

Thursday,
November 20, 1947
A. C. K.

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

Official Report

Volume I, 1947

(17th November to 27th November, 1947)

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



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CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE)

Thursday, the 20th 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

GROW MORE FOOD CAMPAIGN

132. *Shri Biswanath Das: Will the Honourable Minister of Agriculture be pleased to state:

(a) the amounts budgetted and disbursed under the 'Grow More Food' activities for the past 5 years, ending March, 1948, for each Province separately;

(b) the general details of distribution to each of the Provinces under important sub-heads of Grow More Food Campaign;

(c) the additional acreage of lands brought under cultivation as reported by each Province for the past 4 years ending March 1947 and what proportion such additional lands bear to the total cultivated area each year; and

(d) the additional quantity of cereals (in tons) produced as a result of the above campaign as also the total cereal yield including the said additional quantity now grown?

The Honourable Dr. Rajendra Prasad: (a) No separate budget provision was made for each province. A statement (No. I) showing the amounts disbursed to each province is laid on the table.

(b) A statement (No. II), giving the required information is placed on the table.

(c) and (d). Two statements (No. III & IV) giving necessary information are placed on the table.

STATEMENT I

Showing the amount disbursed to each province from the 1st March 1943 to 1st November 1947 for *grow More Food Campaign*

Name of the Province	1943-44		1944-45		1945-46		1946-47 (Up to 1st Nov. 1947)		1947-48		Total
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1. Assam	4,02,585	4,83,731	12,37,616	7,92,320	46,587	29,62,749					
2. Bengal	13,94,194	14,74,313	23,72,809	63,82,004	1,69,250	1,15,82,680					
3. Bihar	9,67,182	14,37,970	16,85,889	18,73,137	1,55,698	61,19,846					
4. Bombay	8,61,771	40,46,028	47,01,176	26,14,236	27,69,582	1,66,93,507					
5. C. P. & Berar	17,50,000	6,70,836	8,74,592	13,39,816	10,43,808	56,48,740					
6. Madras	4,18,666	35,75,406	17,52,988	2,43,95,702	5,07,594	3,05,45,356					
7. N. W. F. P.	1,07,500	11,12,342	3,83,079	4,16,299	1,00,941	21,19,861					
8. Orissa	1,73,650	9,54,241	13,20,680	23,87,408	4,62,686	53,00,665					
9. Punjab	3,06,000	15,70,860	4,32,025	6,45,270	53,38,655	83,36,810					
10. Sind	4,86,335	78,000	2,32,775	4,55,997	...	12,52,107					
11. U. P.	9,37,200	27,57,390	13,32,190	18,03,240	55,000	68,84,920					
12. Ajmer-Merwara	96,185	92,012	2,60,900	9,17,265	1,54,265	15,23,627					
13. Baluchistan	10,376	1,81,879	7,24,135	18,63,474	80,121	28,59,985					
14. Coorg	48,450	65,930	1,46,555	2,43,169	1,73,273	6,77,377					
15. Delhi . . . . .	...	...	1,95,223	8,300	...	2,03,523					
Total	78,10,064	1,65,02,626	1,76,52,722	4,79,37,961	1,18,07,158	10,27,01,733					

STATEMENT II

Showing the details of grants and loans sanctioned to provinces for G.M.F. Campaigns from 1943-44—1st November, * 1947

Province	Irrigation Facilities						Land clearance and improve- ment			Manure distribution		
	Loans		Grant		Loans		Grant		Loans		Grant	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam	2,35,200	9,88,174	...	...	2,10,300	1,70,621	...	...	36,01,500	19,99,178	...	...
Bengal	2,35,200	48,34,967	...	...	...	...	33,515	6,00,791	1,92,800	8,18,008	...	...
Bihar	2,35,200	25,91,413	...	...	...	...	...	...	...	...	...	...
Mombay	9,22,500	18,09,472	3,00,000	41,80,560	...	...	4,18,011	...	...	...	...	...
C. P. & Berar	48,23,257	13,80,888	14,12,343	1,53,060	57,87,349	18,97,069	...	...	...	...	...	...
Madras	48,23,257	1,38,07,245	21,87,500	3,18,816	59,00,000	51,74,151	...	...	...	...	...	...
N. W. F. P.	...	14,45,029	...	19,750	...	32,100	...	...	...	...	...	...
Punjab	...	59,83,085	...	9,17,013	...	11,94,166	...	...	...	...	...	...
Orissa	11,54,330	14,06,395	16,32,458	3,55,349	5,33,067	5,99,297	...	...	...	...	...	...
Sind	...	...	...	5,360	...	2,17,200	...	...	...	...	...	...
U. P.	...	40,80,314	...	2,29,550	...	10,56,265	...	...	...	...	...	...
Ajmer	6,33,520	3,16,864	...	13,530	42,950	1,64,801	...	...	...	...	...	...
Baluchistan	...	12,46,470	...	...	...	99,635	...	...	...	...	...	...
Coorg	...	80,000	...	57,863	...	96,399	...	...	...	...	...	...
Delhi	...	40,000	...	...	...	...	...	...	...	...	...	...
Total	78,08,807	3,99,70,816	55,32,301	68,65,157	1,62,67,966	1,79,22,901	...	...	...	...	...	...

STATEMENT II—contd.
Showing the details of grants and loans sanctioned to provinces for G.M.F. Campaign from 1943-44—1st November, 1947

Provinces	Seeds Multiplications and distribution		Protective foods		Miscellaneous		Total	
	Loans	Grants	Loans	Grants	Loans	Grants	Loans	Grants
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam	39,63,533	7,84,303	—	4,12,453	33,100	6,07,199	34,47,123	39,63,749
Bengal	1,33,15,700	23,39,143	—	7,03,877	—	16,71,970	1,68,17,300	1,15,82,660
Bihar	7,71,300	9,13,869	—	1,94,193	—	10,01,572	9,64,000	61,19,846
Bombay	—	27,79,516	—	23,14,839	—	17,25,111	12,32,500	1,66,93,507
C. P. & Berar	46,10,161	15,69,899	1,00,000	51,147	2,00,000	5,96,687	1,69,32,110	56,48,740
Madras	26,00,000	22,43,908	—	12,12,531	85,00,000	17,88,710	1,91,87,500	3,05,453
N.W.F.P.	26,90,300	5,33,431	—	—	—	90,501	26,90,300	21,19,861
Punjab	—	—	—	76,909	—	1,65,637	—	83,36,810
Orissa	16,71,977	4,24,616	—	1,76,440	3,78,000	23,28,568	53,69,832	53,00,665
Sind	—	3,40,500	—	4,28,502	—	2,60,545	—	12,62,107
U. P.	—	9,68,041	—	4,26,105	—	1,24,145	—	68,84,920
Ajmer	8,86,300	5,05,042	—	4,40,152	—	83,236	15,62,670	15,23,627
Baluchistan	22,45,400	11,17,741	—	1,86,700	—	2,07,439	22,45,400	28,59,985
Coorg	—	1,26,275	2,73,250	2,47,705	—	69,135	3,73,250	6,77,377
Delhi	1,69,000	10,223	—	1,92,300	—	—	—	2,03,523
Total..	31,82,846	2,06,64,550	4,73,250	75,67,852	91,11,000	97,20,457	7,10,21,894	10,27,01,733

STATEMENT III

Showing area under principal foodgrains (rice, wheat, jowar, bajra, maize, ragi, barley and gram) in each Province of India (before partition) and increase or decrease during 1943-44, 1944-45, 1945-46 and 1946-47 as compared with normal period (Average 1936-37 to 1938-39).

Province	Normal Average 1936-37 to 1938-39	Increase (+) or decrease (-) as compared with the normal during															
		1943-44		1944-45		1945-46		1946-47		1943-44		1944-45		1945-46		1946-47	
		Actual	Per cent.	Actual	Per cent.	Actual	Per cent.	Actual	Per cent.	Actual	Per cent.	Actual	Per cent.	Actual	Per cent.	Actual	Per cent.
Ajmer-Merwar	232	353	306	326	(-) 80	(+) 25.9	(+) 131	(+) 52.2	(+) 76	(+) 32.8	(+) 96	(+) 41.4					
Assam	5,290	5,508	5,640	5,153	(+) 348	(+) 6.6	(+) 228	(+) 4.3	(+) 360	(+) 6.8	(-) 127	(-) 2.4					
Bengal	32,986	37,534	37,075	29,380	(+) 4,538	(+) 21.3	(+) 7,917	(+) 34.9	(+) 4,089	(+) 22.0	(+) 5,064	(+) 25.0					
Bihar	15,760	16,134	15,824	15,946	(+) 374	(+) 2.4	(+) 64	(+) 0.4	(+) 24	(+) 0.2	(+) 156	(+) 1.2					
Bombay	17,412	18,478	17,775	17,910	(+) 66	(+) 0.4	(+) 866	(+) 5.0	(+) 363	(+) 2.1	(+) 498	(+) 2.9					
C. P. : Benar	14,860	15,759	15,379	15,378	(+) 879	(+) 5.9	(+) 795	(+) 5.3	(+) 499	(+) 3.4	(+) 398	(+) 2.7					
Co. P.	85	88	87	87	(+) 3	(+) 3.5	(+) 2	(+) 2.4	(+) 2	(+) 2.4	(+) 2	(+) 2.4					
Delhi	178	185	240	168	(+) 7	(+) 3.9	(+) 61	(+) 34.3	(+) 62	(+) 34.8	(-) 10	(-) 5.6					
Mad. as	19,843	20,478	18,364	18,941	(+) 1,196	(+) 5.9	(+) 866	(+) 4.3	(-) 978	(-) 5.1	(-) 401	(-) 2.1					
E. V. P. :	2,004	1,988	2,319	1,951	(-) 46	(-) 2.3	(+) 315	(+) 15.5	(+) 115	(+) 5.7	(-) 53	(-) 2.6					
Orissa	5,454	5,520	5,511	5,621	(+) 28	(+) 0.5	(+) 66	(+) 1.2	(+) 57	(+) 1.0	(+) 167	(+) 3.1					
Punjab	19,709	21,980	24,119	22,071	(+) 2,241	(+) 11.4	(+) 3,589	(+) 18.2	(+) 4,410	(+) 22.4	(+) 2,362	(+) 12.0					
Shad	8,897	4,018	4,465	4,292	(+) 731	(+) 8.5	(+) 598	(+) 6.8	(+) 474	(+) 5.3	(+) 395	(+) 4.5					
United Provinces	31,166	32,920	33,540	32,695	(+) 1,754	(+) 5.6	(+) 1,580	(+) 5.1	(+) 2,374	(+) 7.6	(+) 1,532	(+) 4.9					
Total	1,58,085	1,70,494	1,74,982	1,70,912	1,66,794	(+) 7.8	(+) 16,797	(+) 10.6	(+) 12,827	(+) 8.1	(+) 10,709	(+) 6.8					

STATEMENT IV

Showing production of principal foodgrains (rice, wheat, jowar, bajra, maize, ragi, barley and gram) in each Province of India (before partition) and increase or decrease during 1943-44, 1944-45, 1945-46 and 1946-47 as compared with normal period (Average 1933-37 to 1938-39).

Province	Normal Average 1933-37 to 1938-39	Increase (+) or decrease (-) as compared with the normal during (Thousand tons)											
		1943-44	1944-45	1945-46	1946-47	1943-44	1944-45	1945-46	1946-47				
		Actual	Per cent.	Actual	Per cent.	Actual	Per cent.	Actual	Per cent.				
Ajmer-Merwara	84	51	64	35	50	(+) 17	(+) 20.0	(+) 23	(+) 24.7	(+) 1	(+) 2.9	(+) 16	(+) 17.1
Assam	1,797	2,204	1,823	2,144	1,901	(+) 487	(+) 27.7	(+) 96	(+) 5.6	(+) 247	(+) 13.2	(+) 104	(+) 5.8
Bengal	5,893	12,973	19,773	9,224	19,891	(+) 2,091	(+) 24.4	(+) 1,780	(+) 19.9	(+) 242	(+) 2.4	(+) 1,909	(+) 21.3
Bihar	5,002	4,975	4,465	4,124	2,899	(-) 127	(-) 2.5	(-) 427	(-) 8.7	(-) 578	(-) 17.6	(-) 618	(-) 12.3
Bombay	2,254	2,421	2,116	2,061	2,896	(+) 177	(+) 8.4	(-) 126	(-) 5.2	(-) 508	(-) 22.2	(-) 618	(-) 27.0
C. P. & Berar	2,645	2,914	2,609	2,377	2,594	(+) 156	(+) 6.4	(-) 46	(-) 1.3	(-) 278	(-) 7.6	(-) 1,061	(-) 39.0
Coorg	56	69	62	43	40	(+) 16	(+) 28.5	(+) 7	(+) 12.7	(-) 12	(-) 21.8	(-) 18	(-) 27.2
Delhi	47	54	60	62	36	(+) 7	(+) 14.9	(+) 12	(+) 27.7	(+) 15	(+) 31.9	(-) 9	(-) 19.1
Madras	7,204	7,545	7,231	5,970	6,729	(+) 226	(+) 3.3	(+) 27	(+) 0.4	(-) 1,224	(-) 16.2	(-) 578	(-) 7.9
N. W. P. & P.	523	523	570	546	552	(-) 69	(-) 13.1	(-) 12	(-) 2.1	(-) 24	(-) 4.1	(-) 20	(-) 3.8
Orissa	1,418	1,422	1,417	1,274	1,422	(-) 106	(-) 11.6	(-) 201	(-) 15.4	(-) 244	(-) 15.1	(-) 126	(-) 8.4
Punjab	5,408	6,202	6,264	6,169	6,007	(+) 599	(+) 11.1	(+) 1,421	(+) 22.6	(+) 766	(+) 14.2	(+) 604	(+) 11.2
Mad.	1,075	1,615	1,267	1,262	1,260	(+) 540	(+) 20.8	(+) 192	(+) 17.9	(+) 277	(+) 25.8	(+) 226	(+) 20.9
United Provinces	9,043	9,222	9,414	9,174	8,968	(+) 180	(+) 1.8	(+) 251	(+) 2.9	(+) 111	(+) 1.2	(-) 165	(-) 1.8
Total	47,871	52,998	60,956	46,987	47,567	(+) 5,127	(+) 10.7	(+) 2,088	(+) 6.4	(-) 1,004	(-) 2.1	(-) 204	(-) 0.6

Shri Biswanath Das: Will the Government be pleased to state the present normal shortage of foodgrains and cereals in India?

The Honourable Dr. Rajendra Prasad: That question comes up in another question. I will answer it at that time.

Shri Biswanath Das: Do they realise that the present method of Grow More Food campaign has not been effective nor have the results been encouraging?

The Honourable Dr. Rajendra Prasad: That is a matter of opinion. But I am inclined to share the view that it has not been as successful as we all wished it to be.

Shri Biswanath Das: May I know whether the Government are aware of the fact that the essential necessities of agriculture and agriculturists, such as rims and agricultural implements are not being supplied to agriculturists at controlled prices, though each of these things is amply available in the black-market? Under the circumstances, would Government feel justified to expect that agriculturists could make an effective contribution to the Grow More Food campaign or to agriculture?

Mr. Speaker: What is the information that the Honourable Member wants? It seems that what he is asking for is either an opinion or an argument.

Shri Biswanath Das: Have they considered the question whether agriculturists can make an effective contribution to the Grow More Food campaign or to agriculture?

The Honourable Dr. Rajendra Prasad: We are aware of the fact that these things are required for helping the production of food and we are trying our best to supply them.

Prof. Shibban Lal Saksena: Does the Honourable Minister know that in the Gorakhpur district about two lakh acres of prepared land have remained unsown because seed was not available, even though wires were sent to the Honourable Minister?

The Honourable Dr. Rajendra Prasad: I am not aware of the fact that so much land has remained unsown for want of seed. As a matter of fact, the United Provinces supplied seed to other provinces.

K. T. M. Ahmad Ibrahim Sahib Bahadur: In view of the fact that effective results are not obtained on account of the haphazard distribution of these amounts, will the Government evolve a scheme for making a survey of the uncultivated arable lands and bringing them under cultivation as soon as possible?

The Honourable Dr. Rajendra Prasad: A survey has been made and a scheme prepared on the basis of that survey.

Shri M. S. Aney: May I know, Sir, whether the Government has thought proper to bring under cultivation large tracts of land which were hitherto occupied by military camps now deserted?

The Honourable Dr. Rajendra Prasad: They have not yet come under my Department and I am not in a position to answer that.

Suri Ajit Prasad Jain: Will the Honourable Minister state in what shape or form was subsidy or assistance given under the Grow More Food campaign?

The Honourable Dr. Rajendra Prasad: The scheme has been to give subsidy in respect of three or four matters and the Government of India contributes four annas out of one rupee spent on a scheme. Another four annas is borne by the province and the remaining eight annas has to be contributed by the particular cultivator. This has been scheme for irrigation projects, for improvement of seeds and for manures.

Shri B. A. Mandlot: Will the Government say whether these schemes are on a population basis or under the area under cultivation?

The Honourable Dr. Rajendra Prasad: The position of the province is taken into consideration. It will not do to divide on a population basis. So it is on the capacity of the province to absorb.

श्री आर० वी० धुलेकर : क्या सरकार को यह मालूम है कि 'ग्रो मोर फूड कैम्पेन' के जरिये से हजारों एकड़ जमीन सरकारी अफसरों ने अपने बंगलों की जमीनों में, सरकारी बागीचों में, और यहाँ तक कि इन्डिया गेट की जो टहलने की जमीनें हैं उसमें थोड़ी बहुत खेती करा कर यह सारी जमीन 'ग्रो मोर फूड कैम्पेन' में दिखला दी, लेकिन उसका कोई फायदा सरकार को नहीं हुआ और न पब्लिक को हुआ ?

Shri B. V. Dhulekar: Are Government aware of the fact that by means of "Grow More Food Campaign", the Government Officers have after bringing a portion of the land under cultivation, shown thousands of acres of land—viz., land attached to their bungalows, Government gardens and so much so even the walking grounds of India Gate—under the "Grow More Food Campaign". But neither the Government nor the public has derived any benefit from this.

आनरेबिल डाक्टर राजेन्द्रप्रसाद : मुझे इसका पता नहीं है कि इस क़तराके से हजारों एकड़ जमीन 'ग्रो मोर फूड कैम्पेन' में दिखलाई गई है, लेकिन यह बात सही है कि बहुत जमीन 'ग्रो मोर फूड कैम्पेन' की स्कीम के अन्दर आई है और इसमें मुमकिन है यह जमीन आई होगी ।

The Honourable Dr. Rajendra Prasad: I do not know whether in this way thousands of acres of land have been shown under the "Grow More Food Campaign"; but it is true that large areas have been brought under the "Grow More Food Campaign". It is possible that such areas also have been included.

Shri S. Nagappa: Will the Government consider the desirability of forming collective farms on a co-operative basis in order to grow more food?

The Honourable Dr. Rajendra Prasad: That is a matter which has been under consideration. But we have not yet reached a stage of the work being undertaken by the Government in that respect.

Dr. B. Pattabhai Sitaramayya: May I add that the progress of the 'Grow More Food Campaign' has been impeded especially in Deltaic and irrigated lands on account of tyranny of the experts and the engineers who are not willing to relax their time-honoured and traditional rules, and if so, or if not, will the Government kindly give instructions that they should relax such rules consistently with efficiency?

The Honourable Dr. Rajendra Prasad: It is difficult for me to answer that. I do not know what is meant by the "tyranny of experts".

Mr. B. Pocker Sahib Bahadur: Have the Government considered the advisability of associating non-officials, preferably Members of the Legislature, in giving effect to the schemes for Grow More Food?

Prof. N. G. Ranga: How about the peasants' organisations?

The Honourable Dr. Rajendra Prasad: I understand that in some provinces they have got organisations on which non-officials are represented.

Seth Govinddas: Besides collective farming, have the Government thought and prepared any scheme of co-operative farming, which is much more easy than collective farming?

The Honourable Dr. Rajendra Prasad: I know that nothing has been taken up by the Government of India on that line. It may be that some provincial governments have done something in the direction but I am not aware of that.

SUBVENTION TO PROVINCES FOR MANURE-SUPPLY

133. ***Shri E. E. Diwakar:** (a) Will the Honourable Minister of Agriculture please state the subventions granted to different provinces for the supply of various kinds of manures to agriculturists at rates lower than those ruling in the markets and the number of provinces which used the amounts for the purpose for which it was given?

(b) Do Government propose to place in the Library of the House copies of the Reports received from Provincial Governments with regard to the utilization of these amounts for the last six years?

The Honourable Dr. Rajendra Prasad: (a) A statement showing the subventions given to the Provincial Governments for the supply of various kinds of manures at subsidised rates to the agriculturists is placed on the table. The amounts sanctioned are not utilised for purposes other than those for which they are given.

(b) The Government of India have been sanctioning grants to the Provinces under 'Grow More Food Campaign' since 1943-44. Copies of the reports received from the Provincial Governments will be placed in the library of the House.

Statement showing the subventions granted to different provinces for the supply of various kinds of manures to Agriculturists

Name of the province	1943-44	1944-45	1945-46	1946-47	1947-48	1948-49
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Ajmer-Merwara	..	6,900	54,742	65,559	37,600	1,64,801
2. Assam	12,417	35,260	58,500	23,000	40,454	1,70,631
3. Baluchistan	..	17,938	30,334	51,483	..	99,635
4. Bengal	88,700	2,47,512	5,81,029	9,66,937	1,15,000	19,99,178
5. Bihar	..	93,600	3,88,915	2,90,043	45,450	8,18,008
6. Bombay	2,26,927	6,86,000	12,16,142	17,96,232	5,09,709	44,04,411
7. C. P. and Berar	4,70,000	3,38,000	3,60,739	4,30,937	2,97,393	18,97,069
8. Coorg	..	35,300	32,505	28,594	..	96,399
9. Delhi	..	..	..	..	..	..
10. Madras	34,000	13,47,323	8,19,635	28,92,850	90,283	51,74,151
11. N. W. F. P.	..	..	..	32,100	..	32,100
12. Orissa	29,250	92,000	2,14,517	2,63,530	..	5,99,297
13. Punjab	..	2,58,860	2,16,175	4,71,296	2,47,835	11,94,166
14. Sind	..	..	35,950	1,81,250	..	2,17,200
15. U. P.	1,25,000	2,57,140	2,65,534	4,06,591	..	10,56,265
Total	9,77,294	33,85,833	42,74,667	79,01,383	13,83,724	1,79,22,901

Shri E. B. Diwakar: May I know why some of the Provinces have not used all the subventions made to them in this behalf?

The Honourable Dr. Rajendra Prasad: It is not possible for me to say: the provinces will be in a better position to answer the question. One thing that has been brought to my notice is that some of the provinces were not able to get steel, coal and cement and that was responsible to some extent for holding up some of the schemes.

Prof. N. G. Ranga: Will Government consider the advisability of publishing at least annual reports of the distribution of the grants under the Grow More Food Campaign, the results achieved in different provinces and also whether Government have got any machinery to see that these difficulties experienced by provincial governments in utilising the grants are removed and to what extent the Grow More Food Campaign is being developed in different provinces?

The Honourable Dr. Rajendra Prasad: We shall try to get a report of the kind suggested, prepared and circulated. As regards the question of having some officers for the purpose of helping the provinces, we have already got such officers who are in touch with them. It is a matter really for the provinces to suggest and it may be that some of the provinces may not like too much interference from the Centre.

Prof. N. G. Ranga: Is it not a fact that some of the provinces are not able to get their due quotas of iron and steel and other materials from the Supply Department and would it not be better for the Government to use their good offices in helping the provincial governments in their dealings with the Supply Department?

The Honourable Dr. Rajendra Prasad: We in the Centre have been doing our best to get the supplies for the provinces. The system so far has been that the Government of India allocated the steel and other materials to the provinces and it was left to the provincial government to allocate out of the total quantity allocated to them to various items such as buildings, bridges, agricultural purposes, etc. A short time ago we arranged to allocate separately for agricultural purposes, so that what is allocated for agricultural purposes may not be used for other purposes.

SUPPLY OF FERTILISING MATERIAL

134. *Shri E. B. Diwakar: Will the Honourable Minister of Agriculture be pleased to state:

(a) whether it is a fact that our manure requirements fall short of the total quantity necessary for the area under the plough;

(b) if the answer to (a) above be in the affirmative, the steps taken by Government for making use of every source of fertilising material; and

(c) whether it is a fact that there is a ban on the export of oil cakes, oil-seeds, bones either raw or crushed or material, which can be directly turned into manure here?

The Honourable Dr. Rajendra Prasad: (a) The answer is in the affirmative.

(b) Government of India have been encouraging the development and utilisation of all local resources for preparing manure in the following manner:—

(1) Schemes have been initiated for increasing the quantity of Compost prepared in villages, in certain areas by the award of prizes and subsidies. 8,000 villages are at present operating this scheme, and their total production is about 12 lakhs tons of manure per year.

(2) Schemes have been started in some towns for converting urban refuse into manure. About 600 municipalities are at present preparing about 500,000 tons of Compost per year.

(3) A factory producing 7,500 tons of Sulphate of Ammonia is already operating in Mysore State. Another factory for producing 50,000 tons of Sulphate of Ammonia has recently gone into operation in Travancore State. The Government of India is establishing a factory at Sindhri with a capacity to manufacture 8,50,000 tons of Sulphate of Ammonia and this is under construction. Imported and indigenous supplies have been organised into a fertilizer pool to ensure equitable distribution of the available supplies among different areas.

(4) The Government of India are importing maximum possible quantities of chemical fertilizers allotted to us by the I. E. F. C. and available from other sources.

(5) The Government of India have banned the export of uncrushed bones and bone-meal and are encouraging the production and distribution of bone-meal and super-phosphates in the country. Rock-Phosphate is also being imported for conversion into super-phosphate.

(c) Only a limited quantity of oil-cakes, oilseeds and crushed bones and bone-ghost is exported from India.

Shri E. B. Diwakar: Do I understand that the quantities of manure that were mentioned by the Minister are in addition to what was already being produced?

The Honourable Dr. Rajendra Prasad: These figures relate to what is being done under our auspices.

Beth Govinddas: Will Government consider the question whether it would not be better to have one factory for each province for producing Sulphate of Ammonia?

The Honourable Dr. Rajendra Prasad: The factory for producing Sulphate of Ammonia is a complicated kind of factory. Government has in hand the establishment of one factory at Sindhri and I do not know what time it will take to get it ready but I am told that it is not easy to start a factory.

Mr. Speaker: Pandit Hirday Nath Kunzru wanted to ask a supplementary question.

Pandit Hirday Nath Kunzru: Sir, my question has been anticipated and answered by the Honourable the Minister.

Shri T. T. Krishnamachari: May I know from the Honourable Minister if the Government of India has deputed a Bombay merchant to Soviet Russia for the purpose of securing supplies of Sulphate of Ammonia? If so, with what result?

The Honourable Dr. Rajendra Prasad: We have not heard anything in reply as yet.

Prof. N. G. Ranga: Is it a fact that one company called Messrs. Parry and Co., in Madras has been given more or less a monopoly in the distribution of the manures got from the I. E. F. C. and as a result the price of chemical manure to the growers has been artificially inflated?

The Honourable Dr. Rajendra Prasad: I should like to have notice of that question.

Diwan Chaman Lal: May I know from the Honourable Minister whether it is a fact that special machinery was going to be imported from abroad for the Sindhri factory for the purpose of converting gypsum from the Khewra salt mines? Now that the mine has gone out of our hands, what is the state of affairs in regard to the machinery that is being imported for the Sindhri factory?

The Honourable Dr. Rajendra Prasad: I am not in a position to answer that question. It is a question which should properly be addressed to the Minister in charge of Industries and Supplies.

Shri K. Santhanam: May I know whether any steps are being taken to relate the prices of grains with the prices of manure, so that the manure may be used by the agriculturists?

The Honourable Dr. Rajendra Prasad: I may say that no particular step has been taken in the direction but I take it that the price of manure is such as to make it profitable for the cultivator to use it.

Shri K. Santhanam: Is the Honourable Minister aware that the prices of manure today are comparatively much higher than the prices of grain in relation to pre-war prices?

The Honourable Dr. Rajendra Prasad: That may be so. I am not in a position to answer the question off hand.

EDIBLE AND NON-EDIBLE OIL CAKES

135. ***Shri E. B. Diwakar:** Will the Honourable Minister of Agriculture please state:

(a) the total quantity of different kinds of oil-cake produced by—(i) expellers, (ii) rotaries, and (iii) country ghanies;

(b) the manurial value of non-edible cakes; and

(c) whether major portion of edible cakes could be spared for cattle-feeding in view of the fact that the area under cotton is decreasing with the consequence that there is great scarcity of cotton seed?

The Honourable Dr. Rajendra Prasad: (a) A statement giving such information as is available, is placed on the table of the House.

(b) The manurial value of oilcakes is generally proportionate to their Nitrogen content. The Nitrogen contents of non-edible oilcakes are:

Castor cake	..	4.37%
Neem cake	..	5.22%
Mahua cake	..	2.51%
Dhupak cake	..	1.13%
Karanj cake	..	3.97%
Undi cake	..	3.63%

(c) Extract statistics showing the proportion of oilcakes used as cattle-feeds and manure are not available. The distribution of oilcake is controlled by the Provincial Governments who no doubt take into consideration local factors such as urgency of the need of manure, alternative sources of cattle-feeds etc.

*Statement showing the production of oilcakes by Expellers, Rotaries and Country Ghaniies
Method of Extractions per annum*

Serial No.	Kinds of oilcakes	* Expellers and Rotaries (tons)	Country Ghaniies (tons)	Total per annum (tons)
1	Rape & Mustard	270,000	270,000	540,000
2	Groundnut	638,000	189,000	827,000
3	Linseed	93,000	49,500	142,500
4	Cocconut	65,000	14,000	79,000
5	Sesamum	90,000	150,000	240,000
6	Cottonseed	175,000	†	175,000
Total		12,91,000	6,72,500	19,63,500

* Separate figures for expellers and rotaries are not available.

† Production figure is not available. The annual production by village Ghaniies is however negligible.

USE OF OIL CAKES AND BONE-MEAL AS MANURE

136. ***Shri E. E. Diwakar:** (a) Will the Honourable Minister of Agriculture be pleased to state whether Government are aware that there is deficiency of nitrogen in the soil of many provinces and of phosphates in the tracts of Peninsular India?

(b) If the reply to part (a) above is in the affirmative do Government propose to take steps so that—(i) oil-cakes containing high percentage of nitrogen, and (ii) bone-meal containing high percentage of phosphates, are fully utilized for manuring the different areas and various crops for which they are suitable?

The Honourable Dr. Rajendra Prasad: (a) The reply is in the affirmative.

(b) Oilcake is used both for cattle-feed and manurial purposes and is not allowed to be exported except for small quantities to Ceylon. The export of bone-meal is also prohibited and all the available bone-meal is used for making manurial mixtures.

Prof. N. G. Ranga: Have Government ever examined the possibilities of raising green manure on the railway linings and the road linings, as was done in certain parts of the Punjab on District Board roads?

The Honourable Dr. Rajendra Prasad: As I understand, green manuring cannot be raised in one place and transported to another place. It has to be raised on the plot where it has to be used. So, any green manuring raised on railway sidings will not be of use elsewhere.

Prof. N. G. Ranga: Are not Government aware of the fact that in Southern India in very many areas green manure is being grown as a special thing for manurial purposes alone and it is cut and taken over to the fields where it is being used as manure?

The Honourable Dr. Rajendra Prasad: I shall have that matter investigated.

Shri A. P. Pattani: Is the Government aware that there are bone-meal factories in some states who are not receiving any quota from the Government for exporting the produce outside India and who are consequently not finding a market for their accumulated produce either in India or out of India?

The Honourable Dr. Rajendra Prasad: As I have said, our policy has been to ban the export of bone or bone-meal. We have allowed export only of a small quantity of about 40,000 tons and no more than that. If the factories that are in the country can utilise the bone available in the States I am sure they will take advantage of it. But I would request the Honourable Member to communicate this information to us so that we may take up the matter.

Shri Raj Krishna Bose: How many factories are there in the country for the production of bone-meal and what is the total amount of production?

The Honourable Dr. Rajendra Prasad: I would like to have notice of that question.

Shri Ajit Prasad Jain: Do Government intend to make a general survey and examination of the different soils in India with a view to finding out what are the deficiencies, as was suggested by the Royal Commission on Agriculture?

The Honourable Dr. Rajendra Prasad: We are trying to have some kind of survey made, but it is a very big question to survey the entire country for quality of the land. An attempt is however being made in that direction.

Pandit Lakshmi Kanta Maitra: Is the Honourable Minister aware that there is no effective machinery of Government in the country—either Provincial or Central—to disseminate the right type of information and knowledge about the utility of particular types of manure for particular plots of land?

The Honourable Dr. Rajendra Prasad: It is difficult for me to answer that because it is a matter of opinion whether the machinery is effective or not.

NATIONALISATION OF RAILWAYS

137. *Shri S. Nagappa: Will the Honourable Minister of Railways be pleased to state:

(a) whether there is any proposal or scheme under the contemplation of Government to nationalise the railways;

(b) if so, what are the railways that are already nationalised and what are those which will be nationalised shortly; and

(c) whether Government propose to consider the desirability of increasing the number of III class compartments in view of the fact that they are more paying than the other classes and thus avoid congestion also?

The Honourable Dr. John Matthai: (a) It is the policy of Government to purchase Company-owned Railways, where contracts with Companies authorize Government to do so, provided their purchase is justified on both administrative and financial grounds.

(b) Barring certain small Narrow Gauge and Metre Gauge Company-owned branch lines, all the major Railways are already owned and managed by Government. Government have decided to purchase the Darjeeling-Himalayan Railway Extensions, a part of which will be converted to Metre Gauge for providing a through rail link between Assam and the rest of India.

The question of purchase of the following branch lines is under the consideration of Government:

1. Barsi Light Railway.
2. Pachora Jamner Railway.
3. Matheran Light Railway.
4. Darjeeling Himalayan Railway.

(c) It is the Government's policy to increase the accommodation provided for III Class passengers to the extent justified by public requirements. With this end in view, since the termination of the war, 173 Broad Gauge and 118 Metre Gauge coaches (in terms of 4-wheeled units) have been built. Over 600 III Class coaches, also in terms of 4-wheeled units, are under construction.

275 III Class coaches are with the Ministry of Defence yet in use on military movements. Their being returned and repaired will add to the accommodation available.

Prof. N. G. Ranga: Are these figures of construction of new coaches, in addition to the coaches to be constructed and placed on the line to make up for wastage?

The Honourable Dr. John Matthai: These are coaches which have been ordered for the purpose of meeting the increased traffic requirements. The question of providing new types of coaches—that I think is what the Honourable Member is raising—is a different matter which comes up in connection with another question of which my honourable friend has given notice.

Shri S. Nagappa: In view of the fact that most of the third class coaches are packed to the maximum, will the Government consider the desirability of providing third class coaches with electric fans?

The Honourable Dr. John Matthai: There is a question on that point later, to which I propose to give a reply.

K. T. M. Ahmed Ibrahim Sahib Bahadur: Is the Government aware that many of these coaches, including even the upper class compartments, are very leaky and are in a state of disrepair, and will Government take steps to repair these coaches and compartments?

The Honourable Dr. John Matthai: As much repair work on coaches as our workshops are in a position to tackle is at present being done. Whether it would be possible for us to do the repair work more speedily is a matter which will depend on the extent to which we can increase workshop capacity, which raises a rather big issue.

Shri Raj Krishna Bose: At what point the Darjeeling-Himalayan Railway is to be bifurcated to link up Assam?

The Honourable Dr. John Matthai: That proposal has been accepted by Government and I have already appointed a senior Engineering officer to make the necessary survey. I expect that in the course of two working seasons, that is to say within a period of three years, we should be able to complete the project.

Prof. Shibban Lal Saksena: Are the Government aware that on the O. T. Railway there are half a dozen casualties daily on account of congestion?

The Honourable Dr. John Matthai: The question of the O. T. Railway is one which is a chronic headache to me as Minister for Railways. I am aware of the difficulties experienced by passengers. The question of remedying the present state of things on the O. T. Railway is a matter which is receiving my very anxious attention.

Shri Rohini Kumar Chaudhuri: May I know whether the Government propose to take the Tezpur Bali Para Railway under their management?

The Honourable Dr. John Matthai: That is a different question.

Begum Aizaz Rasul: Is the Honourable Minister aware that the engines of the O. T. Railway are so old that the trains never reach in time and are sometimes ten to twelve hours late in reaching their destination?

The Honourable Dr. John Matthai: The senility of engines is a consideration that applies not merely to the O. T. Railway but to other Railways also.

RICE DEFICIT IN MADRAS PROVINCE

138. ***Shri S. Nagappa:** Will the Honourable Minister of Food be pleased to state:

(a) whether Madras is a deficit province so far as rice is concerned; and

(b) if so, what steps Government have taken to relieve the shortage of rice in view of the fact that South India is a predominantly rice consuming area?

The Honourable Dr. Rajendra Prasad: (a) Yes.

(b) Attention is invited to the Memorandum on the Food Position circulated to the members.

PRODUCTION, IMPORT AND ALLOTMENT OF MILL CLOTH

139. ***Shri S. Nagappa:** Will the Honourable Minister of Industry and Supply be pleased to state:

(a) the total quantity of mill cloth produced in the Indian Union;

(b) the total quantity imported from outside the Indian Union;

(c) the quantity allotted to each province; and

(d) the basis on which the allotment is made?

The Honourable Dr. Syama Prasad Mookerjee: (a) The total quantity of mill cloth produced in the Indian Union averages 302 million yards a month.

(b), (c) and (d). Statements giving the required information are placed on the table of the House.

STATEMENTS I

Showing Imports of Cotton Textiles during the period April-June 1947

Cotton twist and yarn	330,048 lbs.
Canvas	15,857 yds.
Handkerchiefs and shawls	347,107 nos.
Stockings and socks	30,863 lbs.
Underwear	3,997 lbs.
Lace and net	369,638 yds.
Cotton piecegoods	8,408,366 yds.
Fents	2,969,254 yds.
Cotton ropes	90,770 lbs.
Cotton thread	507,360 lbs.
Cotton blankets	353 lbs.
Cotton goods mixed with other materials	2,000 yds.
Cotton manufactures, other sorts	21,008 lbs.

STATEMENT II.
Showing allocation of cloth to each province or zone during 1947 referred to in reply to part (c) of Starred Question No. 130
(Figures in Bales)

Name of province or zone	January	February	March	April	May	June	July	August	September	October	November
1. Bombay	16,784	6,595	7,794	10,585	9,187	9,354	9,462	8,914	9,090	9,328	9,713
2. Western India States	2,099	2,221	2,190	2,363	2,193	2,188	2,150	2,150	2,150	2,150	2,150
3. Central India States	6,622	5,298	5,265	5,688	5,874	5,594	5,505	5,534	5,888	5,989	5,969
4. Assam	4,820	5,110	4,937	4,802	5,042	4,730	4,669	4,701	3,503	3,575	3,458
5. West Bengal	20,373	17,310	17,770	19,249	19,157	20,654	18,645	15,854	5,091	3,946	5,043
6. Bihar	19,475	20,252	20,036	20,102	19,896	25,182	20,466	22,167	20,723	19,635	19,854
7. C. P. & Berar	962	1,025	971	1,246	531	4,660	2,073	1,365	1,327	1,227	2,421
8. Orissa	6,357	5,547	6,372	6,210	6,009	6,022	5,599	5,489	5,412	5,542	5,786
9. East Punjab	28,095	16,532	16,854	19,730	22,189	25,998	19,867	19,978	8,548	9,182	9,659
10. Ajmer-Merwara	257	345	389	399	399	379	389	381	388	389	433
11. Rajasthan	5,411	4,149	5,202	6,141	5,542	4,927	5,760	5,428	6,222	6,206	6,448
12. Madras	11,705	9,309	5,818	7,440	8,992	10,310	11,725	11,499	7,892	14,157	7,077
13. U. P.	21,257	11,382	11,714	16,445	19,697	16,840	15,816	14,690	17,101	15,192	14,499
14. Baroda	2,536	1,132	1,826	1,940	2,394	1,468	1,757	1,819	1,872	1,897	2,067
15. Mysore	202	172	120	407	543	843	539	736	1,342	358	1,371
16. Hyderabad (Dn.)	3,466	2,151	3,418	3,251	3,629	3,940	4,280	3,978	4,039	4,064	4,216

Not 1 — Figures up to August are for the Provinces of Bengal and Punjab as they existed prior to partition.

STATEMENT III

Allotments are made on the basis of the following per capita quotas, which are based on pre-war consumption. They make allowances for handloom production in each area

Assam	10
Baroda	13
West Bengal	10
Bihar	11
Bombay	13
Central Provinces	10
Central India	10
Orissa	10
East Punjab & Delhi	13
Rajputana	10
South	10
United Provinces	11
W. I. States	11

K. T. M. Ahmad Ibrahim Sahib Bahadur: Is it not a fact that the quota of cloth allotted to Madras is comparatively lower than that allotted to other provinces like Bombay, and in view of the fact that Madras is a comparatively poor Province and that the people wear only cotton cloth throughout the year while Provinces like Bombay and the Punjab

Mr. Speaker: Order, order. I find that Honourable Members when seeking information are advancing arguments. That is not permissible during Question Hour. They should seek information without advancing arguments for or against the proposition. The Honourable Member may please put the question.

K. T. M. Ahmad Ibrahim Sahib Bahadur: Is it not a fact that the quota of mill cloth allotted per head to Madras is less than that allotted per head to provinces like Bombay and the Punjab?

The Honourable Dr. Syama Prasad Mookerjee: The total quota allotted to Madras is on the average all-India basis, namely 10 yards per head. Of course the handloom cloth in Madras is taken into account, and therefore mill made cloth is proportionately less.

K. T. M. Ahmad Ibrahim Sahib Bahadur: In view of the fact that the people are comparatively poor, will the Government consider the desirability of reducing the quota of handloom cloth and increase proportionately the quota of mill cloth per head to Madras?

The Honourable Dr. Syama Prasad Mookerjee: That depends on whether the handloom cloth can go from Madras to other provinces at the prices offered. In fact I discussed this question with the Madras Ministers about a week ago and certain alternative proposals have been made which are now under examination.

Mr. R. K. Sidhwa: Is it not a fact that the policy of distributing cloth to provinces is fundamentally defective and therefore are Government considering the question of removing control on cloth?

The Honourable Dr. Syama Prasad Mookerjee: The fundamental defect is shortage of cloth. So far as re-examination of the question of distribution is concerned, that also has been taken up and is under consideration.

Mr. R. K. Sidhwa: Are Government not aware that there have been complaints made that there have been a number of bales lying in some of the mills and the millowners are responsible for holding them?

Mr. Speaker: Order, order.

Shri M. Ananthasayanam Ayyangar: May I ask what the total quantity of cloth imported from outside the Indian Union is and whether the quantity comes from Japan or from anywhere else?

The Honourable Dr. Syama Prasad Mookerjee: The total quantity imported in 1945 was 8 million yards: In 1946, it has been 14 million yards.

Shri Rameshwar Prasad Sinha: Are Government aware that out of the total quantity of cloth allotted to each of the provinces, the proportion of non-utility cloth is greater than the actual requirements, and if so, do Government propose to rectify this defect?

The Honourable Dr. Syama Prasad Mookerjee: It has been difficult to find a definition of the expression 'non-utility cloth'. What is 'utility cloth' in one province becomes 'non-utility' in another province, but I admit there has been some difficulty due to the allotment of particular kinds of cloth which are disliked by particular provinces; that matter also is under consideration.

QUANTITY OF IRON, STEEL AND CEMENT IN INDIAN UNION

140. *Shri S. Nagappa: Will the Honourable Minister of Industry and Supply be pleased to state:

(a) the total quantity of iron, steel and cement that was at the disposal of the Indian Union for the previous year and the current year; and

(b) the quantity of allotments made to each province and state?

The Honourable Dr. Syama Prasad Mookerjee: (a)

	1946	1947 (Up to September)
Iron and Steel for India and Pakistan	9,24,058 tons	7,81,210 tons
Cement (For India)	16,10,374 tons	10,95,789 tons.

(b) A statement showing allotment of steel for the year 1947 to Provinces and States for distribution to the general public, including small scale manufacturers of consumer goods, is laid on the table of the House. No Steel allotments were made Province or Statewise during 1946. Regarding Cement, allotments are made to areas which are not divided according to Provinces or States, each area being under the control of a Regional Honorary Cement Adviser.

Statement showing Allotment of Steel for the year 1947 to Provinces and States

Name of Province or State	Allotment in Tons
PROVINCES—	
1. Bombay	16,750
2. Assam	4,800
3. Madras	24,750
4. Bengal	31,250
East Bengal (including Sylhet in Pd. IV/47)	2,000
5. U. P.	30,300
6. Bihar	17,600
7. Punjab	16,750
West Punjab (only in Pd. IV/47)	1,000
8. Baluchistan	1,600
9. N. W. F. P.	1,700
10. C. P. and Berar	6,775
11. Orissa	3,675
12. Delhi	375
13. Panth Piploda	75
14. Coorg	125
15. Andaman Islands	175
16. Sind	4,050

(Name of Province or State)	Allotment in Tons
MAJOR STATES—	
1. Hyderabad	6,850
2. Mysore	2,250
3. Kashmir	1,550
4. Gwalior	425
5. Rewa	585
6. Indore	399
7. Bhopal	399
8. Jaipur	1,241
9. Jodhpur	1,155
10. Udaipur	405
11. Baroda	1,371
12. Kolhapur	350
13. Patiala	611
14. Cooh Bihar	179
15. Mayurbhanj	179
16. Tripura	167
17. Travancore	2,210
18. Cochin	425
19. Pudukottah	116
SMALL STATES—	
Through Residents	2,666
Total	1,59,445

N. B.—These figures include only allotments made to the Provinces and States for distribution to the general public including small-scale manufacturers on consumer goods. Besides this, steel is also distributed to Provincial Governments for their development schemes and to private industries in the Provinces and States for steel processing, industrial development and maintenance requirements. No figures are readily available for these, Province or State-wise.

Seth, Govinddas: Are Government thinking of removing all control from cement and iron?

The Honourable Dr. Syama Prasad Mookerjee: There is no control under law with regard to cement now. So far as iron and steel are concerned, the question has not been examined. It will be examined when production increases.

Shri S. Nagappa: Is the quantity of allotment made to each province handed over to the provincial government concerned or is it distributed through some agency of the Central Government?

The Honourable Dr. Syama Prasad Mookerjee: Certain proportion is allotted to the provinces, and so far as that proportion is concerned, the provinces are entitled to do whatever they like. Other allotments are made through the Centre and distribution is made through the Iron and Steel Controller in Calcutta.

Shri S. Nagappa: May I know, Sir, whether in making iron and steel allotment, Government give preference to industrial or agricultural purposes?

The Honourable Dr. Syama Prasad Mookerjee: Both.

Shri S. Nagappa: May I ask, Sir, in view of the fact that there is food scarcity, whether Government will at least consider in future to give priority for agricultural purposes rather than for industrial purposes?

The Honourable Dr. Syama Prasad Mookerjee: As has been explained by the Food Minister in answer to another question this morning, we have made a separate arrangement with regard to the distribution of iron and steel for agricultural purposes for period I, 1948. The whole difficulty arises on account of non-availability of iron and steel. What we have done this year is this. We are going to fix a certain quota for agricultural purposes, and even though on account of non-availability the provinces may get less than what is allotted to them, they must spend the allotted quota for agriculture. That is being done from 1948.

Shri K. Santhanam: May I know what is the estimate of steel and iron required for the country to satisfy its full needs?

The Honourable Dr. Syama Prasad Mookerjee: Unfortunately our production has gone down in 1947. We are now short by about 29,000 tons per month so far as 1947 production is concerned. So we require at least that much in order to meet the minimum requirements of the country.

Shri S. Nagappa: In view of the fact that the Honourable Minister will allot quotas for both, may I ask Sir, what percentage of quota will he be pleased to allot for food purposes as it is more important than industry?

The Honourable Dr. Syama Prasad Mookerjee: In this matter we shall be guided by the advice which we shall get from the Ministry of Agriculture, and we shall make every effort to give priority to food and agricultural products.

Begum Aizaz Rasul: May I know, whether out of the quota allotted to provinces, the Government earmarks a certain percentage for government requirements and for the use of the public?

The Honourable Dr. Syama Prasad Mookerjee: What is done is this. There are certain quotas allotted to the provinces. In addition to that, there are quotas allotted for government purposes, and also separate quotas allotted for private industrial purposes.

Shri K. Santhanam: May I know, Sir, if the production is increased by 29,000 tons, there will be no need for control?

The Honourable Dr. Syama Prasad Mookerjee: There may be, because this quantity is required just for our minimum requirements.

Pandit Balkrishna Sharma: Sir, may I know if the Government are aware that there are only 14 concerns in the country which produce iron and steel goods, and that in order to take advantage of various control rules they produce defective more than perfect goods so that the defective ones may not strictly come under the control regulations and they might reap profits to their advantage?

The Honourable Dr. Syama Prasad Mookerjee: Well, I have no information on that. If the Honourable Member will supply me with details, and particularly the names of the factories which are doing this sort of thing, we shall take speedy action.

ALLOTMENT OF PETROL TO COORG

141. ***Shri O. M. Poonacha:** Will the Honourable Minister of Transport be pleased to state:

(a) the petrol allotment made to Coorg during the years 1942-48, 1948-44, 1944-45, 1945-46, 1946-47, and 1947-48;

(b) the actual consumption of petrol in Coorg during these years; and

(c) whether any quantity was surrendered out of the allotted quantity during these years; if so, how much and when?

The Honourable Dr. John Matthai: (a) The quarterly petrol quotas allotted to Coorg during the six rationing quarters ending January, 1948, are as follows:—

<i>Quarter Ending.</i>	<i>Gallons</i> <i>(Quantities are in thousand gallons)</i>
October 9	72
January 1947	76
April 1947	82
July 1947	82
October 1947	88
January 1948	62

For the February-April, 1942, rationing quarter, a quota of approximately 28,000 gallons was allotted. During the intervening period no specific quotas were allocated to any of the Provinces or States but an over all direction was given to all of them to achieve the maximum possible economy so as to result in a saving of 50 per cent.

(b) I lay on the table a statement showing the actual consumption of motor spirit in Coorg from the 1st February, 1942, to the 31st July, 1947. For the subsequent period figures of actual consumption are not available.

(c) Out of the allocation of 88,000 gallons, for the August-October, 1947, rationing quarter, 10,000 gallons were surrendered by Coorg. There were no surrenders in any of the other rationing quarters.

Statement showing actual quarterly consumption of motor spirit in Coorg commencing from the quarter February-April 1942

	<i>Gallons</i>
February—April 1942	30,870
May—July 1942	21,004
August—October 1942	16,440
November 1942—January 1943	19,011
February—April 1943	30,455
May—July 1943	18,317
August—October 1943	17,341
November 1943—January 1944	30,756
February—April 1944	23,154
May—July 1944	23,458
August—October 1944	31,964
November 1944—January 1945	25,996
February—April 1945	29,096
May—July 1945	25,493
August—October 1945	24,559
November 1945—January 1946	33,330
February—April 1946	40,371
May—July 1946	34,786
August—October 1946	35,264
November 1946—January 1947	45,023
February—April 1947	57,468
May—July 1947	53,481

ELECTRIC FANS IN THIRD AND INTER CLASS COMPARTMENTS

142. *Shri Ram Chandra Gupta: (a) Will the Honourable Minister of Railways please state whether it is a fact that Government have decided to provide electric fans in the third and inter class compartments of passenger trains on the State Railways?

(b) If so, when do Government expect to do it?

(c) If not, will Government do so now?

The Honourable Dr. John Matthai: (a) It has been decided to provide electric fans in compartments of all new third class coaches, subject to the availability of electrical equipment.

Electric fans will also be provided in any new Inter Class stock which is built.

(b) The provision of electric fans will be carried out as new coaches are built.

(c) Does not arise.

Seth Govinddas: By what time do the Government think, Sir, that they will be able to replace these old coaches by new ones?

The Honourable Dr. John Matthai: I am afraid, Sir, that is rather a difficult question but it is a matter which is receiving our attention. The position is that as regards the greater part of our existing coaches the generating capacity of the electrical equipment which is set up in these coaches, is not sufficient for the provision of electric lights in all the coaches. Therefore, if we want to equip the existing coaches it will be necessary to indent for a very large supply of electrical equipment in the shape of dynamos and batteries. But with the present limited availability of these materials the possibility of Government doing anything on the lines suggested by the Honourable Member is restricted.

Shri Ram Chandra Gupta: Will the Government be able to fit these third-class and inter-class compartments with electric fans by the next summer?

The Honourable Dr. John Matthai: All the third-class and inter-class coaches which are now being built will be equipped as far as possible with electric fans.

Shri K. Santhanam: Will the Honourable Minister consider the establishment of a factory under Railway Management for the manufacture of these electric fans?

The Honourable Dr. John Matthai: That, Sir, raises a very big issue on which it is impossible for me to give a reply.

Mr. Nasiruddin Ahmad: Sir, it is in the experience of many that passengers are allowed to hang to door handles and windows. Will the Honourable Minister be pleased to consider the desirability of putting fans on the doors and windows for these hanging passengers?

Mr. Speaker: The question does not arise.

Shri Ram Chandra Gupta: Do Government propose to provide electric fans in the existing third and inter class carriages?

The Honourable Dr. John Matthai: Sir, that is a question that I have already answered.

Dr. P. S. Deshmukh: Does the Honourable Minister know, Sir, what percentage of the existing fans are in working order?

The Honourable Dr. John Matthai: A very substantial percentage.

Some Honourable Members: No, no.

Shri Raj Krishna Bose: What steps are Government taking to prevent the pilferage of electrical equipment in compartments?

The Honourable Dr. John Matthai: Every possible step is being taken.

Shri M. S. Anoy: Are Government aware that some of the existing fans have no switches at all?

(No reply).

SUPPLY OF DRINKING WATER ON G. I. P. AND E. I. RAILWAYS

143. *Shri Ram Chandra Gupta: (a) Will the Honourable Minister of Railways please state whether Government are aware that there is no adequate arrangement for the supply of water to passengers on the Great Indian Peninsula and East Indian Railways?

(b) Do Government propose to take steps to make adequate provision for drinking water on all stations throughout the day?

The Honourable Dr. John Matthai: (a) and (b). Government understand that existing arrangements for the supply of drinking water to passengers travelling on the Great Indian Peninsula and East Indian Railways are not inadequate. The Great Indian Peninsula Railway employ a permanent complement of 819 watermen at 208 of their 546 passenger stations. During the hot weather, over 700 watermen are employed at 348 stations. Arrangements for providing more taps on passenger platforms at stations where a pipe-water supply is available, are under examination.

On the East Indian Railway, permanent watermen are provided, except at very small stations at some of which, however, water can be obtained by passengers from water-stands; During the hot weather, the East Indian Railway also increase the number of watermen employed.

Mr. B. K. Sidhwa: Is it not a fact, Sir, that these employees who are employed for supplying water in the hot season are sometimes permanently attached to Railway employees and therefore do not get the advantage of serving water on the platform?

The Honourable Dr. John Matthai: In some cases, Sir, that sort of thing probably happens, but it is inevitable under the existing arrangements.

Shri Ram Chandra Gupta: Are not Government aware that at practically no station water is supplied to the passengers?

The Honourable Dr. John Matthai: As a matter of fact this question has been receiving a great deal of attention at our hands. (An Honourable Member: For years and years). There are two directions in which we propose to move: first of all, we want to provide more hydrants on station platforms; the other is that on long distance trains where the problem is particularly acute, we want to provide third class compartments entirely devoted to the provision of drinking water as well as travelling watermen. I hope, Sir, to get a definite move on with these proposals.

Shri Basanta Kumar Das: Do Government think it proper to allow the water suppliers to shout "Hindu water, Muslim water"?

The Honourable Dr. John Matthai: That, Sir, is a long standing trouble. The arrangement still exists but I think what has been altered is the label under which the water is distributed.

Shri H. J. Khandekar: Is there any 'Scheduled Castes Water'?

* श्री० आर० बी० धुलेकर : क्या सरकार ने इस बात पर विचार किया है कि बजाय इसके कि नीकर रक्कतें जायें और बहु पानी पकायें हर ट्रेन में या जो हर गाडी में नल लगा दिये जायें या ट्रेन की केवल एक मशी में एक स्थान पर नल लगा दिये जाय तो सरकार का खर्च कम होगा ।

Shri B. V. Dhulekar: Have Government considered over this question that instead of employing watermen for supplying drinking water, water taps be installed either in each compartment of every train or a tap be fixed at one place in a particular compartment of the train? This would reduce Government's expense.

The Honourable Dr. John Jethai: Interesting suggestion, which I would like to consider.

IMPORT OF FOODSTUFFS

144. *Mr. E. K. Sidhwa: Will the Honourable Minister of Food please state the total amount of loss sustained by the Government of India during the year ending March 1947 on account of import of wheat and other food articles from foreign countries and also the purchases of foodstuffs made so far from the Government of Pakistan?

The Honourable Dr. Rajendra Prasad: Rs. 20.50 crores. This represents the loss resulting from the decision to subsidize imported foodgrains so as not to increase the prices paid by the consumer in April 1946. About Rs. 8 Lakhs loss is expected from imports of condensed milk from U. S. A. as a consignment of 500 tons was received in a deteriorated condition.

Shri B. Das: In view of the heavy losses to the Government on account of the importation of foodstuffs from foreign countries and in view of the heavy expenditure incurred in importing foodstuffs from abroad, have Government considered the advice of Mahatma Gandhi that every citizen of India should fast one day in every fortnight and what steps have they taken to enforce this suggestion?

Mr. Speaker: The question does not arise. The Honourable Minister need not answer.

Mr. B. Pocker Sahib Bahadur: Will the Honourable Minister for Food please state whether the Government have considered the advisability of increasing the price of rice, so that agriculturists who produce rice may find it worthwhile to do so?

The Honourable Dr. Rajendra Prasad: The matter is under consideration at the present moment.

Shri S. Nagappa: In view of the fact that the imported wheat and other foodstuffs are very far from satisfactory from the point of view of quality, what steps have Government taken to ensure that before these are imported into India the quality is one fit to be consumed by the human beings in this country?

The Honourable Dr. Rajendra Prasad: We have got a staff which inspects the foodstuffs before they are imported and also after they are landed here, but such vast quantities are being imported that it is possible that in some cases, the consignments may not be satisfactory.

Prof. Shibhan Lal Saksena: Is the Government aware that the District Magistrate of Gorakhpur asked for 2,50,000 maunds of wheat seed but that he was not given a single maund of wheat seed, with the result that one lac of acres of wheat land in the district have remained uncultivated, and a very large area of wheat land had to be sown with other crops.

The Honourable Dr. Rajendra Prasad: I have answered that question already. I am not aware of this, but as a matter of fact I know this, that we have got some seed from the U. P. which was supplied to other Provinces.

Prof. Shibhan Lal Saksena: Will the Government kindly make enquiries?
(No reply).

BOOKING OF DOGS IN PASSENGER COMPARTMENTS

145. *Mr. E. K. Sidhwa: (a) Will the Honourable Minister of Railways please state whether it is a fact that Railway authorities have made rules allowing passengers to carry dogs in the compartments in which they travel?

(b) Are Government aware that several complaints have been made that this causes great nuisance to passengers and that the system should therefore be stopped?

(c) Are Government aware that prior to this rule being made, no passenger was allowed to carry dogs in compartments?

(d) Do the Government of India propose to take steps to amend this rule so that no passenger is allowed to carry dogs with him in the compartment in which he travels?

The Honourable Dr. John Matthai: (a) Yes, rules and conditions have been in existence for years permitting dogs being carried in compartments (except Air Conditioned) provided other passengers in the compartment do not object.

(b) Government have no reason to think that present rules cause inconvenience to the travelling public particularly as one of the conditions for allowing dogs in compartments is that other passengers do not object; if they do, the dogs have to be removed to the brake van.

(c) The present practice has been in force for many years and Government are not aware of any specific prohibition (except in Air Conditioned) of dogs being carried in compartments prior to a certain date as stated in the question.

(d) Government do not think that there is a case for modification of the rules.

Mr. E. K. Sidhwa: Is it not a fact that one of the members of the Railway Advisory Committee, on a specific grievance from the passengers that these dogs were not removed notwithstanding the passengers having objected to their presence, resolved representing to the Railway Board to remove the dogs?

The Honourable Dr. John Matthai: I remember that case very well, and it was in connection with it that I went personally into this question. The conclusion that I arrived at was this: There are at present at least four safeguards in this matter. First of all, they have to get the permission of the Station Master at the starting station. Secondly, they have to get the concurrence of the passengers who are travelling in the compartment. Thirdly, a person who takes a dog in the compartment has to pay double fare. Fourthly, if the passengers object and the dog is removed to the brake van, then he forfeits the excess fare. It seems to me that these safeguards are adequate and there is not at present an urgent case for modification of the rules. I would like to suggest to Mr. Sidhwa who is a very kind-hearted person judging from the efforts that he has been making on behalf of passengers, that he should not insist, if he knows the conditions under which these dogs have to travel especially in hot weather in brake vans, on a proposal which would mean inflicting intolerable cruelty on these poor dumb creatures?

Mr. E. K. Sidhwa: I would like to ask the Honourable Minister whether he is himself satisfied that the Station Master from where the dogs are embarked and the passengers get in insists upon these conditions, and whether the concurrence of the passengers is taken?

The Honourable Dr. John Matthai: If it is a question of one or two safeguards alone, I can quite understand the Honourable Member, but since there is a multiplicity of safeguards, I expect that at some point they must be effective.

Mr. E. K. Sidhwa: Is it not a fact that there are dangerous dogs also?

Mr. Speaker: Next question. Enough of these dogs.

RETURN OF ROLLING STOCK LENT TO MINISTRY OF DEFENCE

146. ***Mr. R. K. Sidhwa**: Will the Honourable Minister of Railways please state:

(a) the number of rolling stock, both coaches and wagons for passengers and goods still remaining with the Military authorities;

(b) the names of the Railways to whom these belong and when they are likely to be released for public use;

(c) whether Government are aware that due to shortage of passenger coaches, great deal of hardship is caused to passengers at present;

(d) the number of new coaches under construction in various Railway workshops and the time when they are likely to be placed on the rails for the use of passengers;

(e) the number of coaches belonging to each Railway which have been returned to the Railway authorities by the Military after war upto the end of July 1947, and whether all the coaches so returned were in the same perfect order as on the date when they were requisitioned; and

(f) if not, the steps that Government have taken to recover the damages?

The Honourable Dr. John Matthai: (a) 524 Broad Gauge coaches are still with the Ministry of Defence. This figure includes some stock belonging to the former N. W. and B. A. Railways.

No wagons are on loan to that Ministry.

(b) All the Broad Gauge Indian Government Railways have lent stock to the Ministry of Defence.

It is not possible to state with any certainty when all these coaches will be returned to the owning Railways. The Ministry of Defence are endeavouring to release these coaches as early as possible.

(c) Yes.

(d) 134 Broad Gauge and 97 Meter Gauge coaches are under construction in Indian Government Railways' Workshops for Indian Railways. These are expected to be put into traffic before the end of 1948. There are, in addition, about 300 Broad Gauge coaches expected from indigenous industry by the same time.

(e) The Ministry of Defence have released 977 of the 1,458 coaches placed at their disposal during the war. Information relating to the number of coaches returned to individual Railways is not readily available.

Few of the coaches returned by the Ministry of Defence showed undue deterioration having regard to wear and tear consequent on intensive use.

(f) Appropriate debits are raised against the Ministry of Defence for damages or deficiencies in the stock returned.

Mr. R. K. Sidhwa: Out of these 524 coaches which are still with the military authorities, may I know how many of these are for the transport of British troops to be removed from India or whether these are for some other military purpose?

The Honourable Dr. John Matthai: It is for troop movements of all kinds.

Prof. Shibban Lal Saksena: Has the Government made any estimate of the total number of coaches they will require to accommodate passengers comfortably and what arrangements they are making for them?

The Honourable Dr. John Matthai: It is very difficult to give an answer to this question, but we have got a very large number of coaches on order. I have given only the number of coaches in respect of which I expect deliveries within a short period. The whole question boils down to this. If we are in a position to get fabricating and manufacturing capacity in the country to deal with all:

the orders that we are prepared to place, we should certainly put in for a larger number. We are limited by this consideration.

Beth Govinddas: May I know how many coaches the military authorities have returned to the railways since the last three months?

The Honourable Dr. John Mathai: During the last three months I regret to say the position in that respect has deteriorated because, as Honourable Members are aware, we have had emergency conditions to face which required more movements of troops than before and therefore the rate at which the Defence Ministry has been releasing these coaches has slowed down. I think they are at present making further efforts to release.

Shri Raj Krishna Bose: Will the Honourable Minister please state with reference to answer to question (b) which of the workshops are engaged in the new constructions?

The Honourable Dr. John Mathai: They are distributed over all Indian Railways.

(5) WRITTEN ANSWERS

INSTALLATION OF LIGHTS IN RAILWAY CARRIAGES

147. ***Mr. E. K. Sidhwa:** Will the Honourable Minister of Railways please state:

(a) whether Government are aware that several of the lower and upper class passenger coaches on Railways are run without any light;

(b) if so, the reasons therefor and why no steps have been taken so far to instal lights in all carriages;

(c) whether Government are aware that public have made representations to various Railways in regard to this matter;

(d) if so, the steps Government intend to take to instal lights; and

(e) whether Government have any plan to overhaul several carriages, fittings of which are either missing or not working?

The Honourable Dr. John Mathai: (a) Government understand that every compartment is provided with one light as a minimum.

(b) and (d). Government are informed that occasional absence of any light in a compartment is due usually to vandalism or theft. The importance of ensuring that compartments are adequately illuminated is fully realised by railways, and there are indications that improvements are being effected in this respect. Unfortunately, wastage from theft and vandalism continues to impose a heavy demand, particularly as the supply position is not yet normal. The total bulb requirements of Indian Government Railways for 1946 had been met to the extent of only 89 per cent. by the middle of June, 1947.

(c) Yes. Members of the public have represented to railways the absence or inadequacy of lighting in compartments.

(e) Carriages are periodically overhauled on all railways, and when coaches leave the shops, they are reasonably well equipped, but sometimes within a few weeks they are found stripped of essential fittings. Difficulty in obtaining parts makes the replacement of these items a continuous struggle.

TRANSPORT SERVICE IN NEW DELHI AND OLD DELHI

148. *Mr. B. K. Sidhwa: Will the Honourable Minister of Transport please state:

(a) whether it is the intention of Government to purchase the G. N. I. T. Companies' bus service and the Tramways now plying in Old and New Delhi;

(b) if the answer to part (a) be in the negative, whether Government propose to take steps to see that the number of buses and trams are increased to meet the demand of the population of these two areas;

(c) whether Government have given monopoly to the present Companies, if so, the period of its expiry; and

(d) whether Government have received applications from any transport concern to run additional transport service in New Delhi and Old Delhi; if not, whether Government propose to consider such an application?

The Honourable Dr. John Mathai: (a) The matter is under consideration at present.

(b) Does not arise.

(c) No monopoly has been given to the G. N. I. T. Company. Majority of the permits for various routes, held by that company are temporary.

As regards Tramways, the Delhi Central Electric Power Authority is running the tramways by virtue of the terms of their electric licence granted under the Indian Electricity Act, 1910.

(d) Answer to both the parts of the question is in the negative.

GOVERNMENT METALLURGICAL INSPECTORATE

149. *Shri Debi Prasad Khaitan: Will the Honourable Minister of Industry and Supply be pleased to state:

(a) whether there is, in important cities and centres of steel production, a Government examining and testing body called either the Government Metallurgical Inspectorate or by any other name;

(b) whether the said Inspectorate charge certain fees for inspection;

(c) what is the annual amount of fees, received by the Government Metallurgical Inspectorate and their annual expenditure; and

(d) whether there is any surplus over expenditure; if so, where it is credited?

The Honourable Dr. Syama Prasad Mookerjee: (a) Yes, the Government Metallurgical Inspectorate of the Directorate General of Industry and Supply.

(b) Yes.

(c) The annual amount of fees for the two financial years 1945-46 and 1946-47 are given below:—

1945-46	...	Rs. 12,54,000
1946-47	...	Rs. 6,26,919

It is difficult to give corresponding figures of expenditure as besides recurring expenditure pertaining to the Inspectorate, there is other expenditure of a general or non-recurring nature which has either to be averaged out over a period of years or to be distributed among various sections of the Inspection Wing of the Directorate General.

(d) For the reasons given under (c) above, it cannot be stated whether there is any surplus of fees earned over expenditure.

MANUFACTURE OF TELEPHONE PARTS IN INDIA

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

(a) what parts of telephones used in India are manufactured in India and where;

(b) what is the difficulty in manufacturing in India those parts which are at present imported from abroad;

(c) what steps are being taken to manufacture in India the parts now imported from abroad; and

(d) whether Government could give some idea as to the period in which manufacture of the parts mentioned in part (b) above will be undertaken in India?

The Honourable Mr. Rafi Ahmad Kidwai: (a) I presume that the question refers both to telephone exchange equipment and to subscribers' telephone apparatus. The following equipment and apparatus is manufactured in India at Indian Posts and Telegraphs Department Workshops at Jubbulpore, Calcutta and Bombay:—

(i) Manual exchange equipment, and

(ii) all parts, except dials and inset transmitters, of subscribers' telephone apparatus.

(b) The technique of manufacture of certain vital parts is a monopoly of certain foreign firms from whom patent rights must be acquired and technical and other assistance sought if manufacture is to be established in India.

(c) With the formation of the National Government, this question has been receiving the active consideration and has also been discussed with some of the leading industrialists in India who have taken some initiative in this respect.

(d) If the negotiations prove successful, it is expected that the manufacture of the parts mentioned in part (b) will be started within three years.

MANUFACTURE OF TELEGRAPHIC EQUIPMENT IN INDIA

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

(a) what parts of telegraphic equipment required in India are manufactured within the country;

(b) how much telegraphic equipment has to be imported; and

(c) the steps which are being taken for manufacturing within the country all such telegraphic equipment as has to be imported from abroad at present?

The Honourable Mr. Rafi Ahmad Kidwai: (a) The principal items of telegraph equipment manufactured in India are Baudot equipment, Morse sounders and keys. A large variety of small miscellaneous telegraph stores such as Switches, Irrestor and Heat Coil Strips, bells, Fuse Strips, Lightning Dischargers, Galvanometers, Cords and Plugs, Resistances are also manufactured.

(b) About 70 lakhs worth within the next five years.

(c) The question of making India self-sufficient in the matter of telegraph equipment will receive attention shortly.

PRODUCTION OF CONSUMER'S GOODS IN INDIA

152. *Shri Debi Prasad Khaitan: (a) Will the Honourable the Minister of Industry and Supply be pleased to state what are the general causes for reduced production or production not being increased of consumer's goods in the country?

(b) What steps are being taken by Government to obtain the maximum production of consumer goods to meet the needs of the country?

The Honourable Dr. Syama Prasad Mookerjee: (a) The recent decline in the production of consumer as of other foods, and the inability to create new capacity are principally due to un-settled labour conditions, civil disturbances in certain parts of the country, and shortages of transport to meet the present enlarged demands of the country, of coal and of certain essential raw materials.

(b) The aforesaid causes themselves suggest the remedial action necessary. New transport facilities must be created, existing ones must be geared up to maximum effort and an era of co-operation between labour and employers must be ushered. Government are giving earnest consideration to all these questions. Communal disturbances seem now happily to be receding to the background. Shortages of certain raw materials, mainly of imported origin, are inevitable owing to world shortages but Government are examining the possibility of utilising available supplies to maximum advantage by a rationalisation of production, wherever possible.

PRODUCTION OF CEMENT IN INDIA

153. *Shri Debi Prasad Khaitan: (a) Will the Honourable Minister of Industry and Supply be pleased to state what is the present annual production of cement in India, and what is the estimated production of cement in 1947?

(b) What is the maximum annual production capacity of the present factories?

(c) Is it a fact that cement is not available in the market due to transport difficulty, and production is not being increased for the same reason?

(d) What steps are being taken by Government to have the maximum production?

The Honourable Dr. Syama Prasad Mookerjee: (a) The production of cement during 1946 in factories in the Indian Union was 15,42,826 tons. The production in these factories for the nine months ending 30th September, 1947 has been 10,29,812 tons. The estimated production for 1947 will, on this basis, be about 13,75,000 tons.

(b) 20,75,000 tons.

(c) Yes, Sir. Production has also been affected by inadequate supplies of coal and by labour troubles.

(d) In April of this year arrangements were made with the railway authorities to provide better transport facilities to cement factories. The cement industry was also asked to apply its organization to the study of transport conditions in the various Provinces and States and to closer co-ordination with the Railways. The cement industry responded well to the Government's request, and had it not been for their co-operation and the help rendered by the Railway authorities conditions would have been worse than they are now. These efforts, however, have been seriously impaired by the recent disturbances.

PAYMENT OF TOLL FOR CROSSING SONEPUR BRIDGE

154. *Shri Dip Narayan Sinha: (a) Will the Honourable Minister of Railways be pleased to state whether it is a fact that foot-passengers crossing Sonapur Bridge on the Oudh Tirhut Railway have to pay a toll?

(b) If so, what is the amount of toll which the passengers have to pay?

(c) Are Government aware that the Sonapur Bridge connects the rural parts of Tirhut and generally Kisans cross over the Bridge?

(d) Do Government propose to abolish the toll? If not, why not?

The Honourable Dr. John Matthai: (a) Yes.

(b) The toll is—

(i) Adult passengers 0-1-0 per trip.

(ii) Children under 12 years 0-0-6 per trip.

(c) Yes.

(d) Under the India (Provincial Constitution) Order, 1947 the responsibility for roads including footway over bridges is that of the Provincial Government, and "tolls" are also source of Provincial Revenue. The toll collected from this bridge is in lieu of the maintenance charges which the Provincial Government would otherwise have to pay, and was levied with the concurrence of the Bihar Government. If that Government decides to meet the maintenance expenditure from the Provincial Revenues the Central Government will have no objection to its abolition.

PROVISION OF LADIES' WAITING ROOM AND WATER AT HAJIPUR STATION

155. *Shri Dip Narayan Sinha: (a) Will the Honourable Minister of Railways be pleased to state whether Government are aware that Hajipur is an important Junction Station on the Oudh Tirhut Railway, where passengers have generally to wait for about three hours for change of trains?

(b) Are Government aware that there is no waiting room for high class female passengers?

(c) Do Government propose to construct a waiting room for high class female passengers there?

(d) Are Government aware that there is no adequate arrangement for water supply at the Hajipur Station?

(e) If so, do Government propose to provide a few tube-wells there for the present to increase the water supply?

The Honourable Dr. John Matthai: (a) Hajipur is an important station but not an important junction. Passengers generally do not have to wait for about three hours for change of trains. Passengers normally change trains at Sonapore, the station next to Hajipur.

(b) Government are aware that there is no upper class waiting room for ladies at Hajipur.

(c) Yes. Separate upper and inter class waiting rooms for ladies are to be constructed at Hajipur in 1949-50.

(d) Government are aware that existing arrangements are not altogether adequate, but watermen are constantly on duty to supply water to passengers.

(e) Orders have been issued to sink 3 tube-wells and on the platform one has already been sunk.

LATE DELIVERY OF POSTAL LETTERS AND TELEGRAMS

156. *Shri Gopal Narain: (a) Will the Honourable Minister of Communications please state if it is a fact that postal letters and telegrams reach their destination very late?

(b) If so, what are the reasons therefor?

The Honourable Mr. Rafi Ahmad Kidwai: (a) There has been some deterioration in the Post and Telegraph services.

(b) The reasons for this are briefly as follows:—

(1) There is at present a large number of temporary employees some of whom do not even possess the minimum prescribed educational qualifications. These employees were recruited during the war when there was acute shortage of qualified men and the normal rules of recruitment had to be relaxed. It was not possible to give them adequate training prior to employment on operational duties owing to considerable increase in the volume of Post and Telegraph traffic and pressure of work. The work in some branches of the Posts and Telegraphs being of a specialized character, it takes a new entrant in those branches three or four years to acquire the necessary knowledge and experience. The inexperience of these temporary men has contributed largely to postal delays and missendings. Some of these temporary men are to be replaced by war service candidates, for whom Government have reserved 70 per cent. of the vacancies occurring between 29th June 1942 and 31st December 1945. Only about half of the reserved vacancies have so far been filled and it is expected that the balance will be filled by war service candidates within the next six months. The delay in recruiting war service candidates has been primarily due to the slow organisation of the Employment Exchanges.

(2) There has been a shortage of accommodation both for offices and residential purposes as also for mails in running trains, and it has been most difficult to secure adequate accommodation.

(3) The Indian Post and Telegraph Department have released nearly 9,000 employees who have opted for Pakistan. There has been considerable delay on account of disturbances in the arrival of staff from Pakistan who have opted for India, and even now many employees of the Department have not reported for duty. Further, employees coming from Pakistan are unfamiliar with the localities in which they are expected to serve. Postmen and telegraph messengers are not acquainted with the residents and beats of particular localities and sorters have to acquire familiarity with the new sorting lists. In the East Punjab Province and Delhi, the disturbances and floods leading to the suspension of train services and general dislocation of urban and rural life and certain difficulties experienced in maintaining telegraph lines have contributed to a large extent to the deterioration of the Postal and Telegraph services.

(4) Supervision has of late not been as effective as it should be. A concerted drive to improve matters has now been organised. A conference of Postmasters-General was convened recently and the decisions taken at this conference are being quickly implemented. Heads of Circles have been instructed to organise, supervise visits to Post and Telegraph offices and check delivery and despatch of mails and telegrams and a Complaints Organisation has also been set up. It is hoped that as a result of the steps taken, there will be a marked improvement in the Post and Telegraph services within the next 2 or 3 months.

BRIDGE ACROSS CAUVERY RIVER AT PUGALUR

157. *Dr. V. Subrahmanyam: Will the Honourable Minister of Transport be pleased to state:

(a) whether it is a fact that plans and estimates have been prepared for constructing an entirely new bridge across Cauvery River at Pugalur in Trichinopoly District at a cost of over 20 lakhs of rupees;

(b) whether Government are aware that there is at present no regular river-crossing at Pugalur and the prospect of new traffic therein is not likely to be over 200 tons per day;

(c) whether Government are aware that the existing bridges across the Cauvery at Trichinopoly and across Vaigai at Madura (Madras Province), both on National Highways, are quite inadequate to tackle the very large volume of traffic thereon, *viz.*, over 5,000 and 10,000 tons per day respectively; and

(d) whether it is a fact that high priority has been given to Pugalur Bridge and a low priority to the construction of an additional bridge at Trichinopoly, if so, why?

The Honourable Dr. John Matthai: (a) Yes, but proposals are still under consideration.

(b) So far as Government are aware, there is a ferry crossing near Pugalur at present. No information is readily available regarding the volume of traffic likely to use the proposed bridge.

(c) Government are aware that the bridges named are inadequate to meet the needs of traffic. The exact volume of the traffic is not known.

(d) The Government of India are awaiting the Provincial Government's proposals concerning the priorities they would like to be given to road works and bridge works on National Highways in Madras which reference to the resources available with the Provincial Government administrative convenience and other factors. After their proposals convenience and other factors. After their proposals have been received and considered by the Government of India, a decision will be arrived at regarding the relative priorities to be given to the three bridges in question.

MAINTENANCE OF NATIONAL HIGHWAYS

158. *Dr. V. Subrahmanyam: Will the Honourable Minister of Transport be pleased to state:

(a) whether Government are aware that ever since the Government of India resolved to maintain certain roads described as 'National Highways', the condition of such roads is steadily deteriorating;

(b) if the answer to part (a) above be in the affirmative, their causes;

(c) whether Government are aware that the cost of materials and labour for road construction have gone up by 200 per cent. in rural areas and 300 per cent. in urban areas over pre-war levels;

(d) whether Government are aware that the speed and weight of vehicles using all highways have increased appreciably in the last 10 years, resulting in excessive wear and tear to road surfaces and that the traffic intensities on highways have increased by 200 to 300 per cent. in rural areas and 300 to 400 per cent. in urban areas over pre-war figures; and

(e) if so, whether Government propose to take into consideration the facts enumerated above in allotting grants for the maintenance of Highways?

The Honourable Dr. John Matthai: (a) No.

(b) Does not arise.

(c) Government are well aware that the cost of labour and materials has increased considerably since 1939 and that the percentage rate of increase has been different in different localities.

(d) Government are aware that there has been generally speaking development in road vehicle design and increased traffic on and wear of roads in recent years. It is, however, not possible to assess these changes in the form of percentages.

(e) Government have taken all relevant factors into account and have made necessary provision in their Budget for the proper maintenance of National Highways.

GRANTS FOR MAINTENANCE OF NATIONAL HIGHWAYS

159. *Dr. V. Subrahmanyam: Will the Honourable Minister of Transport be pleased to state:

(a) whether Government are aware that portions of National Highways passing through big Municipalities are in a grave state of disrepair;

(b) whether Government are further aware that this is due to the Government of India refusing to accept responsibility for maintaining these portions and withholding allotments therefor;

(c) whether Government propose to take up this question and make suitable allotments in order that maintenance works may go on as usual without interruption; and

(d) whether Government propose to declare their policy in the matter of cement concreting the surfaces of National Highways in reaches where the traffic intensity is over 1,000 tons per day predominantly iron-tired?

The Honourable Dr. John Matthai: (a) The main roads passing through some urban areas may be in the condition described but no road passing through a large town or city is at present included in the National Highway system.

(b) The responsibility for the proper maintenance of any road lies with the Authority in whom the road vests: deterioration in the condition of any such road cannot be ascribed to the fact that the road is not being maintained by some other authority.

(c) The Provincial Governments were informed more than eighteen months ago that it was not proposed to include urban roads in the National Highway system. Urban areas would generally be by-passed. While I am prepared to re-examine this policy, I would observe that the provinces have been relieved of considerable financial liability for roads in that the Centre has already taken over responsibility for several thousands of miles of National Highways; and for this reason greater resources than would otherwise be the case are now available for roads not taken over by the Centre.

(d) The policy of the Central Government in the matter referred to in this part of the question is to provide road crusts, as far as funds will permit, to suit the traffic the road will be called upon to carry.

PERMISSION TO MADRAS GOVERNMENT TO RAISE PRICE OF PADDY

160. *Shri O. V. Alagesan: Will the Honourable Minister of Food be pleased to state:

(a) whether it is a fact that the Government of Madras made repeated representations and appeals to the Government of India to permit them to raise the price of paddy;

(b) whether it is a fact that they were invariably turned down;

(c) whether Government are aware that the present prices are such as to hamper the production of more food crops and the progress of the "Grow More Food Campaign";

(d) whether it is a fact that the Provincial Governments of the United Provinces and Bihar were permitted to raise the prices of food grains and sugarcane to meet the increased cost of cultivation; and

(e) if the answers to (b), (c) and (d) above are in the affirmative, whether Government propose to reconsider their position and permit the Government of Madras to raise the prices of paddy in view of the fact that the cost of cultivation has doubled and even trebled in many places?

The Honourable Dr. Rajendra Prasad: (a) and (b). Yes Sir.

(c) Representations to this effect were received by the Government of India.

(d) As far as foodgrains are concerned the reply is in the negative. Regarding sugarcane it is in the affirmative.

(e) The matter is under consideration of the Government of India.

'GROW MORE FOOD CAMPAIGN' BY THE RAILWAY ADMINISTRATION

161. *Shri O. V. Alagesan: Will the Honourable Minister of Railways be pleased to state:

(a) whether it is a fact that the various Railway Administrations were asked to grow food crops in all cultivable lands in their possession;

(b) if so what steps have been taken by the Railway Administrations in accordance with those instructions; and

(c) how much was produced and at what cost?

The Honourable Dr. John Matthai: (a) The Railway Board have instructed the various Railway Administrations to take necessary steps to bring under cultivation all suitable land by encouraging Railway staff to grow vegetables and seasonal fruits on small plots and to arrange the leasing of other arable land for the production of food crops through the respective Provincial Governments.

(b) The Railway Administrations have given assurances that all possible steps are being taken by them in accordance with these instructions.

(c) Leasing of surplus land is within the competence of the various Railway Administrations and the Government have no detailed information on the extra quantities of crops thus produced and the cost involved.

RAIL ROAD BRIDGE OVER GANGA IN PATNA

162. *Shri Phulan Prasad Varma: (a) Will the Honourable Minister of Railways be pleased to state whether it is a fact that Government have abandoned the plan to build a rail-road bridge over the Ganga in Patna?

(b) If so, what are the reasons therefor?

(c) Are Government aware that the public in Bihar as well as the Provincial Government are strongly of opinion that the bridge should be built over the Ganga in Patna rather than at any other place?

(d) If the answer to part (c) above be in the affirmative, why have Government decided to ignore the public opinion as well as the opinion of the Provincial Government in this matter?

The Honourable Dr. John Matthai: (a) No, the matter is still under consideration.

(b) Does not arise.

(c) Yes.

(d) The matter is still under consideration as stated under (a) above.

EFFECT OF PARTITION BETWEEN INDIA AND PAKISTAN ON RAILWAY

163. *Shri K. Santhanam: Will the Honourable Minister of Railways be pleased to state:

(a) the total railway mileage in India after the separation of Pakistan; and

(b) the respective shares of India and Pakistan of (i) broad-gauge and metre-gauge locomotives, (ii) passenger coaches, (iii) wagons, and (iv) the railway stores?

The Honourable Dr. John Matthai: (a) The total route mileage in India after the separation of Pakistan is 24,565 miles.

(b) The award of the boundary Commission has necessitated re-calculation of the respective shares of India and Pakistan of Locomotives, Carriage and Wagon stock and other stores. This re-calculation is in hand and the information will be laid on the table in due course.

LOSS OF RAILWAY REVENUES DUE TO PUNJAB DISTURBANCES

164. *Shri K. Santhanam: Will the Honourable Minister of Railways be pleased to state:

(a) the estimated loss of railway revenue due to communal disturbances in the Punjab:

(b) the number of refugees who have been carried by train to and from Pakistan between August 15 and October 31, 1947; and

(c) whether the expenses incurred in the running of refugee trains are debited to the railway expenditure or to the account of the Government of India?

The Honourable Dr. John Matthai: (a) Rs. 2,33,37,000 for the period 15th August 1947 to 31st October 1947.

(b) The movement of refugees by rail started from the 27th August 1947. Between that date and 31st October, a total number of 12,56,000 refugees were carried between Pakistan and India in trains which actually crossed the border.

- In addition, 8,83,000 refugees were transported in trains within India, the majority of whom were either non-Muslims who had crossed the border into India on foot or Muslims who subsequently crossed the border into Pakistan, also on foot.

(c) To the General Revenues of the Government of India.

FOOD RATIONING IN INDIA

165. *Shri K. Santhanam: Will the Honourable Minister of Food be pleased to state:

(a) the number of persons in India under food rationing on October 31, 1947:

(b) the number of persons in India estimated to be under semi-rationing on the same date; and

(c) the quantities of wheat, rice and millets supplied for: (a) areas under full rationing, and (b) areas under semi-rationing?

The Honourable Dr. Rajendra Prasad: (a) and (b). The total number of persons under rationing of all kinds is 148 million. Of these 54 million are under full rationing and depend for their total requirements on Government ration shops. The balance 94 million consists of three categories of consumers;

(1) nonproducers including agricultural labour;

(2) partial producers, who produce only part of their requirements; and

(3) surplus producers, whose produce is equal to or in excess of their requirements.

The third category is included under "rationed population" (i) in areas where individual assessment of surpluses is made and arrangements exist for ensuring that the surplus left after calculating their requirement on a specified ration basis is collected by a Government agency and (ii) in areas where assessment is on a group or area basis and such surpluses are taken into account in calculating the overall deficit of the group or area concerned.

(c) The average weekly offtake of the 54 million people fully rationed is 94,000 tons. The offtake of the rest varies at different times of the year. Variations are considerable. The offtake from Government shops of this class of population has been 2,614,000 tons during the year ending September, 1947.

RECOMMENDATIONS OF FOOD-GRAINS COMMITTEE

166. *Shri K. Santhanam: Will the Honourable Minister of Food be pleased to state:

(a) whether the last Foodgrains Committee have submitted their recommendations; and

(b) if so, whether Government have come to any decision thereon?

The Honourable Dr. Rajendra Prasad: (a) A Summary only of the interim recommendations has been received.

(b) The matter is still under consideration.

RESUMPTION OF RAILWAY SERVICE BETWEEN MORAPURI AND HOSUR

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

(a) whether the Government of Madras have recommended the resumption of the Railway service between Morapuri and Hosur in Salem District, after this question was raised in the Assembly in March last; and

(b) if so, whether the Government of India have considered this question and if so, with what results?

The Honourable Dr. John Matthai: (a) Yes.

(b) The Government of India have given due consideration to the question, but in view of the line having been unremunerative throughout its existence, they do not find sufficient justification for its restoration.

MANUFACTURE OF NEW-MODEL THIRD CLASS CARRIAGES

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

(a) whether any efforts are being made to manufacture new model 3rd class carriages;

(b) if so, in what work-shops;

(c) how many of them have been so far put on the line and on what Railways; and

(d) for how many orders have been given?

The Honourable Dr. John Matthai: (a) Prof. Ranga is presumably referring to the new third class coaches exhibited on the 'Silver Arrow' train. The manufacture of the new design of 11 feet 8 inches wide coaches has not yet started as there still remains a considerable amount of design work to be finalized in the building of these coach bodies.

The 'Silver Arrow' exhibition train served the useful purposes of eliciting public reaction in regard to the various layouts. The coach bodies of the 'Silver Arrow' train were mounted on present standard underframes which involve unnecessary weight. The new design eliminates the use of underframes. Prototypes will be manufactured by indigenous firms and it is anticipated that they will be ready for testing in August 1948. After the tests have been completed and designs finalized, the Railway Ministry will place bulk orders for the new design carriages on indigenous firms.

(b) Does not arise.

(c) Does not arise.

(d) Does not arise.

LACK OF ADEQUATE TRANSPORT FOR COAL

169. *Prof. N. G. Ranga: Will the Honourable Minister of Industry and Supply be pleased to state :

(a) whether the Mine owners are complaining of over-production of coal and its non-transport to the consuming centres owing to transport bottleneck;

(b) whether any immediate steps are taken by Government to remove this bottleneck, and if so, with what results; and

(c) by what date Government expect to cope with this serious situation of coal shortage in consuming centres and over-production at the mines?

The Honourable Dr. Syama Prasad Mookerjee: (a) Complaints have been received from collieries in the Bengal-Bihar coalfields about the shortage of rail transport for lifting current production. In this sense only, but not in relation to the coal requirements of the country, there is at present a state of over-production in the coal industry.

(b) Every effort is being made to step up despatches from the Bengal-Bihar coalfields. Loading from the 1st November are showing a gradual improvement over the average for the preceding three months. Possibilities of coal transport by road and river are also being considered.

(c) It is difficult to make predictions in this matter but the problems raised by the temporary over-production of coal are now under Government's examination.

CONSTITUTION OF NATIONAL COMMITTEE FOR F. A. O.

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

(a) why the National Committee for F. A. O. has not so far been constituted;

(b) whether the F. A. O. has sent any reminders about it and if so, when;

(c) when the Committee will be constituted; and

(d) whether Government intend inviting World F. A. O. to hold a Regional Conference in India in the same way as the I. L. O. is holding its own?

The Honourable Dr. Rajendra Prasad: (a) It has not yet been possible to set up this committee in view of the Constitutional changes. The proposal to form one is now under active consideration.

(b) Yes. A reminder was received in July 1947.

(c) The Committee will be constituted shortly.

(d) The F. A. O. are considering the question of setting up regional offices. After such an office for Asia is set up the question of holding a regional conference in India will be considered.

STATE INSURANCE OF CROP AND CATTLE

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

(a) whether Government have given any consideration to the resolution passed by the Assembly in April last in favour of the State Organising Crop and Cattle insurances and to the promise made by the Honourable Minister to get the feasibility of the schemes examined by an expert;

(b) if the answer to part (a) above be in the affirmative, what action has so far been taken by Government; and

(c) whether Government propose to get the schemes studied, which have so far been developed in Canada, Denmark, and certain states of America?

The Honourable Dr. Rajendra Prasad: (u) Yes.

(b) The matter has been examined in consultation with experts, and the Government of India have under consideration the appointment of an Officer on Special Duty for having a pilot scheme prepared for trying it out in certain selected areas.

(c) Yes.

DETERIORATION OF MANAGEMENT OF O. T. AND E. I. RAILWAYS

172. ***Shri Jagat Narain Lal:** (a) Will the Honourable Minister of Railways be pleased to state whether Government are aware that the management of the Oudh and Tirhut Railway has deteriorated since they took charge of it and that frequent complaints have appeared in the press and were also expressed in the Bihar Legislative Assembly?

(b) Are Government aware of the growing deterioration in the management of the East Indian Railway as well?

(c) If the answers to parts (a) and (b) above are in the affirmative, what steps are Government taking to improve the management of both the Railways?

The Honourable Dr. John Matthai: (a) Government have been concerned for some time with the inadequacy of public service provided by the O. T. Railway and are aware of many of the complaints made in the press and in the Bihar Legislature, in this connection.

(b) General conditions in the country have resulted in the E. I. Railway, as well as most others, also deteriorating in operating efficiency.

(c) The improvement of service to the public on Government railways is closely connected with problems of general administration, the labour situation, output from workshops, and procurement of essential stores, and Government are taking all possible steps, including an appeal to the All-India Railwaymen's Federation to assist in every way in the economic interest of the country to improve railway services.

LIST OF RAILWAY CATERERS ON E. I., O. T. AND B. N. RAILWAYS

173. ***Shri Jagat Narain Lal:** (a) Will the Honourable Minister of Railways be pleased to state the number and names of Railway Caterers on East Indian Railway, Oudh and Tirhut Railway and Bengal Nagpur Railway?

(b) Do Government propose to take steps to appoint more and better types of caterers and see that catering is satisfactorily carried on?

The Honourable Dr. John Matthai: (a) A statement furnishing the number and names of railway caterers employed by the East Indian, Oudh Tirhut and Bengal Nagpur Railways is laid on the table of the House.

(b) Existing catering arrangements are, on the whole, considered satisfactory having regard to the difficult food position. Additional caterers are not required by the East Indian and Bengal Nagpur Railways, but in this respect the position on the Oudh Tirhut Railway is still under examination.

Catering arrangements are under constant review by railways who are empowered to terminate existing contracts where this course is justified by substantiated complaints.

Statement showing the Railway Caterers Employed by the East Indian, Oudh Tirhut and Bengal Nagpur Railways

	No.	Names
<i>East Indian Railway</i>	11	1. Messrs. G. F. Kellner & Co.
		2. „ D. Sorabji & Co.
		3 „ Ballabhdas Agarwal.
		4 „ Eshwardas & Son.
		5. „ Suchet Singh.
		6. „ B. L. Meetal & Co.
		7 „ H. P. Nag & Bros.
		8. „ Indian Ry. Catering Service.
		9. „ Isa Bros.
		10 „ A. H. Khan.
		11. „ Hazir & Co.
<i>O. T. Railway</i>	10	1 „ Razzak Md. Jan & Sons.
		2. „ G. F. Kellner & Co. Ltd.
		3. „ Ganesh Lal & Co.
		4. „ Kadir Bux & Son.
		5. „ Singh & Sons.
		6 „ Rai Sahib Ram Saran Lal & Sons.
		7. „ D. Sorabjee & Co.
		8. „ Sawalram Marwari & Co.
		9. „ J. C. Majumdar.
		10. „ Mohd. Zahoor.
<i>B. N. Railway</i>	4	1 „ Ballabhdas Eshwar Das.
		2. „ The Indian Ry. Catering Co.
		3. „ B. K. Dubey.
		4. „ A. H. Khan & Co.

VALUE OF EXPORTED AND IMPORTED FOOD-GRAINS

174. *Shri B. A. Mandlot: (a) Will the Honourable Minister of Food be pleased to state the total quantity of import of food grains and its total value in the years 1945-46 and 1946-47?

(b) Have any food grains been exported to any country outside India?

(c) If so, what is the total quantity and value of exported food grain in the years 1945-46, 1946-47?

The Honourable Dr. Rajendra Prasad: (a) During 1945-46, 9 lakhs and 31 thousand tons of foodgrains of the total value of 26 crores of rupees, were imported. During 1946-47, 26 lakhs and 58 thousand tons of foodgrains of the total value of 88 crores and 70 lakhs of rupees, were imported.

(b) Yes.

(c) During 1945-46, 76 thousand tons of the total value of 2 crores and 74 lakhs of rupees, were exported. This included 43 thousand tons of the total value of 1 crore and 73 lakhs of rupees, exported to Ceylon during a temporary emergency, the whole of which was subsequently made good by imports. During 1946-47, exports were completely stopped, but small quantities were allowed to go out of the country, in order to provide supplies for Indian seamen of the Merchant Navy in Indian Ocean Ports, for Indian personnel along the Air Line Routes, and for Indian Pilgrims going to the Hedjaz. The total quantity involved was about 600 tons of the value of 41 thousand rupees.

PAUCITY OF SALT IN PROVINCES

175. *Shri B. A. Mandloi: (a) Will the Honourable Minister of Industry and Supply be pleased to state the reasons for the great paucity of salt in a number of Provinces and for the price of salt having gone high in spite of the abolition of the salt tax?

(b) What steps have Government taken to increase the production of salt within the last two years so that it may be had in sufficient quantity and at cheap rates?

The Honourable Dr. Syama Prasad Mookerjee: (a) The reasons for the paucity of salt in certain Provinces are:

East Punjab	Stoppage of supplies from Khewra.
U. P.	Stoppage of supplies from Khewra and transport difficulties due to shortage of wagons and locos.
Bihar.	Stoppage of supplies from Khewra and insufficiency of imports due to shipping difficulties.
South C. P. and Bombay	Failure of Bombay factories this year due to cyclones, unseasonal rains, labour and communal troubles.

The price of salt has gone high in these areas owing to the shortage in supplies.

(b) To increase production of salt, the Government deputed an expert officer in June, 1946 to study the whole question of the salt supply and demand in India and suggest the changes in the administrative machinery necessary to make India self-sufficient, to improve the quality of Indian salt and to lower its price. A complete survey of salt production, consumption, distribution, quality, imports and prices has been undertaken and a necessity for fostering and directing the salt industry having been established, the outlines of the methods of control have been drawn up. A committee of experts is being set up to advise on the potentialities for development of various sources, and the schemes of development which may be undertaken there as well as to recommend sites where new factories should be established.

The main sources of production in India are at Sambhar Lake and in Bombay and Madras. The factories at Sambhar are managed by Government. As a result of certain new schemes undertaken in Rajputana like utilisation of waste brine from the East Lake and of subterranean brine, production in these sources has been raised during this year from one crore and eight lakh maunds to one crore and forty lakh maunds. Similarly in Madras action taken to encourage production by private manufacturers has resulted in stepping up production from the average of 1 crore 88 lakhs maunds to 1 crore 65 lakh maunds.

PROVISION OF COLD STORAGE WAGONS ON B. N. RAILWAY

176. *Shri Lakshminarayan Sahu: Will the Honourable Minister of Railways be pleased to state:

(a) whether it is a fact that the East Indian Railway has provided cold storage wagons for fish transport; and

(b) if so, whether Government propose to provide cold storage wagons in the Bengal Nagpur Railway also?

The Honourable Dr. John Matthai: (a) No.

(b) There is no immediate proposal for the provision of cold storage wagons on the B. N. Railway. The whole question of refrigerated rail-transport is, however, under active examination.

ORIYAS IN HIGHER SERVICE ON B. N. RAILWAY

177. *Shri Lakshminarayan Sahu: (a) Will the Honourable Minister of Railways be pleased to state the number of Oriyas in the higher services of the Bengal Nagpur Railway?

(b) What is the total number of Station Masters in the Bengal Nagpur Railway giving separately the number according to different nationalities?

The Honourable Dr. John Matthai: (a) As particulars of staff according to their provincial or linguistic denominations are not recorded it is not possible to give the exact number of Oriyas employed in higher appointments on the Bengal Nagpur Railway, but it is understood that the figure is in the neighbourhood of 10, I would, however, state that promotions to higher posts on Railways are made on considerations other than the Province of origin.

(b) There are 540 posts of Station Masters on the Bengal Nagpur Railway.

By 'nationalities' the Honourable Member is presumably referring to linguistic or provincial groups. As has been stated in my reply to part (a), particulars of staff according to their linguistic or provincial denominations have not been recorded, and it is not therefore possible readily to furnish the information asked for in the latter part of the question.

SOURCES FOR MANUFACTURE OF SALT IN INDIA

178. *Shri B. A. Mandloi: Will the Honourable Minister of Industry and Supply be pleased to state:

(a) the sources and the places at which salt is manufactured in India;

(b) the total quantity of salt manufactured or prepared in India from all the sources, in the years 1945-46 and 1946-47;

(c) whether any salt was imported in India during the said two years;

(d) if so, what was the quantity of salt imported in the years 1945-46 and 1946-47;

(e) whether any salt was exported outside India in the above two years;

(f) whether the salt produced or manufactured in India is sufficient to meet the ordinary needs of the people; and

(g) the loss caused to Government on account of the abolition of the salt tax?

The Honourable Dr. Syama Prasad Mookerjee: (a) The sources and the places at which salt is manufactured in the Indian dominion are—

(i) Sambhar Lake. Pachbadra and Didwana in Rajputana.

These sources are Government managed.

(ii) Kharagoda in the run of Cutch which is also a Government managed source.

(iii) Nearly 400 privately worked factories within a radius of 40 miles of the city of Bombay.

(iv) 52 privately worked factories strung along the east coast from Tuticorin to Naupada.

(v) Two private factories in Ganjam district in Orissa.

(b) The total quantity of salt manufactured in the Indian Dominion and Pakistan from all sources, in the year 1945-46, was 5 crore 46 lakhs maunds and in the year 1946-47, 4 crore 92 lakhs maunds. The quantity manufactured in Pakistan was about one crore maunds leaving 4 crore and 46 lakhs maunds as the share of the Indian dominion in 1945-46 and 3 crore 92 lakhs maunds in 1946-47. These figures do not include production in Kathiawar and Travancore.

(c) Salt was imported into India including Pakistan during the said two years.

(d) The quantities imported in the years 1945-46 and 1946-47 were 85 and 40 lakh maunds respectively.

(e) Salt was not exported outside India in any appreciable quantity during the above two years.

(f) No.

(g) About 9½ crores of rupees.

SUBSIDY TO THE PROVINCES TOWARDS THE COST OF FOODGRAINS

179. *Shri P. Govinda Menon: Will the Honourable Minister of Food be pleased to state:

(a) whether the Government of India are giving any subsidy to the Provinces towards the cost of the food grains supplied to them; if so, the amount of subsidy;

(b) whether any request has been received from the States to extend the above concession to them also; if so, what is the decision taken by the Government of India; and

(c) if the answer to part (b) above be in the negative, whether the Government of India propose to consider the question of giving such subsidy to the States who have acceded to the Indian Union?

The Honourable Dr. Rajendra Prasad: (a) Yes.

Rupees 20.59 crores were paid as subsidy during the period 1-4-46 to 31-3-47 and rupees 17.85 crores are estimated as likely to be paid during the period 1-4-47 to 31-12-47.

(b) and (c). The answer to the first part is in the affirmative. As regards the second part, the Government of India have not extended to the States the same concession as in the case of Provinces. They do not consider this to be appropriate as a general rule, having regard to the distinction between Provinces and States, in their relation to the Centre. But they have been and are prepared to consider cases of exceptional hardship individually on their merits. Assistance has been given in certain cases, where the losses sustained on sale of imported grains are so large and the financial resources so small as to make it impossible for the State concerned to incur such losses without assistance from the Centre.

RATIONING OF RICE IN COCHIN STATE

180. *Shri P. Govinda Menon: Will the Honourable Minister of Food be pleased to state:

(a) whether Government are aware that the staple food of the people of Cochin is rice only;

(b) whether Government are aware that Cochin is a deficit area in regard to her rice requirements;

(c) whether Government are aware that the present scale of ration in Cochin is very meagre, viz., 6 ozs. rice and 2 ozs. wheat per adult per day;

(d) whether the local procurement of paddy in Cochin has not attained a high standard of efficiency compared to the other Provinces and States; and

(e) whether Government propose to increase the quota of rice to the State to enable it to give a higher scale of ration?

The Honourable Dr. Rajendra Prasad: (a) No.

(b) Yes.

(c) Government of India are aware of the present scale of ration in Cochin.

(d) The procurement in Cochin is satisfactory.

(e) The Government of India have been allotting maximum possible quantities of rice to Cochin.

INCREASE IN SUGAR QUOTA OF COCHIN STATE

181. *Shri P. Govinda Menon: Will the Honourable Minister of Food be pleased to state:

(a) whether Government are aware that the people of Cochin are accustomed to use sugar on a larger scale than the other regions of South India;

(b) whether Government are aware that Mr. Kirby, Rationing Adviser, recommended a minimum quota of 9000 tons per year to Cochin;

(c) the total allotment of sugar quota to Cochin State; and

(d) whether Government propose to consider the question of an increased quota for the coming year?

The Honourable Dr. Rajendra Prasad: (a) No.

(b) Yes.

(c) 4,230 tons.

(d) The question will be considered keeping in view the available supplies and requirements of other areas.

FOOD POSITION IN INDIAN DOMINION

182. *Pandit Lakshmi Kanta Maitra: (a) Will the Honourable Minister of Food be pleased to lay on the table of the House a detailed statement on the present food position on the Indian Dominion?

(b) What is the extent of deficit in the current year and how it is proposed to be met?

(c) What are the Provinces worst affected?

(d) Are Government aware of the alarming food scarcity in the newly formed province of West Bengal due to the exclusion from West Bengal, by Radcliffe award, of the non-Muslim majority district of Khulna and the non-Muslim majority areas of Jessore, Backerganj, Nadia and Dinajpur which are surplus cereal producing areas?

(e) Are Government aware that there has been a large influx of people into the West Bengal Province from East Bengal involving additional strain on the food resources of West Bengal?

(f) If so, what special allocation, if any, has been made by Government to meet the increased requirements of the Province of West Bengal?

The Honourable Dr. Rajendra Prasad: (a) and (b). Attention is invited to the memorandum on the Food Position circulated to the Members.

(c) The deficit Provinces are Madras, Bombay, East Punjab, West Bengal, Bihar and U.P.

(d) The Government of West Bengal have supplied to the Government of India figures relating to the foodgrains deficits of the Province of West Bengal.

(e) The figures referred to in (d) above take into account the increase in population as far as it can be assessed.

(f) Allocations are made monthly after taking into account the opening stocks, the estimated local procurement and the offtakes.

RESEARCH IN SCIENTIFIC AGRICULTURE

183. *Dr. P. S. Deshmukh: (a) Will the Honourable Minister of Agriculture be pleased to state whether Government propose to intensify Research in Scientific Agriculture?

(b) If so, what steps do Government propose to take in the matter in the immediate future?

The Honourable Dr. Rajendra Prasad: (a) Yes.

(b) To intensify research in scientific agriculture, Government have already taken steps (i) to increase the supply of technical personnel trained in agricultural sciences by the grant of over-seas scholarships and other measures, and (ii) to increase the facilities available for the prosecution of agricultural research, and they have laid down an over-all policy for agricultural research and development.

IRRIGATION IN BERAR AND MARATHI CENTRAL PROVINCES

184. *Dr. P. S. Deshmukh: (a) Will the Honourable Minister of Agriculture be pleased to state what possibilities there exist for the extension of irrigation in Berar and Marathi Central Provinces?

(b) Have any projects been considered? If so, with what results? If not, why not?

The Honourable Dr. Rajendra Prasad: (a) Possibilities for extension of irrigation facilities in Berar and the Central Provinces lie in the direction of extension of surface storage by means of tanks and reservoirs, flood irrigation, field embankments and river pumping schemes.

(b) There has been an increase of 4.6 lacs of acres in the irrigated area in the Central Provinces and Berar between 1938-39 and 1946-47. One project in Balaghat for irrigating 5,000 acres was sanctioned for which a subsidy of 5.5 lakhs was given by the Government of India. The work is nearing completion. Two other projects are being prepared by the Central Provinces and will be considered when received.

NEED OF AERODROMES AT AMRAOTI OR AKOLA IN BERAR

185. *Dr. P. S. Deshmukh: (a) Will the Honourable Minister of Communications be pleased to state whether it is under contemplation to have an aerodrome either at Amraoti or Akola in Berar?

(b) Are Government aware that such an aerodrome is a great necessity?

(c) Do Government propose to examine the possibility and the necessity of connecting by air Khandwa and Indore with Amraoti, the capital of Berar?

(d) Are Government aware that there are great possibilities of organizing regular air service between Indore and Hyderabad via Amraoti?

The Honourable Mr. Rafi Ahmad Kidwai: (a) An aerodrome is being developed at Akola to the standard of a minor aerodrome. The Government of India do not propose to develop an aerodrome at Amraoti.

(b) Does not arise in view of the reply to (a).

(c) and (d) Government will explore the possibilities of these two routes. If enquiries show that there is likely to be sufficient traffic on these routes, the various Air Companies will be invited to submit applications for a licence to operate an air service on each route.

BRIDGE BETWEEN KHANDWA AND INDORE ON NERBUDDA RIVER

186. *Dr. P. S. Deshmukh: (a) Will the Honourable Minister of Transport be pleased to state when a bridge between Khandwa and Indore on the Ner-budda river would be constructed?

(b) What are the difficulties in the way of re-opening the existing bridge under the railway line on the Nerbudda river between Khandwa and Indore?

(c) Are Government aware that want of facilities for crossing the river is holding up the development of northern Central Provinces and causing inconvenience to the people?

The Honourable Dr. John Matthai: (a) I am not in a position to say when the bridge referred to will be constructed as it does not lie on a National Highway. Under the Constitution it is for the Provincial and State Administrations concerned to move in the matter of providing a road bridge at this site.

(b) This proposal will be considered by me if the Administrations concerned move in the matter.

(c) I have no information on the subject. Constitutionally this is a matter of primary concern to the Central Provinces Government who must be aware of the facts.

BUILDING OF NATIONAL HIGHWAYS CONNECTING NAGPUR WITH BOMBAY

187. ***Dr. P. S. Deshmukh:** (a) Will the Honourable Minister of Transport be pleased to state the steps to be taken for building the National Highways connecting Nagpur with Bombay on the National Highway standard?

(b) Have Government made any provision for this construction in the next budget? If so, what is the amount provided for this, and if not, do Government propose to make a provision for the same?

The Honourable Dr. John Matthai: (a) The road connecting Bombay and Nagpur has been included in the National Highway system. The executive agency for carrying out works on this road will ordinarily be the Provincial Governments' concern; and these Governments are expected to make proposals concerning the priority of the works to be executed on the road with reference to the resources available with them, administrative convenience, etc. So far no proposals for large scale improvements have been received.

(b) Government's proposals for the next budget (1948-49) have not yet been finalized, as a number of provinces, including Bombay and the Central Provinces and Berar, have not yet intimated what they will be able to spend with the resources available with them.

GRANT OF SUBSIDY FOR IMPORT OF GRAINS

188. ***Shri Mohan Lal Saksena:** (a) Will the Honourable Minister of Food be pleased to state the quantity of food grains imported from abroad during the last three years and the total amount of subsidy given by Government in financing the operations?

(b) What was the amount of money spent during this period in financing the agriculturists in India with a view to inducing them to grow more food?

The Honourable Dr. Rajendra Prasad: (a)

(In thousand tons)

1944-45	...	526
1945-46	...	931
1946-47	...	2,658

Government of India commenced to subsidise the price of imported food-grains supplied to deficit Provinces from the 1st April, 1946 and the amount of subsidy given during 1946-47 is Rs. 20.59 crores.

(b) A statement showing the loans and grants sanctioned to the Provinces, Local Administrations and Indian States for the "Grow More Food" campaign during the last three years is laid on the table of the House.

STATEMENT SHOWING THE TOTAL AMOUNTS SANCTIONED BY THE GOVERNMENT OF INDIA TO PROVINCES FOR G.M.F. CAMPAIGN IN THE YEARS 1944-45, 1945-46 and 1946-47.

Total amount sanctioned by the Government of India in the year

1946-47

1945-46

1944-45

Name of Province

Grant

Loan

Grant

Loan

Grant

Loan

Name of Province

Grant

Loan

Name of Province	1946-47		1945-46		1944-45	
	Grant	Loan	Grant	Loan	Grant	Loan
1. Ajmer-Merwara	9,17,365	7,91,220	2,60,900	3,66,700	92,312	2,34,250
2. Assam	7,92,330	1,50,700	12,37,616	13,08,456	4,83,731	10,86,100
3. Baluchistan	19,63,474	10,25,000	7,94,135	10,54,700	1,81,879	1,66,400
4. Bengal	62,82,004	41,66,700	23,72,909	41,40,500	14,74,313	23,16,000
5. Bihar	18,73,137	..	16,85,889	..	14,37,970	9,64,000
6. Bombay	36,14,950	..	47,01,176	8,22,500	40,46,028	6,00,000
7. C. P. & Berar	13,39,616	40,10,108	8,74,592	41,35,782	6,70,826	31,68,970
8. Coorg	2,43,169	..	1,46,555	..	65,930	..
9. Delhi	8,300	45,000	1,95,223	60,000	..	54,000
10. Madras	2,42,95,702	85,00,000	5,17,82,988	65,62,500	26,75,408	16,25,000
11. N. W. P. P.	4,16,299	16,54,785	3,83,079	14,31,000	11,12,342	12,59,300
12. Orissa	23,37,408	..	13,20,480	21,70,147	9,56,241	14,67,600
13. Punjab	6,46,270	..	4,32,025	..	15,70,960	..
14. Sind	4,55,997	..	2,32,775	..	78,000	..
15. U. P.	18,03,240	..	13,32,100	..	27,57,200	..
16. I. C. of A. R.	3,24,918	..	3,99,840	..	..	3,02,896

17. I. D. R. I.					1,88,000			1,03,000
18. I. A. R. I.					7,740			40,000
19. I. V. R. I.					1,59,000			
20. Baroda State				..	1,444		..	..
21. Charkhari State			7,10,220	..	..		..	..
22. Rampur State			2,000	..	..		..	..
23. Faridkot State			8,898	1,600	..		..	..
24. Kashmir State			..	..	1,00,000		..	..
25. Jaodrom State			..	..	17,025		..	..
26. Joora State			..	..	7,954		..	..
27. Ratlam State			..	..	33,708		..	..
28. Sirmur State			..	..	3,331		..	..
29. Travancore State			..	..	500		..	755
30. Gwalior State			..	..	65,715		..	80,584
31. Wandanai State			..	..	3,952		..	..
32. Mysore State			..	..	50,000		..	10,112
33. Miscellaneous			..	..	..		..	20,41,200
Total			1,29,40,620	1,95,35,602	2,00,62,284	1,86,90,981	2,03,43,513	4,95,38,584

AGRICULTURAL INSURANCE IN INDIA

189. *Shri Mohan Lal Saksena: Will the Honourable Minister of Agriculture be pleased to state what steps, if any, have been taken by Government to examine the feasibility of introducing Agricultural Insurance in India?

The Honourable Dr. Rajendra Prasad: The attention of the Honourable Member is drawn to the reply to the Starred Question No. 171 by Prof. N. G. Ranga.

FORMATION OF INDIAN PEOPLE'S FAMINE TRUST

190. *Shri Mohan Lal Saksena: Will the Honourable Minister of Agriculture be pleased to lay on the table of the House a statement regarding the Indian People's Famine Trust, giving full information regarding its formation, working and present position?

The Honourable Dr. Rajendra Prasad: A statement is placed on the table.

Statement giving particulars regarding the formation, working and present position of the Indian People's Famine Trust.

The Indian People's Famine Trust was created under the charitable Endowment Act of 1900 by an endowment of Rs. 15 lakhs donated by His Highness the Maharaja of Jaipur in 1900. The Maharaja while making this offer wished that the interest which would accrue on this amount might be utilised for the following purposes:—

1. In supplementing the subsistence ration of the Famine Codes by the addition of small comforts, whether of food or of clothing, for the aged or infirm, for patients in hospitals, for children and the like.

2. In providing for the maintenance of orphans.

3. In relieving pardah naabhin women and persons in distressed circumstances who by social or caste conditions are debarred from applying for State relief and from submitting to the ordinary tests of distress prescribed in the Famine Codes.

4. In helping to re-establish impoverished agriculturists and others who have lost their entire capital in the period of distress, and thereby giving them a fresh start in life.

To manage this fund the Government of India constituted a Trust consisting of the following persons:—

- (a) Five persons appointed by the Governor-General-in-Council of whom three shall be in the executive Service of the Government.
- (b) Five persons appointed, respectively, by the local Governments of Madras, Bombay, Bengal, the North West Provinces and Oudh (now U. P.) and the Punjab.
- (c) Two persons appointed, respectively by the Agents to the Governor General in Rajputana and Central India.
- (d) One person appointed by His Highness the Maharaja of Jaipur for the time being.
- (e) Any persons becoming life-members by subscribing a sum not less than rupees 5 lakhs.

The Endowment Fund of the Trust as per report for the year 1946 amounted to Rs. 33,65,350-11-11, out of which Rs. 32,78,400 were invested in 3 per cent. conversion loan for 1946. The balance was with the Imperial Bank of India, either in current account or fixed deposit. During the year 1946 a sum of Rs. one lakh to the Government of Madras and Rupees fifty thousand to the Government of Bengal were paid out of the Fund for food and famine relief. The following are the names of the persons who were serving on the Board of Management of the Indian People's Trust till the 15th August 1947:—

1. The Member Incharge of the Ministry of Agriculture, the Honourable Sri Rajendra Prasad, *Chairman*.
2. The Honourable Mr. Liaquat Ali Khan, Finance Member.
3. The Honourable Mr. G. V. Mavalankar, President, Indian Legislative Assembly.
4. The Honourable Mr. Abu Abdullah Syed Hossain Imam, President, Council of State. (Hassain Manzil, Gaya)
5. Sir Bertie Staig, K.C.I.E., C.S.I., I.C.S., Auditor General of India, *Honorary Secretary*
6. The Honourable Rajah Sir Annamalai Chettiar (The Palace Chettined, Madras).
7. Mr. N. V. Gadgil, M.L.A. (419, Shanwar Path, Poona 2).

8. Mr. J. N. Talukdar, I.C.S., Secretary to the Government of Bengal, Department of Co-operation, Credit and Relief.
9. Mr. Khurshed Ahmad Khan, C.I.E., I.C.S., Commissioner, Jhansi Division, Jhansi.
10. Mr. Ram Chandra, C.I.E., M.B.E., I.C.S., Financial Commissioner, Revenue, Punjab.
11. Mr. L. C. L. Griffin, C.S.I., C.I.E., I.C.S., Secretary to H. E., the Crown Representative.
12. Diwan Bahadur Sir Khanderao Hadkar, Diwan and President of the Council Administration (Retired), Dhar State, Central India.
13. Rai Bahadur Pt. Amar Nath Atal, Finance Minister, Jaipur.

The question of reconstituting the Board is under consideration. The present position of the Trust is that under Section 9(1) of the India (Adaptation of the Existing Indian Laws) Order of 1947 the jurisdiction of the Trust is confined only to the Dominion of India. The question whether the funds of the Trust are divisible between the two Dominions is being examined.

DEVELOPMENT OF CIVIL AVIATION IN INDIA

191. *Shri Mohan Lal Saksena: (a) Will the Honourable Minister of Communications be pleased to state what steps, if any, Government have taken or propose to take to encourage flying in India?

(b) Have Government considered the desirability of giving facilities for learning to fly in the Universities and Colleges throughout India?

The Honourable Mr. Rafi Ahmad Kidwai: (a) The Government of India's plans for the development of Civil Aviation include the establishment of a Civil Aviation Training Centre for training in all branches of Civil Aviation. It is proposed to open shortly a Flying Training School as part of the Centre. In addition to this, Government is also giving assistance to the Flying Clubs by loaning to them aircraft and by cash grants-in-aid, bonuses, etc.

(b) Yes, Sir, Government has come to the conclusion that initial training in flying can best be given in Flying Clubs. Government, therefore, proposes to encourage the establishment of such clubs in all cities which are important educational centres.

LICENCES TO AIR TRANSPORT COMPANIES IN INDIA

192. *Shri Mohan Lal Saksena: (a) Will the Honourable Minister of Communications be pleased to lay a statement on the table of the House giving information regarding the various Air Transport Companies in India and the licenses granted so far?

(b) What is the personnel of the present Air Licensing Board and what is the expenditure that Government incur for their maintenance?

The Honourable Mr. Rafi Ahmad Kidwai: (a) I lay on the table two Statements (Nos. I and II) giving the information asked for by the Honourable Member.

(b) A statement (No. III) showing the personnel of the Air Transport Licensing Board is laid on the table. The expenditure on the maintenance of the Board is approximately Rs. 1,14,000 per annum.

STATEMENT I

Showing the various Air Transport Companies registered in India.

1. Air India Ltd., Bombay.
2. Indian National Airways Ltd., New Delhi.
3. Air Services of India, Ltd., Bombay.

4. Deccan Airways Ltd., Hyderabad (Deccan).
 5. Mistri Airways Ltd., Bombay
 6. Airways (India) Ltd., Calcutta.
 7. Dalmia Jain Airways Ltd., Calcutta.
 8. Bharat Airways Ltd., Calcutta
 9. Ambica Air Lines Ltd., Bombay.
 10. Jupiter Airways, Ltd., Bombay.
 11. Bengal & Assam Airways Ltd., Calcutta.
 12. Madras Presidency Airways Ltd., Trichinopoly.
 13. Indian Air Survey & Transport Ltd., Dum Dum.
 14. Nalanda Airways Ltd., Patna.
 15. Varadajya Airways Ltd., Coimbatore.
 16. Segal Air Transport Ltd., New Delhi
 17. Kalinga Air Lines Ltd., Cuttack.
 18. Aryan Airways Ltd., Bombay.
 19. Eastern Airways, Calcutta
 20. Rainbow Air Utilities, Ltd., New Delhi.
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STATEMENT II
Showing the Licences granted so far for operating regular Air Services

S. No.	Route	Frequency of Services	Company
1	*Bombay—Madras Karachi—Bombay Bombay—Delhi (non-stop) *Karachi—Ahmedabad—Bombay—Hyderabad—Madras—Colombo *Bombay—Ahmedabad—Jaipur—Delhi Bombay—Calcutta *Madras—Bangalore—Coimbatore—Trivandrum	5 times a week. 7 times a week. 7 times a week. 7 times a week. 7 times a week. 7 times a week. 6 times a week.	Air India Ltd., Bombay.
2	*Delhi—Jodhpur—Karachi Lahore—Bikaner—Jodhpur—Ahmedabad. (Under suspension) Calcutta—Delhi—Lahore Delhi—Amritsar Calcutta—Rangoon	7 times a week. 2 times a week. 7 times a week. 7 times a week. 6 times a week.	Indian National Airways Ltd., New Delhi.
3	*Bombay—Junagadh (Keshod)—Jamnagar—Bhuj—Karachi Bombay—Bhopal—Cawnpore—Lucknow. (Under suspension) Jamnagar—Wadhwan—Wankaner—Ahmedabad *Bombay—Gwalior—Delhi *Bombay—Bhavnagar *Bombay—Porbandar—Jamnagar—Bhuj	7 times a week. 1 time a week. 1 time a week. 6 times a week. 3 times a week. 2 times a week.	Air Services of India Ltd., Bombay.
4	Delhi—Gwalior—Bhopal—Nagpur—Hyderabad—Madras Hyderabad—Bangalore Hyderabad—Bombay	7 times a week. 4 times a week. 7 times a week.	Deccan Airways Ltd., Begumpet.
5	*Bombay—Nagpur—Calcutta	7 times a week.	Mistri Airways Ltd., Bombay.
6	*Bombay—Baroda—Ahmedabad *Bombay—Rajkot—Morvi	2 times a week. 7 times a week.	Ambica Air Lines Ltd., Bombay.
7	*Calcutta—Vizagapatam—Madras—Bangalore.	3 times a week.	Airways (India) Ltd., Calcutta.
8	*Delhi—Lucknow—Gaya—Calcutta Calcutta—Cawnpore—Allahabad—Delhi *Delhi—Amritsar Delhi—Lucknow	3 times a week. 4 times a week. 4 times a week. 3 times a week.	Bharat Airways Ltd., Calcutta.

*Suspended temporarily due to the diversion of aircraft to evacuation and Kashmir Operations

STATEMENT III

Showing Personnel of the Air Transport Licensing Board

1. Dewan Bahadur K. S. Menon Chairman.
2. Mr. M. K. Sen Gupta, C.I.E., Joint Secretary, Ministry of Finance Member.
3. Mr. V. P. Bhandarker, O.B.E., Member, Transportation, Railway Board Member.
4. Mr. N. N. Mitra Secretary to the Board.

PROGRAMME FOR DEVELOPMENT OF SALT INDUSTRY

193. *Shri Biswanath Das: (a) Will the Honourable Minister of Industry and Supply be pleased to state whether Government are aware that after the remission of salt tax prices of salt have shot up and that the consumers are left in the hands of black-marketeters?

(b) Do Government propose to lay on the table of the House a copy of the programme of Government for the development of the salt industry, if any?

(c) Have Government considered the question of taking up salt manufacture as the first national industry to develop its manufacture and its side industries and bi-products?

The Honourable Dr. Syama Prasad Mookerjee: (a) There has been an increase in the price of salt in certain areas. But this is not the result of the remission of the Salt Tax. The main reasons are shortage of salt in certain areas resulting from low production in Bombay, the stoppage during the last three months of despatch of salt from Pakistan areas from which 35 lakhs maunds of rock salt per annum used to come, inadequate imports from overseas in the first half of the year, and transport difficulties. Since September, however, increased transport has been provided and imports from overseas are arriving in larger quantities.

(b) A tentative programme for the increase of salt production has been prepared and a technical committee is being appointed to examine it in detail.

(c) The Government are considering plans for the development of the manufacture of salt and allied products.

FLUCTUATIONS IN PRICES OF SALT

194. *Shri O. V. Alagesan: (a) Will the Honourable Minister of Industry and Supply be pleased to state whether it is a fact that salt sells at much the same price now as it was selling before the abolition of the Salt Tax?

(b) Are Government aware that the benefits of the abolition of Salt Tax have gone solely to the producers and middle-men and not to the consumers, the majority of whom are poor?

(c) What action has been taken to bring down the price of salt?

The Honourable Dr. Syama Prasad Mookerjee: (a) The prices of salt are now less in Bengal, Assam, Orissa, Madras, Eastern and Southern parts of Bihar, Northern C. P., Gujrat in Bombay, Ajmer Merwara and Delhi than they were before the abolition of salt duty. In Western Bihar, some parts of U. P., East Punjab, Bombay and Southern C. P., the prices are higher.

(b) Yes, where supplies were deficient; but the reply is in the negative for the greater part of the country.

(c) Action has been taken to supply East Punjab and the deficiency caused in U. P. by the stoppage of imports from Pakistan, from Sambhar and to move the required quantity of salt to these markets. The requirements of Bihar and the shortage in C. P. and Bombay market is being met by importing the required quantity of salt by sea into Calcutta and Bombay. It is expected that these measures would soon result in lowering the prices of salt in these areas, so that the consumer would obtain the benefit of the remission of the Salt Tax.

ISSUE OF LICENSES FOR PRODUCTION OF SALT

195. *Shri O. V. Alagesan: (a) Will the Honourable Minister of Industry and Supply be pleased to state what measures have been taken by Government to increase the production of salt?

(b) Do Government propose to consider the question of issuing licenses to persons to manufacture salt in all suitable places on the coast line?

The Honourable Dr. Syama Prasad Mookerjee: (a) To increase the production of salt in India, Government deputed an expert officer in June, 1946, to study the whole question of the salt supply and demand in India and suggest the changes in the administrative machinery necessary to make India self sufficient in the matter of salt. A complete survey of salt production, consumption, distribution, quality, imports and prices has been undertaken and a necessity for fostering and directing the salt industry having been established, outlines of the method of control have been drawn up. A committee of technical experts is being set up to advise on the potentialities for development of the various sources and the schemes of development which may be undertaken immediately and as part of a long term plan as well as to recommend sites where new factories should be established.

The main sources of production in India are in Sambhar Lake, Bombay and Madras. Factories in Rajputana are managed by Government. As a result of certain new schemes undertaken at Sambhar Lake like utilisation of waste brine from the East Lake at Sambhar and of subterranean brine, production at this source has been raised to one hundred and forty lakh maunds against the average of one hundred and eight lakh maunds. Similarly in Madras action taken to encourage production by private manufacturers has resulted in stepping up production from the average of 1 crore 38 lakh maunds to 1 crore 65 lakh maunds.

(b) Government propose to freely issue licences for salt manufacture in suitable places on the coast in the future and a Press note to this effect is being issued.

PRODUCTION AND CONSUMPTION OF POTATOES

196. *Shri V. I. Munishwami Pillai: (a) Will the Honourable Minister of Food be pleased to state what has been the consumption of potatoes in the whole of India, provincewise, during the years 1936-37 and 1945-46?

(b) What was the production of potatoes in such of the provinces where it grows during the period referred to in part (a) above?

(c) What is the total quantity imported from outside countries such as Burma, Italy, and Kenya?

(d) Is it a fact that the Madras Presidency supplied potatoes to all the provinces in India from July to November in each year?

(e) Are Government aware that due to the high cost of fertilizers and cooly wages the cost of production of potatoes has proportionately increased?

(f) Do Government propose to consider the advisability of imposing a duty on all imported potatoes to avoid loss to the local growers?

(g) If the answer to part (f) above be in the negative, what are the reasons therefor?

The Honourable Dr. Rajendra Prasad: (a) A statement is laid on the table giving the estimated consumption of potatoes in different provinces during 1936-37. These figures include quantities utilised for seed as well. The quantity retained for seed varies from province to province but for India as a whole the percentage of total production utilized for seed purposes comes to 16.1.

Similar figures for 1945-46 are not available owing to restrictions imposed by a number of Provincial Governments on the movement of potatoes.

(b) and (c) Statements are laid on the table giving the information required.

(d) No.

(e) Yes.

(f) No.

(g) The volume of imports is comparatively too small to have any appreciable effect on the price of potatoes produced in different parts of India. Further, having regard to the shortage of food in the country it would be inadvisable to take measures to discourage the imports of potatoes.

(a) Statement estimated consumption of potatoes in different provinces during 1936-37.

	(tons)
United Provinces	646,000
Bihar	245,000
Bengal	296,000
Assam	50,000
Bombay	69,000
Madras	42,000
Punjab	58,000
C. P. and Berar	14,000
Orissa	34,000

(b) Statement of production of potatoes in 1936-37 and 1945-46 in different provinces.

Name of Province	1936-37	1945-46
	(tons)	(tons)
United Provinces	792,000	900,000
Bihar	347,000	393,000
Bengal	261,000	838,500
Assam	77,000	182,900
Bombay	58,000	15,100
Madras	49,000	81,400
Punjab	57,000	74,500
C. P. and Berar	12,000	10,600
Orissa	7,000	9,600

(c) Quantities of potatoes imported into India during 1936-37 and 1945-46 from different countries

Name of country	1936-37	1945-46
	(tons)	(tons)
Kenya Colony	2,249	1,020
U. K.	23	..
Burma	33,970	..
Netherlands	25	..
Italy	4,934	..
Others	508	..
Total	41,709	1,020

DAMAGE CAUSED TO CROPS IN EAST PUNJAB BY DISORDERS

197. *Seth Govinddas: Will the Honourable Minister of Food be pleased to state:

(a) the amount of damage caused to the *Kharif* crop and *Rabi* sowings on account of the large scale disorder and vast movements of population in the East Punjab; and

(b) the effect of this loss on the food situation in the country?

The Honourable Dr. Rajendra Prasad: (a) and (b) The disorder and large scale movements of population in East Punjab has inevitably caused substantial damage to the standing *Kharif* crops; the *Rabi* sowings are also expected to be below normal. The extent of damage and the shortfall cannot however be estimated at this stage.

SUPPLY OF FOODGRAINS BY THE PAKISTAN GOVERNMENT

198. *Seth Govinddas: Will the Honourable Minister of Food be pleased to state:

(a) whether the Government of Pakistan have carried out their export obligations to the Indian Union with regard to food grains under the existing Basic Plan;

(b) whether it is a fact that the surplus grain which the West Punjab usually supplied to the East Punjab and which was not included in the quota of the Basic Plan, is not being supplied now and the supplies have been restricted to the quota previously fixed for the areas excluding the East Punjab;

(c) the reduction that will thus be made in the export quotas meant for the rest of the country; and

(d) whether there is any likelihood of making good this reduction by concluding barter agreements with the Government of Pakistan?

The Honourable Dr. Rajendra Prasad: (a) A statement showing the unfulfilled export commitments of Pakistan as well as of quantities loaned by Pakistan to India is placed on the table.

Out of these, India has recently sent 8,500 tons of imported wheat to Pakistan and Pakistan is supplying 6,000 tons rice to India from Sind.

(b) The statement also shows quantities of foodgrains which West Punjab had to supply to East Punjab and *vice versa* according to the recommendations of the Punjab Partition Committee. No despatches have taken place in either direction.

(c) The question of fulfilment of Pakistan's obligations as well as of the return of the loan by India is under discussion.

(d) According to the existing arrangements, *status quo* is to be maintained as far as possible in the matter of supply of foodgrains as well as other commodities up to 31st March, 1948.

Statement showing quantities which Pakistan owes to India, according to the *Kharif* and *Rabi* Plan commitments, and the quantities of wheat that India owes to Pakistan out of the loan received from Sind and Punjab.

	Rice	Wheat	Gram
Sind	—7,533	30,000	—21,000
*Punjab	—10,628	1,500	—4,49
Behawalpur . . . . .	..	—12,266	—4,778
N. W. F. P. . . . .	..	—	2,000
Baluchistan . . . . .	..	—	1,000
Total	—18,161	19,234	—27,698

*The entry against Punjab shows the position of the combined Provinces, *vis-a-vis* the rest of India.

Minus sign represents what Pakistan owes to India and plus sign represents, in the case of wheat, the actual loan taken from Pakistan and in the case of gram, the supplies that would have been made to Pakistan Provinces.

Subsequently, India has supplied Pakistan approximately 8,500 tons of imported wheat and Pakistan is supplying approximately 6,000 tons of rice from Sind to India.

	Rice	Wheat	Gram
*West Punjab	—21,000	—43,439	..
*East Punjab	..	..	25,000

GOVERNMENT PLAN FOR INCREASING FOOD PRODUCTION

199. *Pandit Hirday Nath Kuneru: (a) Will Honourable Minister of Agriculture be pleased to state whether Government propose to lay on the table of the House a statement giving details of their 5 year plan for increasing the production of food by 4 million tons in respect of each province with special reference to irrigation facilities and the supply of artificial fertilizers?

(b) What steps have been taken to implement the plan?

(c) How much cultivable waste (i) has been brought under the plough during the last two years and (ii) is proposed to be cultivated in the next five years, in each province?

(d) Do Government propose to encourage large scale farming, state, co-operative or capitalist, in connection with their five year plan in order to make it easier to meet the needs of the towns for food?

The Honourable Dr. Rajendra Prasad: (a) Two statements showing (i) †the targets fixed for each Province before partition together with their break-up, and (ii) †the targets fixed for each province after partition are placed on the table of the House. A copy of the note on the ways and means of increasing the production of foodgrains in all the Provinces by 8·0 million tons within five years is also laid on the table. A target of one million tons has been fixed for the States, details of which have yet to be settled in consultation with the States authorities.

(b) The Provincial Governments have prepared their five year G.M.F. plans on the basis of the targets fixed for them. These plans are in the course of execution. No progress reports have so far been received. The Government of India watches and looks after the general co-ordination of the Provincial Schemes. An important side of its work is the assistance given to enable them to obtain materials on priority basis.

(c) (i) †A statement showing the area under culturable waste in each province before partition and the increase or decrease during 1944-45 and 1945-46 as compared with normal period is laid on the table. Similar information for 1946-47 is not yet available. (ii) Under the G.M.F. programme of the Provincial Governments, it is proposed to reclaim about 7 lakh acres of land during the next five years. This area is divided amongst the various provinces as follows:—

Province	Thousand Acres
Bengal	... 50
Bihar	... 200
Bombay	... 90
C. P. and Berar	... 100
Orissa	... 60
U. P.	... 250
Total	... 690
	700,000 roughly.

*The entries represent the position as accepted by the Provincial Partition Committee.
†Not printed in these debates. A copy placed in the library of the House.

(d) This question is largely for the provinces to decide in the light of local conditions. They have, however, been advised to encourage large scale farming.

REORGANISATION COMMITTEE FOR DEPARTMENTS OF FOOD AND AGRICULTURE

200. *Pandit Hirday Nath Kunzru: (a) Will the Honourable Minister of Food be pleased to state whether Governments are aware that the Reorganisation Committee for the Departments of Agriculture and Food has reported that there is considerable duplication of work in personnel in regard to statistics, marketing, inspection, storage, publicity and work relating to International Liaison Bodies and Advisory Bodies such as the Central Food Advisory Council?

(b) If so, has the Committee made any proposals for the reorganisation of the Departments of Agriculture and Food in order to increase their efficiency and eliminate the duplication referred to above?

(c) What action have Government taken on these recommendations?

(d) Have Government accepted the recommendation of the Committee that the Regional Food Commissioners' Organisation should be reduced and that the reduced organisation should continue in its present form for twelve months only?

The Honourable Dr. Rajendra Prasad: (a) Yes.

(b) Yes.

(c) Government have generally accepted the recommendations of the Reorganisation Committee and to implement them they have in the first instance appointed a Joint Secretary in the Ministry of Agriculture to organise a common Services Division to deal with matters referred to the first part of part (a) of the question. The proposals submitted by the Joint Secretary are under consideration of Government.

In the Ministry of Food the recommendations of the Committee have been given effect to and organisation of the Common Services Division in consultation with the Ministry of Agriculture referred to in the previous para. is the only item to be seen through.

(d) It has not been found possible to carry out the recommendation of the Reorganisation Committee in regard to the Regional Food Commissioners' Organisation so far, firstly on account of the fact that there is no margin of officers at the Centre as contemplated in paragraphs 88 and 89 of the Committee's Report, who can be available for touring and thus help Government to do without the Regional Food Commissioners; secondly as a result of partition of India work in the Bombay Port for receipt, clearance and despatch of imported foodgrains has very largely increased which has rendered it impossible to reduce the Office of the Regional Food Commissioner at Bombay.

ALLOTMENT OF FOODGRAINS BY F. A. O. AND INTERNATIONAL EMERGENCY FOOD COUNCIL

201. *Pandit Hirday Nath Kunzru: (a) Will the Honourable Minister of Food be pleased to state what allotments of food grains have been made to India by the Food and Agriculture Organisation and the International Emergency Food Council and the quantity expected to be received during the current year?

(b) What will be the effect of the partition of the country on India's food resources?

(c) What is the normal deficiency of food grains in the country?

The Honourable Dr. Rajendra Prasad: (a) Three statements showing allocated quotas and actual imports of rice and other grains are placed on the table.

(b) The effect of the partition of the country on India's food resources will be to increase the net annual deficit by about 8 lakhs of tons of foodgrains.

(c) In pre-war years, India used to import on an average 1.5 million tons.

Statement showing quotas of rice allotted by I. E. F. C. for 1947 and actual and expected shipments during the year.

(Figures in Metric tons)

Exporting country	Quota allotted	Actual shipments during Jan.—Oct. 1947	Expected shipments during Nov.—Dec. 1947	Total actual and expected shipments in 1947
1. Burma	371,800	336,774	35,026	371,800
2. Siam	26,919*	20,057	6,862	26,919
3. French Indo China	14,100	4,133†	..	4,133†
4. Egypt	29,300	30,127	..	30,127
5. Ecuador	17,000	8,603	8,500	17,103
6. Brazil	50,400	11,142	17,000†	28,142
7. Mexico	9,150	9,000	..	9,000
	518,669	419,836	67,388	487,224

Quota of cereals other than rice allotted by I. E. F. C. for 1946-47 (July—June) and shipments against this quota

1. Quota	Tons
2. Shipments—	28,00,000
(a) Wheat	U. S. A. 4,97,546
	Australia 1,79,268
	Canada 53,229
	Turkey 96,952
	East Africa 13,198
	8,40,183
(b) Flour	Australia 49,714
	U. S. A. 65,839
	Canada 19,681
	1,35,234
(c) Maize	U. S. A. 34,803
	Argentina 2,95,212
	Burma 7,271
	Abyssinia 55
	3,37,300
(d) Millet	Egypt 39,811
	Iraq 9,712
	Australia 1,100
	Abyssinia 2,805
	Argentina 20,033
	East Africa 738
	74,199
(e) Barley	Australia 17,554
	Egypt 6,866
	Turkey 99,658
	Iraq 1,32,276
	Argentina 26,447
	2,82,801
(f) Mile	U. S. A. 3,88,871
	3,88,871
(g) Oats	Canada 32,327
	Argentina 357
	32,684
	Grand Total 20,01,292

*Including 4,510 tons in steamer M KYLAS.

†Rough Estimate. Shipment from Brazil depends on satisfactory settlement of price etc. and nothing definite can, therefore be said about quantity that may be shipped in Nov. and December, 1947.

‡Excluding back-log of 1946 viz. 5,153 tons, received in 1947.

Quotas of cereals other than rice allotted by I. E. F. C. for six months July to December 1947
and actual and expected shipments against these quotas

(Figures in tons).

Exporting country	Quota		Shipments		
	Foodgrains	Quantity	July-Oct. 1947 (Actuals)	Novr.-Decr. 1947 (Expected)	Total July- Decr. 1947
1. U. S. A.	Wheat	277,000	154,731	117,337	272,068
	Coarse grains.	200,000	149,782	51,000	200,782
2. Other countries	Wheat	369,000	251,324	116,145	367,469
	Coarse grains.	504,000	115,892	260,708	376,690
Total		13,50,000	6,71,729	543,280	12,17,009

PURCHASE OF FOODGRAINS FROM ABROAD

202. *Pandit Hirday Nath Kunzru: (a) Will the Honourable Minister of Food be pleased to state what is the total amount of food grains purchased from (i) all countries and from (ii) hard currency countries only last year?

(b) What is the estimated amount of the purchases to be made this year?

(c) What is the amount spent on subsidising food last year and how much is expected to be spent on it this year?

The Honourable Dr. Rajendra Prasad: (a)

	Quantity in thousands of tons	Amount in laks of rupees
(a) 1946-47		
(i) All countries	2658	8870
(ii) Hard currency countries	1433	5268
(b) 1947-48		
(i) All countries	2573	10,788
(ii) Hard currency countries	1362	5739

(c) The total amount spent on subsidising imported foodgrains supplied to Provinces during 1946-47 was Rs. 20.59 crores. The amount estimated to be spent upto the 31st December, 1947, to which date the scheme of subsidising foodgrains has been sanctioned, works out to Rs. 17.85 crores. The policy to be adopted in regard to subsidy on supplies to be made on or after the 1st January, 1948, is under the consideration of the Government of India.

DISCONTENTMENT AMONG JODHPUR RAILWAY STAFF

203. *Shri Jainarain Vyas: (a) Will the Honourable Minister of Railways be pleased to state whether, in view of the fact that Jodhpur Railway runs both through Indian Union and Pakistan territories, Government consider that Railway as one of strategic importance?

(b) Are Government aware that there is discontentment among the staff of that Railway on account of the recommendations of the Pay Commission not having been applied to them and the suspension of staff that left Pakistan territories after the disturbances created by the Muslim Guards and others on

Jodhpur Railway stations in Pakistan areas and in territories surrounding them?

(c) Have Government taken or propose to take any steps to allay the discontentment?

The Honourable Dr. John Matthai: (a) The Jodhpur Railway consists of two sections—the Indian State Section and the Section which was formerly owned by the Government of India but now owned by the Pakistan Government. The latter is being worked under a contract with H. H. the Maharaja of Jodhpur, but consequent on the partition of the country, a notice has been served that the contract would terminate from June, 1948 after which the Pakistan Government will arrange for its working. The Jodhpur Railway will then cease to run through the Pakistan territory and will not be considered as of strategic importance on the grounds mentioned by the Honourable Member.

(b) and (c) The administration of staff matters on the Jodhpur Railway rests entirely with the Jodhpur Durbar and the Dominion Government have to control in such matters.

INSTALLATION OF RADIO SETS IN VILLAGES

204. *Prof. N. G. Ranga: Will the Honourable Minister of Industry and Supply be pleased to state:

(a) whether any, and if so, what steps are being taken for the production of cheap Radio sets for installation in villages;

(b) what would be their approximate prices; and

(c) whether all the machinery needed for the production will also be manufactured in India?

The Honourable Dr. Syama Prasad Mookerjee: (a) and (b) There are at present two firms in India which assemble electric mains operated radio sets. One of them is manufacturing what is popularly called the "People's Set", the price of which is Rs. 95/-.

The Council of Scientific and Industrial Research have financed several schemes of research in connection with the manufacture of cheap Radio sets in India. Research work on schemes relating to "manufacture of Condensers and Resistances" and "manufacture of Loud-speakers" has been completed, and non-technical notes have been prepared for the commercial utilisation of the results obtained. Research on the "design of cheap radio sets" has also been completed, and the question of commercial utilisation of the results obtained is being taken up by the Council. In addition, a fourth research scheme is being financed by the Council at the University College of Science at Calcutta on "the manufacture of Radio Valves". A pilot plant has been imported from America for this purpose and the experiments are still in progress.

The Panel on Electrical Machinery and Equipment has made recommendations with regard to the manufacture of cheap radio sets in India, which are now under the consideration of Government.

(c) At present, only assembly of radio sets from imported radio components possible. Attempts are, however, being made to manufacture as many radio components as possible, and it is hoped that in the next five years India will be well on her way to self-sufficiency in this regard. No highly specialised machinery is required for the manufacture of the majority of the radio components needed, and this machinery can be manufactured in India.

DISPOSAL OF QUESTIONS AND ANSWERS IN THE ASSEMBLY

Mr. Speaker: I would like to draw the attention of the Honourable Members again to the very unsatisfactory manner, to my mind, in which we have been disposing all these questions and answers. Out of a list of 72 questions today we have been able to go through only 15. There are a large number of questions left over every day and the only alternative, for giving time to other questions, at least those which ask for some important information, is for us to proceed quickly with these questions and supplementaries. I find that a large number of Honourable Members are either proceeding by way of argument or asking for opinions or making suggestions for actions. Strictly speaking, under Parliamentary practice all this is prohibited. Therefore, if they put their questions very shortly without a long preamble involving arguments or opinions, we shall be able to make much better progress, and if the Honourable Members restrain themselves from putting questions on comparatively small matters, we shall be able to make much better progress. That is all I have to say about these questions.

Mr. B. Pocker Sahib Bahadur (Madras: Muslim): In arranging the agenda of questions, the Speaker may exercise his discretion and allow more important questions of priority over the others.

Mr. Speaker: I myself will not be in agreement with that. It is the member's responsibility which no Speaker can ever shoulder. The importance is known to the Questioner and he is the best judge about it. Therefore even in supplementaries, I am leaving it to the Members themselves, not to put in questions at all unless some important information is really required. That is the only way of bringing before the House a larger number of questions which are perhaps more important. I really can not know myself which question is important and which is not.

Shri H. V. Kamath (C. P. & Berar: General): Before we proceed to formal legislative business, may I suggest that the walls of this Chamber which look so nude and bare, as well as your own chair and dais, be adorned and embellished with our National Flag in consonance with the grace and dignity of this Parliament on the same lines as has been done in the Constitution Hall?

Mr. Speaker: We will consider the question. But I will suggest that all questions of this type may rather be discussed with me in the Chamber rather than in the House.

PAPERS LAID ON THE TABLE

NOTIFICATIONS *re* RULES FRAMED UNDER THE MOTOR VEHICLES ACT.

The Honourable Dr. John Matthai (Minister for Railways and Transport): Sir, I lay on the table a copy of each of the following notifications relating to rules framed under the Motor Vehicles Act, 1939, namely:—

(a) Coorg Notification No. 144/R. Dis. 95/45, dated the 7th June, 1947 as amended by Notification No. 195/R. Dis. 95/45, dated the 4th September, 1947;

(b) Delhi Notification No. F. 12(61)/46 H. P. W., dated the 25th June, 1947;

(c) Delhi Notification No. F. 12(38)/47 H. P. W., dated the 5th July, 1947;

(d) Delhi Notification No. F. 12(100)/46 H. P. W., dated the 7th July, 1947; and

(e) Delhi Notification No. F. 12 (56)/46 H. P. W., dated the 19th July, 1947.

THE CHIEF COMMISSIONER OF COORG.

NOTIFICATION

No. 144/H. Dis. 95/45, dated Mercora, the 7th June 1947.

In exercise of the powers conferred by sections 70 and 91 of the Motor Vehicles Act, 1939 (Act IV of 1939), the Chief Commissioner is hereby pleased to make the following amendments to the Coorg Motor Vehicles Rules, 1940, issued with his notification No. R.F. 45/151/39, dated the 26th March 1940, as subsequently amended:—

Amendments.

1. Rule 123—

After rule 123(e) add the following:—

(f) The Provincial Transport Authority may, by order in writing, direct that until the first day of January 1948, nothing in this rule in regard to and consequent upon the provision requiring that the vehicle shall be driven from the right-hand side shall apply to a public service vehicle or a specified class of public service vehicles fitted with left-hand steering control and obtained through the Disposals Organisation of the Central Government.

(g) Where a registering authority registers a public service vehicle in respect of which, or belonging to a class in respect of which, an order under sub-rule (f) has been made, he shall note in the certificate of registration the fact that nothing in rule 123 in regard to and consequent upon the provision requiring that the vehicle shall be driven from the right-hand side shall apply to the vehicle.

2. Rule 143—

(1) The existing rule 143 shall be numbered as sub-rule (1) and the following sub-rules be added, namely:—

(2) The Provincial Transport Authority may, by order in writing, direct that until the 1st day of January 1948, nothing in rule 123 in regard to and consequent upon the provision that the vehicle shall be driven from the right-hand side shall apply to a goods vehicle fitted with left-hand steering control and obtained through the Disposals Organisation of the Central Government.

(3) Where a registering authority registers a goods vehicle in respect of which, or belonging to a class in respect of which, an order under sub-rule (2) has been made, he shall note in the certificate of registration the fact that nothing in rule 143 in regard to and consequent upon the provision requiring that the vehicle shall be driven from the right-hand side shall apply to the vehicle".

3. Rule 107—

The existing rule shall be numbered as sub-rule (a) and the following sub-rule shall be added, namely:—

(b) Notwithstanding anything contained in sub-rule (a) the Regional Transport Authority may authorise the use of a transport vehicle obtained through the Disposals Organisation of the Central Government and having an overall width exceeding, but not exceeding 8'1" on a specified route or routes, or in a specified area, within the Province. Where a Regional Transport Authority takes action under the sub-rule it shall enter in the certificate of registration of the vehicle, particulars of the route or routes on which, or the area in which, the vehicle may be used.

4. For rule 109 of the said rules the following rule shall be substituted, namely:—

(a) The signalling device with which a motor vehicle with a left-hand steering control is required to be equipped shall be a direction indicator as prescribed in rule 112 (b), (c), (d), (f) and (j) and shall be fitted to both sides of the vehicle.

(b) Notwithstanding anything contained in sub-rule (a) until the first day of January 1946, a vehicle other than a transport vehicle, obtained through the Disposals Organisation of the Central Government equipped with electric lighting may be fitted with a mechanical direction indicator complying with requirements of rule 112 (c) on the right-hand side of the vehicle only. The words "Caution left hand drive", shall be painted on the right-hand rear of every such vehicle near the number plate.

(c) The Provincial Transport Authority may, by order in writing, direct that the provisions of sub-rule (b) shall apply to any transport vehicle or class of transport vehicles equipped with electric lighting specified in the order.

(d) Where a Registering Authority registers a transport vehicle in respect of which or belonging to a class in respect of which, an order under sub-rule (c) has been made, he shall note in the certificate of registration the fact that the vehicle may be fitted with a mechanical direction indicator on the right hand side only.

K. CHENGAPPA,
Chief Commissioner.

CHIEF COMMISSIONER OF COORG

NOTIFICATION

No. 195/R. Dis. 95/45, dated Mercara, the 4th September 1947.

CORRIGENDA.

In the Chief Commissioner's notification No. 144/R. Dis. 95/45, dated the 7th June 1947, making certain amendments to the Coorg Motor Vehicles Rules, 1940:

- (i) in rule 107(b) of item 3 of the amendments, insert the figures 7'-6" after the words "overall width exceeding";
- (ii) in the revised rule 149(b) of item 4 of the amendments for the figure "1946" insert "1948".

K. CHENGAPPA,

Chief Commissioner.

CHIEF COMMISSIONER, DELHI PROVINCE, DELHI

NOTIFICATION

Delhi, the 25th June, 1947

No. F. 12 (61)/46-HPW.—In exercise of the powers conferred by clause (c) of section 21 of the Motor Vehicles Act, 1939, read with the notification of the Government of India in the Department of Communications No. R-60, dated the 28th June, 1939, the Chief Commissioner of Delhi is pleased to make the following rules, the same having been previously published with his notification No. F.12(61)/46-HPW, dated the 1st April, 1947.

Rules

To the existing Rules in Chapter II add the following as rules 2.19, 2.20, 2.21 and 2.22.

2.19. *Exemption of ex-servicemen from test of competence to drive.*—Notwithstanding anything contained in sub-section (6) of section 7 of the Act, any person who proves to the satisfaction of the licensing authority that he was discharged or released from the Armed Forces of the Crown as a Grade I or Grade II driver of a motor vehicle or a service Tradesman of any equivalent grade as hereinafter described and who applies within two years of his discharge or release as the case may be for a licence to drive any class of motor vehicle, other than a motor cycle in the case of a Grade II driver, shall not be required to undergo part I of the test of competence to drive as set forth in the Third Schedule to the Act.

Driver, Grade I.

Driver Mechanic.

Motor Mechanic.

Crew Driver Mechanic—Grade II.

Crew Motor Mechanic—Grade I.

Driver M. T. (Leading Aircraftsman).

2.20. *Exemption of ex-servicemen from test fee.*—Notwithstanding anything contained in Rule 8 a person who should otherwise be required to pay a fee for a test of competence to drive, but who proves to the satisfaction of the licensing authority that he served for not less than six months in any of the Armed Forces of the Crown between the 3rd day of September, 1939 and the 1st day of April, 1946 and that he was honourably released or discharged from such service and that either he qualified as a Grade I, II or III driver or as a Service Tradesman of an equivalent grade as hereinafter described during the service as aforesaid, or that at the commencement of the Act he was the holder of a current licence issued under the Motor Vehicles Act, 1914 authorising him to drive the class of vehicle mentioned in his application shall, if he applies for a licence within two years of the date of his discharge or release, be entitled to undergo not more than one test of competence to drive without the payment of any fee.

Driver, Grade I.

Driver Mechanic.

Motor Mechanic.

Crew Driver Mechanic—Grade II.

Crew Motor Mechanic—Grade I.

Driver M. T. (Leading Aircraftsman).

Driver, Grade II.

Driver Mechanic (Cinema)—Grade I.

Driver, M. T. (A.C.I.).

M. T. Mechanic.

Driver, Grade III.

Driver Operator, Grade II.

Driver M. T. (A. C. 2).

221. *Fees payable by ex-servicemen for the issue of licences.*—Notwithstanding anything contained in section 7 of the Act a person who proves to the satisfaction of the licencing authority that at the commencement of the Act he held a current licence granted under the provision of the Motor Vehicles Act, 1914 and that by reasons of service of not less than six months in any of the Armed Forces of the Crown between the 3rd day of September, 1939 and the 1st day of April, 1946 being service from which he was honourably released or discharged, he failed to apply for a new licence under the Act within twelve months of its commencement, and who applies within one year of his discharge or release for the issue of a new licence to drive any of the classes of vehicle covered by the original licence shall if the licencing authority decides to issue the licence, be entitled to receive it on payment of a fee of Rs. 3.

222. *Fees payable by ex-servicemen for the renewal of licence.*—Notwithstanding anything contained in section II of the Act a person who proves to the satisfaction of the Licencing authority that he was granted a licence under Act and that by reason of service of not less than six months in any of the Armed Forces of the Crown between the 1st day of April, 1939 and the 1st day of April, 1946 being service from which he was honourably released or discharged he failed to renew the licence within 15 days of its expiry, and who applies for renewal within one year of his discharge or release shall if the licencing authority decides to renew the licence, be entitled to have it renewed on payment of a fee of Rs. 3.

By order,

RATAN LAL,

Secretary (Local Self Government)
to the Chief Commissioner, Delhi.

OFFICE OF THE CHIEF COMMISSIONER, DELHI

NOTIFICATION

Delhi, the 5th July 1947

No. F. 12(38)/47-HPW—In exercise of the powers conferred by sections 21 and 41 of the Motor Vehicles Act, 1939, read with the notification of the Government of India in the Department of Communications No. R-60, dated the 28th June 1939 the Chief Commissioner of Delhi is pleased to make the following rules the same having been previously published with his notification No. F. 12(38)/47-HPW, dated the 27th May 1947.

Rules

Notwithstanding anything contained in the Delhi Motor Vehicles Rules, 1940 no fee shall be charged for the issue or alteration of certificates of registration relating to Motor Vehicles which are the property of the Canadian High Commissioner in India and other Officers of the Canadian Mission

2. If the Canadian High Commissioner in India or the officers of his staff or the drivers employed by the Canadian High Commissioner in India or employed by the officers of his staff have paid or shall hereafter pay a fee for the issue or renewal of a licence to drive a motor vehicle or for undergoing a test of competency to drive the fee shall on the application of the payer be refunded to him.

By order,

RATAN LAL,

Secretary (Local Self Government)
to the Chief Commissioner, Delhi.

CHIEF COMMISSIONER, DELHI PROVINCE, DELHI.

NOTIFICATION

Delhi, the 7th July 1947

No. F. 12(100)/46 HPW.—In exercise of the powers conferred by sections 21 and 41 of the Motor Vehicles Act, 1939, read with the notification of the Government of India in the Department of Communications No. R-60, dated the 28th June 1939 the Chief Commissioner of Delhi is pleased to make the following rules, the same having been previously published, dated the 13th February 1947.

Rules

Notwithstanding anything contained in the Delhi Motor Vehicles Rules, 1940 no fee shall be charged for the issue or alteration of certificates of registration relating to motor vehicles which are the property of the High Commissioner for the United Kingdom in India and officers on his staff.

If the High Commissioner for the United Kingdom in India or the officers on his staff or the drivers employed by the High Commissioner for the United Kingdom in India or employed by the officers on his staff have paid or shall hereafter pay a fee for the issue or renewal of a license to drive a motor vehicle or for undergoing a test of competency to drive, the fee shall on the application of the payer be refunded to him.

By order,

RATAN LAL,

*Secretary (Local Self Government)
to the Chief Commissioner, Delhi.*

CHIEF COMMISSIONER, DELHI PROVINCE, DELHI.

NOTIFICATION

Delhi, the 19th July 1947

No. F. 12 (56)/46 HPW.—In exercise of the powers conferred by section 41 of the Motor Vehicles Act, 1939, read with the notification of the Government of India in the Department of Communications No. R-60, dated the 28th June, 1939, the Chief Commissioner of Delhi is pleased to make the following amendment in the Delhi Motor Vehicles Rules, 1940 the same having been previously published with his notification No. F. 12(56)/46-H.P.W., dated the 27th May, 1947.

Amendment

For Clause (a) of sub-rule (1) of rule 3.10 the following shall be substituted.

(a) An officer deputed for the purpose by the District Magistrate, and

By order,

RATAN LAL,

*Secretary (Local Self Government)
to the Chief Commissioner, Delhi.*

STATEMENT *re* TENDERS NOT ACCEPTED BY THE INDIA STORE
DEPARTMENT, LONDON.

The Honourable Dr. Syama Prasad Mookerjee (Minister for Industry and Supply): Sir, I lay on the table a copy of each of the half-yearly statements* of cases in which the lowest tenders have not been accepted by the India Store Department, London.

*Not printed in these Debates. Copy placed in the Library of the House.—(Ed. of D.).

NOTIFICATION *re* RULES FRAMED UNDER THE INDIAN AIRCRAFT ACT, 1934.

The Honourable Mr. Rafi Ahmad Kidwai (Minister for Communications): Sir, I lay on the table a copy of each of the following notifications relating to the rules framed under the Indian Aircraft Act, 1934, namely:—

(a) Department of Communications notification No. 10-M(A)/44-46, dated the 25th June 1947; and

(b) Ministry of Communications notification No. 10/A/18-47, dated the 7th October, 1947.

Department of Communication Notification No. 10 M(A)/44-46, dated the 25th June 1947

No. 10-M(A)44-46.—In exercise of the powers conferred by section 5 of the Indian Aircraft Act, 1934 (XXII of 1934), the Central Government is pleased to direct that the following further amendment shall be made in the Indian Aircraft Rules, 1937, the same having been previously published as required by section 14 of the said Act, namely:—

In sub-rule (1) of the rule 3 of the said Rules, for the definition of "Contracting State", the following definition shall be substituted, namely:—

"'Contracting State' means any state which is for the time being a party to the Convention on International Civil Aviation concluded at Chicago on December 7, 1944, and any amendment which may be made thereto under the provisions of Article 94 thereof."

Ministry of Communications, Notification No. 10-A/18-47, dated the 7th October, 1947.

No. 10-A/18-47.—In exercise of the powers conferred by Section 5 of the Indian Aircraft Act, 1934 (XXII of 1934), the Central Government is pleased to direct that the following further amendment shall be made in the Indian Aircraft Rules, 1937, the same having been published as required by Section 14 of the said Act, namely:—

For sub-rule (4) of rule 135 of the said Rules, the following sub-rule shall be substituted, namely:—

"(4) when a vacancy occurs in the office of Chairman or other Member of the Board or when the Chairman or any other Member is temporarily absent, the Central Government may, if it thinks fit, notwithstanding anything contained in the preceding sub rules, by order appoint any person to be temporarily Chairman or Member of the Board, as the case may be, during such period as may be specified in the order, and any Chairman or Member so appointed shall exercise or perform all the powers and functions of a Chairman or Member of the Board under these Rules."

APPOINTMENT OF THE HONOURABLE DR. JOHN MATTHAI TO PERFORM FUNCTIONS OF FINANCE MINISTER DURING GENERAL DISCUSSION OF RAILWAY BUDGET.

Mr. Speaker: I have to inform Honourable Members that His Excellency the Governor General has, under rule 2 of the Constituent Assembly (Legislative) Rules been pleased to appoint the Honourable Dr. John Matthai to perform the functions assigned to the Finance Minister under rule 46 of the said Rules on the occasion of the general discussion appointed for Tuesday the 25th November, 1947, of the statement of the estimated Receipts and Expenditure of the Dominion in respect of Railways.

ELECTION TO STANDING FINANCE COMMITTEE

Mr. Speaker: I have to inform the Assembly that upto 12 noon on Wednesday, the 19th November, 1947, the time fixed for receiving nominations for the Standing Finance Committee, fifteen 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 Surendra Mohan Ghosh,
- (2) Shri M. S. Aney,
- (3) Pandit Thakur Das Bhargava,
- (4) Pandit Govind Malaviya,
- (5) Shri U. Srinivasa Mallayya,
- (6) Shri Bikramlal Sondhi,
- (7) Prof. K. T. Shah,
- (8) Shri T. T. Krishnamachari,
- (9) Shri Banarsi Prasad Jhunjhunwala,
- (10) Diwan Chaman Lall,
- (11) Shri M. Ananthasayanam Ayyangar,
- (12) Shri K. M. Munshi,
- (13) Shri Biswanath Das, and
- (14) Haji Abdus Sattar Haji Ishaq Seth.

ELECTION TO STANDING FINANCE COMMITTEE FOR RAILWAYS.

Mr. Speaker: I have to inform the Assembly that upto 12 noon on Wednesday, the 19th November, 1947, the time fixed for receiving nominations for the Standing Finance Committee for Railways, thirteen nominations were received. Subsequently two members withdrew their 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 Khandubhai K. Desai,
- (2) Shri L. S. Bhatkar,
- (3) Shri Jainarain Vyas,
- (4) Shri Satyanarayan Sinha,
- (5) Sjt. Rohini Kumar Choudhuri,
- (6) Mr. Frank R. Anthony,
- (7) Shri Debi Prosad Khan,
- (8) Pandit Lakshmi Kanta Maitra,
- (9) Pandit Balkrishna Sharma,
- (10) Shri K. Santhanam, and
- (11) Mr. Naziruddin Ahmad.

ELECTION TO CENTRAL ADVISORY COUNCIL FOR RAILWAYS

Mr. Speaker: I have to inform the Assembly that upto 12 noon on Wednesday, the 19th November, 1947, the time fixed for receiving nominations for the Central Advisory Council for Railways, nine 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) Mr. R. K. Sidhwa,
- (2) Shri Deshbandhu Gupta,
- (3) Shri R. R. Diwakar,
- (4) Shri Arun Chandra Guha,
- (5) Shrimati Amu Swaminadhan,
- (6) Shrimati Renuka Ray,
- (7) Shri Jaspat Roy Kapoor, and
- (8) Shri Ppendra Nath Barman.

PRESS (SPECIAL POWERS) BILL—contd.

Mr. Speaker: The House will now proceed to the consideration of the Press (Special Powers) Bill, 1947.

The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Mr. Nasiruddin Ahmad (West Bengal: Muslim): Sir, on clause 4 I have put in a short notice amendment of a drafting nature.

Mr. Speaker: I generally do not allow last minute amendments unless they are substantially agreed to by all the parties. I should like to know if the Honourable Home Minister agrees to accept this amendment, in which case I will give permission to move it. The amendment is that in part (a) of the clause for the words "His Majesty's subjects" the words "subjects of the Dominion" be substituted.

The Honourable Sardar Vallabhbhai Patel (Minister for Home, Information and Broadcasting and States): Sir, I have no objection to the amendment being moved.

Mr. Speaker: Although as a general rule no leave is granted by me to move amendments of which due notice has not been given, I do not want to exclude any important amendment or an amendment which the House would like to discuss. So the Honourable Member may move his amendment.

Mr. Nasiruddin Ahmad: Sir, I am grateful for the permission. The delay was due to the fact that I did not get a copy of the Bill in time.

I beg to move:

"That in part (a) of clause 4 of the Bill, for the words 'His Majesty's subjects' the words 'subjects of the Dominion' be substituted."

I think that after the 15th August last it is more appropriate in the new set-up of things that we should be described as subjects of the Dominion Government. There appears to be something of an anomaly which I want to remove by this amendment. I submit that by the Independence of India Act His Majesty's Government have given up all responsibility for Indian affairs or to pass or take part in any future legislation. So the amendment should be accepted or at least the matter should be clarified. Sir, I move.

Mr. Speaker: Amendment moved:

"That in part (a) of clause 4 of the Bill, for the words 'His Majesty's subjects' the words 'subjects of the Dominion' be substituted."

I should like to make one little observation with a view to curtail, as far as possible, these debates on different motions. If possible, I should like Government to state their case on any amendment or motion that comes before the House. The advantage, to my mind, would be that, if the amendment is acceptable it will save time; even if it is not acceptable to certain sections of the House, it will give Honourable Members the grounds on which Government are not accepting it, and the debate in that case will be conducted better and not in the rambling form that it sometimes takes. This does not mean that the Government Member will not have a right of reply; he will have a chance at the end of replying in full. This suggestion of mine does not mean that, if the Honourable Member of Government does not choose to speak in the beginning he must still do so. In this case, I should like the Honourable Home Minister to say what he has got to say, if he has no objection.

The Honourable Sardar Vallabhbhai Patel: Sir, with regard to this proposed amendment I have to say that the Act under which we are governed today is the Adaptation of the 1935 Act, and there the words "His Majesty" occur in various places. Besides we know that the appointment of the Governor-General is also made by His Majesty; the Government of India is carried on in the name of His Majesty. This is a formality with which we need not quarrel, and I do not think there is much substance in the amendment. So long as we are a Dominion this formality may be there.

Shri K. Santhanam (Madras: General): Sir, I submit that the expression "subjects of the Dominion" is very unhappy; I do not think it is ever used. We should say "citizens" and not "subjects".

Mr. Speaker: The discussion is unnecessary in view of what the Honourable Home Minister said; he is not prepared to accept the amendment.

Mr. Naziruddin Ahmad: Sir, I beg leave of the House to withdraw the amendment.

Mr. Speaker: Has the Honourable Member leave of the House to withdraw his amendment?

The amendment was by leave of the Assembly withdrawn.

Mr. Speaker: The question is:

"That clause 4 stand part of the Bill."

The motion was adopted.

Clause 4 was added to the Bill.

Clauses 5 to 16 were added to the Bill.

The Honourable Sardar Vallabhbhai Patel: Sir, I move:

"That for clause 17 of the Bill, the following clause be substituted, namely:

<p>Repeal of Ordinance X of 1947.</p>	<p>'17. The Press (Special Powers) (No. 2) Ordinance, 1947, is hereby repealed.'</p>
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Mr. Speaker: The words on the left side appear to be a marginal note.

The Honourable Dr. B. B. Ambedkar (Minister for Law): Those words need not be put.

Shri M. Ananthasayanam Ayyangar (Madras: General): It is the title of the Clause—the substitution of The Press (Special Powers) (No. 2) Ordinance, 1947, as against for Repeal of Ordinance X of 1947.

Mr. Speaker: That is a marginal note.

Shri M. Ananthasayanam Ayyangar: There is no marginal note in the Bill as printed. That is a heading.

Mr. Speaker: I think that is a marginal note. It is for facility of printing that it has been done. This thick black type means a marginal note. When I put the clause, the marginal note will not be included.

The question is:

"That for clause 17 of the Bill, the following clause be substituted, namely:

'17. The Press (Special Powers) (No. 2) Ordinance, 1947, is hereby repealed.'"

The motion was adopted.

Mr. Speaker: The question is:

"That clause 17, as amended, stand part of the Bill."

The motion was adopted.

Clause 17, as amended, was added to the Bill.

Shri C. M. Poonacha (Coorg: General): Sir, I move:

"That in sub-clause (2) of clause 1 of the Bill, the words 'excepting Coorg' be added at the end."

[Shri C. M. Poonacha]

Sir, as we listened to the speech of the Honourable Minister for Home, Affairs and Information the House was convinced of the necessity of a Bill of the type now being moved in this House in so far as the Chief Commissioners' provinces of Delhi and Ajmer-Merwara were concerned. But I am constrained to observe whether a Bill of this type is necessary so far as Coorg is concerned. We have been given to understand by the Honourable Minister, while placing the Bill for the consideration of the House that circumstances obtaining in the provinces of Delhi and Ajmer-Merwara compelled the Government to come forward with a Bill of this type. But in respect of the other Chief Commissioners' provinces, he himself made it clear that there was no such necessity. So far as Coorg is concerned, I may point out to this House that there is no necessity for a Bill of this type at all. We have been fortunate enough to enjoy communal harmony and there is no need to call for a Bill of this type as inter-communal feelings are very satisfactory in Coorg. Therefore, I suggest that so far as Coorg is concerned it be exempted from the scope of this Bill.

Apart from that fact I may point out for the information of this House that the control of newspapers, books and printing presses come under the purview of the Coorg Legislative Council which has exclusive jurisdiction over that particular subject. In item No. 81 of the Coorg Devolution Rules of 1924, it is specifically mentioned that the control of newspapers, books and printing presses come under the purview of the Coorg Legislative Council. Therefore, I am afraid that without sufficient reason for extending a drastic Bill of this type, whether it would not be advisable on the part of this House to extend the scope of this legislation to Coorg also. I feel the Coorg Legislative Council is competent enough to deal with this matter and therefore I urge that if any circumstances do arise, in future of the nature explained by the Minister in charge, the Coorg Legislative Council could be directed to take necessary steps in the matter, and that we from this end need not attempt to force a measure of this type.

Therefore, Sir, I submit that the scope of this Bill need not be extended to the Province of Coorg and Coorg be exempted from the operations of the Bill.

Sir, I move.

Mr. Speaker: Amendment moved:

"That in sub-clause (2) of clause 1 of the Bill, the words 'excepting Coorg' be added at the end."

The Honourable Sardar Vallabhbhai Patel: I fully appreciate the sensitiveness of my friend the Honourable Member from Coorg, and I am glad that atmosphere of Coorg is such that he does not feel any necessity for a legislation of this nature. It is also a matter of satisfaction that there is a small spot in India where no emergency exists. But I am afraid it is difficult to conceive that a small area can permanently remain unaffected and it would be unwise for us to come up specially for a legislation of this kind if the atmosphere is vitiated a few months after in a province like Coorg. I can assure my friend from Coorg that if the atmosphere there continues as peaceful as it is, there will be no occasion for such powers to be exercised, and if there is any misuse of powers, he can always find a remedy by bringing it to the notice of Government. The matter will be set right immediately. Therefore I think the clause as it is should be retained.

Mr. Speaker: Before I put the amendment to vote, may I know what is the desire of the Honourable Member?

Shri C. M. Poonacha: Sir, I beg leave of the House to withdraw my amendment.

Mr. Speaker: Has the Honourable Member leave of the House to withdraw this amendment?

The amendment was by leave of the Assembly withdrawn.

Shri K. Santhanam: Sir, I move :

"That after sub-clause (2) of clause 1 of the Bill, the following new sub-clause be added, namely :

'(3) This Act shall cease to have effect after the 31st December, 1949'."

I request leave of the House to allow me to omit the latter half of the amendment, viz., the words "or after the date of commencement of the new constitution whichever is earlier."

Sir, I need not speak much over this amendment. I am not surprised that there have been no amendments at all to any of the clauses of the Bill. The Bill as a whole cannot be amended: it must continue as it is or must be ended and the sole justification for the Bill is the necessity for it. I agree with my friend Mr. Deshbandhu Gupta when he said that it is a black Bill and if conditions were normal there can be no justification for putting such a Bill on the statute book. The only thing we can do is to put a time limit and this is what I have done in my amendment. I hope by that time the necessity would have lapsed and this Bill also would lapse. Sir, I move.

Mr. Speaker: Amendment moved:

"That after sub-clause (2) of clause 1 of the Bill, the following new sub-clause be added, namely :

'(3) This Act shall cease to have effect after the 31st December, 1949'."

The Honourable Sardar Vallabhbhai Patel: Sir, I accept the amendment.

Mr. Speaker: The question is:

"That after sub-clause (2) of clause 1 of the Bill, the following new sub-clause be added, namely :

'(3) This Act shall cease to have effect after the 31st December, 1949'."

The motion was adopted.

Mr. Speaker: The question is:

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

The motion was adopted.

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

The Title and the Preamble were added to the Bill.

The Honourable Sardar Vallabhbhai Patel: Sir, may I suggest that the words "or discharged" in line 4 of clause 3 be omitted, as they do not fit in with the rest of the sentence.

Shri M. Ananthasayanam Ayyangar: I would suggest that it would read properly if after "any power which is conferred" the words "or duty which is imposed", are added. In that case the word "discharged" occurring later in the sentence would not be inappropriate.

Mr. Speaker: As was pointed out by the Honourable the Finance Minister yesterday, the power of the Government may be challenged in respect of any duties which the Government may impose upon the Provincial Governments. Therefore I would suggest the other alternative.

The Honourable Sardar Vallabhbhai Patel: In the circumstances I suggest that the words "or discharged" be omitted.

Mr. Speaker: I shall take up this amendment after the Honourable Minister has moved that the Bill as amended be passed.

The Honourable Dr. B. E. Ambedkar: Sir, may I with your permission go back to clause 2 and move that for the word "something" in the clause the word "anything" be substituted. That is the more appropriate word that should have been used. There was an amendment but unfortunately my Honourable friend did not move it.

Mr. Naziruddin Ahmad: I was too late and that was the reason.

Mr. Speaker: These amendments are merely verbal.

The Honourable Sardar Vallabhbhai Patel: Sir, I move:

"That the Bill as amended, be passed."

Mr. Speaker: Motion moved:

"That the Bill as amended, be passed."

Mr. Naziruddin Ahmad: Sir, I move:

"That in clause 2 of the Bill for the word 'something' the word 'anything' be substituted."

Mr. Speaker: The question is:

"That in clause 2 of the Bill for the word 'something' the word 'anything' be substituted."

The motion was adopted.

Shri M. Ananthasayanam Ayyangar: Sir, I move:

"That in clause 3, line 4, the words 'or discharged' be omitted."

Mr. Speaker: The question is:

"That in clause 3, line 4, the words 'or discharged' be omitted."

The motion was adopted.

Mr. Speaker: The question is:

"That the Bill as amended, be passed."

The motion was adopted.

FOREIGN EXCHANGE REGULATION (AMENDMENT) BILL

The Honourable Shri E. K. Shanmukham Chetty (Minister for Finance):
Sir, I move:

"That the Bill to amend the Foreign Exchange Regulation Act, 1947, be taken into consideration."

This Bill seeks to add the Explanation to Section 8(1) of the Foreign Exchange Act. Under that Act the Central Government is empowered to prohibit the import of bullion into India, except under a license from the Reserve Bank of India. As Honourable Members may be aware, the price of gold in India is very much higher than the world price of gold. The Indian market, therefore, has a very great attraction for the import of gold bullion. But the import of gold bullion into India creates great exchange difficulties for us, because the balance of trade on account of the large volume of import of foodstuffs is against us and all foreign exchange is valuable to us.

In March last, on account of this consideration and the need for conserving our exchange resources, the Reserve Bank completely prohibited the import of any bullion into India. Notwithstanding this ban on the import of bullion it was discovered that our purpose was defeated where an adjoining territory imported bullion. Experience has shown that any bullion imported into an adjoining territory is ultimately smuggled into India and the foreign exchange for the payment of that bullion is ultimately found by the smuggling of goods from India into the adjoining territory. Now such a state of affairs is clearly against the economic interests of India and it defeats our purpose. It is therefore necessary that we should make the ban applicable to bullion being carried into India or brought into India in any ship or other conveyance intended for an adjoining territory. Since even such an entry can be construed as bringing or sending into India, Government have actually treated such cases as imports. In order, however, to leave no room for doubt, Government thought it necessary to make this amendment to the Exchange Regulation Act.

Sir, it is intended to give retroactive effect to this amendment because we have already dealt in this manner with some consignments of bullion that came into India but was intended for an adjoining territory. We do not want that any legal complications should arise as a result of the action that we

have already taken and we want to avoid any such legal complication. That is why this amending Bill gives retroactive effect to the amendment.

I find that there is an amendment to clause 2, standing in the name of my friend Mr. K. Santhanam, to the effect that in the explanation to clause 2 of the Bill the words 'British' wherever it occurs be omitted. Well, this was exactly my reaction when the draft was submitted for my approval. I thought the use of the word 'British India' in our legislation is now out of date and incongruous and I therefore wanted that the word "British" should be omitted. But I was told by the legal experts that the term 'British India' in the Bill, under the Adaptation of Existing Indian Laws Order, means all the Provinces of India. As this Bill makes an addition with retroactive effect to the Foreign Exchange Regulation Act in which the term 'British India' has been used throughout, the draftsmen thought it necessary to keep the same terminology. But subject to what the Law Member might say, I have no objection to make any change that may be necessary. Sir, I move that the Bill be taken into consideration.

Mr. Speaker: Motion moved:

"That the Bill to amend the Foreign Exchange Regulation Act, 1947, be taken into consideration."

What has the Law Member to say about the position regarding the expression 'British India'?

The Honourable Dr. B. R. Ambedkar (Minister for Law): I thought I would speak when the amendment was being moved, in reply to it. If you so desire, I shall explain the position.

Mr. Speaker: Yes, because it would save time.

The Honourable Dr. B. R. Ambedkar: Sir, we have got what is called an Existing Laws Adaptation Order in which certain terms are defined. In that order the term 'British India' is defined and is defined to mean 'all the Provinces of British India'. It is therefore open to the House to include in this particular Bill either of the two phrases which under the Adaptation Order mean the same thing. We could either use 'British India' or we could use 'all the Provinces of India' which would mean one and the same thing. The question of these two alternatives and as to which of them we should adopt really has to be determined by the phraseology which has been used in the main Bill to which this Bill is merely an amendment. In the original Bill dealing with foreign exchange regulation, the term used is 'British India' and my submission is that if this amendment is to be intelligible it must use common phraseology which is 'British India'. There is nothing to be lost, everything to be gained, by using the same phraseology. The amendment which is tabled is purely sentimental in my judgment and wishes to avoid the word 'British' from the text of the law.

Shri K. Santhanam (Madras: General): Not at all.

The Honourable Dr. B. R. Ambedkar: My submission is that in view of the necessity for uniformity between the main Act and the amending Act we should adopt the same phraseology which has been used in the main Act.

Mr. E. K. Sidhwa (C. P. and Berar: General): May I know whether there is any legal difficulty if the word 'British' is omitted?

Mr. Speaker: That is exactly what the Law Member has pointed out. Without going into the merits of the case, and looking *prima facie* into what the Law Member has said, I shall curtail the discussion by saying that I refuse to give my leave to this amendment.

Shri K. Santhanam: Sir, my object was not to improve the phraseology at all. If that had been the only object I would not have tabled this amendment. But my object is that smuggling can be done not only from British Indian ports but from ports of Indian States which have acceded to the Indian Dominion. I wanted to prevent even that smuggling. I thought it was the duty of the Finance Minister to have gone behind the technicalities and brought out an amendment of the whole Act if necessary to see that the whole Act is applicable not only to our ports but to ports of Indian States which have acceded. But he has brought a small amendment dealing only with gold smuggling. So far as gold smuggling is concerned I would include the ports of the Indian States which have acceded to India. If you drop the word 'British' it means India *i.e.* the Provinces of India, the Chief Commissioners' Provinces and the States which have acceded to India. It is a vast extension of the content that I was aiming at and not mere phraseology.

If you would permit me to extend my amendment not only to the Explanation but to the particular section concerned, Section 8, then it would cover my point. There would of course be, from the legal point of view, some anomaly as the whole Act uses the term 'British India'. But when we are out for remedying a big evil we should not care for verbal anomalies and it should be open to the Legal Dept. to bring an amending Bill. But I do not think the substance should be lost by technical difficulties, and I would leave it to you, Sir, to consider whether it is worth while to pursue the point. If the Finance Minister will give us an assurance that he will bring an amendment during this session extending the scope of this Act to all the Indian States that have acceded to the Indian Dominion I would not pursue the point. My point is one of substance and not of technical phraseology.

Mr. Speaker: I propose going into the substance only to the extent of deciding as to whether it will be proper to refuse leave. I have already said that I refuse leave.

The point really is about the legal position as the Honourable Minister supposed it to be. In the first place, it will not be possible on a Bill of this type to make amendments as regards those other Sections of the particular Act which are not included in the Bill and are not before the House. Therefore there is no question of amending the other Sections of that particular legislation. That is the first point.

As regards the other point, which he suggested I do not know whether it will be proper on my part to raise any difficulties, but the competency of this House to legislate for States and territories within States is a question which is not a simple one. I would not say further than that at this stage. That question also will have to be examined by the Legal Department, and then of course the proper legislation will have to be brought. It may not be supposed that because this House is sovereign so far as certain matters are concerned, it is sovereign in respect of all matters governing the administration of Indian States. We shall have to examine the position at every time. The best course would therefore be, in the light of what the Honourable the Law Member has said, not to touch this; and his attention having been sufficiently invited by the discussion in the House, the Honourable Member who wished to move the amendment in the House should feel satisfied that the Ministry would look into the matter and do whatever is necessary to safeguard the legal interests as well as other interests. That is why, even on a *prima facie* consideration, I do not think this amendment should be permitted and any further time of the House should be taken in raising the technical question. After all, it is a question to be decided by the legal experts.

Shri C. Prakasam (Madras: General): The Law Member gave his opinion. He made his statement. Soon after that, you were good enough to say that you would not permit the amendment. What would be the position if I do not accept the correctness of the position taken by the Law Member. This is a very important point. It is a technical matter and I would like to deal with that question with your permission.

Mr. Speaker: Perhaps there is some misapprehension about the facts and that is why this point of order is raised. It is not that due notice of this amendment is given and then I am preventing the Member from moving it. If due notice is given, whatever my view or the Honourable the Law Minister's view on this question, I would have permitted him to move this amendment. As a matter of fact notice of this amendment was received at 10-45 a.m. today. Therefore no amendment without sufficient notice can be moved in the House without the permission of the Chair, and considering the whole position I have come to the conclusion that leave for moving this amendment should not be given, because after all it would be dissertation of a legal argument in the House, and therefore I refuse permission, and any discussion on this question ends. Members may now address themselves on the merits of the Bill.

Shri C. Prakasam: May I say this. The Law Member in his statement referred to the reason. That is a point that has been placed before the House. The House is in possession of that matter and the House should have the opportunity to discuss whether this adaptation of the Act of 1935 enables this Government to use the words "British India" or "British Indian subjects". It is a very important matter. I leave it to you. This question has to be discussed in this House.

Mr. Speaker: As I pointed out, I requested the Honourable the Law Minister to state his case to enable me to decide as to whether I should allow the amendment or not, and though of course the House was in possession of whatever he said, it is entirely in the discretion of the Chair to hear arguments on any point of order or on any point which the Chair itself raises. I do not think the matter is before the House in the sense that every Member who wishes to speak is entitled to speak. It is enough for me to decide whether leave should or should not be granted.

Shri B. Das (Orissa: General): Sir, I support the objective of this Bill. I see the apprehension of the Minister of Finance about the smuggling of gold and the resultant less availability of foreign exchange to us. Since the last Bill was passed, things have changed. Although the objective of the Honourable the Minister of Finance will be fulfilled, smuggling of gold will not cease. Gold has been smuggled from Persia and Iraq and even from Pakistan: and a day or two ago, according to newspaper reports we could buy on the Western borders of the U. P., gold at Rs. 60 to Rs. 70 per tola. If that be so, the Honourable the Finance Minister should find other means of how best to control such gold being smuggled into India. Sir, already Indian States have been referred to. We know what happened in the past in the Indian States and how the Indian exchequer lost crores and crores of rupees in customs duty. But whatever mischief is being done today, it is being done through the Persian Gulf, and may be through Pakistan on which my Honourable Friend the Finance Minister may enlighten the House, and I think what he is aiming at will not be satisfied under the present Bill. He will have to go a little further. He may tighten his customs barrier: he may do something else. The mere passing of this Act will not help.

Shri Biswanath Das (Orissa: General): Sir, let it be clearly understood that we have absolutely no objection to the principles underlying the Bill. It is a very necessary one and I believe this should have come far earlier, even if necessary by means of an Ordinance. If we on this side of the House oppose and object to the Bill, it is not on that account. Sir, it is not legal, there is the question of sentiment. We for ourselves felt that we were free from England. No more it is British India. It is our India. I can never agree to any legislation or to anything done or stated on the floor of this House which will mean to say that it is British India. We have parted from Britain. We are friends of Britain on the same footing and with the same status and equality. That being the position, I think it will be impossible for us to agree to anything which is calculated to affect that sentiment. Looking from that point of view, I strongly protest against the use of the expression "British India".

Sir, regarding the point raised by my friend Mr. B. Das, it is not only the acceding States: there are also the French ports, the Portuguese ports from which gold could be smuggled and brought conveniently to India. Therefore a more comprehensive measure may be necessary. We have given our Ministers all our confidence. We have given them a blank cheque. Let them write anything, but expressions which will not be tolerated in the House or outside the House should not have been used, and I would appeal to the Honourable Minister to save us always from legislation and from the use of expressions such as these, expressions which would prejudice the harmony, lower our prestige and deeply affect our sentiments. Therefore I would appeal to him to withdraw this legislation and introduce another Bill in the course of a week or ten days, or have recourse to more comprehensive legislation by way of Ordinance. I am thankful to Mr. Santhanam for having drawn our attention, and I would appeal also to my Honourable friend the Finance Minister to withdraw the Bill without meaning anything. Otherwise we give our weeping support.

Prof. K. T. Shah (Bihar: General): Sir, I want to make a request for elucidation from the Honourable the Finance Minister to clear a doubt that I feel on this Bill. This amendment seems to me to be in the nature of a transit duty or restriction. If, as I read the section, gold or silver is brought into this country by some vessel, but not removed from it, and declared to be intended for some other sovereign state, would we be justified in restricting it and treating it as though it was imported into India, and apply our customs laws to it? I request the Honourable Minister to throw light on this point.

Shri M. Anthesayanam Ayyangar (Madras: General): So far as the question raised by the previous speaker is concerned, I have no difficulty. The Bill, Sir, is intended merely to regulate the bringing into India of various articles some of which are gold and bullion and silver. Now, all that is required under Section 8 of the Original Act is, that permission from the Reserve Bank ought to be obtained before the article is brought in. I think that it is brought under other Sections relating to the Sea Customs Act etc. though under Section 8, the restriction imposed by Sub-Sections (1) and (2) shall be deemed to have been imposed under Section 19 of the Sea Customs Act. I do not think that any import duty will be imposed upon this. This is a matter of formality to assist detection when the article though apparently brought for a foreign state or territory is actually smuggled into India.

Sir, your ruling binds us so far as this matter is concerned. Apart from the ruling, Sir, I find there is much force in the suggestion made by my Honourable Friend Mr. Santhanam when he said that the original Act itself had to be modified in view of the Independence Act. You will see, Sir, that under Section 5 of the Government of India Act as adapted by the Indian Independence Act and the Adaptation Law, "the Dominion of India established

by the Independence Act of 1947 shall, as from the 15th of August 1947, be a Union comprising of the Provinces called the Governors' Provinces, Provinces called the Chief Commissioners' Provinces and Indian States acceding to the Dominion in the manner hereafter provided". Therefore, the Dominion of India consists not only of the Governors' Provinces and the Chief Commissioners' Provinces but all those States which have acceded. Yesterday, the Honourable Minister in charge of States placed on the table a number of Instruments of Accession entered into with the States and my Honourable Friend Dr. Pattabhi Sitaramayya asked if copies of those instruments could be circulated to Members as they were of vital importance to the House. Sir, as soon as a State accedes it becomes a part of the Dominion. This House is the Dominion Legislature for those purposes which are contained in the Instruments of Accession—and subjects like customs are contained in the Instruments. But in so far as these matters are not regulated the Government of India should pass legislation and wherever under a particular Instrument of Accession a particular matter is not applicable to that State and jurisdiction is not conferred on the Dominion Government to that extent that law would not apply to that State.

Sir, yesterday the Honourable Prime Minister moved two Bills—one in connection with grant of certain immunities and privileges to representatives of the U.N.O. and the other authorising Government to impose restrictions in the shape of economic sanctions at a time of emergency, under direction from the U.N.O. or the Security Council. Well, these Bills were made to apply to the whole of India. The original Bills had the words "British India" but the Prime Minister himself tabled an amendment to substitute the words "British India" by "the Provinces of India". But later on he accepted the word "India" in its place and we passed the Bill. Therefore, my submission is that the original Act should be amended so as to make it applicable not only to the Provinces but to the whole of India thereby including all those States which have acceded and which by the Instruments of Accession have endowed the Dominion of India with jurisdiction over these particular matters.

Shri B. Das: But there should be an adaptation committee. All laws should be adapted.

Shri M. Anathasayanam Ayyangar: When we are on a particular Act we should deal with that Act alone.

Then, Sir, yesterday the Finance Minister told us that we had 1200 crores of currency but that we had only gold backing to the extent of 42 crores. Most of it is in the form of sterling. What proposals has he to have gold backing for the sterling that we have? May I ask him if in the near future he is going to ask Britain that so much of gold has to be given to us in place of sterling which is due to us? I believe a separate day will be allotted for discussion of the temporary arrangement which has been entered into with the British Government.

On this Bill, I would require some enlightenment on this question as to how he proposes to have sufficient backing by way of gold if he is seeking to impose all sorts of restrictions and try to extend these restrictions to the States.

Prof. Shibban Lal Saxena (U.P.: General): Sir, I suffer from a handicap. We are supplied with these amending Bills to minor Acts without the Acts themselves and it is very difficult for us to find the relevant Acts. Yesterday, I was told by the secretary to refer to the copy of the Indian Trade Unions Act in the Library but when I went there it was not available and I had to purchase it. In fact, when we are asked to amend an Act I request the Honourable Minister to supply us with copies of the Act which is sought to be amended, especially if it is a minor one.

[Prof. Shibban Lal Saksera]

In this particular case, I do not know whether the original Act makes some provision to stop the import of bullion through the Pakistan area. This amendment is being made to make it impossible for gold to be imported from neighbouring areas to India. I do not know whether any method has been devised to stop the import of gold through Pakistan. It is quite possible that gold may be smuggled through the Pakistan areas and sold at higher rates in India and the profits pocketed by the Pakistan Government. I ask, Sir, is there any provision in the original Act about it or does the Honourable Minister propose to deal with the matter separately?

Shri T. Prakasam: Sir, this amending Bill is fundamentally wrong. It starts with a Reserve Bank that came into existence before the 15th of August and has ceased to exist on the 15th of August. That Reserve Bank cannot be considered to be functioning today. A new Reserve Bank must come into existence to function since the present change of Government in the country. That is the first objection.

The second objection is the retention of the words "British India". It is wrong to go on using that term either in this Bill or any other Bill. It is now India proper belonging to the people. This is a matter which has to be considered by you, Sir, and the House. It was said by the Honourable the Law Minister that the 1935 Act had been adapted and we had therefore to let the old provisions continue. I say it is wrong to say so. Take the Indian Independence Act. It lays down that the provisions of the Government of India Act, 1935, may be adapted so far as they would not be inconsistent with the new status and new position attained by this country. It is really a tragedy that this expression should continue to be used in various measures and also the words "His Majesty's Government". The Independence Act clearly said that India had attained independence. If it had really confined itself to transfer of power to the millions of this country, it would have been different, but instead of doing that, it went out of its way to lay down certain provisions which are only advisory, not mandatory. Once the power is transferred to the Indian people, there is an end of the matter and the British Parliament, the British Cabinet and the British people have nothing to do with them. If I remember aright, the essence of the Independence Act was that the British Government would not be responsible for anything that is being done in this country after the power has been transferred. We are now absolutely free people. Therefore, the expression "British India" must be taken out of this amending Bill. It is really tragic that the Government should deem it proper to use it and the Honourable the Law Minister should give an explanation for it. We can only adapt the provisions of the Government of India Act, 1935, only in so far as it would not be inconsistent with the true independence that has been attained by the Indian people. Therefore, I say for more than one reason a fresh amending Bill should be brought and so far as the Reserve Bank is concerned, it is high time that the old Reserve Bank should be allowed to continue to function and become part of the law here that is passed by us.

Mr. Speaker: It is time for the House to adjourn now. I should have thought that the matter has been sufficiently discussed and I was just going to call upon the Finance Member. However, after Mr. Chaudhuri's speech the Finance Member may reply. The House shall now adjourn for Lunch.

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

The Assembly reassembled after Lunch at Half Past Two of the Clock Mr. Speaker (The Honourable Mr. G. V. Mavalankar) in the Chair.

Shri Rohini Kumar Chaudhuri (Assam: General): Mr. Speaker, Sir, I confess I did not pay much attention to this Bill as it was purely a financial measure and I could trust our able Finance Minister to do the best for us in this matter. I must also confess, Sir, that my attention was drawn to this Bill first as I was aroused from my peaceful slumber when a reference was made to golden bullion—because however poor a man may be, he is certain to be attracted by a mention of gold bullion. But after all, Sir, it does not matter much for me whether one rolls on gold, or sleeps on it, or you bedeck yourself like our Honourable lady members of this House with any amount of gold and jewellery or you can eat, out of golden cups as some do. But I was painfully struck by the fact that although more than 3 months have elapsed since we declared our independence that we are still thinking in terms of 'British India' and 'British Indian subject'. Sir, why is it that you have not up till now been able to realize that we have achieved independence? Is it because we are having a British Governor-General to start with and to end with our Dominion Status, or is it because we have a British Supreme Commander to start with or is it because we have hosts of British officers still who hold the key positions in the administration of our country? Is that the reason why we want to retain our British Indian character? Sir, it has been said that it is merely a legal fiction. It has been said that it is a merely legal fiction when you use the word "British Indian Dominion". I am aware that in this country unfortunately or fortunately there is still a large number of people who like to dress themselves like Britishers, and who are still accustomed to the British mode of food, but that is not the reason for which anyone would like to call himself a British Indian subject. I am sure, Sir, not even a child in India would like to dub himself as a British Indian subject today, not to speak of legal fiction. I am sure that I am voicing the sentiments of this House when I say that nobody would like to think even in dream that he is a British Indian subject or that the country in which we are living is British India. Sir, my Honourable friend the legal expert Dr. Ambedkar said that there was no difficulty in using the word 'British India' in this Bill. I should have expected him to say that there is no difficulty whatsoever in taking that word out and using the word 'India' and even if there were any difficulty such difficulty could not be insurmountable. So, Sir, all I want to say is that I voice not only the sentiments of the Honourable Members of this House, but I voice also the sentiments of the country around, that it is too late in the day to think, that we make a law now where we use the words 'British India'. I would say that we should not look at this Bill even, unless the Honourable Member in charge of the Bill gives a definite assurance that he will not use this word 'British India' or 'British Indian subject' and disfigure an important statute.

The Honourable Shri R. K. Shanmukham Chetty: Sir, I did not expect that this small amending Bill will furnish the occasion for so much debate covering such a wide variety of topics. The necessity for this Bill arose on account of the action of a company in an Indian State which attempted to import gold sometime back and evade the restriction imposed by the Reserve Bank.

A company in an Indian State imported 20,000 tolas of gold and this gold was brought by a special chartered plane intended for the State. During its flight it touched Karachi, which then was a part of India. What we did was applying the provisions of the Foreign Exchange Regulation Act, we considered that this gold has been brought into India against the provisions of the Act and without a licence from the Reserve Bank, notwithstanding the fact that it was intended to be sent to an Indian State. So we confiscated this gold under the provisions of the Act. The State in question has challenged our authority to do so and has stated that they will take up this matter to the Supreme Court.

[Shri R. K. Shanmukham Chetty.]

With a view to avoid any legal complications arising out of this action of ours and with a view to prevent any such contingency happening in the future, we thought that we should amend section 8 of the Foreign Exchange Regulation Act, so that any gold which comes into India on its way to an adjoining territory would also be covered by the provisions of his Act. That is the genesis of the Bill.

The use of the term 'British India' in this amending Bill has been rightly questioned by certain Honourable Members. As I stated in my opening remarks I myself objected to the use of this term when the draft Bill was presented before me. But then, not being a legal authority myself, I had to submit to the opinion of our legal experts. They were of the view that since this Bill is intended to amend an original Act, in which the term 'British India' occurs, for the sake of consistency and uniformity, it will be appropriate to retain the same term in the amending Bill also. I may assure Honourable Members that it is not the intention of the Ministry of Finance by means of this Bill to make independent India once again a British dependency. I have no doubt that since this matter has been raised on the floor of the House, the Ministry of Law would examine this point and take suitable measures, so that this offending expression might be avoided in future legislation. I have been asked why I did not take this opportunity to extend the provisions of this Bill to the Indian States that have acceded to the Union. In fact here again it was my intention to see if I could apply the provisions of the Bill to such States. But then again I was told by our legal experts that we have not got the authority to do so, that this legislature in spite of its sovereign character cannot legislate for the Indian States except to the extent provided for and subject to the limitations contained in the Instruments of Accession of Indian States. I have been told that in the Instruments of Accession the Indian States have not given to the Indian Union legislature or the Dominion Government the power to enact any law applicable to the Indian States in this matter. In the absence of such power we have naturally to fall back upon the standstill agreements that we have made with the acceding States. Even in the standstill agreements I find that no provision has been made for the application of our exchange laws and import and export regulations to the acceding Indian States. We are now taking steps through the States Ministry to approach these Indian States and ask them to come in line with us respect to all our exchange regulations and also the regulations regarding the import and export control. I have no doubt that all the acceding States will agree to this proposal and fall in line with us.

There is only one other point which my Honourable friend Mr. Ananthasayanam Ayyangar raised. If I have understood him rightly, the purport of his question was, why in view of the small gold holding in our currency reserve we should discourage the import of gold. It is not possible to give an adequate and full explanation in the course of this debate, but I might tell him this that the gold which forms a part of the currency reserve and which is called monetary gold has absolutely no relation with the gold that exists in the hands of the people. There is no means by which we can add to the currency reserves and increase our monetary gold by simply allowing the free inflow of gold into this country. The only manner in which the monetary gold can be increased is by our getting a favourable balance of trade in our favour and by creating a tender of gold to our monetary authorities in exchange for our currency. Whether that situation will ever arise I am not in a position to say. But I am sure my Honourable friend Mr. Ayyangar will realise that the free import of gold into India will not in any manner increase the monetary gold in our currency reserves.

Shri M. Ananthasayanam Ayyangar: We will purchase gold in the market.

The Honourable Shri R. K. Shanmukham Chetty: We cannot purchase in

the Indian market for the simple reason that the price of gold in the Indian market is very much more than the international price of gold.

Shri M. Ananthasayanam Ayyangar: Will it not go down by a free inflow of gold if large quantities are purchased?

The Honourable Shri R. K. Shanmukham Chetty: There is absolutely no chance of the Indian price of gold going down because the hunger of our people for gold is so great that the more gold we get the greater is the desire of people to grab this gold even at this high price. Therefore in view of the ruling prices of gold in the Indian market it would never be possible for the Reserve Bank to add to its monetary reserve of gold by open purchases of gold in the Indian market.

Sir, I think I have covered all the points that were raised in the course of this debate, and I may assure the House that after this Bill is passed we will get into touch with the various acceding States and see that they also came into line with us in spite of all the restrictions imposed on the import of gold.

Mr. Speaker: The question is:

"That the Bill to amend the Foreign Exchange Regulation Act, 1947, be taken into consideration."

The motion was adopted.

Clause 2 was added to the Bill.

Clause 1 was added to the Bill.

The Title and the Preamble were added to the Bill.

The Honourable Shri R. K. Shanmukham Chetty: Sir, I move:

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

INDIAN PATENTS AND DESIGNS (EXTENSION OF TIME) AMENDMENT BILL

The Honourable Dr. Syama Prasad Mookerjee (Minister for Industry and Supply): Sir, I move:

"That the Bill further to amend the Indian Patents and Designs (Extension of Times) Act, 1942, be taken into consideration."

This is a non-controversial measure. Its object is to extend the time for the operation of the Indian Patents and Designs (Extension of Time) Act, 1942, till 30th June, 1948. The time had expired on the 31st March, 1947. Several representations were then received by Government pointing out that in view of some international understanding it was necessary that a further extension of time should be given. Government was at first unwilling to grant any extension. Subsequently however that extension of time was given by means of an Ordinance which lapsed on the 31st Oct., 1947. It is now proposed in this Bill to extend the time to the 30th June, 1948, as has been agreed amongst 25 countries at the International Industrial Property Union Conference held in February last. Sir, I move.

Mr. Speaker: The question is:

"That the Bill further to amend the Indian Patents and Designs (Extension of Times) Act, 1942, be taken into consideration."

The motion was adopted.

{Mr. Speaker}

Clauses 2 and 3 were added to the Bill.

Clause 1 was added to the Bill.

The Title and the Preamble were added to the Bill.

The Honourable Dr. Syama Prasad Mookerjee: Sir, I move:

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

DELHI AND AJMER-MERWARA RENT CONTROL (AMENDMENT) BILL

The Honourable Shri N. V. Gadgil (Minister for Works, Mines and Power):

Sir, I move:

"That the Bill to continue in force certain amendments of the Delhi and Ajmer-Merwara Rent Control Act, 1947, be taken into consideration."

In the budget session of the year 1947 the Ajmer-Merwara Rent Control Act was passed. That Act made provision for the control of rent but exempted buildings that were under construction and which were not completed and let out before that Act was promulgated, from the provisions of the said Act. After this enactment came into force the situation in Delhi, as is well known, became very acute from the point of view of accommodation; and those few buildings which came into existence and which were not covered by the provisions of the main Act were very much in demand. Business houses which closed down in Lahore and other towns in Western Punjab were very anxious to get some accommodation in Delhi in order to restart their business.

The result was that an ordinary room, say 15 x 20 was rented out for a monthly rent of Rs. 600. Numerous complaints were received and some of them were very serious and found to be true. The rent charges were so excessive that they bore no relation whatsoever to the capital costs of the new constructions. It was then thought necessary that this exemption which was given to new constructions under the main Act and which was expected to encourage building activities, should cease. There was good deal of *pugree* making and excessive rents were charged. It was decided by the Government that there must be some limit on the rent charged, and an Ordinance No. 18 of 1947 was promulgated on the 20th September 1947. The only change that was made by the Ordinance in the main Act was that the exemption that was given to new constructions was taken away and a certain procedure was laid down in the said Ordinance by which what is known as standard rent should be ascertained. For that purpose a Rent Controller is visualised and the provisions of the Rent Control Order that was in existence before the main Act was passed have been adopted. I think there is nobody in this House who would like to see that there should be no control on rent as such.

The exemption was made, as I said, with a view to encourage building activities in Delhi. But there is a limit to man's greed. Scarcity, should in ordinary circumstances call forth the best of virtues in the community such as self denial and consideration for fellow beings. But it has resulted in very undesirable things. Therefore it has become necessary, both on moral grounds, if the House can take notice of them, and on economic grounds and general grounds of giving a fair deal to all concerned that such an Ordinance should be passed. This Ordinance would ordinarily expire on the 20th March 1948. Therefore it has become necessary to introduce this Bill.

I have before me certain notices for amendments. One is for postponement of the consideration of this Bill: one is for reference to a Select Committee and one more to the effect that this enactment be limited in duration till the end of 31st December 1949. Some objection has been taken about the particular form in which this Bill is embodied, though there is not much substance in it, *viz.*, the Bill does not give the provisions of the Ordinance which the Bill seeks to enact. I am however prepared to accept the motion for reference to Select Committee if it is moved on the condition that the report of the Select Committee is presented to the House before 1st December. Sir I move.

Mr. Speaker: Motion moved:

"That the Bill to continue in force certain amendments of the Delhi and Ajmer-Merwara Rent Control Act, 1947, be taken into consideration."

Shri Mohan Lal Saksena (U.P.: General) On a point of order: I think copies of the Ordinance should have been supplied to Members instead of bringing this Bill in this form. Copies have not been supplied and they have not been available in the Library.

Mr. Speaker: Of course I cannot accept it as a principle or point of order that the moment any amendment to a Bill is circulated, the piece of legislation which it seeks to amend must also be circulated. But there is a point. . . .

Shri Mohan Lal Saksena: This Bill only says that the provisions of such and such Ordinance should be enacted. It says nothing else.

Mr. Speaker: Even if it says nothing else, the Ordinance is there by reference and the book should be available to Members in the Library or otherwise. That would not be a point of order justifying the rejection of the Bill at this stage on the plea that it has not properly come forward. I can understand the ground of convenience—that members have not had the convenience of seeing the books of reference and therefore the consideration may be postponed by a few hours or by a few days. But since the Honourable the Minister in charge has stated that, if the Bill has to go to the Select Committee he has no objection, I do not think, inconvenience will be caused by the Ordinance not having been circulated to Members. Further, I am told by the Secretary that half a dozen copies were placed on the table of the Library and unfortunately Members removed those copies, and therefore they are now not available to other Members. It is difficult to ascertain who removed them. The fact is that the copies were placed on the Library table and the fact now is that they are not there. The Secretary says the copies were placed and the Honourable Member says that they are not there. So someone has removed them. I do not think that the point of order prevails.

Dr. P. S. Deshmukh (C.P. and Berar: General): I support the point of order.

Mr. Speaker: That point of order has been disposed of.

Dr. P. S. Deshmukh: I wanted to make a submission.

Mr. Speaker: That is too late.

Shri Mohan Lal Saksena: I only wanted that the Government Member should know the views of the Members of this House that we had difficulty in going through the Bill in the form in which it is presented. This is the first time that we are having a Bill like this. I think the Honourable Member should take into consideration the convenience of Members.

Mr. Speaker: That difficulty should be taken into consideration.

Does the Honourable Member propose to move his amendments?

Shri Deshbandhu Gupta (Delhi): I am moving the second one regarding reference to Select Committee. Sir, I move:

"That the Bill be referred to a Select Committee consisting of the Honourable Shri N. V. Gadgil, Pundit Thakur Das Bhargava, Pundit Mukut Bihari Lal Bhargava, Shri K. Santhanam, Shri M. Ananthasayanam Ayyangar, Shri Mohan Lal Saksena, Shri S. K. Patil and the Mover, with instructions to report by the 1st December, 1947, and that the number of members whose presence shall be necessary to constitute a meeting of the Committee shall be five."

(After moving the amendment in English the Honourable member continued his speech in Hindustani.)

شری دیپھ بلدھو گھتا : ادھیکی مہودے ! اس ترمیم کو پھس کرتے ہوئے میں یہ بات صاف کر دینا چاہتا ہوں کہ جہاں تک rent control کے اصول کا تعلق ہے میں اس کا مخالف نہیں ہوں۔ میں سمجھتا ہوں کہ اب سے آٹھ مہینے پہلے ہی ہاؤس نے Rent Control Act کو پاس کر کے اس اصول کو تسلیم کر لیا تھا۔ مجھے آپ شہا کرینگے اگر میں اس اوسر پر اپنے لائق دوست کو جو ابھی حال میں منسٹر ہوئے ہیں اور اس لحاظ سے بدھائی کے مستحق ہیں اس بل کے پھس کرنے پر بدھائی نہ دوں۔ اس کی وجہ یہ ہے کہ آج جبکہ سارا دیپھ کنٹرولوں سے تنگ آچکا ہے اور مہاتا گاندھی کہانے اور کھڑے تک پر لگائے گئے کنٹرولوں کے خلاف بہت بہاری آندوان کر رہے ہیں ہمارے سامنے مکھوں پر جو تھسے درجہ کی چھڑ ہے کنٹرول زیادہ سخت کرنے کی تجویز رکھی گئی ہے۔ بجائے اسکے کہ مہرے لائق دوست آج اس ہاؤس (House) کے سامنے house building کا ہوا پروگرام رکھتے اور یہ بتاتے کہ دھلی میں جس کی آبادی پہلے ہی دو تین لگی ہو چکی تھی اور جس میں اب دو لاکھ سے زیادہ شرنارتھی اور آکر بس گئے ہیں جس سے دھلی والوں کا کچھومر نکلا جا رہا ہے ہزاروں کی تعداد میں مکھ تعمیر کئے جائینگے۔ انہوں نے اس ہاؤس کے سامنے ایک ایسا بل رکھ دیا ہے جو کسی صورت سے house problem کو solve نہیں کر سکتا۔ مہرے لائق دوست کو چاہئے تھا کہ آج ہاؤس کو یہ بتاتے کہ آبدادہ چھ مہینے کے اندر کلمے نئے مکھ سرکاری طور پر بلوانے کا فیصلہ کیا گیا ہے اور کلمے آدمیوں کو پرائیویٹ طور پر مکھات بلوانے کی ترغیب دی گئی ہے اور گورنمنٹ house building کے کام کو کس طریقے پر encourage کر رہی ہے جس سے دھلی کا housing problem حل ہو جائیگا اور جو آجکل مکھات کی کسی کی وجہ سے لوگوں کو جن مصیبتوں کا سامنا کرنا پڑ رہا ہے وہ دور ہو جائیگی۔ لیکن بجائے اسکے ایک ایسا بل لیا جا رہا ہے جس کا لازمی نتیجہ یہ ہوگا کہ جو تھوڑے بہت لوگ آجکل private مکھ بلوانے کا حوصلہ کرتے ہیں وہ بھی ہست ہار بہتھینگے۔

Shri M. S. Aney : The Department is unhealthy.

شری دیپھ بلدھو گھتا : You have described it rightly ایک مرتبہ میں پھر یہ بات صاف کر دینا چاہتا ہوں کہ مجھے ان لوگوں سے کوئی ہندرسی نہیں ہے جو ناواجب کرپہ charge کرتے ہیں۔ مہرے خیال میں ہاؤس کے کسی ممبر کو ان سے کوئی ہندرسی نہیں ہوگی۔ لیکن اس

قسم کا بل پیش کرنے سے پہلے ایک دو دن لگا کر یہ معلوم کر لینا چاہئیے تھا کہ آخر دہلی میں کتنے نئے مکان بنے ہوں اور ان میں سے کتنوں نے ناواجب کرایہ چارج (charge) کیا ہے۔ جناب صدر! جیسا کہ میں نے پہلے کہا تھا حال ہی میں دہلی کی آبادی میں دو لاکھ سے زیادہ refugees اور شامل ہو گئے ہیں اور اس طریق پر دہلی کی آبادی جو جنگ کے زمانے میں ہی کافی بڑھ چکی تھی اور زیادہ بڑھ گئی ہے۔

شری ایم۔ ایس۔ ایلے : دہلی کی آبادی اسوقت کتنی ہے ؟

شری دیس بندھو گپتا : اس وقت دہلی کی آبادی آٹھ یا نو لاکھ سے کم نہیں ہے۔

مہرے لائق دوست کو معلوم ہونا چاہئیے کہ جو کرایہ کنٹرول کا بل (Rent Control Bill) پیچھے اجلاس میں ہمارے سامنے رکھا گیا تھا اسے پیش کرتے ہوئے مسٹر گوکھلے نے یہ کہا تھا کہ سرکار کا ہرگز یہ مقصد نہیں ہے کہ مکانات کی تعمیر پر اس کا برا اثر پڑے۔ چنانچہ اسی خیال سے اس بل میں سلیکٹ کمیٹی (Select Committee) نے یہ ترمیم کی تھی کہ جو نئے مکان بلوں ان مکانوں کے کرایہ پر کوئی کنٹرول (control) نہ کیا جائے تاکہ موجودہ مشکلات کے باوجود جو لوگ مکان بنواتے ہیں وہ حوصلہ شکن نہ ہوں۔ لیکن میں دیکھتا ہوں کہ جو مہلے کے عرصہ میں ایسی تو کوئی چیز نہیں کی گئی جس سے یہ پتہ چلتا کہ گورنمنٹ نے مکان بنوانے کے سلسلے میں جو یہ یقین دلایا تھا کہ ہم اس کام میں لوگوں کو encourage کرینگے وہ کسی درجہ پوری ہوئی۔ برخلاف اسکے ان پر کنٹرول لگانے کا بل پیش کر دیا گیا۔ مہرے خیال میں مشکل سے سو دو سو یا زیادہ سے زیادہ چار سو پانچ سو مکان ایسے بنے ہونگے جن پر اس بل کا جو ہمارے سامنے لایا جا رہا ہے اطلاق ہوگا۔ ایسی حالت میں ہاؤس کے مسہران خود فیصلہ کر سکتے ہیں کہ اس سے مکان بنانے والے حوصلہ افزا ہونگے یا حوصلہ شکن ہونگے۔ جناب والا! میں اپنے لائق دوست کو بتلانا چاہتا ہوں کہ راستو میں اس سے ایک بڑی کٹھن سنسہا (مسئلہ) ہمارے سامنے پیش ہے۔ اور دہلی والے مکانوں کی کسی کی وجہ سے بہت پریشان ہیں۔ اور اس پریشانی کو دور کرنے کا طریقہ یا اس مسئلہ کا حل یہ نہیں ہے جو مہرے لائق دوست نے پیش کیا ہے۔ جناب صدر! میں بدقسمتی سے مہاجرین کی جائداد کا محافظ (Custodian of Evacuees' Property) کی سنگل ایڈوائزری کمیٹی (Central Advisory Committee) کا ایک ممبر۔ میں اس حیثیت سے مجھ کو کتنے ایسے آدمیوں سے ملنے کا اتفاق ہوا ہے جو کل تک ویسٹ بلنچاب میں لکھ پتی یا کروڑ پتی سمجھے جاتے تھے اور بڑے بڑے عالیشان معطلوں میں رہتے تھے اور جو بڑی بڑی عمارتوں کے مالک تھے وہ آج Custodian of Evacuees' Property اور ایڈوائزری کمیٹی (Advisory Committee) کے ممبروں کے دروازوں پر لٹائے دن میں چار چلو چکر لگاتے ہیں کہ کس طرح انہیں سر چھپانے کیلئے کوئی

[شری دیس بلدھو کہتا]

مکن ملجائے - مگر یہاں حالت یہ ہے کہ انہیں for love or for money کسی بہاؤ مکن نہیں ملتا۔ میں ان سے ملکر بہت شرمندہ اور پریشان ہوتا ہوں اور اپنے آپکو بے بس پاتا ہوں کہ آج popular government کے ہوتے ہوئے بھی ہم ان کی مصیبتوں کو دور کرنے کے لئے کچھ نہیں کر پاتے اور کوئی راستہ نہیں نکل سکتے -

میں اپنے لائق دوست کی اس بات سے سہمت ہوں کہ Connaught Circus میں مکن کا کرایا سو روپیہ ہونا چاہئے تھا - آج کچھ مکن دار اُسکی جگہ پانچ پانچ سو کرایہ لے رہے ہیں نیز ان پر ہزاروں روپیہ پگڑی کا بھی دیا جاتا ہے - ایک دوکان خود مہرے notice میں ایسی آئی ہے جسکے لئے پچاس ہزار روپیہ پگڑی کے ایک refugee نے ادا کئے -

میں گورنمنٹ سے پوچھنا چاہتا ہوں کہ اُس نے اس قسم کی پگڑی کو روکنے کے لئے کیا کیا ہے؟ میں سمجھتا ہوں جب تک حکومت کی مشہوری ٹھیک کام چس دیتی محض اس قسم کا قانون بنا دینے سے کوئی فائدہ نہیں ہوگا - آپ نے کہا ہے کہ rent control سے tenants کو فائدہ ہوگا - لیکن میں آپ سے پوچھتا ہوں کہ اگر پگڑی دیلی بند نہ ہوئی تو محض کرایہ کنٹرول کرنے سے نئے کرائے دار کو کیا فائدہ پہنچ سکتا ہے؟ اور آپ کرایہ کنٹرول کرینگے اُدھر پگڑی کی رقم اور بڑھ جائیگی۔ دراصل بات یہ ہے - کہ ہسکو مکن زیادہ سے زیادہ تعداد میں بلوانے چاہئیں - اور اس طرف انریبل ممبر صاحب کو زیادہ توجہ کرنی چاہئے۔ پچھلے دنوں گورنمنٹ آف انڈیا نے ایک کمیٹی

مقرر کی تھی جسکا نام Improvement Trust Land Disposal Review Committee

تھا اُسکا میں بھی ایک ممبر تھا - اس کمیٹی نے مشکلات کی تعمیر کے بارے میں کئی اہم تجویزیں کی تھیں - اس کی رپورٹ کئی مہینے ہوئے گورنمنٹ آف انڈیا کو بھیج دی گئی تھی - مگر چونکہ Improvement Trust مہلت دیوارٹمنٹ کے نتیجے میں اسلئے مجھے شک ہے یہ رپورٹ مہرے لائق دوست کے ہاتھوں میں بھی ابھی تک نہیں پہنچی ہوگی - جناب صدر! اس کمیٹی کے سامنے جو اعداد شمار پیش کئے گئے ان سے اندازہ ہوا کہ یہاں مکن بلوانے میں کتنی مشکلات پیش آتی ہیں۔ مکن بلانے کے لئے steel, timber, cement, اینٹوں کو پکانے کے لئے کوئلہ کی ضرورت ہوتی ہے - اب سنئے دلی والوں کی یہ ضرورت کیسے پوری کی جاتی ہے - دلی کے لئے steel کا کوٹہ (quota) صرف ۵۰۰ ٹن ہے اور وہ بھی چار قسطوں میں آتا ہے - مگر جولائی کے مہینہ تک اسکی بھی کوئی قسط نہیں پہنچی تھی - کوئلہ کا کوٹہ (quota) ایک season کے لئے ۲۷۰۰ ٹن مقرر ہے جو کسی لحاظ سے کافی نہیں کہا جا سکتا - اسلئے کہ دہلی میں ۱۵۶ ہتھے

ہیں جہاں اینٹیں بدلتی جاتی ہیں اوو ایک بہتے کے لئے ایک ایک سو تین ماہواری کوئٹہ درکار ہے۔ اس کے یہ معلیٰ ہیں کہ کل ۲۷ بہتے ایک ماہ نام کر سکتے ہیں۔ اور وہ بھی اس حالت میں کہ سارا ۲۷۰۰۰ تین جو گورنمنٹ آف انڈیا دہلی کو دیتی ہے یہاں پلہچ جائے۔ اس میں سے پنہچتا کتنا ہے یہ کہنا مشکل ہے۔ سہمنٹ (cement) کی حالت اس سے بھی بدتر ہے۔ جو نئے مکن بن رہے ہیں اگر وہاں جاکر معلوم کیا جائے تو آپکو پتہ لگے گا کہ جو سہمنٹ دو روپہہ فی بوری کنٹرول ریٹ کے حساب سے ملنا چاہئے وہ ۱۱ روپہہ فی بوری دام دیکر خرید کی جا رہی ہے۔ اسے اس طرح مال گاریوں کی کسی کی وجہ سے لکڑی سستے داموں پر دستہاب نہیں ہوتی۔ میں یہ جانتا ہوں کہ گورنمنٹ کے سامنے بھی بہت سی مشکلات ہیں۔ وہ کافی مقدار میں لوہا۔ کوئٹہ۔ سہمنٹ اور لکڑی وغیرہ مہیا نہیں کر سکتی۔ چنانچہ اس کا خیال کرتے ہوئے میں نے کمیٹی ہذا کے سامنے یہ سکیم پیش کی تھی کہ دہلی کے نزدیک ایک شہر کچی اینٹوں نے مکنات کا آباد کیا جائے۔ اندازہ کیا گیا تھا کہ فی مکن چار پانچ ہزار روپے سے زیادہ کی لاگت معہ زمین کے نہیں آئیگی۔ اور یہ مکنات دس پندرہ سال ضرور چل جائیں گے۔ آخر ہندستان کے سات لاکھ گاؤں میں بھی لوگ کچے مکنات میں ہی رہتے ہیں پھر کیوں نہ ایک شہر کچے مکنوں کا بسایا جائے اور اس طریق پر شرنارتھوں نیز گورنمنٹ سرونٹس کی بھی جو ادھر ادھر دیکھے کہتے پھرتے ہیں پریشانی دور کر دی جائے؟ خیال یہ تھا کہ ایسا کرنے سے ان کے رہنے کا بندوبست ہو جائیگا اور پھر آہستہ آہستہ جب حالات بدلیں گے یہ مکنات پکے بنتے چلے جائیں گے اور کچھ نہیں کم سے کم اسوقت سر چہبانے کے لئے تو کچھ انتظام ہو جائیگا۔ لیکن اس سکیم پر اب تک کوئی عمل درآمد نہیں کیا گیا۔

میں آنریبل ممبر سے اپیل کرتا کہ اگر وہ سچے سچے فریب طبقہ کی مدد کرنا چاہتے ہیں تو سستے داموں پر زمین دیجئے۔ سستے داموں پر اور دوسرا building material دیجئے تاکہ لوگ زیادہ سے زیادہ تعداد میں مکان بنا سکیں اور اپنے سر چہبانے کو کوئی ٹھکانا کر سکیں۔ اس طرح سے دہلی کے گھر کی مشکلات (house problem) کا بھی حل مل جائیگا اور کرایہ داروں (tenants) کو بھی سچے معلیٰ میں فائدہ پہنچایا۔

اس بات کی طرف بھی میں گورنمنٹ کا دھیان کھینچنا چاہتا ہوں کہ امپروومنٹ ٹرسٹ (Improvement Trust) اول تو کوئی ترقی (development) کی سکیم بلاتا نہیں۔ اگر بلاتا بھی ہے تو وہ کئی کئی مہینے چوف کشنر صاحب کے ہاں دفتر میں پڑی رہتی ہے : چنانچہ تین سالہ سکیم (Three Years' Plan) جو امپروومنٹ ٹرسٹ نے کئی مہینے ہوئے پاس کیا تھا ابھی تک وہیں دھکے کھا رہا ہے اور غالباً سرکار ہلد تک پہنچتا بھی نہیں ہے۔

[شری دیش باندھو گھتا]

مکانوں کے مسئلہ کو حل کرنے کے لئے یہ بھی ضروری ہے کہ شہر میں ٹرانسپورٹ کا مناسب انتظام ہو تاکہ لوگ کافی دور تک پھوڑل سکیں۔ جناب صدر! آپ کو تو شاید کہی شہر میں جانے کا اتفاق نہیں ہوتا۔ مگر دوسرے مسہران جانتے ہیں کہ آج شہر میں ٹرانسپورٹ کا انتظام کس درجہ خراب ہے اور ایک جگہ سے دوسری جگہ جانے کے لئے بڑے بڑے شریف آدمیوں کو کئی کتنی دیو تک لائن میں کھوا رہنا پڑتا ہے۔ ابھی کل مہرے پاس ایک پرنسپل صاحب آئے اور انہوں نے مجھ سے کہا کہ صاحب ایک گھنٹہ لائن میں کھڑے رہے تب کہیں دھکے دہکی کے بعد بس کے اندر جگہ ملی۔

میں افسوس کرتا ہوں کہ مہرے اتنی دولت اپنی پہلی توجہ ان بلوائی باتوں کی طرف دینے اور شہر کے مکانوں کی کسی کے مسئلہ کا صحیح حل تجویز کرینگے۔ میں انہیں یقین دلاتا ہوں کہ میں نے جو کچھ کہا ہے نکتہ چینی (criticism) کے خیال سے نہیں کہا بلکہ اس بات کا لحاظ رکھتے ہوئے کہ مجھ سے بڑی بڑی امیدیں ہیں کچھ تعمیری باتیں عرض کی ہیں۔ میں افسوس کرتا ہوں کہ وہ ان پر ہمدردانہ غور کریں گے اور ہل ہوا کو سلیمت کہتی کے سہرا کرنے کی تجویز کو منظور کرینگے۔ اس سلسلے میں ایک بات یہ بھی کہہنا ضروری سمجھتا ہوں کہ اس قسم کے بل جو مقامی حثیت رکھتے ہیں پہلے چیف کمشنر کی اتھرائزی کونسل کے پاس بھیج دینے چاہیے تو بہتر ہوگا۔ ایسا کرنے سے اس ہاؤس کا وقت بچ جائیگا اور شہر والوں کی رائے بھی ہاؤس کو آسانی سے معلوم ہو جائیگی۔

(English translation of the above speech)

Shri Dashbandhu Gupta (Delhi): Mr. Speaker, in moving the amendment I desire to make it clear to the House that so far as the principle of the Rent Control Act is concerned I do not disagree with it. I understand S.P.M. that only eight months ago the House accepted this principle by passing the Rent Control Act. You will excuse me if at this time I do not offer my congratulations to my able friend on his recent appointment as a Minister in this Government. It is because we find today that the whole of this country is fed up with the system of controls. Mahatma Gandhi himself is trying to foster a strong agitation against the controls even on food and cloth. In the face of this we have today a Bill proposing control over the houses, an item which comes third on the list of our necessities. My friend should have placed before this House a big programme for house building. He should have pointed out that many new houses should be constructed in this city. He should have told us that the population of Delhi had already increased to twice or thrice its normal before the refugees came in and that it has gone up by another two lakhs. He should have drawn our attention to this fact that this large number of the new comers has become a burden on the local residents. Instead of that he has introduced such a Bill which does not, in any way, solve the housing problem. He should have rather told us how many new houses the Government have decided to construct in the next six months, and how many men have been encouraged to erect their private buildings. He should have tried to bring to light in what way our Government was encouraging the programme of house building to solve the housing problem in Delhi. It would have been better if he had told us what steps are being taken to remove the difficulties which are confronting the people due to the present shortage of accommodation. But on the contrary a Bill is being presented to us, the obvious result of which would be that a wet blanket would be thrown on the aspirations of those few who intend to build new houses in these days.

Shri M. S. Aney: The department is unhealthy.

Shri Deshbandhu Gupta: You have described it rightly. At the same time I would like to make it clear to all that I have no sympathy whatsoever with those who charge exorbitant rents; and I am sure none of us present here has any admiration for them. Before this Bill was presented, it would have been better if data had been collected of all those houses that have been newly built and of how many of these have been let on unreasonable rents. Mr. Speaker, as I said before, the population of Delhi has recently increased by the influx of another two lakhs of refugees. This has further swollen the population of Delhi which was already overcrowded during the war days.

Shri M. S. Aney: What is the population of Delhi at this time?

Shri Deshbandhu Gupta: It is not less than eight to nine lakhs.

My learned friend should know that during the last Session, when the Rent Control Bill was brought before the House Mr. Gokhle assured the Assembly that in no case did the Government intend that this Bill should have a bad effect on the construction of houses. Consequently, keeping this thing in view, the Select Committee made amendments in that Bill to the effect that all the newly constructed houses should be exempted from the rent control so that they who wanted to make new houses in those difficult times were not discouraged. But I find that during the past six months no such things have been done by the Government which could enable one to judge how far the Government have succeeded in fulfilling those assurances which it gave regarding encouragement to those enterprisers who wanted to make new houses. To the contrary, however, a Bill has been introduced which proposes that the rents of these houses may also be controlled. I think there would be hardly a hundred or two, or at the most four to five hundred such houses to which this Bill, which is being brought before us, would apply. Bearing this thing in mind, the Honourable Members of the House can judge for themselves whether this Bill would encourage or discourage those who want to build new houses.

Sir, I want to tell my able friend, that, as a matter of fact, we are, at this time, confronted with a very difficult problem. The shortage of the houses has put the residents of Delhi on the horns of a dilemma; and the way to lessen this worry or to solve this problem is not as my wise friend has suggested. Sir, unfortunately, I happen to be a member of the Advisory Committee appointed to assist the Custodian of Evacuees' Property. As such I have had the opportunity of coming across many such men who till recently were counted amongst the millionaires of the West Punjab, who lived in palatial houses, and owned big buildings. Today we find these men knocking, some times even four to five times in a day, at the doors of the Custodian of Evacuees' Property and of the members of this Advisory Committee, in the hope of getting just a roof over their heads. We are in such a position that neither for love nor for money can we give them a house. I am both ashamed and worried when I meet them. I find myself in a state of utter helplessness. In spite of the fact that we have today a popular Government at the centre we have not been able to do anything for allaying their difficulties. We have failed to find a way out of it.

I agree with my intelligent friend that the rent of a house in the Connaught Circus should not have been more than one hundred rupees per month. But we find today that some of the landlords are charging not less than five hundred rupees for a house. Moreover, thousands of rupees are spent in the black market or are paid as, what is commonly called 'pugree'. I know of a shop for the procurement of which a refugee has paid fifty thousand rupees (Rs. 50,000) as 'pugree'. I have to ask the Government what steps it has taken to check this system of 'pugree'. In my opinion merely the enactment of a law of this kind will not help us. What is required is an overhauling of the Government machinery. It has been said that this Bill will benefit the tenants.

[Shri Deshbandhu Gupta]

But I want to ask, Sir, in what way the mere control of rents can help the new tenants if the system of 'pugree' is allowed to continue. No sooner do you try to control the rents than the landlords will demand still greater money as 'pugree'. The fact is that we should try to have as many more houses built as we possibly can; and to this the Honourable Member should pay a greater attention.

Sometime back the Government of India appointed a Committee named the "Improvement Trust Land Disposal Review Committee". I was also a member on it. This Committee made some important suggestions regarding the construction of houses. A few months back the report of this Committee was sent to the Government of India. As the Improvement Trust happens to be under the Health Department, I doubt if my wise friend has even received a copy of this report. Sir, from the figures that have been placed before this Committee one infers that there are many difficulties in the way of the construction of new houses. For building a house one requires cement, timber and steel; and for burning the bricks in the kilns one requires coal. And now just listen how the requirements of the Delhi public are met. A quota of only 500 tons of steel has been allotted to Delhi and even that is given in four instalments. Upto the month of July even this instalment had not been received. The quota of coal, as allotted to Delhi, is only 2,700 tons per season. From no point of view can we call it sufficient. There are about 156 brick burning kilns in Delhi. One kiln requires 100 tons of coal per month. This means that only twenty-seven kilns can work for a month with this coal; and that also depends upon the full delivery of 2,700 tons of coal, the quota sanctioned to Delhi by the Government of India. But how much of it does actually reach here? It is difficult to say.

The position of cement is still worse. If we go to the houses that are being built and enquire about cement, it will be found that a bag of cement is being purchased for Rs. 11 whereas the controlled price is just two rupees per bag. Similarly, the shortage of goods trains makes it difficult for us to obtain timber at cheap rates. I quite realise that the Government is also faced with many difficulties which do not enable it to procure timber, cement and coal in sufficiently large quantities. Bearing this in my mind, I had placed before the said Committee a scheme to build a new city entirely made of unburnt bricks. It was estimated that the total cost on a house of this kind would not be more than four to five thousands of rupees inclusive of the cost of land; and the house would easily last for ten to fifteen years. After all, people are living in 'katcha' houses in the seven lakhs of Indian villages. Why not, then, have a new town of 'katcha' houses and thereby lessen the worries of the refugees and of those Government servants who have to wander about for want of accommodation. The idea was that this would meet their immediate need of houses, and then by and by, when conditions improve, 'pacca' houses would spring up. This would at least provide them with a shelter. But no steps seem to have been taken to put this scheme into practice.

I have, therefore, to request the Honourable Minister that if he really wants to help the poor let him give them lands and building materials at cheap rates so that people may be encouraged to build the maximum number of houses for their own use. This would also solve the housing problem in Delhi and the tenants receive a help in the real sense of the word.

May I draw the attention of Government to this fact that in the first place the Improvement Trust does not evolve any development scheme, and if at all any such scheme is formed, it remains for months and months together in the office of the Chief Commissioner. Thus the Three Years' Plan, approved by the Improvement Trust several months ago, is still lying in that office, and I wonder if it has reached the Government of India even up to this time.

To solve the problem of housing it is also necessary to have adequate arrangements of transport in the city so that people can live even at far off places round it. Sir, you might not have had the occasion of going into the city yourself, but the other Honourable Members of this House know it well that the existing transport arrangements in the city are simply hopeless. For hours and hours together respectable citizens have to stand in queues to catch a bus. Only yesterday a principal of a college came to me and complained that he had to wait for full one hour before he could struggle his way into the bus. I hope my wise friend will attend to these fundamentals before everything else and suggest an appropriate solution for this shortage of houses in this city. Let me assure him that I have not spoken merely for the sake of criticism. It is because I have great hopes on him that I have made some constructive suggestions. I hope he will consider them sympathetically and will have no objection if the Bill be referred to a Select Committee. I must say one word more in this connection, that it would be better if such Bills as deal only with Delhi are referred to the Advisory Committee to the Chief Commissioner. This will save a lot of time of this House. Moreover, the House will also get the opinions of the local population.

Mr. Speaker: Amendment moved:

"That the Bill be referred to a Select Committee consisting of the Honourable Shri N. V. Gadgil, Pundit Thakur Das Bhargava, Pundit Mukut Bihari Lal Bhargava, Shri K. Santhanam, Shri M. Ananthasayanam Ayyangar, Shri Mohan Lal Saksena, Shri S. K. Patil and the Mover, with instructions to report by the 1st December, 1947, and that the number of members whose presence shall be necessary to constitute a meeting of the Committee shall be five."

Mr. B. K. Sidhwa (C.P. and Berar: General): Mr. Speaker, Sir, I rise to oppose the amendment moved by my friend Mr. Deshbandhu Gupta, and I strongly support the motion moved by the Honourable the Mover of this Bill. I have heard with very great patience the arguments advanced by my friend the mover of this amendment, and I must say, Sir, I am not at all convinced by the arguments that he has put before this Honourable House and that the alternative for this Bill is to build more houses. I have no objection to his argument as regards the number of houses to be increased and there could be no quarrel as regards that.

Mr. Speaker: May I suggest one thing to the Honourable Member? Just to save the time of this House, the Honourable Minister, while moving the motion for consideration, stated that he had no objection to agreeing to the Bill being taken to the Select Committee. The Select Committee is expected to report by 1st December. This House should be in session at least for a fortnight after that. So if he has to say anything now on the merits by way of opposition, if he reserves his remarks just at present and then offers them after the Bill comes to the House with the report of the Select Committee, we shall be avoiding discussion of the same subjects.

Mr. B. K. Sidhwa: Ordinarily I would certainly not have objected if the amendment were to be brought in this very Session. But I am very much opposed to the principle of sending this Bill to the Select Committee because there is nothing in this Bill which requires consideration in the Select Committee. The Bill is quite clear. Even if the mover agrees, I have my right to oppose it because there is a danger. If the Bill is sent to the Select Committee the Honourable Members in that Committee may bring in a proposal of such a nature which will be rather detrimental for acceptance to the majority of Members and it will not be proper, therefore, Sir, that in this case I should

Shri Deshbandhu Gupta: I have no objection, Sir, if the Honourable Member's name is also added to the list suggested by me.

Mr. E. K. Sidhwa: It is so good of him to suggest my name but I am suggesting many new names.

Mr. Speaker: The Honourable Member is perfectly within his right in discussing the motion but even if he discusses it now the same discussion will take place again after the Bill comes into the House for reference to the Select Committee. He can give his names of the Select Committee.

An Honourable Member: Without a speech.

Mr. Speaker: I think it would be easily agreed upon between the Member who moved his motion and the Honourable Member who wishes to oppose it. My anxiety is to save time and not to curtail any Member's rights.

Shri Deshbandhu Gupta: I have no objection for any Member to be on the Select Committee.

Mr. E. K. Sidhwa: Sir, I have no objection. But I do submit this is a very important Bill—it affects the people as a whole. Let me tell you, Sir, that the tenants consider the rent measure as a blessing given by the Government. Therefore, I would emphasise its importance. Hold a meeting in Delhi and see whether the public wants this rent control to be retained or not. I say that from the public point of view rent control is a blessing to the poorer section, and the lower middle class.

Shri Deshbandhu Gupta: I have never opposed rent control. Perhaps my friend did not follow my Hindustani speech.

Mr. E. K. Sidhwa: I have followed every word of his speech. Now, Sir, with due deference to your wishes I reserve my speech for the time when the Bill comes in. I move that the following names.....

Shri M. S. Aney: Sir, my contention is this. Is my friend, Mr. Sidhwa, opposed to the very principle of sending the Bill to the Select Committee? He himself is suggesting names for the Select Committee.

Mr. Speaker: There is a misapprehension on the part of the Honourable Member who has raised this point. Mr. Sidhwa is not opposed to the principle of sending this Bill to the Select Committee. Now Mr. Sidhwa may mention names.

Mr. E. K. Sidhwa: The Honourable Minister in charge of the Bill, Prof. K. T. Shah, Shri H. J. Khandekar, Shri Deshbandhu Gupta, Shri K. Santhanam, Shri V. I. Munishwami Pillai, Shri R. V. Dhulekar, Prof. Shibban Lal Saksena, Shri Khandubhai K. Desai, Shri M. S. Aney, Begum Aissa Rasul and the mover.

Mr. Speaker: Has the Honourable Member consulted the various Honourable Members before suggesting their names?

Mr. E. K. Sidhwa: No, Sir, I have not consulted them and they are free to withdraw.

Mr. Speaker: I want to know if the various Members whose names are suggested are willing to work on the Select Committee. The Honourable Minister is there, and Prof. K. T. Shah, Shri H. J. Khandekar, Shri Deshbandhu Gupta, Shri Munishwami Pillai, and Prof. N. G. Ranga, indicate their willingness to serve.

Mr. Dhulekar is not agreeable. Mr. Shibban Lal Saksena and Mr. Khandubhai Desai are not in the House.

Shri M. S. Aney: I am prepared to serve but not in supersession of the old committee.

Mr. Speaker: No this is in addition to the old committee.

Begum Aizaz Rasul (U. P.: Muslim): Sir, I am very grateful to Mr. Sidhwa for having included my name. I did not know of it before, otherwise I would have told him that I would be going out of Delhi on the 25th. If this Committee is to report on the 1st of December I am afraid I may not be able to devote much time for it. But I am prepared to serve for such period as I would be in Delhi.

Mr. Speaker: There is a common desire to have this Bill referred to the Select Committee. I shall therefore add the new names suggested by Mr. Sidhwa, and if Mr. Gupta accepts the amendment, then it will be all right.

Mr. Speaker: I now put the amendment of Mr. Sidhwa.

Amendment to amendment moved:

"That in Lala Deshbandhu Gupta's amendment the names of Prof. N. G. Ranga, Prof. K. T. Shah, Shri H. J. Khandekar, Shri V. I. Muniashwami Pillai, Shri Khandubhai K. Desai, Shri M. S. Aney, Begum Aizaz Rasul, and Mr. R. K. Sidhwa, be added to the names of Members of the Select Committee."

These are the eight names to be added. I have taken out the common names

Lala Deshbandhu Gupta: So far as I am concerned, Sir, I have not the least objection in accepting the names suggested by Mr. Sidhwa, but I must make it clear that the names I suggested were not of my own selection. They were the party nominations. Probably, my friend being new to this House, did not know the procedure and did not consult the party regarding his names. In any case, I have no objection to his proposal.

Mr. R. K. Sidhwa: Sir, on a matter of personal explanation. I do not know anything of the party. I am more loyal to the party than probably my friend is. I suggest that this matter should not be brought here. I know the party discipline and I have always followed it. I know not what party has to be consulted. Some two or three people may have formed themselves into a party and they may have taken a decision.

Mr. Speaker: There is no question of any challenge to anybody's loyalty to any party. The point is that this amendment is accepted by the mover of the first amendment and I shall now put to the House the amendment with all the 16 names.

Mr. Naziruddin Ahmad (West Bengal: Muslim): Sir, I desire to speak on the motion.

Mr. Speaker: Which motion?

Mr. Naziruddin Ahmad: On the motion for the Select Committee.

Mr. Speaker: Is the Honourable Member against reference to the Select Committee?

Mr. Naziruddin Ahmad: Yes.

Mr. Speaker: But that was what I was labouring to make clear to Honourable Members. The House is in favour of reference to the Select Committee and in order to save time, I suggested that no speeches need be made on that.

Shri Mohan Lal Saksena (U.P.: General): Mr. Speaker, before you put the motion to vote, I would like to suggest that we wanted the Committee to be a small Committee. Since there are now going to be other persons who are anxious to serve on the Committee, I would like to withdraw my name.

Shri M. Ananthasayanam Ayyangar (Madras: General): I want also to withdraw my name, Sir.

Mr. Speaker: Withdrawals may take place later on if the motion is carried. The question is:

"That the Bill be referred to a Select Committee consisting of....."

The Honourable Shri N. V. Gadgil: May I know, Mr. Speaker, whether you are putting the motion of my friend Lala Deshbandu Gupta to vote?

Mr. Speaker: Yes.

The Honourable Shri N. V. Gadgil: In that case, I want to reply to some of his points. I shall be brief. Otherwise, if the motion is put to vote, I shall not have an opportunity to reply him.

Mr. Naziruddin Ahmad: I also desire to speak before the Honourable Minister speaks.

Mr. Speaker: I am asking him to reply.

Mr. Naziruddin Ahmad: That is why I am asking for an opportunity to speak, because after he replies I cannot speak.

Mr. Speaker: I am afraid I shall have to make the position clear again. I did not wish and do not wish to prevent anybody from having his say. I merely made an earnest request, if it was acceptable to Honourable Members, not to make speeches at this stage. Mr. Sidhwa accepted it and the position is the result of the honourable Member's own action. The object is—and I am sure even Mr. Naziruddin Ahmad will appreciate it—that we are going to have this whole Bill for a discussion and a thorough discussion, later on after it comes from the Select Committee. If speeches are made now, we shall be having two discussions. We shall be spending an hour or two now probably and more than three hours on that day. Therefore, I say: "Let us save as much time as possible". That is why I made the request to Mr. Sidhwa and he was good enough to accept it and Lala Deshbandu Gupta also was kind enough to accept the amendment of Mr. Sidhwa. Now, the only thing that remains is, the Minister will reply in short and I shall put the motion to vote. The Minister may now proceed.

The Honourable Shri N. V. Gadgil: Sir, my Honourable friend, Mr. Gupta, said that this Bill was the result of some machinations of the permanent officials. I want to assure him that the initiative was taken by me on representations received from various Tenants Associations and other persons. Most of the complaints were verified by me personally by visiting the places and having talks with those persons who had to pay more than fair rent. I did not forward the matter to the police for reasons which are obvious.

Then my Honourable friend referred to Mahatma Gandhi. He is the only person who can be quoted or mis-quoted by anybody in this country. I am very sorry that my Honourable friend had not followed the Mahatma in other respects but only in the respect of decontrol. Now, I agree with my Honourable friend that rent control is not the most radical remedy to remove the housing scarcity. He also referred to the Government not doing anything in order to put up a building programme. I want to bring to his notice a few humble efforts that I have made since I joined this Government. In the very first week of my assumption of office, I called a Conference of departmental heads and after having ascertained how much I could get by way of cement, steel and timber, I drew up a programme which will be completed within a year, by which time 200 officers' quarters, 1250 servants' quarters and 2000 clerks' quarters will be built. That is the official programme.

So far as the activities of the Improvement Trust are concerned, obviously they are more known to my Honourable friend than to me. He referred to profiteering by the Improvement Trust, but may I point out to him that there has been more speculation by private persons who have purchased plots from the Improvement Trust in recent years. Those plots are still there and no buildings raised on them, for the simple reason that the persons concerned are waiting for prices to go up and then they can part with the plots at higher price.

As regards his contention that many who constructed buildings very recently had to buy building material in the black market, well, that is a factor which

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I am sure the Rent Controller will take into consideration when he fixes the rent under the relevant provision. The relevant provision is:

"If, on a consideration of all the circumstances of the case including any amount paid or to be paid by the tenant by way of premium, the Controller finds that the rent of the house is excessive, he shall determine the fair rent to be charged for the house."

I do submit that the Rent Controller will take all factors into consideration including the high prices of building materials before he finally fixes what is known as the 'standard rent'.

Sir, I agreed to a reference to Select Committee for two reasons. I, being a member of this House pretty long, thought that the way in which this was put was not very very fair because the copies of the Ordinance were not distributed—I quite realize the difficulty. That was one reason why I agree. The second reason was that I was told that there is an Advisory Council for Delhi Province and that that Advisory Council ought to be consulted. There is no obligation as such, but even then I thought that it would be much better if I made a reference to the Select Committee and if its report is called ten days hence it will give enough time for the Members of the Advisory Committee to formulate their views as far as this matter is concerned. There is only one point in this Bill. That is whether you want the rents of newly constructed buildings to be controlled or not. There is nothing to go to the Select Committee. But the two considerations mentioned by me weighed with me and therefore, I would request Mr. Sidhwa not to oppose the amendment at this stage.

Mr. Speaker: I will first put the amendment of Mr. Sidhwa to the House. The question is:

"That in Lala Deshbandhu Gupta's amendment the names of Prof. N. G. Ranga, Prof. K. T. Shah, Shri H. J. Khandekar, Shri V. I. Munishwami Pillai, Shri Khandubhai K. Desai, Shri M. S. Aney, Begum Aizaz Rasul, and Mr. R. K. Sidhwa, be added to the names of Members of the Select Committee."

The motion was adopted.

Mr. Speaker: Now, I will put to the House the amended amendment. The question is:

"That the Bill be referred to a Select Committee consisting of the Honourable Shri N. V. Gadgil, Pandit Thakur Das Bhargava, Pandit Mukut Bihari Lal Bhargava, Shri K. Santhanam, Shri M. Ananthasayanam Ayyangar, Shri Mohan Lal Saksena, Shri S. K. Patil, Shri Deshbandhu Gupta, Prof. N. G. Ranga, Prof. K. T. Shah, Shri H. J. Khandekar, Shri V. I. Munishwami Pillai, Shri Khandubhai K. Desai, Shri M. S. Aney, Begum Aizaz Rasul and Mr. R. K. Sidhwa, with instructions to report by the 1st December 1947, and that the number of Members whose presence shall be necessary to constitute a meeting of the Committee shall be five."

The motion was adopted.

DELHI PREMISES (REQUISITION AND EVICTION) BILL

The Honourable Shri N. V. Gadgil (Minister for Works, Mines and Power):
Sir, I beg to move:

"That the Bill to confer certain powers in respect of premises in the Province of Delhi, be taken into consideration."

This is also a Bill which seeks to enact the provisions of the Ordinance which was promulgated in the month of August 1947. It seeks to give Government power in respect of requisitioning of the premises in Delhi and also power to evict those who are living unauthorisedly. This Ordinance became necessary because of certain problems arising out of partition and because of

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the large influx of refugees and the Government needs in the matter of accommodation for Government offices. With freedom came the duty to accommodate foreign embassies. All that made it necessary to have these powers. The only thing that is sought to be incorporated in the Bill over and above the provisions of the original Ordinance is that the definition of 'premises' is made wider. In the original Ordinance the definition excluded the requisitioning of any house which was required *bona fide* for the purpose of residence of the owner. We found after some experience that this was abused greatly. A person having more than one wife claimed that all the four or five places which belonged to him were places where he *bona fide* resided. Now that was too much for any Government and certainly too much for me. Then it was thought necessary that the requirements of every owner should be considered. I may tell the House that although this additional power is sought to be taken in this particular Bill, I have examined every case and I may take the House into confidence and tell that whenever any complaint was brought to me I actually visited the particular premises. Wherever it was possible I accommodated the owner. Most of the owners whose houses have been requisitioned in New Delhi are residents from West Punjab and owing to the tragedy to which I need make no further reference, most of them have come over here and their pathetic state, which has been so eloquently described by my honourable friend Mr. Deshbandhu Gupta, is amply justified. I am quite prepared as I have done in the past to examine every case on its merits and I can assure the House that this extension of power which it is sought to be taken under the Bill will not be abused in any way.

There is a motion tabled by Mr. Deshbandhu Gupta for referring this Bill to a Select Committee. As a matter of fact there is not much to be referred to a Select Committee. As I do not want to take up the time of the House and in as much as the other Bill is referred to a Select Committee, this may be appropriately referred to a Select Committee. Sir, I move.

Mr. Speaker: Motion moved:

"That the Bill to confer certain powers in respect of premises in the Province of Delhi, be taken into consideration."

Shri Deshbandhu Gupta (Delhi): Sir, I beg to move:

"That the Bill be referred to a Select Committee consisting of the Honourable Shri N. V. Gadgil, Pandit Thakur Das Bhargava, Pandit Mukut Bihari Lal Bhargava, Shri K. Nanthanam, Shri M. Ananthasayanam Ayyangar, Shri Mohan Lal Saksena, Shri S. K. Patil, Shri Deshbandhu Gupta, Prof. N. G. Ranga, Prof. K. T. Shah, Shri H. J. Khandekar, Shri V. I. Munishwami Pillai, Shri Khandubhai K. Desai, Shri M. S. Aney, Begum Aizaz Rasul, and Mr. R. K. Sidhwa, with instructions to report by the 1st December 1947, and that the number of Members whose presence shall be necessary to constitute a meeting of the Committee shall be five."

While moving this amendment I wish to draw the attention of my honourable friend and the House to one or two aspects, of this Bill. The first objection which I think on principle is the definition of 'public purpose' which my honourable friend has put in this (Bill, because this is a somewhat fundamental thing. He has defined 'public purpose'. It means any purposes connected with the shortage of accommodation in the Province of Delhi. I have not been able to understand the real import of this sentence. Anything may be connected with the shortage of houses in Delhi. That is perhaps not the right way of defining 'public purpose' because there may be people whose presence in New Delhi is not necessary and they may also claim a right to be here and on that ground may say that they are as much covered by this definition of 'public purpose' as anybody else. So 'public purpose' when it is defined like that I think, Sir, we will have to make it more definite and say really what is meant by 'public purpose'. Then again, Sir, one other objection which seems to have escaped my honourable friend's attention is that

he has made no provision in this Bill exempting at least one house—one residential house—to a man who has spent his life's labour and built a house and has bene residing in that house for 20 years. This Bill makes no exemption in any case, not even one house is left to the owner of the house. I would very much like the Select Committee to consider this aspect of the Bill and make exemption in cases of those who own only one house and which is used for residential purposes. Then, Sir, there are other aspects of this Bill which I would not like to emphasise at this stage as it would take the time of the House, but there are certain other aspects. For instance it is provided that only 10 days' notice is given whereas my honourable friend is more aware than anyone else that in these few days it is not possible to get a house vacated with all the might of the coolies. I have been serving on the Custodian Committee and I may tell you and the House that we decided to get all unauthorized possessions vacated, but after 6 weeks' deliberations we had to revise our decision, and, all unauthorised possessions we decided to legalise rather than ask those people who were first in the field and had helped themselves with big palaces or buildings—to which they were not entitled—they were practically left there because we felt that perhaps it is a lesser evil than to ask them to vacate and put strain on the coolies or create good room for more bitterness or mischief by the disturbances and that sort of thing.

Then again in the Rent Control Act we provided that if a tenant is to be evicted after a long and arduous course of going through the courts or to the High Court, he gets a year's notice but in that Act it was provided that at least three months' notice would be given to the tenant after all these stages had been gone through to vacate the house. Whereas, in this Bill or the 4 P.M. Ordinance which has come in the form of a Bill my honourable friend seeks to eject the owner of a house within ten days. I hope the House will agree that this is much too short a period. Then there is a provision here that we can require a house-owner to make alterations and carry out repairs and whatever is wanted by the Government, without any regard to the fact that building material is not available and Government have not undertaken to supply that building material. Whether building material is available or not he must fulfil that obligation. I think in these days of hardship and stringency this is very unfair. All these aspects of the question should be borne in mind by the Select Committee. The question of the Legations coming here with consequent pressure on our housing accommodation was also taken into consideration when we passed the Bill six months ago.

An Honourable Member: And then there are the refugees.

Shri Deshbandhu Gupta: Not the refugees; they do not figure in this Bill either. It is mostly other people who have to be provided for.

All the same, Sir, I am not opposed to this measure. It is our duty as citizens of Delhi to help Government in finding more houses for their essential staff or for the diplomatic obligations which they have to shoulder. For these people we must make houses available, and I am prepared by all means to support this Government so far as billeting or rationing of houses is concerned. I should very much like my honourable friend to remember that this Bill should not work as an engine of oppression and due consideration should be given to these suggestions that I have made.

The Decontrol Board which was formed by the Government of India some time back held a meeting a week ago and these are the figures given to us:

Total houses requisitioned—366.

Houses requisitioned upto 25-1-47—35.

Houses derequisitioned from 25-1-47 to 1-11-47—22.

[Shri Deshbandhu Gupta.]

This only confirms my impression that inspite of the Ordinance which has been there it is perhaps not possible to get many houses vacated. And that brings me again to the same argument that if my honourable friend means business and wants pressure to be removed he must direct his attention to accelerating the housing programme.

Sir, with these words I move my amendment and I hope the Select Committee will take a reasonable view of things while making its recommendations.

Mr. Speaker: The question is:

"That the Bill be referred to a Select Committee consisting of the Honourable Shri N. V. Gadgil, Pandit Thakur Das Bhargava, Pandit Mukut Bihari Lal Bhargava, Shri K. Sambanam, Shri M. Ananthasayanam Ayyangar, Shri Mohan Lal Saksena, Shri S. K. Patil, Shri Deshbandhu Gupta, Prof. N. G. Ranga, Prof. K. T. Shah, Shri H. J. Khandekar, Shri V. I. Munishwami Pillai, Shri Khandubhai K. Desai, Shri M. S. Aney, Begum Alasa Rasul, and Mr. R. K. Sidhwa, with instructions to report by the 1st December 1947, and that the number of Members whose presence shall be necessary to constitute a meeting of the Committee shall be five."

The motion was adopted.

INDUSTRIAL FINANCE CORPORATION BILL

The Honourable Shri B. K. Shanmukham Chetty (Minister for Finance):

Sir, I move:

"That the Bill to establish the Industrial Finance Corporation of India, be referred to a Select Committee consisting of the Honourable Dr. Syama Prasad Mookerjee, Shri K. M. Munshi, Diwan Charan Lal, Shri M. Ananthasayanam Ayyangar, Shri T. A. Ramalingam Chettiyar, Nawab Muhammad Ismail Khan, Shrimati Sucheta Kripalani, Shri C. Subrahmanyam, Prof. K. T. Shah, Shri B. Das, Shri S. K. Patil, Shri Jaspat Roy Kapoor, Shri Ram Sahai and the Mover, with instructions to report on the opening day of the next session of the Assembly and that the number of members whose presence shall be necessary to constitute a meeting of the Committee shall be five."

[At this stage Mr. Speaker vacated the Chair which was then occupied by Shri V. I. Munishwami Pillai (one of the Panel of Chairmen)].

Sir, the question of establishing an industrial bank or corporation for supplying medium term and long term financial requirements of Indian industries has exercised public opinion in this country for several years past. The Indian Industrial Commission (1916-18) had recommended the appointment of an expert committee to examine the possibilities of establishing industrial banks in India, and the Indian Central Banking Inquiry Committee (1929-31) had recommended the formation of provincial industrial corporations and an All-India Industrial Corporation. The attention of the public has again been drawn to the question since the beginning of 1945 in connection with the schemes formulated by the Government of India for the post-war industrialisation of the country. In the Statement on Industrial Policy issued by the Government of India on the 21st April, 1945 with reference to their plans for the future industrial development of the country the Government stated that the question of the promotion of an industrial investment corporation or similar institution was under examination. Subsequently in the General Purposes Committee appointed by the Planning and Development Department it was decided that the subject should be examined by the Ministry of Finance in consultation with the Reserve Bank of India. In implementation of this decision a Bill was prepared by the Reserve Bank of India for the establishment of an Industrial Finance Corporation to provide medium and long-term credit to industrial enterprises in India where recourse to commercial banks or capital issue channels is considered inappropriate. Sir Archibald Rowlands intended to introduce it in the Assembly in the budget session of 1946 but could not do so owing to the crowded legislative programme. It was introduced in the autumn session

of 1946 but could not be proceeded with both on account of the pressure of legislative business and the impending constitutional changes.

With the inauguration of the Independent Dominion of India and our anxiety to go ahead full speed with the industrial development of the country, the setting up of an industrial finance corporation has acquired a new significance and urgency which is further emphasized by the recent unfortunate occurrences which have dislocated economic life in certain parts of the country.

The financial requirements of industry may generally be classified under two heads, *vis.*, block capital and working capital. Block capital is required by industry to finance fixed assets, such as land, buildings, machinery and other appliances of a more or less permanent character: while working capital is required for the purchase and working up of raw materials into finished products, for stores, for expenses incidental to the marketing of products, for the day to day requirements, etc. A part of the working capital is also of a permanent nature. Generally in industries, the stock of raw materials and manufactured or semi-manufactured materials never fall below a certain minimum and the capital required for these is more or less of the nature of permanent capital. Any working capital over this minimum falls within the category of short-term finance. It is also possible to distinguish in some cases capital requirements of a semi-permanent type which may be classed as medium term requirements of industry. According to orthodox British practice, commercial banks do not supply the capital required for financing fixed assets which is obtained by industries in Great Britain by public or private subscriptions. As a rule the banks there would be prepared to furnish the capital required to finance only the floating assets against the security of stock or other liquid assets after the industry concerned has established itself in a sound position. On the European Continent, however, and particularly in Germany, Italy, Belgium and in the United States, the banks generally used to engage in 'mixed' banking, combining short-term with long-term industrial financing until the great economic depression of 1920-33, which demonstrated the drawbacks and disadvantages of the mixed system. As a result of the experience gained during the course of the years of the economic depression, it has been generally agreed that long-term industrial finance should be eschewed by banks. Apart from the mixed type of banks which have declined since the depression, special industrial banks were established in some of the European countries. In France there were the "*Banques d'affaires*" which specialised in the issue of securities and the floatation of industrial and financial undertakings. In Finland an industrial mortgage bank was floated in 1924 with capital supplied mostly by the joint stock banks to meet the long-term requirements of industry. The National Hungarian Industrial Mortgage Institute Limited was founded in 1928 for granting amortisation loans to industry, the Treasury contributing 80 per cent. of the capital and the National Union of Manufacturers the balance. A Provincial Mortgage Bank was also established in Saxony in 1925 to provide credit to industry, trade and handicrafts. It worked as an annexe of the Bank of Saxony which was an institution wholly owned by the State. In Poland, the National Economic Bank was brought into existence in 1926 which was empowered among other things to make industrial loans. The capital of this bank was subsequently acquired by the State. After the great economic depression, the Reconstruction Finance Corporation was created in the United States with the object of extending financial assistance to agriculture, commerce and industry. The activities of the Corporation were considerably extended during the war to enable it to aid the defence programme. The most recent additions to the list of industrial banks are those incorporated in the British Commonwealth. In Great Britain, the Chancellor of the Exchequer announced in January 1945 the formation of

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two finance corporations, namely the Finance Corporation for Industry Ltd., and the Industrial and Commercial Finance Corporation Ltd. The purpose of the former company in brief is to provide finance for industrial businesses with a view to their quick rehabilitation and development in the national interest, and that of the latter to supply medium and long-term capital to the small and medium sized businesses in the country. In Canada an Industrial Development Bank has been brought into existence as a subsidiary to the Bank of Canada to ensure adequate credit to industrial enterprises which may be reasonably expected to prove successful; and in Australia a separate Industrial Finance Department has been created in the Commonwealth Bank to assist in the establishment and development of industrial undertakings.

The question of establishing separate corporations in India to supplement available facilities for financing industries was exhaustively studied by the Indian Central Banking Enquiry Committee and the various provincial committees. After reviewing the facilities available in the capital market, and the working of the State Aid to Industries Act and certain Finance Corporations established by Provincial Governments, the Central Committee recommended the formation of a Provincial Industrial Corporation in each province. At the same time they stated that they did not rule out the possibility of the formation of an All-India Industrial Corporation at the Centre for the purpose of meeting the requirements of industries which may fall within the scope of the Central Government. In view of the recent constitutional developments, the scope for an All-India Corporation is greater now than was envisaged in 1930-31 by the Banking Committee. The Bill which is now before the House, however, is not intended to meet the requirements of basic and nationalised industries but only to provide finance to meet the long-term needs of private industry.

Sir, I shall now briefly explain the main provisions of the Bill which, as I have stated, was introduced by the previous Government. Besides the drafting changes necessitated by the new constitutional position, it needs in my opinion certain minor modifications. But this can be dealt with in the Select Committee and it will be enough if I merely indicate them when referring to the particular provisions.

It is proposed in Clause 4 of the Bill that the capital of the Corporation shall be Rs. 5 crores, divided into 2,000 shares of Rs. 25,000 each fully paid up. Of this the Government and the Reserve Bank will each take up 400 shares and the balance of 1,200 shares will be offered to scheduled banks, investment trusts, insurance companies and other like financial institutions on the lines indicated in sub-clause 4 of Clause 4. In the present circumstances in India, it appears that an institution controlled by Government, the Reserve Bank and institutional investors will have the best chances of success.

Sub-clause (b) of Clause 4 restricts the transferability of shares to Central Government, Reserve Bank, scheduled banks, insurance companies, investment trusts and other like financial institutions. Clause 5 provides for a guarantee by Government of dividend on shares not exceeding 2½ per cent. I think this clause is not happily worded. The guarantee must be for a fixed rate and it will be best to leave the rate to be notified at the time of the issue of shares by Government who will naturally fix it at a reasonably low level.

Prof. H. G. Ranga (Madras: General): Without any maximum limit?

The Honourable Shri R. K. Shanmukham Chetty: I said not exceeding 2½ per cent. 2½ per cent. is the maximum.

I next come to Clauses 6 and 7 dealing with management. The general superintendence and direction of the affairs of the Corporation has been entrusted to a Board of eleven Directors of whom two will be nominated by the

Central Government, three will be nominated by the Central Board of the Reserve Bank, one will be a Managing Director appointed by the Central Government after consideration of the recommendations of the Board, three will be elected by banks who are shareholders of the Corporation, and the remaining two will be elected by insurance companies, investment trusts and the other shareholders. The first Managing Director will be appointed by the Central Government after taking into consideration the recommendation of the Reserve Bank. The constitution of the first Board of Directors and the terms of office of the various classes of Directors are prescribed by Clause 7.

Clause 11 lays down an obligation on the Corporation to start four offices at Bombay, Calcutta, Delhi and Madras. Offices may be established at other places with the sanction of the Central Government.

Clause 13 is an important clause dealing with the Corporation's borrowing powers. It is provided that the Corporation may issue and sell bonds and debentures not exceeding four times the amount of the share capital. This limit seems to me to be inadequate and I propose to suggest in the Select Committee that it be raised to five times the aggregate amount of share capital and reserve fund. The principal and interest in respect of bonds and debentures is guaranteed by the Central Government, the latter at a rate not higher than $2\frac{1}{2}$ per cent. Fixation of such a limit under the law seems to me inappropriate and I would suggest in the Select Committee that the rate should be fixed by Government at the same time bonds and debentures are issued. The Corporation is authorised under Clause 14 to receive fixed deposits for periods of not less than ten years, provided the total amount of such deposits does not exceed Rs. 10 crores.

The business of the Corporation is defined by Clause 15. The Corporation is authorised to grant secured loans to industrial concerns repayable within a maximum period of 25 years. It may guarantee loans raised in the market by industrial concerns for an agreed rate of commission. It has also the powers to underwrite the issue of stock, bonds, and debentures and of retaining, as part of its assets, such stock, bonds or debentures as it may have to take up in fulfilment of its underwriting obligations, but is required to dispose of any such stock, bonds and debentures within a period of seven years.

Clause 16 limits the maximum amount of accommodation it can grant to any single borrower, by way of loan, a guarantee undertaking or underwriting agreement in the aggregate to ten per cent. of its share capital.

In terms of Clause 19 of the Bill, in case of industrial concerns requiring loans in foreign currency the Corporation is authorised with the previous sanction of the Government to borrow such funds through the International Bank for reconstruction and development or otherwise.

Under Clause 21, the Corporation is empowered to recall loans within the agreed period under the circumstances defined in it. In view of its special position, the Corporation is proposed to be given, under Clause 22, certain privileges in the matter of the enforcement of its claims. In the event of a default by the borrower, the Corporation may, after due notice to the borrower, apply to the Court for attachment of property of the industrial concern, and the Court shall pass without delay an *ad interim* order attaching so much of the property of the industrial concern, as would realise an amount equivalent to the outstanding liabilities of the industrial concern to the Corporation together with the cost of the proceedings.

Clause 24 requires the Corporation to establish a reserve fund out of profits. So long as the reserve fund is less than the share capital, and so long as any amount is due to Government under a guarantee given by them under Clause 5 or Clause 13, the rate of dividend on shares shall not exceed the rate guaranteed by Government. When the reserve fund equals or exceeds the

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share capital, the rate of dividend may be raised to a maximum of 5 per cent. and the balance of profits shall be transferred to the Central Government.

Clauses 25 and 27 prescribe the period within which the annual general meeting must be held after the close of the financial year of the Corporation and prescribe the returns to be sent to Government, the Reserve Bank and other shareholders. These clauses are on the usual lines and call for no special comments. The next Clause 28 provides that the Corporation shall not be wound up without the sanction of Government.

The only other clause which requires an explanation is Clause 31, which exempts the Corporation from income-tax and super-tax. The clause is a logical sequence to Clause 24 which provides that the balance of profits, after the appropriations specified therein, shall be transferred to the Central Government.

Sir, as I have stated earlier in my speech, the object of the Bill is to supplement existing facilities available for the supply of medium and long-term capital to industry. Having regard to the inadequacy of the existing facilities in India in this regard and the necessity of rapid industrialisation to raise the standard of living of the people, I need hardly stress the importance of the present measure to the national wellbeing of the country. As I have said before, such corporations have been established in the United Kingdom, Canada, and Australia and the latest reports indicate that the two corporations started in the United Kingdom have already commenced their useful work. In view of the fact that the Bill before the House is overdue and is calculated to accelerate the progress of India towards industrialisation, I commend, Sir, the measure for the acceptance of this House.

Mr. Chairman: Motion moved:

"That the Bill to establish the Industrial Finance Corporation of India, be referred to a Select Committee consisting of the Honourable Dr. Syama Prasad Mookerjee, Shri K. M. Munshi, Diwan Chaman Lall, Shri M. Ananthasayanam Ayyangar, Shri T. A. Ramalingam Chettiyar, Nawab Muhammad Iqbal Khan, Shrimati Sucheta Kripalani, Shri C. Subrahmanyam, Prof. K. T. Shah, Shri B. Das, Shri S. K. Patil, Shri Jaspat Roy Kapoor, Shri Ram Sahai and the Mover, with instructions to report on the opening day of the next session of the Assembly and that the number of members whose presence shall be necessary to constitute a meeting of the Committee shall be five."

Shri T. T. Krishnamachari (Madras: General): Sir, I would like to congratulate the Honourable Mover in bringing forward this Bill so soon after he assumed charge of his office. It seems to me, Sir, appropriate that a person like Mr. Shanmukham Chetty, with his background of industrial experience, should pilot a Bill of this nature.

At the outset, I would like to say that I am happy to find that the Mover feels that the resources of this institution which have been vouchsafed to it by this Bill are rather inadequate and he therefore proposes that in the Select Committee he would suggest an augmentation of those resources, by enlarging the scope of Clause 13. But I wonder if that would be all that has to be done. After all, in a country like ours, so big, with so many schemes awaiting financial support, I think an institution of this nature should be started in a much bigger way. It may be that the share capital need not all be taken up at one time. But would it not be necessary for this institution to be provided statutorily with facilities for expansion of the share capital? I hope the Select Committee will examine this point and, if necessary, alter the share capital structure of this institution. In fact, I am not sure that all the funds that will be available to this institution under Sections 13 and 14 would be adequate even after the proposal to alter the terms of Section 13 made by the Honourable Mover—proposal which he said he would make to the Select Committee. I think even in this matter there must be an expansion of the possible resources that this institution can command.

Another aspect of the Bill which I think had better be examined by the Select Committee is whether the institution should not be split up into two, following the British example, one institution for small industries and another for large industries, which will certainly help the concentration that will be necessary in the case of small industries.

So far as the clauses relating to the raising of shares are concerned, they have been fairly carefully drafted. Certain quantity of shares are to be given to banks and certain other to institutions like insurance companies, investment trusts, etc. But in this country we have only one class of people who serve as directors of the Reserve Bank, serve as directors of banks, serve as directors of investment trusts, serve as directors of insurance companies—the class is the same in all such institutions. And I find here no attempt made by the Government, unless perhaps they propose to nominate Directors representing other interests, to provide for people who don't fall within this category, to get into the Board of Directors of this institution. How it is to be devised is a matter for the Select Committee to consider. I do hope the honourable the Mover will bear in mind that as it is drafted—I am sure he has no hand in the drafting of it as it has been drafted by a previous administration, perhaps the Reserve Bank—the class bias is there definitely. Particularly when we want industrialisation on a large scale, industrialisation that will benefit the common man of this country, there is no use in perpetuating the domination of this class of people upon our economy by making this body more or less a monopoly of the privileged classes.

Again, Sir, we know in this country that those who control insurance companies control banks. Those who control insurance companies and banks, if they cannot themselves be directors of the Reserve Bank, have their own friends there. So, unless the classes of shares are earmarked A, B and C and transfer amongst people of the other categories banned, and a limit prescribed in respect of the maximum holding of each company, it is quite possible that ultimately the control or a large measure of control will pass into the hands of certain insurance companies and certain banks which would not be for the good for the future of this institution. I hope the Select Committee will take up this question for examination.

There is one other factor and I am rather nervous to tread on this ground particularly because of the better knowledge that the honourable the Mover has as his experience in the matter of company finance is perhaps unlimited. He has suggested, or rather the original draftsman has suggested, in Clause 24 that the dividend should not exceed $2\frac{1}{2}$ per cent. until such time as the reserve fund grows up to an amount equal to the share capital and the debts to the Central Government are discharged. Considering that the capital stipulated is not very high, one might expect that the profits that will accrue and will be ultimately transferred to the reserve fund will perhaps enable a higher dividend than $2\frac{1}{2}$ per cent. to be paid in a comparatively short time. (But it is quite possible that that might not happen. The Mover, the Finance Minister, has recently floated a loan at $2\frac{1}{2}$ per cent. What is the object of asking insurance companies who depend entirely for their income on such investments, to invest at $2\frac{1}{2}$ per cent. when they can get $2\frac{1}{2}$ per cent. from the Government, other conditions being the same, because the dividends paid by this Corporation will be liable to income-tax and super-tax? It may be that big insurance companies would nevertheless come in partly for the reason that it will add prestige to their own firm and partly for the reason that they might ultimately get a voice in the distribution of patronage by this Corporation. But the smaller companies to whom even a quarter per cent. in their income would probably be a material factor would not find the investment worth while. I am not generally in favour of any large dividends and I certainly do approve of the fact that 5 per cent. has been fixed as the ceiling. But I feel that $2\frac{1}{2}$ per cent.

[Shri T. T. Krishnamachari]

during a period which might be short or long will be unattractive to smaller institutions, smaller scheduled banks and smaller insurance companies.

One might very well ask at this stage whether it is at all necessary to create an institution of this nature as distinct and quite apart from the Reserve Bank. The Honourable Mover gave us a history of similar financial corporations all over the world and possibly he, or his predecessor did not feel it was worth while to start this institution as a department of the Reserve Bank. The Australian example seeks to make it more or less a department of the Commonwealth Bank in which case much of the trouble will be solved. Whether a separate entity, completely divorced from the Reserve Bank, should be maintained is a matter that will first suggest itself to any person who examines the scheme. But the position might be met by the fact that the control of the Reserve Bank on the Central Government is maintained to a degree which is perhaps as close as one can possibly make it. But, as I said before it seems to me that ultimately it will be the privileged classes who will control it. The Reserve Bank will undoubtedly have a say in the working of the institution. Whether it is at all worth while keeping it as a separate institution instead of making it something which is part of the Reserve Bank, --branches to be started wherever there is a branch of the Reserve Bank, close supervision by local managers of the Reserve Bank as against the scrutiny of investments which has to be made periodically as provided in the Sections of the Bill—I think is a point that can be examined by the Select Committee.

Lastly I would like to emphasize this point, namely, in Section 15 which covers the advances to industrial concerns of capital and working capital, would it not be wiser to impose some kind of distinction in regard to financing industrial concerns so far as their working capital is concerned?—not in the same way as a normal trading bank will, but in a manner which is perhaps likely to be more generous but at the same time making a distinction between the help that the industrial corporation will give to concerns that are newly started and the help that the corporation will give by way of providing working capital repayable after a stipulated period or instalments spread over a period of time and distinct from the help which an ordinary bank will provide. This type of help seems to be fairly widely conceived inasmuch as section 19 gives power to the institution to finance even in respect of foreign currency requirements. One aspect of the work of this Industrial Corporation will be to help industries to start; another aspect will be to help them to carry on. I think these two aspects will have to be treated separately, and the Rules prescribing the Corporation's help to these two types of working of the institution must be clearly stated. An enlargement of section 15 is, in my opinion, therefore called for.

Sir, at this stage I do not think it is worthwhile labouring further about the details of this Bill which has been fairly well explained by the Mover. I draw consolation from the fact that the Mover himself feels that the Bill can be considerably improved upon, and I do hope the Select Committee will treat the opinions expressed on the floor of the House by Members asking for an examination and an enlargement of the scope of this Bill and the scope of the functions of the institution which it seeks to create as a mandate so that when the Bill comes back from the Select Committee it will be a better Bill which would be based on a broader foundation and would really contribute to the industrial prosperity of this country and the well-being of the common man. Sir, I support the motion.

Shri B. Das (Orissa: General): Sir, I agree with the Honourable the Finance Minister that the Bill is long overdue. The Honourable Finance Minister stated in a Bombay speech that the credit of India stands very high. I agree with him. I endorse his views. Time has moved fast and India is going to face an economic crisis in the very near future. I am not a prophet

but that day is drawing nigh. The point is that the Bill ought to have been brought before the House six months ago. I quite agree with the opinion that my friend will manage the finances of the country soundly if things should come to the same mess that we were in 1930 or early 1931.

Sir, I would like to make one or two observations. This Bill was drafted with the concept that India and Pakistan would be one country. So I do think now that the number of Directors should be reduced and the Reserve Bank need not have three Directors. The Reserve Bank can have two Directors and I believe there will be a similar Banking Bill in Pakistan. They can have one or two Directors from their Reserve Bank. As regards the constituent shareholders, I am not satisfied that the shareholders should be confined to investment trusts and scheduled banks. The industrial prosperity of a nation is judged by three of its activities—namely; banking, insurance, and shipping activities. Insurance companies have to keep by a certain sum with the Government, and therefore have to be shareholders. I suggest to the Honourable the Finance Minister and I hope I will be able to convince my friends in the Select Committee, that the shipping companies, however small they are now, will be one of the biggest activities in the national prosperity of India and they should be permitted to be investors in the shares of this trust.

Sir, my Honourable friend the Finance Minister said that in some other countries agriculture was being looked after by similar types of industrial financial corporations. In India our original conception was confined only to financing big industries. Cottage industries have been given the go-by by the Reserve Bank although the great party to which I belong has always held that we should develop the cottage industries in the country as much as possible. The country is still following the slow coach policy of 1934-35, but we Congressmen stand committed and we stand by our great leader Mahatma Gandhi that we must develop our cottage industries side by side with other industries. With the hostility of the U.S.A. and the U.K. to supply capital goods to India in right time—U.K. having a deliberate policy of taking out huge orders and deliberately postponing delivery of those orders—unless Russia could supply heavy machinery at an early date, we wonder if India will ever get capital goods to start new industries. I am for it, because I belong to that circle. But at the same time I am asking the Finance Minister that if the Corporation cannot think of financing the cottage industries, it must think of it as a side activity of the Reserve Bank. A few minutes ago I said that the Reserve Bank was not a national bank. I have told on the floor of the old Assembly often that it was a branch of the Bank of England, and it has served the purposes of the Bank of England. One of the main activities of the Reserve Bank was to finance agricultural activities in the country, the co-operative movement in the country, not to speak of cottage industries. It did very little. This morning I had great sympathy with my revered friend Mr. Prakasam, who stated that the Reserve Bank was not a national bank. That is the idea that is worrying me and worrying many others. That Reserve Bank is at present functioning as the bank of the Government of India. It has yet to discard all the European employees that are there. They must be dismissed and their services terminated by payment of salaries for a few years. Why should they remain and bring in foreign ideas and curb our enthusiasm for financing our national activities? My honourable friend the Finance Minister was Speaker of the House in 1934 when the Reserve Bank Bill was passed. He will remember the herculean battles that were waged on the floor of the Assembly at that time. None of us were satisfied. The whole thing was dictated to us. We were told that if we would not have a Reserve Bank for India, we would not have the 1935 Act. We had to accept the Reserve Bank Act as it was thrust down our gullets, because we expected we would get a better constitution.

[Shri B. Das]

So, Sir, the time has come—and I take this opportunity to draw the attention of the Honourable the Finance Minister—the time has come when the Reserve Bank Act should be completely changed and every foreigner in the service of the Reserve Bank should be paid off the five years salary or pension and dispensed with and the Bank should be conceived as a National Bank so that India can prosper. Without the Reserve Bank functioning as the National Bank the Honourable the Finance Minister or we on this side may dream of prosperity but that prosperity will never come.

Sir, with these few observations, I support the reference to the Select Committee.

Dr. B. Pattabhi Sitaramayya (Madras: General): Sir, it is a matter for rejoicing that at last from mere pious advice we have descended to the practical plan of bringing into existence an institution of this character. For decades we have been speaking of industrial revival but nothing has been done so far in order to make a practical contribution by way of financial help to the nascent institutions of the day. I therefore welcome this measure but it strikes me as particularly inadequate, considering the size of the country, the long neglect to which the country has been subjected in the matter of industries as well as the requirements of the nation. Today from morning to evening we use five hundred chemicals at least and very few of them are being manufactured in this country. Institutions have to be brought into existence to manufacture the manufacturers and to finance the financiers and all these acts must be contemplated by this institution. That is the essential part.

Considering the magnitude of the task that lies ahead before this institution, I rather think that the effort is far too humble and too inadequate. Five crores of rupees capital for the Industrial Corporation looks almost childish. But I hope that it will grow with the lapse of time. The growth should not be on the basis of the rule of three, our progress in industrial matters must be on the basis of geometrical progression and not arithmetical; even on the basis of the accelerating velocity of a falling body not at 32 feet per second—but at 32 feet per second per second. It must go on increasing every year. The borrowing capacity of this Institution appears to be far too limited, though it is well within the bounds of safety and security. Four times the paid up capital proposed for one kind of borrowings, namely, debentures, is inadequate.

I am sorry I am labouring under the difficulty of not having looked into the Bill but only followed the speech of the Honourable Mover as he was tracing the development of the various sections one after another. I have taken that Bill from a friend and looked into it briefly but I feel that in any case I am right in saying that the borrowing capacity is somewhat limited. I particularly welcome one aspect of this Institution, namely that it contemplates only long term deposits. Financial purists and banking experts have been terrorizing the institutions of the country by prohibiting the taking of deposits of more than three years duration and even that three years duration has been accepted as a kind of concession to the clamour of banking amateurs like myself.

I have always said that to determine the area of cultivation you should not depend upon the rains of each monsoon which feed the waters of the river. You must count upon the succession of monsoons that feed the waters of the Godavari and the Gauges. If you are going to regulate the extent of land that is brought under cultivation on the basis of a year's monsoon you will fail. Next year there may be no monsoon at all, argue the Engineers. That is of course a purist's argument, logical but not reasonable. Here I am glad you have taken a ten years' deposit. This reform is long overdue in the

co-operative movement but the co-operators have come to depend so much upon *finance* and so little upon *co-operation* that they would not think of financing the movement adequately and it has fairly been well-choked betimes. Now this period of ten years duration is a fairly long term though I would have preferred it to be 12 years but that is perhaps for the Select Committee to look into.

The next point is that the loan is to be of 25 years *term*. That is quite adequate. One cannot complain of the legislation which has given to a nascent industry financial help but the real difficulty arises in the *measure* of help that the legislation contemplated. It is a paltry sum, it is a trifle not worth mentioning, namely 1/10ths of the capital. If I can get ten lakhs for my business, do you mean to say I cannot manage to get another one lakh? This quantum of a tenth of the capital bears a disproportionately small ratio to the requirements of the institution and indicates the scale on which this Industrial Corporation is likely to work. Then there is the 2½ per cent. guarantee of *dividend*; the Honourable Mover himself has said whether it should not be a fixed figure. Well, I was thinking over the point. Perhaps a fixed figure is not so good as an elastic figure. They have made it particularly elastic in order to provide an incentive to effort and not merely to ensure a dividend. Now a word about the *capital*. You know that money has been going abegging for long. Zamindaries are being abolished and the security of land is being threatened; then banks have reduced their dividends from 4 to 3 and even to 2½ per cent. and only the money of Insurance Companies is waiting to be invested. There are large funds—particularly life funds available for Insurance companies have the law that 40 per cent. of the life funds must be invested in a particular manner and therefore this may come as a helpful source of investment for the insurance companies on the one hand and for the Industrial Bank on the other. But it strikes me as to why it is that the shareholdership or *membership* is being limited only to particular institutions, namely, banks, corporations, insurance companies and so on. Nothing would be lost by associating the common man with this new institution. Perhaps you will get enormous amounts of money from him and that man is finding it difficult even to get a dividend of 2½ per cent. for his small savings. The Reserve Bank has not had reason to regret that it has taken money from the common man and their limitation on the individuals shares to Rs. 500 is not a bad restriction. Whatever that be, I would like you to extend the scope of the usefulness of the law not merely by way of loans but also by taking deposits from individuals. I believe I am right in saying that individuals are now excluded from the scope of this Institution.

Then I believe I have heard it stated that not more than 5 per cent *dividend* will be paid to the shareholders and the remaining profits will go to Government. That is a very intelligible proposal and the broad principles of the Corporation are correct. I hope that from the Select Committee the Bill will emerge much better and much bigger and more useful. I thank you, Sir, for allowing me this opportunity to speak on the Bill.

RAILWAY BUDGET

FOR

15TH AUGUST 1947 TO 31ST MARCH 1948

The Honourable Dr. John Matthai (Minister for Railways and Transport): Sir, my primary purpose in addressing the House this evening is to discuss the present financial position of the Railways and also to place before the House certain proposals arising therefrom. But before I do so, I know the House would like me to deal with certain current problems relating to the administration and the

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working of our Railways which have been matters not merely of concern but of anxiety both to the House and to the country. The first of these problems that I want to deal with is the way in which the partition of the country and certain consequences that have flowed from partition have reacted upon the Railways.

I propose to deal with the subject of partition under three heads. Firstly, certain operating arrangements which partition has rendered necessary. Secondly, the important problem of the division of assets and liabilities, and thirdly, certain concrete problems of a current nature which we are called upon to deal with as a result of partition.

I shall indicate briefly the nature of the operating arrangements we have made to reduce to a minimum the interruption of traffic. First of all, we have made arrangements regarding what are called "running powers", that is to say, when one Railway runs its trains to the border of the other Railway, it is likely that at the terminal points on the border there would not be all facilities necessary for dealing with these trains. Before these trains come back, it is necessary that there should be stabling room for trains, running room for the staff on the trains and arrangements for the inspection of wagons and coaches. It so happens that as a result of the territorial division, it is not possible always at these border points to have these necessary arrangements made. Therefore, it becomes necessary to run the trains beyond the border into the territory of the other Railway to points where the necessary facilities are available. We have given running powers to Pakistan; Pakistan has given running powers to us.

Secondly, where there are certain sections of the Railways which are completely isolated from the parent Railway, it is necessary not merely to provide running powers, but to provide what are called "working powers", that is to say, such sections are allowed to be worked by the other Railway under agreed arrangements. It is a well-known railway practice. We have given working powers to Pakistan over some of our sections; similarly they have given us working powers over some of theirs.

Thirdly, if you want to avoid interruption of traffic, it is necessary that through-booking of wagons and coaches should be provided for which also has been made under this arrangement. The point of that is that otherwise you would put yourself to the delay and the trouble due to transshipment.

Fourthly, it has been arranged that there would be no changes in fares and freights on one Railway without notice being given to the other Railway.

Fifthly,—and this is an important point,—as a result of the territorial distribution of the country, Workshops that used to work for a particular Railway happen to fall outside its border. If that happens, the original facilities which were available are no longer so and it is necessary, therefore to make special arrangements. In regard, for example, to the Eastern Punjab Railway, the arrangement is that the Moghulpura Workshop which now falls within the Pakistan limits would do the necessary work for us. Similarly, it has been agreed that the Kanchrapara Workshop which belongs to us would do work for the Pakistan Railway and also the Saidpur Workshop which is in the Pakistan area would do work for the Assam Railway. This arrangement has, on the whole, I regret to say, worked unsatisfactorily. We have hardly been able to get any work done for the Eastern Punjab Railway at the Moghulpura Workshop. I do not want to blame anybody. There have been disturbances of a serious kind and there has been considerable depletion of staff. In any case, the result is that we have been able to get little service out of the Moghulpura Workshop. It has been, therefore, necessary for us to make demands on the other Railways in India for the necessary service for the Eastern Punjab Railway. Similar difficulty has arisen also in regard to the Assam Railway. The Saidpur Workshop has not been able to render us the service that we had expected and it is our idea at an early date to set up a separate Workshop for the

Assam Railway. That, however, is a matter that will take time. These arrangements are generally for a period of two years; in some cases there is no time-limit in others they are terminable at six months notice and so on.

Now, I come to the second problem arising out of partition, namely, the division of assets and liabilities. Assets present two problems in this connection. You have first of all to determine the shares which fall to each side. Having done that, you proceed further, and make a physical distribution of the assets on the basis of the shares. If we take the fixed assets,—the permanent way, the buildings, bridges and so on,—there should not be any great difficulty as regards the determination of shares, because that follows automatically the territorial distribution. Although that is so in principle, there has been in practice a certain amount of difficulty. One would have thought that where the determination of shares automatically followed the territorial division physical distribution would also follow automatically, but it has happened that in respect of the Bengal Railways it was not possible to effect in time the physical distribution of the fixed assets. I am referring to that point because my honourable friends from Bengal have rightly taken a keen interest in this aspect of partition. What has happened is that under the Boundary Commission's Award, certain additional sections of the Pakistan Railway have been ceded to us. But, all our running arrangements and working arrangements had been made with reference to the national division. Therefore, when the Boundary Commission's Award was given, it was necessary to revise the original arrangements and that took a certain amount of time—longer time than we had expected. The delay was regrettable. All that I can say about it is that the delay did not arise on our side. It was not till a fortnight ago, not till the 8th of November that these Sections of the Railways which ought to have come to us earlier under the Boundary Commission's Award were really handed over to us. It was a delay of somewhere about 2½ months; I know there was a great deal of anxiety about this matter in Bengal. The anxiety I think arose very largely from the fear that this delay might mean considerable financial losses to the Indian Railways. On that point I am in a position to set the minds of our friends in Bengal at rest. The financial risk involved has been nil. The position is that in regard to all through pre-paid traffic that passes from Calcutta northwards or southwards from Assam the collections are made by us out of which a considerable part naturally is due to Pakistan for the traffic that passes over their area. The share of these through collections which falls to Pakistan at present is in our hands, and as far as I am able to judge from the figures available to me, we have as much in our hands as is necessary to cover any payments due to us from them in respect of sections which have been ceded to us under the Boundary Commission's Award. It is not merely sufficient, but probably a good deal more. I want to assure my friends in Bengal, therefore, that there is no financial risk involved in it at all. That is as far as the fixed assets are concerned.

Regarding movable assets comprising generally rolling-stock and engineering stores the determination of the shares falling to each side was done under the notional division. But before we could revise that with reference to the Boundary Commission's Award the disturbances in the Punjab began and it became therefore impossible to proceed with the revision or to proceed with the necessary physical distribution. The preliminary work has now been completed and I am hoping at an early date to effect the distribution.

Then I come to the division of liabilities. I am referring to capital liabilities. The problem is this. Certain assets have come to us and certain assets to them. The problem we are faced with is what is the liability that each party is to assume for the assets it has received, that is to say, what is the capital cost that we are to incur in respect of the capital assets that we have received and *vice versa*. It is more than a technical or theoretical question, because on the division of these capital liabilities will depend the capital

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 charges such as interest charges, sinking fund charges, depreciation charges and so on that each party will have to bear. Unfortunately it has not been possible for us to reach agreement on this question and the matter is going up to the Arbitral Tribunal for final decision. Since this matter is to be considered by the Arbitral Tribunal I do not want to say much about it at this stage. But I owe it to the House to state briefly what is the point at issue between us and Pakistan as regards the division of capital liabilities. We have taken the line that the correct basis for the division of capital liabilities is the book value less depreciation of the share of the assets both fixed and movable that has fallen to each side. That we consider is the correct principle to apply in this case. The representatives of Pakistan urge that it is not the book value but the earning capacity of the railway which is to be regarded as the correct basis. The two railways, substantial parts of which have gone over to Pakistan, namely, the N. W. Railway and Bengal Assam Railway have been for reasons into which I need not go probably the least profitable of our railways. If therefore the earning capacity of the railways is to be taken as the basis the capital liability that would arise in respect of these railways would be considerably less. Our contention is that in regard to public utility services like railways, the principle of earning capacity has no application, since the return on capital is fixed with reference to public interest rather than ordinary economic consideration. Pakistan has made another suggestion and that is that with regard to the strategic railways which fall mainly within their area, the liabilities should be divided between Pakistan and India and that in a proportion which would leave us with most of the liabilities in respect of these railways. If the final decision was made on the principle that we have put forward the division of capital liabilities would be somewhat as follows:—

India would have 660 crores.

Pakistan would have approximately Rs. 150 crores.

If the principle put forward by Pakistan is accepted the position will be as follows:—

India would have a capital liability of Rs. 757 crores and Pakistan would have a capital liability of 58 crores.

If the decision is made on the principle put forward by Pakistan and they get their 7,000 miles of railway on that basis, in my humble opinion, they will have got it at practically scrap value.

Thirdly I want to deal with some transportation problems which have arisen from partition. First of all, there is this question of the transfer of staff, which as the House is aware, has greatly dislocated and disorganised the railway services of the country. The approximate figures regarding the number of personnel who have been transferred are these:

Total number of persons who have opted for India from Pakistan (we have not got the final figures yet) approximately the figure is	126,000
Out of these the number of persons who have arrived in India or reported their arrival in India is	108,400
Out of these 108,400 people who have arrived, the number of people who have already received their posting orders is	104,000

These figures represent a huge problem of administration and of physical movement and the House will realize the strain that this has imposed upon the whole of our railway staff. I have no final information regarding the number of people from India who have opted for Pakistan, but from such statistics as I have seen, the number is approximately 83,000. I have no further information regarding that.

Next is the evacuation of refugees as a result of the disturbances which have occurred in Pakistan. The total number of refugees that the Indian railways have moved from and to and within East Punjab up to date is approximately 2½ millions. Now 2¼ million people transported represent the normal capacity of roughly 800 passenger trains. The House will realise what an enormous diversion of railway resources that implies in rolling stock, in power and in personnel. The result of that is that a considerable number of passenger services in other parts of the country has had to be curtailed. The latest figure that I have is that the reduction of normal passenger services approximates to 3,800 train miles per day.

Then, I come to the question of goods traffic. The result of all these disturbances has been that goods traffic has been congested very severely in the Punjab area. When goods traffic is congested in that way two consequences follow. The first is that the line gets blocked because wagons are unable to move; therefore it is not possible for wagons freshly loaded to move. That is the first consequence. The second consequence is that since these wagons are standing idle and cannot be unloaded fewer empty wagons are available for fresh traffic. In both ways, therefore, traffic is seriously impeded. At the peak period of the disturbances between here and stations in the Punjab there were approximately 7,900 loaded wagons standing idle. And the result of the congestion caused by this large number of wagons on other railways was that at the same period there were on the E. I., the G. I. P. and the B. B. & C. I. Railways between four and five thousand wagons standing still. The position has considerably improved since but it still causes us considerable anxiety. What I should like to tell the House is that in view of depleted staff, lack of resources, the virtual breakdown of law and order, the large numbers of refugees—destitute and miserable but often very defiant and difficult—finally the wrath of the elements in the form of these unprecedented floods that have occurred, I suggest respectfully to the House that a word of appreciation is due to the railway staff for the valiant battle that they have waged against these terrific odds.

Lastly on the subject of partition I want to refer to certain organisation questions. In reply to certain questions addressed to me this morning in the House I referred to the question of linking up the Assam Railway with the Indian railway system. The Assam Railway is now completely isolated from the rest of the Indian railway system. Government have come to the conclusion that for administrative reasons, for business reasons and also for strategic reasons it is necessary that there should be through rail connection between Assam and the rest of the Indian railway system. We have sanctioned this project which will be taken in hand immediately. It will mean 156 miles of new work; out of that 70 miles would be conversion of the existing narrow-gauge Darjeeling Himalayan Extension Railway to metre-gauge and 86 miles new construction, the total cost of this is estimated at about 4½ crores. I have had a conference with the Ministries of West Bengal and Assam on this subject and the general alignment has been agreed to between us and the survey, as I said, will start almost immediately.

The next organisation question is the regrouping of railways affected by partition. The result of partition is that we have now five different units in the areas covered by partition. There is the East Punjab Railway which is now a separate administrative unit directly responsible to the Railway Board, the East Indian Railway, the Oudh-Tirhut Railway, the Indian portion of the old Bengal and Assam Railway and the Assam Railway. We have decided that there should be a regrouping of these railways. The question of regrouping involves three principles. First of all railways have to be arranged in such a way as to promote operational efficiency; secondly, it ought to promote administrative convenience; thirdly, it ought to effect economy in controlling and supervisory establishment.

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I have on this question also had a conference with representatives of the Governments of West Bengal and Assam and we have come provisionally to certain agreed conclusions. The question of the investigation required for this regrouping has already been taken up and a senior railway officer with a great deal of experience of railway administration is being deputed to undertake that work. I hope it will be possible as a result of this regrouping for the railways which are now working in Bengal and Assam to be administered in a manner that would serve better the interests of these areas.

Sir, that is what I have to say regarding the problems arising from partition. I now go on to an entirely different subject which is the general movement of goods traffic on our railways,—a subject which has caused a great deal of concern in the country. The first thing that I want to say is that this problem is not so much a problem of the number of wagons as a problem of what in railway parlance is called the turn-round of wagons. What this phrase "turn-round" means—if I may explain it somewhat loosely—is the time taken by a wagon to perform a round trip and return to take up fresh traffic. The amount of wagon accommodation available at any particular time in the country depends not merely on the number of wagons in service but also on the rate at which the wagons 'turn-round.' Honourable Members who are familiar with economics will know that in what they call the Quantity Theory of Money the amount of money at any particular time is determined not merely by the quantity of money but also by the velocity of circulation. That applies also to the question of goods traffic. I want to give the House certain figures. Taking the number of wagons in service, the number that we have at present represents an increase of 15 per cent. over the number we had in 1938-39. As compared with that the quantity of traffic we are carrying now represents an increase of 20 per cent. over the traffic in 1936-39. There is therefore a slight gap. But the gap is not such as to make a material difference to the position. But if you take the figures with regard to the 'turn-round' of wagons, the pace at which wagons circulate the position is different. If you take broad gauge wagons in 1938-39, the average period of turn-round was approximately nine to ten days. Today, if you exclude South India, where the problem is somewhat different—we have not the difficulties there that we have in Upper India—the broad gauge wagons have an average 'turn-round' of 14 to 15 days. What that means is that there is a decline in the total quantity of wagon accommodation available of 40 to 50 per cent as compared with pre-war. That is the problem that we are faced with and I want to tell the House as briefly as I can what are the circumstances that have led to this slower movement of our wagons.

First of all, there is this question of civil disturbances. It is interesting that, when you look at the figures regarding the movement of wagon traffic, the decline starts from August 1946. It is clearly illustrated in the case of coal traffic. In the first half of 1946 the total quantity of coal despatched from the coalfields by railways was approximately 24 lakhs of tons a month. In the second half of 1946, the period about October-November, it dropped to 20 lakhs of tons. In other words, there was a drop over a period of six months of 16 per cent, which is a very considerable figure when it comes to the question of coal traffic. This has been greatly intensified by the disturbances that have occurred in the Punjab.

A point I think to which not sufficient attention has been given in public discussions on this subject is the vast changes which have occurred in the channels of traffic since pre-war days. First of all, there are these large shipments of imported foodgrains from western countries, particularly America, to the western ports of India, a traffic which was not known before the war, and now since partition a port like Bombay has to handle in addition the traffic which was formerly handled for India from Karachi. Therefore the

pressure on Bombay in respect of import of foodgrains is at present very considerable. Secondly, since the outbreak of the war, there has been a large dispersal of industries in India. As a result of the war new industries had to be started in parts of the country where they had not been in existence before. I could illustrate it by one fact. In the days before the war, the coal that used to be despatched above Moghul Serai towards Upper India to feed industries there, was considerably less than the coal that is now going along that route. There is an increase as far as I can make out today of about 50 per cent. over the pre-war traffic in coal in that area. Another illustration is that most of the coal that used to go to Bombay and Kathiawar before the war went by sea. On account of the lack of shipping space today, by far the greater part of that traffic goes by rail.

The result of these various changes as regards the 'turn-round' of the wagons is this. The capacity of existing marshalling-yards, where as you know wagons are sorted out with respect to their ultimate destinations, was fixed with reference to the traffic that used to move over a long period along those routes before the war. Similarly also the track capacity of the railways. Now the new routes that trade is taking are routes along which the capacity of the marshalling-yards and track capacity have been fixed with reference to the thinner traffic that used to offer before the war. You may ask, why don't you improve the capacity? We would like to. But to improve the capacity of the marshalling yards and the track capacity is largely a question of building materials, and with whatever good intentions we may set about the business, the scarcity of building materials put a very severe limitation upon our resources.

There is still another cause, and that is our locomotive position which is serious. There has been a great deal of deterioration in the quality of the service rendered by our locomotives, partly as the result of the intensive wear and tear to which they have been exposed as a result of war traffic. Apart from that many of our locomotives have already survived their normal working life. The total number of locomotives we had before the partition was 8,400, both broad gauge and meter gauge. Out of that 2,900 were over-age which had done their normal period of service. If it were possible for us to replace these locomotives quickly, the problem would be eliminated. But locomotives are not made in India at present, nor even parts of locomotives and I am bound to say when I am faced with this serious problem—that the indifference which was shown to this essential requirement of the country in the old days constitutes a grave reflection on those who were responsible for the government of the country then. Then there is the question of our workshops. That again is a matter which gives us considerable anxiety. The output of our railway workshops has very perceptibly declined since the war. It is not only a question of the unrest among labour but also a question of the scarcity of essential parts of locomotives.

In 1938-39 the average number of days that a locomotive was detained in a workshop for overhaul and repair as regards broad-gauge railways was 40 days. In 1946-47 the number of days rose to 48, which shows a decline in output of 20 per cent.

If you take meter gauge locomotives in 1938-39 the number of days a locomotive was detained in a workshop was 31. In 1946-47 it was 51, a decline in output of 60 per cent.

I want to say a word with regard to coal. That problem has been causing anxiety recently. The importance of quick movement in respect of coal is twofold. First of all, unless you move the coal promptly, it reacts upon the production of the collieries, because otherwise all available stacking space is taken up. It means also so much working capital locked up. For both these reasons, therefore, it reacts upon production. It has also a great deal of importance from

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the point of view of the labour situation. If as a result of our inability to move coal simply, production slows down, it may become necessary to discharge labour. That, under present conditions, would present a difficult social problem. All the general causes that I mentioned with regard to goods traffic apply equally in the case of coal. But recently there has been another development which has had a serious effect on coal. A large number of the engine crew, particularly on the East Indian Railway, have been for many years Muslims and when they opted for Pakistan, there was the likelihood of a considerable depletion and disorganisation of engine staff. The original arrangement which Government had made was that persons who had opted for Pakistan were to be released over a period ending about March 1948 and all the arrangements necessary for replacing them had been made on that basis. When the Punjab disturbances began the whole atmosphere altered. There was a great deal of nervousness and tension among both Muslim employees and non-Muslim employees, particularly the engine crew. Both from the point of view of the safety of Muslim employees and of increased confidence among non-Muslim employees it became necessary, therefore, for Government to alter the original arrangement and orders were issued by Government not merely in respect of railways but also of other departments that those who opted for Pakistan must be released by the end of September 1947. That meant a sudden drop in the staff available for the working of engines. On the East Indian Railway when this order came into force there was a shortage of engine staff of 47 per cent. The result of that was directly reflected in the figures of despatches of coal. On the 29th of September the East Indian and Bengal Nagpur Railways between them despatched 2,487 wagons loaded with coal in a day. On the 2nd October the number dropped to 1,410 and we were faced with what looked like a first class national crisis. Since then, the situation has improved as the result of prompt steps taken by the administrations concerned, these took three forms—the quick upgrading of lower classes of engine workers (cleaners and firemen) on a much shorter period of experience than we would have insisted on otherwise. That was one direction in which the problem was tackled. The second was a large number were diverted from other sections of these railways into the collieries. And, thirdly, we attempted a speedy recruitment from the India-opting staff. The result of all these arrangements has been so far that we have reduced the shortage on the East Indian Railway from 47 per cent to something under 25.

The result of this slow movement of coal has been an accumulation of stocks at the collieries. Today, I believe, the total stock of coal at the collieries is of the order of about 18 lakh tons. Out of that 8 to 9 lakh tons represent the normal working balance at collieries. Therefore there is a balance of about 900,000 tons of accumulated stocks which have to be moved. We have now reached a daily figure of somewhere about 2,600 to 2,700 wagons between the E.I. and B.N. Railways and my estimate is that that figure is sufficient for moving current production of coal. But if we want to move the accumulated surplus it would be necessary for us to provide about 200 wagons more. I am hopeful that the means that we are at present devising would enable us to do that in a short period.

The position that has resulted in regard to coal is accurately summed up in an extract from an article that appeared recently in a well known transport journal. I would read it to the House.

"The conclusion to be drawn from these hard facts is that unless further steps are taken to rehabilitate the railway system and particularly to improve freight locomotive and wagon capacity, it will definitely be unable to cope with the additional coal traffic, which must emanate from the collieries, if we are to achieve any sort of commercial stability. All the efforts to be expended for increasing the output of the mines will be frustrated, if the coal cannot be quickly cleared and transported. The problem therefore does not concern the mines alone but rail transport also and it is to be hoped that in tackling both these aspects, the Government will now exercise the necessary vigour and determination."

It is an accurate description of the situation. Government are prepared to exercise the necessary vigour and determination. But before I pass on, I want to tell the House that the article from which I have taken this extract is a description of railway transport conditions today in the United Kingdom and not in India! I make a present of this to the House, because I think it is important that in discussing problems of Indian railways we ought to develop a better comparative sense and a greater sense of proportion.

As regards general traffic and the prospects for the future, what we propose to do is this. There is a considerable amount of additional rolling stock which is on order for the Indian railways both here and abroad, of which however deliveries will not commence till after 1948. Secondly, we have taken in hand the expansion of marshalling yards and track capacity. But we are limited by the availability of materials. Thirdly, I hope for an improvement in workshop output due to a better and more co-operative atmosphere among our labour. And I believe also that it will be possible for us to get larger quantities of spare parts from India. Fourthly, we propose to depute a senior officer of our Railways with large experience of transportation almost immediately to proceed to the United States of America to study the latest development in the technique of railway transportation. In the United States of America, more than in any other advanced country I can think of, conditions of traffic approximate to ours. But the most important thing which will make a difference to the position is an abatement of civil strife and the maintenance of law and order in the country. My main conclusion I would put in these words: While we expect gradual improvement in the near future, the restoration of normal working conditions in India cannot be expected within a period of three years.

Now I come to the question of labour which in the Railways has always been a serious problem. Since May 1946 the All-India Railwaymen's Federation had been making demands for better wages and better living conditions. A temporary settlement was reached with them in June 1946. A certain amount of provisional relief was granted. Outstanding questions were left to be settled on the basis of the Pay Commission's Report. On the main proposals of the Pay Commission's Report a settlement has now been reached, and I am glad to be able to say that the threat of a general strike on our Railways with all its dreadful consequences to the economy of the country, has been averted. I would like to take this opportunity of expressing Government's appreciation of the co-operative spirit and the general sense of responsibility displayed by the leadership of the All-India Railwaymen's Federation in their negotiations with Government. Speaking as Minister for Railways I am encouraged by the relations which now prevail between us and our labour. We want to capitalise this good-will. We want to build on it a permanent and progressive spirit of mutual understanding and co-operation between the management and labour. To achieve this end I have already started discussions with the All-India Railwaymen's Federation which, I hope, will enable us to put behind us once and for all the ugly chapter of ill-will and misunderstanding which the recent settlement has fortunately brought to a close. In the present temper of labour throughout the country what gives me anxiety is not so much the possibility of prolonged open strikes, although that is bad enough but the absence of a spirit of positive co-operation and enthusiasm for work which shows itself in such things as slow-down tactics, and sporadic stoppages of work in the form of lightning strikes. This to my mind is largely a psychological problem and it is to the solution of this problem that the Railways, like other industries, should mainly direct their attention. As far as I am concerned I regard this, so long as I hold my present office, as one of my most important responsibilities.

Next I come to the question of the superior staff. I want to refer particularly to a question in which the country has for long years taken a keen

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 interest—the Indianisation of our superior staff. There has been no recruitment of non-Indians to the railway services since 1943. And of course there will be no further recruitment hereafter, except in regard to technical jobs for which personnel with suitable experience and training does not happen to be available in the country. But where such recruitment is concerned we propose to make it as far as possible on the basis of short-term contracts so that suitable Indians may be trained up for these jobs. Regarding the existing non-Indian personnel in our services, the policy which has been announced by Government is that their existing terms and conditions would be guaranteed to them and that no distinction would be made in the matter of promotion between them and Indian officers. While in principle this is still Government's policy we cannot overlook certain developments in this matter which have occurred since the recent constitutional changes came into force, and the consequent necessity imposed upon us for some re-orientation of the policy announced by Government. What these developments are would best be indicated by the following figures:—

On the 15th August 1947 the total number of European officers in Railway Services was 838. Out of this the number who have elected for Pakistan is 98. The number who have left our service since 15th August on retirement is 49. The number who have already announced their intention to leave shortly is 19.

Altogether making a total of 166 out of 838. That is, 50 per cent of the total strength of European officers have either left or are about to leave. This raises two considerations of importance. First, a large proportion of these European officers have been holding important positions and these positions have therefore been rendered vacant. Secondly, it must be presumed from this that a further depletion will take place, in the not distant future, of European officers holding key positions. It follows from these considerations that in the public interest it is necessary now to build up as quickly as possible a reserve of Indian officers with the training and experience required for holding key positions on the railways. This cannot be done overnight. Therefore a beginning in this direction must be made immediately. We propose therefore that when vacancies arise hereafter in key positions, preference should be given definitely to Indian officers of proved ability, irrespective of considerations of seniority. This would necessarily imply that individual claims of senior non-Indian officers would in some cases be overlooked. I am aware of the hardship that would be caused in such cases. But those who are affected thereby will, I am sure, realize that this is a matter in which the country's interests must come before the interests of individual officers. The extent to which non-Indian officers have left, or are leaving our service, leaves Government no option in this matter. A beginning in this respect has already been made with the Railway Board which is the chief executive authority of our railways. Early this year the Board consisted of five Members of whom four were Europeans and one Indian. Today we have a Board of six Members, including a temporary Member appointed for dealing with refugee work. Out of these six, five are Indians and one European.

I now come, Sir, to the main subject with which I want to deal, and that is the present financial position of the Railways.

Since the last Budget was presented, several factors have come into operation which have greatly increased our working expenses. The Pay Commission's proposals, increase in the price of coal, increase in the price of foodgrains, the award of the Adjudicator regarding working hours and leave conditions for railway staff, the net effect of all these facts on the current year's Budget may be expressed as follows:

If no partition had taken place, that is on a pre-partition basis, the increase in working expenses on account of these various factors would be as follows: Pay Commission's proposals per annum, 31.71 crores. Under the arrangement that we have made with the Railwaymen's Federation, retrospective effect has to be given from the 1st of January 1947. So there is an extra period of three months to be taken into account, which would mean 7.93 crores. The increase in the price of coal would mean 1.60 crores. On account of the increases in the price of foodgrains, the grainshop concessions would show an increase of 7.50 crores. As far as the Adjudicator's award is concerned, I expect it would be possible by keeping more or less the existing staff, to provide for the shortening of working hours and the increase in leave provision which he has suggested. Therefore I expect over the present expenses we shall not incur any additional expenditure. This total figure, under the items that I have already read out, would mean an additional expenditure on a pre-partition basis for the year 1947-48 of 48.74 crores which is an increase of 86 per cent. over the working expenses estimated in the Budget. If these figures are worked out on a post-partition basis the position would be as follows for 1947-48:

Net loss up to the 14th of August 1947, up to which we worked on a joint account is 13.69 crores.

From the 15th of August 1947 to the 31st of March 1948, the increase would be 12.38 crores.

So, altogether this year the additional expenditure we have to meet is 26.07 crores. I will presently make certain proposals which Government have adopted for meeting this loss. The additional revenue from these proposals per annum would be—

Coaching traffic	22.27 crores.
Goods traffic	10.05 crores.

Altogether an additional revenue per annum of 32.32 crores. These proposals cannot be brought into force earlier than the 1st January 1948. That is the effect of it would be confined to the last quarter of the current year. The additional revenue therefore from these proposals for 1947-48 is expected to be 9.15 crores. I estimated a net loss for the year of 26.07 crores, which leaves us with an uncovered balance of 16.92 crores. We have at present in the Railway reserve 21.61 crores. If the loss is adjusted against the Railway reserve, the balance in the reserve at the end of the year would be 4.69 crores. That is roughly the financial position as it emerges from these proposals which I am going to explain to the House. The depreciation and betterment funds would be unaffected. None of this loss in revenue would be adjusted against these funds.

I have tried to get a rough estimate made, if these proposals continued for 1948-49, of what the financial position would be at the end of 1948-49. On a very rough basis I estimate that after meeting working expenses, depreciation and interest charges, there would be a net surplus at the end of the year of approximately 4 crores. That is not good enough as a surplus: and if I am asked what is the source from which I could expect additional revenue, I will say this: First increased economies. The Railway Enquiry Committee which has been looking into this question unfortunately has had to be suspended for a period of a few months on account of the disturbances and of the adjustments following from partition: but I hope they will reassemble within a short period and give us the benefit of their proposals in this matter. The other direction in which I look for increased revenue is the reduction of ticketless travel, about which I will have to say something later on.

I now come to the actual proposals which cover increases both in passenger fares and goods freight. Details regarding the financial position

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and these proposals are set out in a memorandum, copies of which will be in the hands of Honourable Members before the House rises. I propose only to mention the more important features. Under passenger fares, our proposals are

First class fares to be raised to 80 pies flat rate per mile, the present rate being 24 pies per mile up to 300 miles, 18 pies thereafter plus a surcharge of 13 per cent.

Second class fares will be raised to 16 pies flat rate per mile, the general rate today being 12 pies up to 300 miles, 9 pies thereafter, and a surcharge of 13 per cent.

Inter class: 9 pies on mail trains and 7½ pies on ordinary trains from the present average rate of 5·47 pies plus surcharge.

Third class: 5 pies on mail trains and 4 pies on ordinary trains. If you take the weighted average rate, taking all our railways together, the present average rate for third class traffic is 3·6 pies per mile. Against that average rate, the ordinary train rate would be 4 pies. I want to make clear why we make this distinction between mail trains and ordinary trains. We have been anxious in these proposals not to put any additional burden on the lowest class passengers in respect of journeys of an essential character, and these journeys are relatively short distance journeys, generally about 100 miles or so.

We consider that in respect of these journeys ordinary trains might equally conveniently be used. Although it is true that the average rate of third-class fare today is 3·6, if you take the rates actually prevailing on the more important of our Railways like the B. B. & C. I., or the G. I. P., E. I., M. S. M. and S. I. the rates are already 4 pies or over 4 pies so that in practice those who have to perform essential journeys would pay no more than they are paying today. In several cases, the rate will be actually less because on some of these Railways that I have mentioned, the present rates are higher.

I should like to explain to the House the increase in earnings that we expect from these various proposals. As regards first-class the expected earnings would show an increase of 4/5ths over the present earnings. The second-class would show an increase of 2/5ths over existing earnings. Inter-class also would show an increase of 2/5ths. Third-class would show an increase of 1/3rd.

As regards season tickets in urban areas, the increases proposed are:

First class	... 50 per cent.
Second class	... 25 per cent.
Inter class	... 18½ per cent.
Third class	... 12½ per cent.

Season tickets for rural areas would be based on twelve return fares per month.

As regards goods freight, the main principle on which we have based our proposals is not to make any general increase in goods freight rates but to make such adjustments in specific rates as are called for. The real reason for doing it is that it will enable us to distinguish between commodities; that is to say, if you want to make a distinction in respect of essential commodities, an arrangement of this kind enables you to do so.

The main proposals in regard to these adjustments are these. The first is regarding schedule rates which are rates below the standard rates under the classification rules. Those schedule rates which are unremunerative will be eliminated. The reasons for this proposal are that these schedule rates were fixed at a time when conditions of traffic were different from what they are now. Also the cost of transportation at that time was very considerably lower than it is today. The total working expenses in 1946-47 are

more than three times those in 1938-39. These schedule rates were fixed with reference to working expenses at an earlier period than 1938-39. The second proposal is that certain commodities would be upgraded from lower to higher classes; commodities which are of a non-essential character. Thirdly, we are going to introduce telescopic rates on the continuous mileage basis in respect of certain classes of goods, the rate beyond the first 600 miles being generally no higher than the existing rates. Fourthly, we propose to review the station-to-station rates, the minimum in such cases being generally 25 per maund per mile against the present minimum rate of somewhere about 175. Fifthly, we propose to make these adjustments in such a way that no increases are made on essential commodities such as foodgrains and relatively small increases on others such as cotton piecegoods. There are certain adjustments, we propose to make regarding coal such as the withdrawal of the rebate on coal shipped coast-wise, increase in terminal charges and an increase in surcharge. The net result I expect would amount to about 4 annas per ton of coal. As regards steel, we have already issued orders raising the concession rates which have been in force for a long time on the Bengal Nagpur Railway.

All proposals for increases in fares and freights would be unpopular. I personally wish that it had been possible for me to avoid making these proposals. When I suggested a small increase during the last budget session I was so severely attacked that I had no mind to propose further increase, but circumstances have been altogether beyond my control. There is one difference between the last increase and the present increase. Last time the increase was made not in order to meet a deficit but to strengthen the surplus while this time we are making these proposals because it is the only way we can avoid a deficit.

I know it would be said against these proposals that they are of an inflationary character. I want to point out some facts with regard to that. I take the view that passenger fares, except in the case of those who travel on business and workmen who travel on suburban tickets, generally are of a deflationary character having the same effect as direct taxation. With regard to freight rates we are going to see that there is as little increase as possible—hardly any increase on essential commodities such as food grains. I have already pointed out that essential journeys made by our lowest class passengers would also bear no increase.

The problem of ticketless travel has assumed very acute proportions since the refugees traffic began. In the form in which it exists now it has not merely a Railway aspect, it has also a law and order aspect. From the purely Railway point of view, we undertook something like a sample survey a few months ago and on the results of that survey I have made a rough estimate that on the Railways situated in the Indian Dominion, the amount we are losing today on account of ticketless travel is not less than Rs. 8 crores per annum. It is possible for us to take various measures of a Railway character such as additional inspection staff, proper fencing of stations, increased facilities at booking offices and so on. But I personally think the problem has gone much beyond the limits of Railway measures and it has to be tackled now as a problem of law and order because if it is allowed to continue unchecked it is going to sap the sense of law on which alone an ordered society can function. This problem has been particularly acute in the United Provinces for various reasons and recently when I had an opportunity of visiting Lucknow, I discussed this matter with the Honourable the Premier of the U. P. and between us we are considering a proposal on the following lines. We want to start a concentrated drive against ticketless travel, with the aid of an additional police force appointed and set apart for this specific purpose and also in each of the Districts of the United Provinces we would secure the services of a Special Magistrate for dealing with this problem, who will have under him sufficient police staff for the purpose.

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The question is still under discussion between us and the Government of the United Provinces, but I hope at an early date to take necessary action.

There is one more point, Sir, that I would like to mention. There has been in recent years a strong demand for the appointment of a Railway Rates Tribunal. In view of the fact that the increases that we are proposing on goods traffic take the form not of a general increase but adjustments of the rates on particular commodities, it seems to me essential that there should be provision for an unbiased examination of the rates. Government have, therefore, under consideration the question of setting up a Railway Rates Tribunal on the lines of the Tribunal in the United Kingdom, that is to say, an independent, judicial body with a much wider scope than the present Rates Advisory Committee and having a mandatory and not merely an advisory jurisdiction. I hope to be able to put a scheme on these lines into force by the 1st of April, 1948.

Sir, that brings to a close what I want to say regarding railway matters. I must apologise for having detained the House so long, especially at the end of a heavy working day. My excuse first of all is that I assume that the House and also the country, would be anxious to know the reactions upon the Railways of the very formidable developments through which we have passed during the last few weeks and months. My second excuse is that I know I am addressing a new legislature and they would, I thought, expect me to explain at greater length the background of our Railway Administration and finance than I would if I had been addressing the old House with its long and close acquaintance with these matters. What I have tried to do, Mr. Speaker, is to give the House a clear picture of the way in which the Railways are functioning under the extremely difficult conditions which prevail today—more difficult than any that I had anticipated in my most pessimistic moments,—as clear a picture as I could make it of the struggles, the failures, the achievements such as they are, and the hopes of this great national undertaking of which, for the time being, for no fault of mine, if I may say so, I happen to be the nation's custodian. I am grateful to you, Sir, and to the House for the patience and consideration with which you have listened to me.

Mr. Speaker: I would request the Honourable Members to wait for a few minutes and get their Budget sets of papers.

Mr. Speaker: The House may now adjourn and reassemble tomorrow at 11 a.m.

The Assembly then adjourned till Eleven of the Clock on Friday the 21st November 1947.