. Aney raised the question of the restoration of dismantled Railways and the general problem of road-rail co-ordination. As regards the restoration of dismantled railways the position of Government is briefly this. We propose to restore such dismantled railways as would be reasonably remunerative, and not lines which are likely to be unremunerative. My Honourable friend said it is not fair to the people in these areas that the Government should take this line. I have at least two reasons for taking that line. One is that we are not now in an affluent position—and we have got to consider very carefully that new enterprises which we are undertaking would be at least reasonably remunerative. There is another side to it which probably is more important. In all these areas where lines were dismantled some years ago during the war, I notice there has been a very substantial development of road traffic and road facilities. The problem, therefore that we are faced with is this. In view of the importance of encouraging road traffic wherever there are opportunities for such traffic, is it right that the Railway Ministry should restore these dismantled lines and introduce an element of competition which is not called for in the interests of public service. That to my mind is the issue. I have gone into the facts of a number of these cases, where we have had applications for the restoration of dismantled lines and I find in cases where the lines are likely to be unremunerative, it is largely due to the fact that in these areas the road traffic has developed to such an extent that railways would not be able to attract sufficient traffic to make their services remunerative. That really is the issue. My Honourable friend raised some particular cases. I will look into them. I have not got the facts ready.

My Honourable friend Mr. Anthony raised the important question of our attitude to labour. I need not say I am in entire agreement with it; the more I see the relations between management and labour on the railways, the more I realize that the real solution will come only by the establishment of better contacts between those in authority and those who work. That, of course, is a very old problem, but by actual experience I have realized that there is a great deal of truth in that principle that ultimately what is necessary for a satisfactory solution of these labour problem is to establish the right kind of personal relations. I have had some opportunities of looking into it—you will find the point at which personal relations between the management and labour are most important and if properly established, would be most effective—is the district administration. It is at the level of district administration that we ought to try and establish better contacts between those who do the primary work of the Railways and those who supervise and manage. While I agree, therefore, with Mr. Anthony that what is called for is personal contact, I would like to tell him that the point at which personal contact should be established is the district administration and as far as I am concerned, I am concentrating my attention on that.

Sir, I think that covers more or less the points that have been raised and I have no doubt I should have further opportunities of dealing with some of these matters in connection with the discussion on Cut Motions, tomorrow.

The Assembly then adjourned till Eleven of the Clock on Wednesday the 26th November, 1947.