

Monday,
23rd February, 1948

THE
CONSTITUENT ASSEMBLY OF INDIA
(LEGISLATIVE) DEBATES

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of the

CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE)
1948



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CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE)

Monday, 23rd February, 1948

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

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

†[371* to 386*]

VACANT SEATS IN DELHI MUNICIPALITY DUE TO MIGRATION OF MUSLIM MEMBERS

387. *Shri Deshbandhu Gupta: Will the Honourable Minister of Health be pleased to state:

(a) whether Government are aware that the President of the Delhi Municipality and several other Muslim members have left for Pakistan and have not been attending meetings of the Committee for a long time; and

(b) whether Government are aware that there is a strong feeling amongst the members of the Committee that all seats occupied by such members should be declared vacant and that the Committee should be given an opportunity to fill them up and elect a new president and if so, what steps Government have taken or propose to take in the matter?

The Honourable Rajkumari Amrit Kaur: (a) Government are aware that the President and several other Muslim members of the Delhi Municipal Committee have not been attending meetings of the Committee for a long time.

(b) Yes. On receipt of a report from the Delhi Municipal Committee to this effect, the Chief Commissioner, Delhi, has already issued notice to the absentee members, including the President, under the provisions of the Punjab Municipal Act, 1911, asking them to show cause why their names should not be removed. The question whether the seats which may be declared vacant should be filled up will be considered.

Shri Deshbandhu Gupta: May I know whether Government have considered the process by which these seats would be filled up?—whether there would be any election or will they be filled up by nomination?

The Honourable Rajkumari Amrit Kaur: The matter is under consideration in view of the fact that there is probably going to be a general election in any case in August.

Shri Deshbandhu Gupta: Is it not a fact that since the Corporation Committee's Report is under the consideration of the Government, general elections are not considered to be held very soon?

The Honourable Rajkumari Amrit Kaur: Government have taken no decision in that matter.

Shri Deshbandhu Gupta: Has it been finally decided that the general elections will take place in August next?

The Honourable Rajkumari Amrit Kaur: I cannot give an answer to that question now.

†For answers to these questions see pages 1079-85 of these Debates.

PRODUCTION IN CORDITE FACTORY IN NILGIRIS

388. *Mr. R. K. Sidhva: (a) Will the Honourable Minister of Defence be pleased to state the total value of the plant, machinery and buildings in the Cordite Factory located in the Nilgiris (Madras Presidency)?

(b) What is the annual maximum production capacity of this factory if it works at an average 8-hour shift per day?

(c) What is the present annual output and what is the percentage of plant and machinery actually made use of? What percentage of plant capacity is lying idle?

(d) Is it a fact that heavy chemicals such as, Sulphuric Acid, Nitric Acid, Nitro-Cellulose, etc., can be produced in this factory on a large scale?

(e) If so, do Government intend to utilise this factory for the purpose of manufacturing chemicals?

The Honourable Sardar Baldev Singh: (a) The value of the installation is approximately Rs. 131 lakhs.

(b) The production capacity of this factory cannot be divulged for reasons of security.

(c) Approximately five to ten per cent. of the capacity is utilised at present for military requirements.

(d) Yes, the chemicals mentioned can be and are produced in this factory.

(e) Yes, Sir. The matter is being urgently investigated.

Mr. R. K. Sidhva: Arising out of answer to part (d), may I know what is the percentage of these acids being produced for commercial purposes, as the Honourable Minister states that it is being done?

The Honourable Sardar Baldev Singh: I could not give the exact percentage but acids are being manufactured as given in my reply.

Mr. R. K. Sidhva: Is it a fact that out of the total production this Factory is capable of, only two per cent. capacity is being utilised and ninety-eight per cent. is idle at present?

The Honourable Sardar Baldev Singh: I will make enquiries, but at present the Factory is not working to the full capacity.

Shri H. V. Kamath: Are there any other cordite factories elsewhere in India?

The Honourable Sardar Baldev Singh: This Question refers to Ordnance Factories, and as far as Ordnance Factories are concerned, it is the only Factory.

Shri K. Santhanam: Are arrangements such that expansion in this Factory can be made at any moment when there is a necessity?

The Honourable Sardar Baldev Singh: If the Honourable Member means by "expansion" increase in the production of the Factory, the answer is 'Yes'.

Mr. R. K. Sidhva: What is the production of acids at present?

The Honourable Sardar Baldev Singh: I will get that information—I have not got it with me.

Mr. R. K. Sidhva: Is it not a fact, Sir, that if it is worked it could produce about 9,000 tons per annum?

The Honourable Sardar Baldev Singh: As I have already stated, I cannot disclose this information on the floor of the House, but if the Honourable Member is anxious to know what the capacity of the Factory is and what we are producing at present, I can give him this information.

Mr. Speaker: The Honourable Minister will give or consider the question of giving it?

(No reply.)

SALARIES AND GRADES OF STAFF OF CORDITE FACTORY IN NILGIRIS

389. *Mr. R. K. Sidhva: (a) Will the Honourable Minister of Defence be pleased to state the number of officers, foremen, assistant foremen and charge-men employed in the Cordite factory in the Nilgiris and their salaries and grades?

(b) How many of them are Indians and how many are foreigners and is there any difference in their respective grades of salary?

(c) Do Government propose to have only Indians employed in this factory?

(d) If so, do Government propose to get them trained within the shortest possible period?

(e) Do Government intend to equalise the salaries of foreigners and Indian nationals?

The Honourable Sardar Baldev Singh: (a) and (b). I lay two statements on the table of the House.

(c) Yes. In accordance with the announced policy of Government, when the services of non-Indians are terminated on retirement, expiry of contract or for any other reason, vacancies thus created will be filled by Indians only, subject to qualified candidates being available.

(d) Yes. Detailed proposals are being worked out.

(e) Government have assured non-Indian officers that they could continue on the same terms and conditions of service as they were enjoying before transfer of power to India.

Statement I
CORDITE FACTORY, ARUVANKADU

Name of post	Number	Grade	Salary	
			Scale A	Scale B
Superintendent	1	Gazetted	Rs. 1,350—100—1,750 + O.S.P. £30 or Rs. 250.	Rs. 1,300—60—1,600.
Works Manager	2	Gazetted	Rs. 850—100—1,250 + O.S.P. £30 or Rs. 250.	Rs. 600—40—1,000—1,000—1,050—1,100—1,100—1,150.
Assistant Works Manager	5	Gazetted	Rs. 600—50—800 + O.S.P. £25 or Rs. 250.	Rs. 350—350—380—380—30—590—E. B.—30—770—40—850.
Principal Foreman	1	Non-gazetted	Rs. 600—20—700 + Rs. 75 if of non-Asiatic domicile.	Post being abolished.
Foreman and Storeholder	1	Non-gazetted	Rs. 500—20—600. A Foreman after 10 years service gets a pay of Rs. 650 and if of non-Asiatic domicile gets an additional pay of Rs. 75 per mensem.	Rs. 300—20—500 (Foreman).
Assistant Foreman and Assistant Storeholder.	16	Non-gazetted	Rs. 375—15—435 (then 6th, 8th and 10th years Rs. 450, Rs. 470, and Rs. 490 plus Rs. 75 if of non-Asiatic domicile for Assistant Foreman).	Rs. 300—20—460 (Storeholder).
Chargeman	22	Non-gazetted	Rs. 200—10—300, after 5 years Rs. 350.	Rs. 200—10—300.

NOTE.—All Indians appointed after 27th September 1931 draw pay in Scale B. Others draw pay in Scale A.

Statement II

Names of post	Indians	Non-Indians
Superintendent	1
Works Manager	2
Assistant Works Manger	2	3
Principal Foreman	1
Foreman and Storeholder	4	4
Assistant Foreman and Assistant Storeholder	15	1
Chargeman	22	

Mr. R. K. Sidhva: May I know from the statement at least how many are Indians and how many foreigners, in the officers grade?

The Honourable Sardar Baldev Singh: Sir, it is a long statement and according to the information I have with me. about 131 officers roughly are non-Indians.

Mr. R. K. Sidhva: Officers?

The Honourable Sardar Baldev Singh: No, everybody included.

Mr. R. K. Sidhva: Is it not a fact that there are eight officers and that out of them seven are foreign and one Indian?

The Honourable Sardar Baldev Singh: May be true.

Mr. R. K. Sidhva: May I know whether qualified Indians are available or not?

The Honourable Sardar Baldev Singh: Up till now there are no known qualified Indians available. But as I have already stated, as soon as qualified Indians are available these jobs will be filled up by Indians only.

Mr. R. K. Sidhva: What is the qualification required for an Indian?

Mr. Speaker: I think the Honourable Member is going into too many details of administration.

ACCEPTANCE OF ORDERS FROM PRIVATE FIRMS BY AMBERNATH AMMUNITION FACTORY

390. *Mr. R. K. Sidhva: (a) Will the Honourable Minister of Defence be pleased to state whether it is a fact that Ambernath Ammunition Factory accepts orders from private firms for the manufacture of various kinds of articles?

(b) Is it a fact that before acceptance of such orders, a reference is made to Calcutta for quotations, etc.?

(c) If so, do Government propose to consider the advisability of stopping references to Calcutta and accepting the orders on the spot?

(d) Do Government propose to accept deposits from dealers against the manufacture of articles to avoid delay?

(e) If not, do Government intend to adopt some other expeditious method?

The Honourable Sardar Baldev Singh: (a) Yes.

(b) Yes, except in the case of small orders.

(c) No, as there are various reasons why the local officers cannot be allowed final powers. If the Honourable Member will let me know of any instance of serious delay I shall have it investigated.

(d) and (e). Government ordinarily require advance payment in full or a substantial deposit or an irrevocable letter of credit before work for a private firm is commenced. This practice does not involve any delay in the execution of the work by Government.

Mr. R. K. Sidhva: In answer to part (c), the Honourable Member said there are various reasons for not introducing the system mentioned in the Question. May I know what are the serious difficulties, may I know any one of them if it could be mentioned?

The Honourable Sardar Baldev Singh: There are several difficulties but during my recent visit to the Ordnance Factories, I have discussed this matter and it is being investigated at present.

IMPORT OF NITRO CELLULOSE, SULPHURIC AND NITRIC ACIDS FROM FOREIGN COUNTRIES

391. ***Mr. R. K. Sidhva:** (a) Will the Honourable Minister of Defence be pleased to state the total quantity of Sulphuric Acid, Nitric Acid and Nitro Cellulose (Acetone) imported from foreign countries?

(b) Is it a fact that a firm in Calcutta sent an order to the Cordite Factory in the Nilgiris for 200 tons of Sulphuric Acid?

(c) If so, was the order executed? If not, why not?

The Honourable Sardar Baldev Singh: (a) Nil for Defence requirements.

(b) No, Sir.

(c) Does not arise.

'FARM FORUM RADIO' FOR EDUCATION IN AGRICULTURE OF RURAL INDIA

†392. ***Prof. N. G. Ranga:** Will the Honourable Minister of Information and Broadcasting be pleased to state:

(a) whether Government are aware that in Canada a "Farm Forum Radio" has been organised by the Broadcasting Department in co-operation with the Canadian Federation of Agriculture and that the Forum discussions have become a general source of adult education among the Canadian farming public;

(b) whether it is a fact that the Federation of Rural Peoples Organisation has brought this fact to the notice of the All-India Radio authorities twice during the last year;

(c) if so, whether any action has been taken either to study the working of this Forum in greater details or to obtain Canadian Literature published on this subject or to institute a similar Forum in our country;

(d) why no action has so far been taken by Government either to ask for more information or for the co-operation of the Federation of Rural Peoples Organisation in this matter; and

(e) whether Government propose to consider the advisability of instituting a similar Forum in India?

The Honourable Sardar Vallabhbhai Patel: (a) and (b). Yes.

(c) Literature regarding the Canadian Farm Radio Forum was obtained and has been studied by All-India Radio.

(d) The necessary information has already been obtained. The rural programme of All-India Radio is settled in consultation with Provincial Governments and the Advisory Committees and suggestions from non-official organisations are examined and where possible, acted upon.

(e) Government do not consider that a forum would be suitable for Indian conditions just at present.

† Answer to this question laid on the table, the questioner being absent.

STATE FACULTIES IN CENTRE AND PROVINCES FOR RECOGNITION OF HOMŒOPATHIC INSTITUTIONS AND PRACTITIONERS.

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

(a) whether Government are aware that the Government of Bengal created a Homœopathic State Faculty in 1943 for recognition of Homœopathic institutions and practitioners;

(b) whether such Faculties or other authorities have been created in other provinces and if so, in which provinces; and

(c) whether Government propose to consider the desirability of creating a Central Council or Board, with a view to bringing under uniform and adequate control and direction, the teaching and practice of Homœopathy?

The Honourable Rajkumari Amrit Kaur: (a) Yes.

(b) Homœopathic Faculties have not been created in other Provinces.

(c) I would invite the attention of the Honourable Member to the Resolution passed in this House on the 17th February, 1948, regarding Homœopathy. Government will consider further action to be taken in the light of the Resolution?

SUPPLY AND IMPORT OF HOMŒOPATHIC MEDICINES IN INDIA

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

(a) whether Government are aware that Homœopathic medicines are largely used in India because of their cheapness and efficacy;

(b) whether Government are aware that the mother tinctures of almost all the Homœopathic medicines and alcohol and the milk of sugar necessary for the preparation of different dilutions and triturations are almost wholly imported from foreign countries;

(c) whether Government are aware that the 95 per cent reduction ordered by Government in the importation of medicine from abroad will adversely affect the availability of Homœopathic medicines in adequate quantities for use in this country; and

(d) if so, whether Government propose to consider the desirability of examining the position referred to in part (c) above and taking steps to ensure an adequate supply of Homœopathic Medicines?

The Honourable Rajkumari Amrit Kaur: (a) Government have no exact information as to the extent to which Homœopathic medicines are used in the country.

(b) Yes.

(c) The import of Homœopathic medicines like that of other drugs and medicines has to be restricted owing to the shortage of foreign currency resources. It is, however, incorrect to say that a reduction of 95 per cent. has been made in the import of medicines.

(d) The import quota for Homœopathic medicines for the current shipping period is being increased.

Shri Deshbandhu Gupta: May I know if it is a fact that the Homœopathic Charitable Dispensaries in Delhi which had been importing medicines worth several thousands every year, were granted a dollar quota of only Rs. 75 worth?

Mr. Speaker: It will be an individual question, which the Honourable Member cannot put on this particular question.

The Honourable Rajkumari Amrit Kaur: I have no information on the subject, Sir.

TREATMENT OF PAKISTAN SUBJECTS AS NON-INDIANS FOR CIVIL AND MILITARY APPOINTMENTS IN INDIA

395. ***Seth Govinddas**: Will the Honourable Minister of Home Affairs be pleased to state whether Government propose to consider the advisability of treating the subjects of Pakistan as non-Indians for purposes of Civil and Military appointments in the Indian Union?

The Honourable Sardar Vallabhbhai Patel: A citizen of Pakistan is already treated as non-Indian for purposes of Civil and Military appointments in the Dominion of India.

Seth Govinddas: Is it not a fact, Sir, that non-Muslims living in Pakistan are being treated as non-Pakistanis?

The Honourable Sardar Vallabhbhai Patel: I do not follow the question.

Seth Govinddas: I mean, Sir, not only Hindus, but non-Muslims living in Pakistan are being treated by the Pakistan Government as not the subjects of Pakistan, and under those circumstances what steps Government are going to take as far as the nationals of Pakistan are concerned?

Mr. Speaker: I take it what the Honourable Member means is this, that Hindus and other non-Muslims living in Pakistan are being treated as aliens, and he wants to know what will be the policy of the Government of India as regards people in Pakistan coming here. That is the question, I believe. Of course, I am not repeating the words, but am merely giving the substance.

Seth Govinddas: Yes, Sir.

The Honourable Sardar Vallabhbhai Patel: It is rather a difficult matter, because the present position is not quite settled, but the non-Muslims coming from Pakistan here are treated as our nationals, as they have left Pakistan with the intention of settling down here.

Seth Govinddas: Have Government received any complaints from the non-Muslims of Pakistan about the behaviour of the Pakistan Government with them in this respect?

The Honourable Sardar Vallabhbhai Patel: I cannot say. We have received no complaints about non-Muslims proposing to stay there. The only complaint is that they want to come out.

Seth Govinddas: -What I mean is this: Have the Government received any complaints from non-Muslims of Pakistan who wish to live in Pakistan—particularly in Bengal—that they are not being treated as Pakistani subjects?

Mr. Speaker: That concerns the Pakistan Government.

Seth Govinddas: I am asking whether the Government have received any complaints from non-Muslims living in Pakistan.

The Honourable Sardar Vallabhbhai Patel: Does the Honourable Member expect that complaints from Pakistan should be received by the Government of India?

Seth Govinddas: No, Sir. What I say is this. I am only asking for information as to whether the Government have received any complaints in this respect?

The Honourable Sardar Vallabhbhai Patel: I don't think, Sir. The Honourable Member refers to non-Muslims living in Bengal, not in the other part of Pakistan and in regard to that I can only say that non-Muslims there all know that they have nothing to complain here about matters affecting them in Pakistan. If they have any complaint to make, they have to make it to the Pakistan Government.

Shri H. V. Kamath: Is it a fact, Sir, that the wives of some Pakistan Government servants are in the employ of the Government of India?

The Honourable Sardar Vallabhbhai Patel: I am not able to follow the question, Sir. We do not employ the wives of other people. What is the meaning of this, Sir?

Shri H. V. Kamath: What I asked was this, Sir: Are any wives of Pakistan Government servants in the employ of the Government of India here as Government servants?

The Honourable Sardar Vallabhbhai Patel: I have no knowledge.

MUSLIM EMPLOYEES OPTING FOR PAKISTAN IN GUN CARRIAGE FACTORY,
JUBBULPORE

396. *Seth Govinddas: (a) Will the Honourable Minister of Defence be pleased to state whether some of the Muslim employees of the Gun Carriage Factory, Jubbulpore, who had opted out for Pakistan, still continue in employment there?

(b) If so, what steps do Government propose to take to send them to Pakistan or to terminate their services in the Gun Carriage Factory, Jubbulpore?

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

(b) Orders have been issued for the release of all personnel who have expressed a wish to serve in Pakistan before the end of this month.

Seth Govinddas: Is it a fact that in those factories there are some servants who had applied to go to Pakistan and who have now written to the Government of India that they want to be retained there?

The Honourable Sardar Baldev Singh: I have no information about that, but as regards those who had expressed a wish to go to Pakistan, orders have been issued that they should all leave before the end of this month.

Seth Govinddas: No, Sir. My question is this: Is it a fact that some people originally wanted to go to Pakistan but now they have changed their mind and have recently written to the Government of India saying that they want to stick to their places and that they do not want to go to Pakistan?

The Honourable Sardar Baldev Singh: I think, Sir, there is some misunderstanding about it. No option was given to the employees of Ordnance Factories to go to Pakistan or remain here. Some of the employees themselves expressed a desire to go to Pakistan and all such officers and men who expressed such a desire have been asked to leave before the end of this month.

Seth Govinddas: No, Sir. My question was.....

Mr. Speaker: The question is understood by the Minister. He says there is a misunderstanding on the part of the Honourable Member.

Seth Govinddas: I am asking a specific question and it is this, whether it is not a fact that some people who had previously applied to the Government of India that they want to go to Pakistan have now changed their mind and have applied that they do not want to go and what steps Government are going to take so that they may go now and they will not remain here?

The Honourable Sardar Baldev Singh: I have no information with me at present, but I will make enquiries.

PROGRESS IN ESTABLISHMENT OF PROPOSED INSTITUTE OF APPLIED PSYCHOLOGY

397. *Seth Govinddas: Will the Honourable Minister of Education be pleased to state the progress made in establishing the proposed Institute of Applied Psychology and to train professional psychologists and social workers on an all-India basis?

آنریبل مولانا ابولکلام آزاد: گورنمنٹ آف انڈیا نے اصولی طور پر ایک سکیم
سنگرل Institute of psychology کو منظور کر لیا ہے - اور جونہی ذریعہ خوج
کو نکالنے کا موقعہ ملا وہ عمل میں لائی چاہیگی -

ایک دوسری سکیم کو بوی گورنمنٹ منظور کرچکی ہے۔ اس سکیم کے مطابق یہ ہے کہ سوشل سروس کے لئے آل انڈیا کونسل بنایا جائے۔ اور اسکے ساتھ ہی ایک institute کھولا جائے جو ان تمام باتوں کے لئے ہوگا۔ اور جس میں سوشل سروس کے Research کا کام بھی ہوگا۔ اور اس کے ساتھ ہی ایک ٹریننگ سکول بھی کھولا جائے۔ جو سروس کرنے والے آدمیوں کو تیار کریگا۔ اس کے لئے سنہ ۱۹۴۸-۴۹ کے بجٹ میں روپیہ رکھا گیا ہے۔ اور اسی سال میں اُنکو چلانے کی امید ہے۔ ان دو باتوں کے علاوہ تیسری تجویز جو گورنمنٹ کے سامنے ہے وہ یہ ہے کہ ان Tata Institute of Social Sciences, Bombay کو کرائٹ دینے کی تجویز پر بھی غور کیا جا رہا ہے۔ تاکہ وہ ورکرز کے زیادہ تعداد کو ٹریننگ دے سکیں۔

The Honourable Maulana Abul Kalam Azad: A scheme for a Central Institute of Psychology has been accepted by the Government of India in principle and will be implemented as soon as finances permit.

A scheme for an All-India Council of Social Services with an Institute for research on connected problems and a training school attached to it has also been accepted by Government. Funds have been provided in the budget estimates for 1948-49, and a beginning is expected to be made in that year. Meanwhile it is also proposed to make substantial recurring and non-recurring grants to the Tata Institute of Social Sciences, Bombay, to enable it to train an increased number of social workers.

سٹھ گویندداس : क्या माननीय सदस्य को यह बात मालूम है कि जबलपुर में जो ट्रेनिंग कालेज है वहां भी साइकोलाजी (psychology) की क्लासेज नई खोली गयी है और क्या गवर्नमेण्ट इस पर विचार करेगी कि उसे सेन्टर से भी कुछ मदद दी जाय ।

Seth Govinddas: Is the Honourable Member aware that new classes in psychology have been opened in the Jubbulpore training college also? And will the Government consider granting some aid from the centre to this institution?

آنریبل مولانا ابوالکلام آزاد : سی۔ پی گورنمنٹ سے اس طرح کی کوئی درخواست نہیں آئی ہے۔ اگر آئیگی تو گورنمنٹ اسپر غور کریگی۔

The Honourable Maulana Abul Kalam Azad: No such proposal has been received from the C. P. Government. It will be considered when received.

AGREEMENT *re* EXCHANGE OF OFFICIAL PUBLICATIONS BETWEEN U. S. A. AND INDIA

398. ***Seth Govinddas:** (a) Will the Honourable Minister of Education be pleased to state whether any agreement in regard to exchange of official publications has been made between the Governments of the United States of America and India?

(b) If not, do Government propose to take steps to make such an agreement with a view to securing enough number of copies of the official publications of the United States of America, so that every Indian University and other important institution may be supplied one copy of each?

آنریبل مولانا ابوالکلام آزاد : یہ سوال آنریبل ماسٹر ورکس - مائٹز اینڈ پاررس کو بھیجا جانا چاہیئے تھا - چنانچہ اب یہ انکو بھیج دیا گیا ہے - اور ۱۱ مارچ کی لسٹ میں اسکو جگہ مل گئی ہے -

The Honourable Maulana Abul Kalam Azad: The question should have been addressed to the Honourable Minister of Works, Mines and Power. It has accordingly been transferred to the list of questions for 11th March, 1948 when the Honourable Minister of Works, Mines and Power will answer it.

MISSIONS TO COUNTERACT ANTI-INDIAN PROPAGANDA AND MAINTENANCE OF CULTURAL ASSOCIATIONS IN VARIOUS COUNTRIES

399. *Seth Govinddas: (a) Will the Honourable Minister of Education be pleased to state whether Government propose to consider the desirability of sending two permanent cultural missions, one to the Asiatic countries and the other to the European and American countries, to counteract the anti-Indian propaganda carried on by interested parties in these countries?

(b) If so, do Government propose to establish a Central Cultural Relation Body for the purpose of maintaining contact with the cultural associations of the world?

آنریبل مولانا ابوالکلام آزاد : (a) ہندوستان کے جو ڈپلومیٹک Representatives باہر کے مقاموں پر ہیں دراصل ابتدائی طور پر یہ انکا کام ہے - کہ وہ ایٹنی انڈین Propaganda کا جواب دیں - اور ہندوستان کے سچے حالات دنیا کے سامنے رکھیں - لیکن پھر بھی گورنمنٹ انکا نہیں کرتی کہ کلچرل مشن باہر نہ بھیجے جائیں - اور جب بھی اس بارے میں مناسب موقعہ معلوم ہوتا ہے اور ضرورت کے معیار کے آدمی ملتے ہیں اسکا انتظام کیا جاتا ہے - لیکن یہ بات گورنمنٹ ضروری خیال نہیں کرتی ہے کہ باہر کے ملکوں میں مستقل طور پر کلچرل مشن قائم کئے جائیں -

(b) ایک نیشنل کلچرل ٹرسٹ کو قائم کرنے کا معاملہ گورنمنٹ کے سامنے ہے - اور اسے جلد عمل میں لانے کی کوشش کی جا رہی ہے - میں اُمید کرتا ہوں کہ آنریبل ممبر کے سامنے جو مقصد ہے وہ اس ٹرسٹ کے قائم کرنے سے پورا ہو جائیگا -

The Honourable Maulana Abul Kalam Azad: (a) It is primarily for Indian diplomatic representatives abroad to counteract anti-Indian propaganda. Government are, however, alive to the desirability of sending out Cultural Missions whenever the occasion arises and persons of the requisite qualifications are available. It would not be feasible to establish permanent Cultural Missions abroad.

(b) It is proposed to set up a National Cultural Trust which will, I hope, adequately serve the purpose which the Honourable Member appears to have in view.

سٹھ گوویندداس : क्या सरकार को यह बात मालूम है कि अभी हर एक देश ऐसा नहीं है जहाँ पर भारतीय प्रतिनिधि नियुक्त किये जायें, और ऐसी हालत में जबकि कल्चरल मिशन (cultural mission) भेजे जावेंगे तो पहिले उन देशों में भेजे जावेंगे जहाँ पर अभी कोई हमारा प्रतिनिधि मकरर नहीं हुआ है ।

Seth Govinddas: Are Government aware that all the countries are not fit for the appointment of India's representatives. As such cultural missions will be sent in the first instance, only to those countries where we have no representatives?

آنریبل مولانا ابوالکلام آزاد : یہ بھی ایک ایسی چیز ہے - جس پر خیال کیا جائیگا -

The Honourable Maulana Abul Kalam Azad: This also is a matter which will be considered.

TERMS OF SETTLEMENT BETWEEN GOVERNMENTS OF INDIA AND NIZAM

400. *Shri Lal Mohan Pati: (a) Will the Honourable Minister of States be pleased to state whether any settlement has been arrived at between the Government of India and the Government of the Nizam?

(b) If the answer to part (a) above be in the affirmative, what are the terms and conditions of the settlement?

(c) If the answer to part (a) above be in the negative, why has the negotiation for settlement failed?

(d) Do Government propose to take any steps for safeguarding the interests of the Indian Dominion in this connection?

The Honourable Sardar Vallabhbhai Patel: (a) A standstill agreement for a period of one year was concluded with His Exalted Highness the Nizam on November 29, 1947.

(b) I invite the attention of the Honourable Member to my statement in the Assembly and the documents laid by me on the table of the House on November 29, 1947.

(c) Does not arise.

(d) The Government of India are fully alive to the situation.

Seth Govinddas: Is it not a fact, Sir, that after that agreement with the Nizam's Government, certain items of that agreement have been broken by the Nizam's Government?

The Honourable Sardar Vallabhbhai Patel: That is the view of the Government of India and the attention of His Exalted Highness the Nizam's Government has been drawn to these breaches.

Shri Deshbandhu Gupta: Are any negotiations going on between the Nizam's Government and the Government of India in regard to the points of dispute at the moment, and has any settlement been reached?

The Honourable Sardar Vallabhbhai Patel: A deputation has come to meet the Government of India.

Shri Lal Mohan Pati: In the settlement that was arrived at was there any condition laid down about the security of the border area?

The Honourable Sardar Vallabhbhai Patel: No condition about the security of the border areas, but the security of the whole State and also the surrounding areas.

Shri Brajeshwar Prasad: I wish to draw the attention of the Honourable Minister to the newspaper reports that widespread unrest is prevailing on the borders between Hyderabad State and Madras Presidency. May I know from the Honourable Minister if the information supplied by the Press is correct?

The Honourable Sardar Vallabhbhai Patel: There is bound to be widespread unrest so long as there is no responsible Government in the State.

GRADES OF PAY OF OFFICERS AND STAFF APPOINTED UNDER 'SMALL SAVINGS SCHEME'

401. *Shri Harihar Nath Shastri: Will the Honourable Minister of Finance be pleased to refer to the answer given by Government to part (b) of starred question No. 1361 asked by Shri Mohan Lal Saksena on 2nd April 1947, and

†Answer to this question laid on the table, the questioner being absent.

to state whether Government have since sanctioned regular grades of pay for officers and staff appointed under the 'Small Savings Scheme'? If not, why not?

The Honourable Shri R. K. Shanmukham Chetty: The matter is still under consideration. The question of fixing suitable grades of pay for officers and staff is linked with the re-organisation of the 'Small Savings Scheme' which is under consideration. A decision in the matter will be taken shortly.

HONORARY OFFICERS IN DEFENCE FORCES AND RELATIONS WITH PUBLIC

402. *Shri V. C. Kesava Rao: (a) Will the Honourable Minister of Defence be pleased to state what steps are being taken for bringing about better relations and understanding between the Defence Forces and the public?

(b) Is the system of appointing Honorary Officers from among public men now in force?

(c) Do Government propose to lay on the table of the House a list of such public men apart from the Princes—who are Honorary Officers?

(d) Are Government aware of the relationship between the Members of the Parliament in Great Britain and the forces located in their constituencies?

(e) If so, do Government propose to consider the question of instituting such a system in India also?

The Honourable Sardar Baldev Singh: (a) It is my constant endeavour to maintain the most cordial relations between the Defence Forces and the public. I suggest, Sir, that the relations between the Defence Forces and the public have at no time in the past been more cordial than they are at the present moment. If the Honourable Member has any specific suggestion to make, I shall welcome it.

(b) Yes.

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

(d) I am not aware that in the United Kingdom there is any special relationship between the forces located in a particular constituency and the Member or Members representing that constituency in Parliament.

(e) Does not arise in view of the answer to part (d).

Statement

Serial No.	Name	Address	Rank	Year in which Honorary Commission granted and Notification Number
1	2	3	4	5
1	Sir Buta Singh, Kt. C.B.E.	Amritsar	Lt.-Col.	No. 2523 of 1946.
2	Raj Kumar Ripjit Singh, C.I.E.	Kapurthala State	Major	No. 1504 of 1946.
3	Sardar Bahadur Sir Sobha Singh, O.B.E.	New Delhi	2/Lieut.	No. 75 of 1946.
4	S.S. S. Sawarn Singh	Ambala District	Do.	No. 1914 of 1946.
5	Pensioner Rieldr. Sardar Sahib Ajit Singh.	Jandiala Guru Amritsar District.	Do.	No. 1461 of 1943.
6	Pensioner Rieldr. Ajit Singh, I.D.S.M.	Majherna Tehsil Palampur, Kangra.	Do.	No. 1844 of 1944.
7	Ex-Sub. Maj. Amar Singh	HARO Kot Maria Jammu.	Do.	No. 75 of 1946.
8	Bhawan Singh Gusain	HARO Kunraghat	Do.	No. 1699 of 1943.
9	Sardar Brij Mohan Singh, M.A.	HARO Kalsia State	Do.	No. 75 of 1946.

1	2	3	4	5
10	Rai Bahadur Chaudhri Badan Singh, M.B.E.	HARO Etawah Dist.	2/Lieut	No. 1914 of 1946.
11	Ex-Sub-Maj. Chandrabir Khatri.	HARO Almora	Do.	No. 75 of 1946.
12	Kunwar Chitraket Singh	HARO Gorakhpur	Do.	No. 1914 of 1946.
13	Pensioner Risldr. Sardar Bahadur Dilbargh Singh.	U. P.	Do.	No. 1699 of 1943.
14	Sardar Gulzar Singh, B. Sc. LL.B.	HARO Jubbulpore	Do.	No. 801 of 1944.
15	Rai Sahib Ch. Hukam Singh.	Hony. Magistrate Montgomery.	Do.	No. 75 of 1946.
16	Rao Jagmal Singh	HARO Gurgaon	Do.	No. 801 of 1944.
17	Jagannath Shivajirao Sawant B.A., LL.B.	HARO Bombay	Do.	No. 1914 of 1944.
18	Rai Bahadur Krishan Lal Gupta.	U. P.	Do.	No. 1699 of 1943.
19	Bakshi Krishan Lal	HATRO Mirpur District.	Do.	No. 801 of 1944.
20	Mr. Krianchandra alias Khalid Bannerjee.	HARO Secunderabad	Do.	No. 801 of 1944.
21	Mr. P. V. Krishniah Choudary	Bengal	Do.	No. 801 of 1944.
22	Sardar Karar Singh Dewana	Sheikhupura Distt.	Do.	No. 1302 of 1944.
23	Rai Bahadur Maibhusudan Dass.	HATRO Gorakhpur	Do.	No. 1461 of 1943.
24	Kanwar Mankit Lal Singh Sahib Bahadur.	Military Minister, Faridkot.	Do.	No. 1642 of 1943.
25	Rao Sahib Mhanlal Chimantal Maniar.	HARO Poona	Do.	No. 1461 of 1943.
26	Penr. Sub-Maj. Manohar Singh.	HARO Hoshiarpur District.	Do.	No. 75 of 1946.
27	Raja Narain Partap Singh, M.B.E.	HARO Etawah Distt.	Do.	No. 1461 of 1943.
28	Pensioner Sub-Maj. Netar Singh Bisht, Bahadur, O.B.I.	...	Do.	No. 1699 of 1913.
29	Mr. Partap Chandra Nehra, M.A., LL.B.	HATRO Banda	Do.	No. 75 of 1946.
30	Sardar Puran Singh Mandla	HATRO Delhi	Do.	No. 75 of 1946.
31	Raf Bahadur Puran Lal Snah	HARO Almora Distt.	Do.	No. 1914 of 1946.
32	Pensioner Sub-Major, Rao Saabio Ram Lal Singh.	HARO Gurgaon District.	Do.	No. 801 of 1944.
33	Rai Bahadur Ch. Raghu Raj Singh.	Bulandshahr Distt.	Do.	No. 1914 of 1946.
34	Rai Sahib Shyam Behari Lal Agarwal, B.A., LL.B.	HATRO Fyzabad	Do.	No. 75 of 1946.
35	Rai Bahadur Pandit Shyam Sunder Nath Kaul.	HARO Oudh	Do.	No. 1914 of 1946
36	Rai Sahib B. Shyam Lal	HARO, incharge Gorakhpur District.	Do.	No. 1914 of 1946.
37	Penr. Ris. Maj. Gokal Singh	Rohtak District	Do.	No. 405 of 1946.
38	Penr. Ris. Udham Singh	Lahore District	Do.	No. 405 of 1946.
39	Penr. Jemdr. Rai Sahib Chowdhri Ram Rikh.	Karnal District	Do.	No. 405 of 1946.
40	Penr. Risldr. Bhagwan Singh	Hissar District	Do.	No. 405 of 1946.
41	Ex-Sublr. Birbal Ram	Bikaner State	Do.	No. 405 of 1946.
42	Penr. Sub-Maj. Sheo Chand	Rohtak District	Do.	No. 681 of 1946.
43	Ex-Jemdr. Alfred Bhan	Lahore	Do.	No. 681 of 1946.
44	Penr. Risldr. Guranditta Mall.	Rawalpindi District	Do.	No. 681 of 1946.
45	Penr. Ris. Maj. Kuro Singh	Rohtak District	Do.	No. 681 of 1946
46	Penr. Jemdr. Harnam Singh	Amritsar District	Do.	No. 681 of 1946.
47	Penr. Jemdr. Hukman Ram	Hissar District	Do.	No. 681 of 1946.
48	Penr. Subdr. Fateh Singh	Jaipur State	Do.	No. 681 of 1946.
49	Jemdr. Bakerrao Garud	Ahmednagar	Do.	No. 2315 of 1946.
50	Rai Sahib Sub-Maj. Chiranjii Singh.	Bharatpur	Do.	No. 2315 of 1946.

1	2	3	4	5
51	Sub-Maj. Parshadi Singh	Gurgaon	2/Lieut.	No. 2315 of 1946.
52	Ris. Mr. Sarain Singh	Amritsar	Do.	No. 2315 of 1946.
53	Sub-Maj. Punjab Singh	Hoshiarpur	Do.	No. 2315 of 1946.
54	Sub. Gorshan Singh	Delhi	Do.	No. 2315 of 1946.
55	Hon. Sub-Maj. Bant Singh	Jullundur	Do.	No. 2315 of 1946.
57	Sub-Harphul Singh	Delhi	Do.	No. 2315 of 1946.
57	Sub-Tek Chand	Delhi	Do.	No. 2315 of 1946.
58	Ris. Maj. Lachi Ram	Rohtak	Do.	No. 2315 of 1946.
59	Ris. Mr. Pura Singh	Hissar	Do.	No. 2315 of 1946.
60	Sr Dinshaw Petit	Bombay	Lieut. Comdr. RINVR.	
61	Rao Bahadur G. T. J. Thad- daeus.	General Secretary, Boys' Scouts Association, India, Delhi.	Lieut.	

NOTE.—(1) The addresses shown are those known at the time these Honorary Commissions were granted.

(2) The list is not exhaustive and excludes those who had been serving in the Armed Forces before and were granted honorary ranks on retirement or release.

H.A.R.O. — Honorary Asstt. Recruiting Officer.

H.A.T.R.O. — Honorary Asstt. Technical Recruiting Officer.

Dr. P. S. Deshmukh: Will the Government be pleased to reconsider the list under (c) in view of the Independence we have attained in this country?

The Honourable Sardar Baldev Singh: I have not understood the question, Sir, but if the desire of the Honourable Member is that the honorary ranks already given should be withdrawn, that is not the intention at the present moment.

Dr. P. S. Deshmukh: Do the Government find those persons who have been given honorary ranks, still desirable persons, all of them?

Mr. Speaker: That will be a matter of opinion.

Shri V. C. Kesava Rao: Is the Honourable Minister aware that the feeling of the public regarding the forces is still there?

The Honourable Sardar Baldev Singh: What feeling?

Shri V. C. Kesava Rao: The feeling that the British have created these forces only to suppress them is still in the minds of the public.

Mr. Speaker: Order, order. I do not think that question can be put to the Minister. The Honourable Member has to ask information within the special cognizance of the Minister.

Shri V. C. Kesava Rao: What steps are the Government taking to remove the feeling that was created in the public mind that these forces are created only to oppress the public?

Mr. Speaker: Order, order.

EDUCATIONAL INSTITUTIONS UNDER MINISTRIES OTHER THAN HEALTH AND AGRICULTURE

403. *Shri V. C. Kesava Rao: (a) Will the Honourable Minister of Education be pleased to state whether any Ministries other than those of Health and Agriculture are in charge of Educational Institutions engaged in higher training of technical personnel?

(b) What are the reasons for dividing the responsibility in the matter of higher technical education among different Ministries?

آنریبل مولانا ابوالکلام آزاد (a) ایسی دوسری Ministry جو کہ Higher Technical Education سے لگاؤ رکھتی ہے۔ وہ صرف ورکس مائنز اینڈ پاورس کی منسٹری ہے۔ اور وہ دھنباڈ کے Indian School of Mines کے چلانے سے تعلق رکھتی ہے۔ دیگر تین منسٹریاں جو کہ اپنے خاص کاموں کے لئے Practical ٹریننگ کا انتظام کرتی ہیں۔ یہ ہیں

(1) منسٹری آف ورکس مائنز اینڈ پاورس

(2) منسٹری آف کمیونیکیشن - اور

(3) منسٹری آف ٹرانسپورٹ

(b) یہ پرانا انتظام ہے جو چل رہا ہے۔ اگر گورنمنٹ نے دیکھا کہ

Higher Technical Education کے فائدہ کے لئے ایسی کوئی تبدیلی ضروری ہے۔ تو مناسب وقت پر گورنمنٹ اس بارے میں جانچ پڑتال کریگی۔

The Honourable Maulana Abul Kalam Azad: (a) The only other Ministry concerned with Higher Technical Education is the Ministry of Works, Mines and Power who have the responsibility for administering the Indian School of Mines, Dhanbad.

Various other Ministries of the Government of India *e.g.*, (i) Ministry of Works, Mines and Power, (ii) Ministry of Communication, and (iii) Ministry of Transport, arrange for the practical training of personnel to meet their special requirements.

(b) This is the old arrangement and for the present it is being continued. If Government feels that any change is necessary in the interest of higher education, Government will examine it in due course.

Shri V. C. Kesava Rao: I want a translation.

Mr. Speaker: It is rather difficult. Well, he may have it later on.

Shri H. V. Kamath: He is asking for a translation for putting supplementaries.

Mr. Speaker: It is unfortunate.

DAILY ALLOWANCES OF NON-OFFICIAL MEMBERS OF CENTRAL GOVERNMENT COMMITTEES

404. *Shri V. C. Kesava Rao: (a) Will the Honourable Minister of Finance be pleased to state the present daily allowance of non-official members of Central Government Committees other than the members of the Constituent Assembly of India (Legislative)?

(b) Has there been a reduction in the daily allowance granted to them?

(c) What is the amount spent annually under travelling and daily allowances for non-official members of committees constituted under the Government of India?

The Honourable Shri R. K. Shanmukham Chetty: (a) Rs. 15 for halts at Bombay and Calcutta and Rs. 12-8-0 for halts at other places. In exceptional cases higher rates not exceeding Rs. 20 are allowed.

(b) The present rates are in some cases lower than what was allowed during the war years but do not represent any lowering of the pre-war level.

(c) 1945-46 Rs. 4,43,110

1946-47 Rs. 7,02,340

Shri H. V. Kamath: Arising out of part (b) of the answer, may I ask how the deficiency is met?

The Honourable Rajkumari Amrit Kaur: I have already said that the Defence Ministry proposes to set up an artificial limb centre at Poona.

Shri H. V. Kamath: May I know how has the deficiency so far been met?

The Honourable Rajkumari Amrit Kaur: It has not been met.

Mr. Speaker: Steps are being taken.

Shri K. Santhanam: May I know, Sir, what is the normal consumption of artificial limbs in this country?

The Honourable Rajkumari Amrit Kaur: I should like to have notice of that question.

Shri Deshbandhu Gupta: Have Government considered the desirability of giving some special facilities for the establishment of this industry in Delhi?

The Honourable Rajkumari Amrit Kaur: No.

Shri H. V. Kamath: Have any imports been made from foreign countries in past years?

The Honourable Rajkumari Amrit Kaur: I do not know. I cannot answer that question.

Shri V. C. Kesava Rao: May I know the value of such of the goods that were imported last year?

The Honourable Rajkumari Amrit Kaur: I should like to have notice of that question.

FACTORIES IN INDIA MANUFACTURING ARTIFICIAL LIMBS

405. *Shri V. C. Kesava Rao: (a) Will the Honourable Minister of Health be pleased to state the total number of factories in the Indian Union engaged in the manufacture of artificial limbs?

(b) Is India self-sufficient in this class of goods?

(c) Is it a fact that Sialkot had well-organised factories for manufacturing artificial limbs?

(d) What assistance do Government propose to give to those people who were engaged in the manufacture of such goods to set up business again?

(e) In the post-war programme, do Government propose to set up factories for this type of goods and if so, where?

The Honourable Rajkumari Amrit Kaur: (a) The latest figures are not available but in 1946, the number of firms engaged in the manufacture of artificial limbs within the territory now included in the Indian Union was 13.

(b) No.

(c) Yes.

(d) Provision for financial assistance to refugees wishing to set up industry is made in the Rehabilitation Finance Administration Bill which is already before the House. For other assistance the firms concerned will have to apply to the Government of the Province or the State in which they wish to start the work. Provincial Governments and States have already been requested to give to refugees, facilities for setting up Industries. e.g., site, power and materials.

(e) The Defence Ministry proposes to set up an artificial limb centre at Poona for the manufacture of artificial limbs.

INSTITUTIONS AFFILIATED TO ALL INDIA COUNCIL FOR TECHNICAL EDUCATION AND VARIOUS SYLLABUSES

406. *Shri Mohan Lal Saksena: (a) Will the Honourable Minister of Education be pleased to state how many institutions have so far been affiliated to

the All-India Council for Technical Education?

(b) Have the All-India Board of Studies prepared the syllabuses for different All-India Diploma course? If not, why not?

(c) Are Government aware of the hardship which students experience in the absence of proper syllabuses?

(Institutions) آنریبل مولانا ابوالکلام آزاد : (a) اب تک سات انسٹیٹیوشنز (All-India Board of Technical Studies in Commerce and Business Administration) میں شامل کئے گئے ہیں اور دہلی پولیٹیکنک (Delhi Polytechnic) بھی ان مضامین میں آل انڈیا بورڈز آف ٹیکنیکل سٹڈیز (All India Boards of Technical Studies) کے ساتھ شامل کیا گیا ہے۔

(1) آرکیٹیکچر اور ریجنل پلاننگ (Architecture and Regional Planning)
(2) کیمیکل انجینئرنگ اور کیمیکل ٹیکنالوجی (Chemical Engineering and Chemical Technology)

(3) انجینئرنگ اور میٹیریلوجی (Engineering and Meteorology)
(b) اب تک آل انڈیا ڈپلوما کورسز (All India Diploma Courses) کے ذیل کے سلیبس (Syllabus) تیار کئے گئے ہیں

(i) کامرس (Commerce)

(ii) کیمیکل انجینئرنگ (Chemical Engineering)

(iii) انجینئرنگ (Engineering) سول - الیکٹریکل اور مکینیکل (Civil Elec-
trical and Mechanical)

(iv) آرکیٹیکچر (Architecture)

آل انڈیا ڈپلوما کورسز (All India Diploma Courses) کے سلیبس (Syllabus) یعنی ٹیکسٹائل ٹیکنالوجی (Textile Technology) اور ایپلائڈ آرٹ (Applied Art) کے سلیبس ابھی مسودہ کی شکل میں ہیں اور حسب معمول آل انڈیا بورڈز (All-India Boards) سے منظور کرائے جائیں گے۔ تاہم میں یہ بہان کرتا ہوں کہ انجینئرنگ (Engineering) اور کیمیکل انجینئرنگ (Chemical Engineering) کے سلیبس پر پھر سوچ بچار کیا جا رہا ہے۔

(c) یہ بات سمجھ میں نہیں آتی کہ آنریبل ممبر کونسی وقت کا ذکر کر رہے ہیں۔ کیونکہ کوئی امتحان ان مضمونوں کے نہیں ہوئے جنکے سلیبس تیار نہیں ہوئے ہیں۔

The Honourable Maulana Abul Kalam Azad: (a) So far 7 institutions have been affiliated to the All-India Board of Technical Studies in Commerce and Business Administration. The Delhi Polytechnic, is in addition affiliated to the All-India Boards of Technica' Studies in: (i) Architecture and Regional Planning, (ii) Chemical Engineering and Chemical Technology, and (iii) Engineering and Metallurgy.

(b) So far the syllabuses for the following All-India Diploma courses have been prepared: (i) Commerce, (ii) Chemical Engineering, (iii) Engineering (Civil, Electrical and Mechanical), and (iv) Architecture.

Syllabi for the other All-India Diploma courses, viz., Textile Technology and Applied Art are still in draft form and will be approved by the appropriate All-India Boards in due course.

I should, however, mention that the syllabuses in Engineering and in Chemical Engineering are being revised.

(c) It is difficult to see what hardship the Honourable Member is referring to as no examinations are conducted for the courses for which no syllabi have been prepared.

شری موہن لال سکسینہ - کیا آنریبل منسٹر صاحب کو یہ معلوم نہیں کہ پولیٹیکنک اسکول میں بہت ایسے کلاسز ہیں جنکے لئے سلیبس تیار نہیں ہیں - کچھ تیار ہیں اور کچھ بدلے جا چکے ہیں -

Shri Mohan Lal Saksena: Is the Honourable Minister aware that the Syllabi for most of the classes in Polytechnic School are not ready. Some are ready and some have been altered.

آنریبل مولانا ابوالکلام آزاد : میں نے ابھی توجہ دلائی ہے کہ کن کن اسکولوں کے لئے تیار ہو چکے ہیں - اور کن کن اسکولوں کے لئے تیار ہو رہے ہیں ممکن ہے کہ اس سے پہلے کوئی تبدیلی ہو رہی ہو اور اس کی وجہ سے جتنی میری معلومات ہے کوئی نہیں پیش آئی -

The Honourable Maulana Abul Kalam Azad: I have just now referred to those schools for which syllabi have been prepared, and to those also for which they are being prepared. It is quite possible that some changes were being made, but so far I have no information.

شری موہن لال سکسینہ : کیا میں منسٹر صاحب سے درخواست کر سکتا ہوں کہ وہ دوبارہ اس معاملہ پر جانچ کریں مجھکو کافی واقفیت ہے اور لوگوں سے پتہ چلا ہے کہ وہاں دو تین ایسے اسکول ہیں جہاں دو دفعہ سلیبس بدلا گیا اور اب بھی انکو نہیں معلوم کہ کس سلیبس میں انکا امتحان لیا جائیگا -

Shri Mohan Lal Saksena: May I request the Honourable Minister to make further enquiries in this matter. I have some information and have come to know from students that there are two or three such schools whose syllabus has been changed twice and still the students do not know under which syllabus they will be examined?

آنریبل مولانا ابولکلام آزاد : جہاں تک مہری معلومات ہے ایسا نہیں ہوا - لیکن بہر حال انکوائری کی جائیگی -

The Honourable Maulana Abul Kalam Azad: So far as I know, no such thing has happened, but all the same an enquiry will be made.

AFFILIATION OF DELHI POLYTECHNIC TO DELHI UNIVERSITY

407. *Shri Mohan Lal Saksena: (a) Will the Honourable Minister of Education be pleased to state whether Government are aware of the assurance given by Government to the Legislative Assembly in 1946 that the Delhi Polytechnic will be affiliated to the Delhi University? If so, why has it not been so far affiliated?

(b) Have any steps taken in that direction and when is it likely to be affiliated to the Delhi University?

(c) Are Government aware that the delay in affiliation has been causing inconvenience and financial loss to the students?

آنریبل مولانا ابولکلام آزاد : (a) مہرے خیال میں ممبر صاحب کا یہ کہنا بالکل صحیح نہیں ہے کہ سنہ ۱۹۴۶ء میں لیجسلیٹیو اسمبلی نے دہلی پولیٹیکنک (Delhi Polytechnic) دہلی یونیورسٹی (Delhi University) میں شامل کرنے کا کوئی وعدہ کیا تھا -

البتہ ایک بیان جاری کیا گیا تھا جس میں یہ کہا گیا تھا کہ جب دہلی پولیٹیکنک (Delhi Polytechnic) کی ارادہ کی ہوئی ترقی پوری ہو جائیگی تو دہلی پولیٹیکنک (Delhi Polytechnic) دہلی یونیورسٹی (Delhi University) کا ٹیکنالوجیکل ڈیپارٹمنٹ (Technological Department) سے جڑا جائیگا -

(b) گورنمنٹ نے کچھ ترقی کی اسکیموں بلائی ہیں جن میں سے کچھ اس وقت زیر عمل ہیں - اکتوبر سنہ ۱۹۴۶ء میں دہلی یونیورسٹی (Delhi University) میں شامل کرنے کے لئے ایک درخواست دی گئی تھی - پولیٹیکنک (Polytechnic) کی مجلس انتظامیہ جو سنہ ۱۹۴۷ء کے شروع میں ہی بلائی گئی تھی - نے ترقی کے پروگرام کا معائنہ کیا - اور اب تک جو ترقی کی گئی ہے اسکو مدنظر رکھتے ہوئے اس مجلس نے ۲۲ اکتوبر سنہ ۱۹۴۷ء کو یہ سفارش کی ہے کہ دہلی پولیٹیکنک (Delhi Polytechnic) کا انجینئرنگ (Engineering) کا محکمہ فوراً ہی دہلی یونیورسٹی (Delhi University) میں شامل کر دیا جائے اور دوسرے محکمے اس کے بعد - دہلی یونیورسٹی (Delhi University) نے ایگزیکٹیو کمیٹی (Executive Council) کی ایک سب کمیٹی (Sub-Committee) پہلے ہی مقرر کر دی ہے - کہا جاتا ہے کہ اس سب کمیٹی

نے کچھ سفارشات ایگزیکٹو کونسل کے سامنے رکھی ہیں۔
 (c) گورنمنٹ یہ ماننے کے لئے تیار نہیں ہے کہ پولیٹیکنک (Polytechnic) کو دہلی یونیورسٹی میں شامل کرنے میں جو دیر لگ رہی ہے اس کی وجہ سے طالب علموں کو مشکلات اور مالی تقان ہو رہا ہے۔ چونکہ وہ طالب علم اس وقت تعلیم حاصل کر رہے ہیں وہ ڈپلوما کورس (Diploma Course) کے واسطے ہی اس انسٹی ٹیوشن (Institution) میں داخل ہوئے تھے۔

The Honourable Maulana Abul Kalam Azad: (a) I am afraid that the Honourable Member is not quite correct in stating that an assurance was given to the Legislative Assembly in 1946 that the Delhi Polytechnic would be affiliated to the Delhi University.

A statement was however made to the effect that when the contemplated development of the Delhi Polytechnic has been completed, it was anticipated, that the Polytechnic would be recognised as the Technological Department of the Delhi University.

(b) The Government have formulated certain development plans some of which are now well on the way. An application for affiliation to the Delhi University was made in October, 1946. The Governing Body of the Polytechnic which was constituted early in 1947, have, after examining the development programme and reviewing the progress made so far recommended on the 22nd October, 1947, the affiliation of the Engineering Department of the Delhi Polytechnic immediately and of certain other departments thereafter. The University has already appointed a Sub-Committee of the Executive Council. This Sub-Committee is understood to have made certain recommendations to the Executive Council.

(c) The Government do not agree that the delay in affiliation is causing inconvenience and financial loss to the students since the students now undergoing to the courses of instruction were admitted to the Diploma courses offered at the Institution.

شری موہن لال سکسینہ : کیا انریبل منسٹر صاحب کو یہ نہیں معلوم کہ نوکری دیتے وقت اس بات کا خیال کرتے ہیں کہ جلیکے پاس یونیورسٹی کی ڈگری ہوتی ہے انکو نوکری دی جاتی ہے اور وہاں کے ڈپلوما کو تو جیسے نہیں دی جاتی۔

Shri Mohan Lal Saksena: Is not the Honourable Minister aware that at the time of making appointments this fact is kept in view that only people with University Degrees are appointed and no heed is paid to the Diploma of that Institution?

انریبل مولانا ابوالکلام آزاد : یہ اسٹیٹیوشن ڈپلوما کلاس کے لئے کھولا گیا تھا۔ اسکا ایک خاص تھنگ ہے۔ اور یہی تھنگ اب تک چلا آ رہا ہے۔ اور اُمید کی جاتی ہے اُس میں اِفیلیٹ کو دیا جائیگا۔

The Honourable Maulana Abul Kalam Azad: This Institution was opened for diploma classes. It has a special procedure and the same procedure is being followed uptil now. It is expected that it shall be affiliated to that.

سٹھ گوویندھداس : क्या गवर्नमेण्ट इस बात पर विचार करती है कि जहः तक गवर्नमेण्ट की नौकरियों का ताल्लुक है वहां ऐसी डिग्रियों में और युनिवर्सिटी की डिग्री में कोई फर्क नहीं रक्खा जायेगा ।

Seth Govinddas: Do Government consider that so far as Government services are concerned no distinction shall be made between such degrees and University degrees?

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

The Honourable Maulana Abul Kalam Azad: Government are considering this matter.

شری دیپھو بندھو گپتا : کیا گورنمنٹ اس بات پر غور کر رہی ہے کہ طلباء کے تعلیمی معیار کو بھی اونچا کیا جائے۔ محض بورڈز سے اسکا تعلق نہ رکھا جائے

Shri Deshbandhu Gupta: Do Government consider that the educational standard also of students should be raised? It should not be merely a concern of Universities.

آنریبل مولانا ابوالکلام آزاد : بہر حال یہ معاملہ ایسا گہرا ہے اور آئندہ چلکر اس پر غور کیا جاسکتا ہے لیکن اسوقت اس بارے میں کوئی وعدہ نہیں کیا جاتا۔

The Honourable Maulana Abul Kalam Azad: However it is so intricate matter that it shall be considered in future. No promise can be made in this connection at present.

شری دیپھو بندھو گپتا : کیا حکومت کے پیش نظر یہ خیال ہے کہ فیکٹریوں میں لوگوں کو انجنیئرنگ کی (Practical) تعلیم دینے کا بندوبست کرنا ضروری ہے۔ جسکا موقع انہیں ابھی تک نہیں ملا۔

Shri Deshbandhu Gupta: Do Government keep in view that it is very essential to make arrangements for imparting practical engineering training in factories to students, to whom no opportunity has been provided so far?

آنریبل مولانا ابوالکلام آزاد : معاملہ کا یہ پہلو واقعی بہت غور و فکر کا محتاج ہے۔ اور اسپر غور کیا جائیگا۔

The Honourable Maulana Abul Kalam Azad: Certainly this aspect of the matter requires serious consideration, and it will be considered.

PUBLICATION OF SOUTH INDIAN INSCRIPTIONS COLLECTED BY ARCHAEOLOGICAL DEPARTMENT

408. ***Shri S. V. Krishnamurthy Rao:** (a) Will the Honourable Minister of Education be pleased to state the approximate number of South Indian inscriptions so far collected by the Archaeological Department?

(b) How many of these have been published *in extenso*?

(c) When are the rest likely to be published?

(d) When was the last report on South Indian Epigraphy published and why have further reports not been issued?

(e) What are the reasons for the delay?

(f) How far is this delay due to the Government Press not being able to print in time?

(g) Is the Department allowed to print their publications in non-Government presses?

۲۹۵۰۰ (a) : آنریبل مولانا ابوالکلام آزاد

۸۳۰۰ (b)

(c) باقی کو چھاپنے میں تقریباً دس سال لگیں گے۔

(d) ساؤتھ انڈین اپیگرافی (South Indian Epigraphy) کی آخری رپورٹ

سال ۱۹۳۷-۳۸ کی بابت شایع کی گئی تھی۔ اور ساؤتھ انڈین انسکریپشنز (South Indian Inscriptions) کی آخری جلد سنہ ۱۹۴۱ء میں چھاپی گئی تھی۔ اسکے بعد رپورٹیں اور جلدیں شایع نہیں ہو سکتی کیونکہ گورنمنٹ آف انڈیا نے ایسی چیزیں لڑائی کے زمانے میں چھاپنے پر پابندی لگائی تھی۔ اب جبکہ پابندی ہٹالی گئی ہے (۲) رپورٹیں ساؤتھ انڈین اپیگرافی (Epigraphy) پر اور ایک جلد ساؤتھ انڈین انسکریپشنز (South Indian Inscriptions) پر چھپ رہی ہیں۔

(e) اور (f) رپورٹ کے بارے میں جو دیر ہوئی ہے اُس کے لئے گورنمنٹ پریس (Government Press) ذمہ دار نہیں ہے۔ اُسکی وجوہات وہ حالات تھے جنکا ابھی ذکر کیا گیا ہے۔ ساؤتھ انڈین انسکریپشنز (South Indian Inscriptions) کی جلد مدراس گورنمنٹ پریس میں سنہ ۱۹۴۰ء میں چھاپنے کیلئے بھیجی گئی تھی اسکو لمبی تیار کرنیکے لئے زور ڈالا گیا ہے

(g) صرف اُسی وقت جبکہ ایسا کرنا بہت ضروری ہو۔ مگر اپیگرافی (Epigraphy) کے متعلق مشکل یہ ہے کہ بہت سے فیڈسٹرکاری چھاپنے خانے اس قسم کے ٹائپ مہیا نہیں کر سکتے جنکی کہ ضرورت ہے۔

The Honourable Maulana Abul Kalam Azad: (a) 29,500.

(b) 8,300.

(c) The rest are likely to take about 10 years for publication.

(d) The last Report on South Indian Epigraphy was issued for the years 1937-38, and the last volume of South Indian Inscriptions was published in 1941. Further reports and volumes could not be issued due to the fact that the Government of India placed restrictions on the printing of such publications for the duration of war. Now that the restrictions have been removed, two Reports on South Indian Epigraphy and one volume of South Indian Inscriptions are in the press.

(e) and (f). In the case of the Report, the Government Press is not responsible for the delay. This is due to the circumstances explained above. In the case of the volume of South Indian Inscriptions which was sent to the Madras Government Press in 1940, pressure has already been brought to bear with a view to expediting the volume.

(g) Only when it is absolutely essential to do so. In the case of Epigraphy, however, the difficulty is that a majority of the non-Government presses are unable to supply the necessary fonts.

Shri T. Channiah: Sir, may I know the reason why the Honourable Minister of Education is determined not to give his replies in English?

Mr. Speaker: That does not arise out of this question.

Shri K. Santhanam: Even those of us who have picked up a little Hindi are unable to follow him.

Mr. Speaker: I will give Honourable Members a translation of the reply.

(English translation of the reply was then read out.)

Shri T. T. Krishnamachari: May I know if the reply to part (c) is due to the fact that Government want to emphasise the antiquarian value of these relics and therefore they are allowing ten years to elapse before they are published?

آنریبل مولانا ابوالکلام آزاد : آنریبل ممبر معلوم کر چکے ہیں کہ اتنی بڑی تعداد انکی ہے اور ۲۹ ہزار میں سے صرف ۸ ہزار اس وقت تک چھاپے گئے ہیں - یہ کام ایسا ہے کہ آسانی سے نہیں ہو سکتا اس لئے یہ اندازہ لگایا گیا ہے کہ سب کی چھاپنے میں دس برس لکھیں گے یا اس سے کم وقت صرف ہو -

The Honourable Maulana Abul Kalam Azad: Honourable Members are aware that they are a large number of them and only eight thousands out of twenty-nine thousands have been published so far. This work is of such a nature that it cannot be easily accomplished. It has been estimated that it will take about ten years or less to publish all of them.

श्री एच० वी० कामथ : क्या माननीय बजीर साहब यह बतला सकेंगे कि

२९,५०० इन्स क्रिपशन्ज

में से सबसे पुराना किस जमाने का है ?

Shri H. V. Kamath: Is the honourable minister in a position to state to which age the oldest of the twenty-nine thousand five hundred and ten inscriptions belongs?

Mr. Speaker: Order, order; that will be going into the contents of these things.

شری دیش بندھو گپتا : کیا یہ امر واقع ہے کہ آرچیالاجیکل ڈیپارٹمنٹ کی تمام پروسیڈنگ انگریزی میں چھپی ہے - اور کہا گورنمنٹ اس پروسیڈنگ کو ہندی میں چھاپنے پر غور کریگی -

Shri Deshbandhu Gupta: Is it a fact that all the proceedings of the Archaeological Department are published in English, and will Government consider publishing them in Hindi?

آنریبل مولانا ابوالکلام آزاد : ہاں ! اس چیز پر غور کیا جائیگا - اور اس وقت تک گورنمنٹ آف انڈیا کی تمام کارروائی انگریزی میں ہو رہی ہے -

The Honourable Maulana Abul Kalam Azad: Yes. This matter will be considered. So far all the proceedings of Government of India have been carried on in English.

Shri R. R. Diwakar: In view of the importance of these inscriptions, will the Government consider the publication of a summary of the epigraphic records that have been collected?

آنریبل مولانا ابوالکلام آزاد : ہاں یہ ایسی چیز ہے جسپر غور کیا جائے اور

اور کم از کم آئندہ الگ چھاپ دیا جائیگا۔

The Honourable Maulana Abul Kalam Azad: Yes, it will be considered and at least printed separately in future.

Shri S. V. Krishnamurthy Rao: Should any of the private presses come forward to print these reports to the satisfaction of Government, will the Government re-consider the position to entrust some of this work to the private presses?

آنریبل مولانا ابوالکلام آزاد : ضرور گورنمنٹ اس پر غور کریگی۔

The Honourable Maulana Abul Kalam Azad: Government will certainly consider it.

TERMS OF SERVICE OF DIRECTOR GENERAL OF ARCHAEOLOGY

409. *Shri S. V. Krishnamurthy Rao: (a) Will the Honourable Minister of Education be pleased to state who is the present Director-General of Archaeology and when his term is expiring? Did he opt to go to Pakistan and if so, why could he not go?

(b) Is his term being extended and if so, why?

(c) Is it the policy of the present Government not to entertain non-Indians in key positions?

(d) If so, is that policy being followed in the case of this appointment?

(e) If not, why not?

آنریبل مولانا ابوالکلام آزاد : (a) موجودہ ڈائریکٹر جنرل آف آرکیولوجی

(Director General of Archaeology) کا نام ڈاکٹر آر۔ ای۔

مورٹیمر ویلر (Dr. R. E. Mortimer Wheeler) ہے۔ ان کی

نوکری کی معیاد ۲۳ اپریل سنہ ۱۹۴۸ ع کو ختم ہوتی ہے۔

انہوں نے ہندوستان یا پاکستان میں نوکری کرنے کے بارے میں

کوئی خاص خواہش ظاہر نہیں کی۔ مگر پارٹیشن کاؤنسل

(Partition Council) نے یہ فیصلہ کیا تھا کہ چونکہ پاکستان کو

ان کی خدمات کی ضرورت نہیں اس لئے ان کی خدمات جب

تک ان کی نوکری کی معیاد ختم نہیں ہوتی ہندوستان میں

رکھی جائیں گی۔

(b) نہیں۔

(c) غیر ہندوستانیوں کو گورنمنٹ آف انڈیا کی سیول (Civil) نوکریاں

بہت خاص حالات میں دی جاتی ہیں۔ اور وہ بھی تھیکہ (Contract)

پر۔ اور تھوری مدت کے لئے۔

(d) ہاں۔ ڈاکٹر ویلر کے بعد ہندوستانی کو نوکری دینے کا سوال

زیر غور ہے۔

(e) سوال پیدا نہیں ہوتا۔

The Honourable Maulana Abul Kalam-Azad: (a) Dr. B. E. Mortimer Wheeler is the present Director General of Archaeology. The term of his appointment is due to expire on the 23rd April, 1948. He did not express any preference for service either in India or Pakistan. The Partition Council, however, decided that as the Pakistan Government did not need his services, he should be retained in India till the expiry of his term of contract.

(b) No.

(c) The appointment of non-Indians to civil posts under the Government of India is made in very exceptional circumstances and on a contract basis for short periods.

(d) Yes. The question of appointing an Indian to succeed Dr. Wheeler is under consideration.

(e) Does not arise.

مسٹر آر - کے - سدھوا : کیا ڈائریکٹر جنرل نے خود کوئی درخواست پاکستان جانے کے لئے دی یا نہیں -

Mr. R. K. Sidhva: Has the Director General personally applied or not for going to Pakistan?

آنریبل مولانا ابوالکلام آزاد : میں نے ابھی یہ کہا کہ جس وقت پارٹیشن کونسل قائم ہوئی تھی - اسکے سامنے ڈائریکٹر ویلر کی کوئی درخواست نہیں آئی کہ وہ پاکستان جانا چاہتے ہیں -

The Honourable Maulana Abul Kalam Azad: I have said just now that at the time of establishment of the partition council no application from Dr. Wheeler here?

Shri T. T. Krishnamachari: May I ask the Honourable Minister if it is a fact that the Pakistan Government probably finds it beneficial for them to keep Dr. Wheeler here?

Mr. Speaker: That is a matter of opinion.

NATIONAL MUSEUM FOR INDIA AND PROVINCIAL MUSEUM

410. *Shri S. V. Krishnamurthy Rao: (a) Will the Honourable Minister of Education be pleased to state whether it is a fact that the Government propose to have a National Museum for India? If so, what is its general plan?

(b) Is it going to be located in some central place in India? If not, why not?

(c) Are there Provincial Museums in different Provinces? If so, in how many provinces?

(d) Do Government propose to encourage Provincial Museums by lending expert hands and by giving adequate grants?

(e) What special steps do Government propose to take in order that these museums may be of the maximum educative value?

آنریبل مولانا ابوالکلام آزاد : (a) گورنمنٹ نے ہندوستان میں ایک سنٹرل نیشنل میوزیم آف آرٹ آرکیولوجی اینڈ اینٹھروپولوجی (Central. National Museum of Art Archaeology and Anthropology) قائم کرنے کی سکیم اصولاً مان لی ہے - میوزیم (Museum) کا عام خانہ کمیٹی کی رپورٹ میں

شامل ہے۔ اور اُسکی ایک کاپی ہاؤس (House) کی میز پر رکھی گئی ہے۔
 (b) اس میوزیم (Museum) کو نئی دہلی میں قائم کرنے کی تجویز پیش کی ہے۔

(c) صوبائی عجائب گھر یا اسی قسم کے دوسرے میوزیم (Museum) تمام صوبوں میں ہیں۔ صرف ایسٹ پنجاب (East Punjab) کے نئے صوبے میں نہیں ہے۔ جو کہ حال ہی میں بنا ہے۔

(d) ارادہ یہ ہے کہ نمائش انسٹی ٹیوشن (Institution) کے علاوہ نئے نیشنل میوزیم (National Museum) سے لوگ نام ہندوستان میں میوزیم سروس (Museum Service) کیلئے ماہری امداد صلاح۔۔ اور ٹریننگ حاصل کرسکیں۔ جہاں تک صوبائی میوزیمز (Museums) کو گرانٹ (Grant) دینے کا تعلق ہے سنٹرل ایڈوائزی بورڈ آف آرکیالوجی (Central Advisory Board of Archaeology) اپنی ستمبر سنہ ۱۹۴۷ء کی رپورٹ والی مہنگ والی میں ایک میوزیم کمیٹی (Museum Committee) مقرر کی تھی۔ تاکہ صوبائی عجائب گھروں کی سرکاری امداد دینے کے سوال پر غور کیا جائے۔ اس کمیٹی کی سفارشات ابھی تک گورنمنٹ کے پاس نہیں پہنچی ہیں۔ لیکن گورنمنٹ ان سفارشات کا خیال رکھتے ہوئے ضروری فیصلہ دیکھی۔

(e) لوکل میوزیم (Local Museum) کی ترقی کا کام صوبائی گورنمنٹ کا ہے۔ لیکن نیشنل میوزیم (National Museum) قائم ہونے پر گورنمنٹ میوزیم سروس، ٹریننگ، ماہری مشورہ، اور عارضی طور پر ماہروں کی خدمات وغیرہ دینے کے لئے تیار ہے۔

The Honourable Maulana Abul Kalam Azad: (a) The Government have accepted in principle the Scheme for the establishment of a Central National Museum of Art, Archaeology and Anthropology in India. The general plan of the Museum is embodied in the report† of the Committee, a copy of which is placed on the table.

(b) It is proposed to locate the Museum in New Delhi.

(c) There are provincial museums, or museums of similar status, in all provinces except in the newly created province of the East Punjab.

(d) It is intended that apart from being an exhibiting institution, the new National Museum will provide expert assistance, advice and training for the museum-service for India as a whole. As for grants to provincial Museums, the Central Advisory Board of Archaeology at their meeting held at Baroda in September 1947, appointed a Museum Committee to go into the whole question of the principles of State-aid to provincial museums. Gov-

†Not printed in these Debates. A copy has been placed in the Library of the House.—
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ernment will take necessary decision in the light of the recommendations of this Committee, which are still awaited.

(e) The development of local museums is primarily the concern of the Provincial Governments but on the establishment of the National Museum. Government will be prepared to render such help as training for museum service, expert advice and temporary loan of experts, etc.

Shri S. V. Krishnamurthy Rao: May I have the reply in English?

Mr. Speaker: It will not be possible in every case to give a translation. The Honourable Member should make an effort to understand Hindustani. That is the best course.

Haji Abdus Sattar Haji Ishaq Seth: Before the Honourable Members are able to follow this, the Government should make some arrangements. They have their Assistant Whips and their Whip. I certainly resent your being asked to read the answers every time.

Shri H. R. Guruv Reddy: In cases like this would it not be possible for the Minister concerned to answer in English the particular member who has put the question?

Mr. Speaker: That will lead to supplying the answers to the members beforehand. I am afraid that practice will not be a very desirable or proper one. Sometimes this difficulty will arise and when I find that a question is important, I will read the translation; not otherwise. This should not be taken as a practice necessarily to be followed by the Chair.

Shri H. R. Guruv Reddy: Would you permit us to put questions in our own mother tongue?

Mr. Speaker: Yes. The Honourable Member may put such a question but if it is not understood by the Honourable Minister, the Honourable Member will not have a chance of having it translated. He will be at liberty, of course, to put his questions.

Shri K. Hanumanthaiya: When every other Minister answers in English, this Honourable Minister may also do so.

Mr. Speaker: The Honourable Members are not aware as to what passed in this honourable minister may also do so. this House before the 15th August. Even then it was considered essential for national self-respect that our proceedings should be conducted in Hindustani and as far as possible. The situation has much changed since 15th August and it is up to Honourable Members to see that they try to pick up the language.

The Honourable Pandit Jawaharlal Nehru: I am perfectly prepared to answer questions in Hindustani in future.

Dr. B. Pattabhi Sitaramayya: That does not solve the difficulty. It is all easy for one whose mother tongue is Hindustani to impose on others his mother tongue. But it is a real difficulty which must be faced by the House and I wish the Speaker would give this his attention and also the Government of the day, instead of forcing people to remain silent in their ignorance. Some arrangement must be made simultaneously to present these answers. I do not feel the grievance so much because I understand something of the language. But even I do not feel equal to the highly Arabised and Persianised Hindustani of the Maulana. Even ten years hence, I guarantee that South Indians who learn Hindustani will not be able to follow such Hindustani.

Prof. N. G. Ranga: I do not think it would be derogatory to our national dignity and uniformity if we were to make it convenient for speakers speaking in Hindi to have their speeches translated into English and for people speaking in English to have their speeches translated into Hindi. In most of the Assemblies in other parts of the world wherever there are these bi-lingual or tri-lingual and multi-lingual needs such facilities are made and especially in international gatherings.....

Mr. Speaker: I do not think any further argument is necessary. While I have indicated that it is not quite proper to insist that answers be given in English, I have already tried to help members by giving translations when the question is an important one. At the same time I made a request to those people who do not understand Hindustani to make an effort: because in the new set up of things, we are going in the direction of having the proceedings in the common language. Whether what is spoken is in Persianised Urdu or Sanskritised Hindi, it is a different matter. I do not wish to have any further discussion. I shall give the translation as the question seems to be of some importance. But I will leave it to myself to decide as to whether a question is so important as to deserve to be translated.

Pandit Lakshmi Kanta Maitra: What about the supplementaries to be raised on that?

Mr. Speaker: I cannot translate each and every answer.

Pandit Lakshmi Kanta Maitra: Therefore, at least so far as this particular portfolio of this particular Honourable Minister is concerned, he may be kindly allowed to permit some of his Secretaries to read out the replies, for it is not a matter of joke.

Mr. Speaker: That point has been solved. No Secretary can come into the House. No further argument is necessary. Order, order. I may state that whenever an Honourable Minister uses a special expression, he tries to give the English equivalent.

Order, order. The reply to the question is as follows:

(English translation of the reply was then read out)

सेठ गोविन्ददास: क्या गवर्नमेण्ट को यह मालूम है कि कलकत्ते में अजायबघर है वह प्रान्तीय अजायबघर है। वह उस वक्त बनाया गया था जब राजधानी कलकत्ते में थी। क्या गवर्नमेण्ट इस बात पर विचार करेगी कि जब दिल्ली में अखिल भारतीय अजायबघर बनने वाला है तो कलकत्ते के अजायबघर में जो मुख्य चीजें हैं क्या वह हटायी जायेंगी। और दिल्ली लायी जायेंगी।

Seth Govinddas: Are Government aware that the Calcutta Museum is a Provincial Museum? It was build at the time when Calcutta was Capital. Do Government consider, now that the All India Museum is to be established in Delhi all the selected articles from the Calcutta Museum will be removed from that place and brought to Delhi.

آنریبل مولانا ابوالکلام آزاد: کالکٹا کا جو میوزیم ہے وہ اب تک انڈین میوزیم ہے۔ جب نیشنل میوزیم کی اسکیم عمل میں لائی جائیگی، تب اس پر غور ہوگا۔

The Honourable Maulana Abul Kalam Azad: So far Calcutta Museum is the Indian Museum. The proposal will be considered at the time of execution of National Museum Scheme.

श्री एच० वी कामथ: इस कमेटी के मेम्बर कौन थे जो सन् १९४५ में स्थापित की गयी थी और जिसकी रिपोर्ट हाउस के मेज पर रखी गयी है।

Shri H. V. Kamath: Who were the members of the Committee which was formed in 1945 and whose report was laid on the table of the House?

آنریبل مولانا ابوالکلام آزاد: ان کے نام یہ ہیں -

سر - جان سارجینٹ، مسٹر ایچ - اے - - میڈ
 مسٹر - وی - نرہری راول، مسٹر ایچ - وی - آر - آئیڈنگر، مسٹر
 جی - ایس - بوزمین، ڈاکٹر - آر - آئی - مورٹیمر ویلر، ڈاکٹر ایچ -
 این - سین، ڈاکٹر بی - ایس - گوہا، ڈاکٹر سی - ایم - سین اور
 ڈاکٹر - این - پی - چکرورتی -

The Honourable Maulana Abul Kalam Azad: Their names are: Sir John Sargent, Mr. H. A. N. Medd, Mr. V. Narhari Rao, Mr. H. V. R. Iyengar, Mr. G. S. Bozman, Dr. R. I. Mortimer Wheeler, Dr. H. N. Sen, Dr. B. S. Guha, Dr. D. M. Sen and Dr. N. P. Chakravarti.

Shri K. Santhanam: May I know, Sir, if the Honourable Minister will consider the desirability of converting the present Government House into a museum?

Mr. Speaker: That is a suggestion for action.

آنریبل مولانا ابوالکلام آزاد: ہاں اسکے لئے ایک بلڈنگ (Building) ہونا چاہئے جب یہ اسکیم عمل میں لائی جائے گی تو بلڈنگ بنے گی -

The Honourable Maulana Abul Kalam Azad: Yes. It needs a building. At the time of the execution of this scheme a building will be constructed.

Shri S. V. Krishnamurthy Rao: The Honourable Minister told us that the Museum will be located in Delhi. May I know, Sir, why a more central place for the whole of India cannot be chosen?

آنریبل مولانا ابوالکلام آزاد: ایک معنی میں دہلی سنٹرل جگہ ہے اور

کھیٹل بھی ہے -

The Honourable Maulana Abul Kalam Azad: In a way Delhi is a central place and is Capital also.

گیانی گورمکھ سنگھ مسافر: نیشنل میوزیم بنانے کی کوئی اسکیم ایسٹ پنجاب کے لئے بھی ہے -

Giani Gurmukh Singh Musafar: Is there any scheme for the construction of a National Museum for the East Punjab, also?

آنریبل مولانا ابوالکلام آزاد: یہ معاملہ پروونشل گورنمنٹ کے غور کرنے

کا ہے -

The Honourable Maulana Abul Kalam Azad: It is a matter for the consideration of the Provincial Government.

POLICY *re* RECRUITMENT, PROMOTIONS ETC., OF OFFICERS AND MEN OF INDIAN AIR FORCE

411. ***Shri Lakshminarayan Sahu:** (a) Will the Honourable Minister of Defence be pleased to state what is Government's policy with regard to the recruitment of officers and men in the Indian Air Force?

(b) What is Government's policy with regard to the grant of permanent commissions to officers who served during the war, especially to those in the Ground Branches?

(c) Is any definite policy being followed in the matter of granting promotions?

(d) Are the terms and conditions of service and the present pay and allowances regulations being revised?

(e) What is the basis for equalizing the pay of the Defence Services personnel with that of those in corresponding civil occupations?

(f) Is it a fact that there is a great disparity in the emoluments of an Air Force Officer and a Civil Pilot?

The Honourable Sardar Baldev Singh: (a) I would invite the Honourable Member's attention to my answer to part (a) of Starred Question No. 189 asked by Dr. Deshmukh on the 9th February 1948.

(b) Government's policy is to grant permanent commissions to as many of the officers who served during the war as possible. Some permanent commissions have already been granted and more will be granted shortly in all Branches of the R.I.A.F. including the Ground Duty Branches.

(c) Yes. Promotions are regulated by well-defined rules, the most important of which are that the individual must be fit for promotion and that there must be a vacancy in which he can be promoted.

(d) No further general revision of pay and allowances and other conditions of service beyond those published last year as a result of the Pay Committee's recommendations is at present contemplated.

(e) In fixing the pay of any service, Government have borne in mind the pay admissible for similar employment in other Departments to the extent that a general comparison is possible or appropriate. Conditions of service in the Armed Forces differ to some extent from those obtaining in civil employment, e.g., subordinate service personnel receive free rations, accommodation and clothing, and promotions are on a different basis. In the new Defence Services Pay Code these differences have been carefully taken into account and after making due allowance for them a broad equality with the civilian scales of pay for appropriate categories has been established.

(f) Yes, I understand, there is some disparity. It is however misleading to compare the pay of service officer with that of civilian pilot working in a commercial concern as the conditions of service, security of tenure, prospects of advancement, etc., so widely vary between the two.

Pandit Hirday Nath Kunzru: Is the Honourable Minister aware of the fact that the new pay rules have given rise to great dissatisfaction among the officers and men of the Royal Indian Air Force?

The Honourable Sardar Baldev Singh: Sir, I have already said in my reply to the question that the pay of the R.I.A.F. pilots is lower than the pay of pilots working in the civilian services.

Pandit Hirday Nath Kunzru: My question was different, Sir. Is the Honourable Minister aware that the changes made in the rules regulating the pay of the officers and men in the Royal Indian Air Force has given rise to great dissatisfaction in the Force? *

The Honourable Sardar Baldev Singh: There has been some criticism of the new pay rules. But the scales that have been fixed, are I think reasonable and have been fixed after due consideration.

Shri H. V. Kamath: How long, Sir, will the word "Royal" continue to be prefixed to the "Indian Air Force"?

The Honourable Sardar Baldev Singh: As long as we remain in the Commonwealth.

Mr. Frank R. Anthony: Is it not a fact, Sir, that the Army Authorities have done away with the psychiatrists' tests in recruiting officers.

The Honourable Sardar Baldev Singh: It does not arise out of this question.

Mr. Frank R. Anthony: It does arise out of part (a) of the question which refers to Government's policy with regard to the recruitment of officers and men in the Indian Air Force.

The Honourable Sardar Baldev Singh: At any rate, no changes are contemplated at present.

Mr. Frank R. Anthony: Is it not a fact that owing to the disparity in the emoluments of officers of the R.I.A.F. and those employed by the civilian air lines a large number of R.I.A.F. officers are desirous of leaving the Force?

The Honourable Sardar Baldev Singh: Not to my knowledge. As far as my information goes, only three officers have expressed a desire to leave the service.

Mr. Frank R. Anthony: Is it not a fact that in order to get volunteers for the Kashmir operations, civilian volunteers are being given a daily allowance plus free rations and other allowances and this has created considerable resentment among the regular personnel of the Indian Air Force?

The Honourable Sardar Baldev Singh: There has of course been certain criticism, but that I think is a question which should be addressed to my Honourable Colleague, the Minister for Communications.

Shri Lakshminarayan Sahu: What steps have Government taken to remove the dissatisfaction that is now prevalent in the R.I.A.F.?

(No reply.)

PENSIONARY RIGHTS OF MILITARY PERSONNEL PARTICIPATED IN CIVIL DISOBEDIENCE MOVEMENTS OF ALL INDIA CONGRESS COMMITTEE

412. *Ch. Ranbir Singh: (a) Will the Honourable Minister of Defence be pleased to state whether it is a fact that the pensionary rights of military personnel, who took part in the Civil Disobedience movement launched by the All India Congress Committee in the year 1930, 1932 and 1942 and were sentenced to imprisonment were forfeited and that since then no payment has been made to the pensioners?

(b) If so, do Government propose to re-consider their cases under the changed circumstances?

The Honourable Sardar Baldev Singh: (a) Yes.

(b) The matter is under consideration.

Seth Govinddas: Sir, now that this matter has been under consideration for a long time, will Government see that something is done in this respect immediately?

The Honourable Sardar Baldev Singh: As far as I know, the attention of the Department has never been drawn to this question. I took up this question about two months ago, and the matter has nearly reached a stage at which Government will come to a decision shortly.

Shri Deshbandhu Gupta: What is the number of officers so affected?

The Honourable Sardar Baldev Singh: I have no information.

(b) WRITTEN ANSWERS

FORMATION OF NATIONAL MILITIA FOR INDIA

413. *Shri Mohan Lal Saksena: (a) Will the Honourable Minister of Defence be pleased to state whether, in view of the present situation and the general feeling of the people of India, particularly of the young men and women, Government have considered the question of forming the National Militia?

(b) If not, do Government propose to consider it afresh in the light of the latest developments?

The Honourable Sardar Baldev Singh: I would refer the Honourable Member to my reply to Starred Question No. 73 asked by Pandit Mukut Bihari Lal Bhargava on the 2nd February, 1948.

RETRENCHMENT IN INDIAN FORCES SINCE END OF WAR

414. *Shri Ram Sahai: (a) Will the Honourable Minister of Defence be pleased to state what is the number of persons retrenched from each of the three arms of service since the end of the War?

(b) Is it a fact that retrenchment is still going on in the Army?

(c) Have Government taken any steps to see that the personnel retrenched from the Army are given employment in other departments?

The Honourable Sardar Baldev Singh:

(a) Navy	...	19,200
Army	...	14,79,000
Air Force	...	27,677

(b) No.

(c) Yes. Ex-service personnel in need of employment assistance have been registered at Employment Exchanges and their names submitted for vacancies notified by Government and private employers. An appreciable number of ex-servicemen have been placed in employment in this manner.

INDIAN STATES FORMED AND TO BE FORMED INTO FEDERATIONS OR GROUPS

415. *Shri Ram Sahai: (a) Will the Honourable Minister of States be pleased to state how many states have merged themselves into India?

(b) What is the number of Federations or Groups of States that have been formed so far and what are the names of the States which have formed themselves into such Federations or Groups?

(c) What are the names of the States which have still to form themselves into Federations or Groups?

The Honourable Sardar Vallabhbhai Patel: (a) The administration of 40 States have so far been integrated with that of adjoining Provinces of India.

(b) Two groups of States have so far been formed. One is the Kathiawar group and the other is the Khasi States Federation. A statement giving the names of the States forming these groups is placed on the table of the House.

(c) The Honourable Member had better addressed his enquiry to the remaining States.

Statement showing States which have formed the Federation or Group.

Kathiawar group.—Nawanagar, Bhavnagar, Porbandar, Dhrangadhra, Morvi, Gondal, Jafraabad, Wankaner, Palitana, Dhrol, Limbdi, Rajkot, Wadhwan, Lakhtar, Sayla, Chuda, Vala, Jagdan, Amarnagar (Thana-Vevli), Vadia, Lathi, Muli, Bajana, Virpur, Maliya, Kotda-Sangani, Jetpur, Bilkha, Patdi and Khirasra.

Khasi States Federation.—Cherra, Khyrim, Nongstoin, Bhowal, Langrain, Maharam, Mariaw, Mawiang, Malaisohmat, Mawsynram, Myllem, Nobosohphoh, Nongkhlow, Hongpung, Rambrai, Langiong, Mawphlang, Sohiong, Dwara, Nongtyrmen, Jirang, Mawdon, Mawiong, Nonglwai, Domsangut and Shella.

FIXATION OF PRICES BY DELHI IMPROVEMENT TRUST FOR LANDS TO BE ACQUIRED DURING 1948

416. *Giani Gurmukh Singh Musafar: (a) Will the Honourable Minister of Health be pleased to state whether it is a fact that the Delhi Improvement Trust propose to acquire lands during the year 1948 at the average of the prices which were prevalent during the past five years?

(b) Are Government aware that in some cases even the actual cost of their properties have not been paid to the owners?

(c) Do Government propose to consider the desirability of paying the peasants or the owners of the lands the prices prevailing in the year in which these are purchased? If not, why not?

The Honourable Rajkumari Amrit Kaur: (a) The Delhi Improvement Trust will be acquiring land in 1948 in execution of their schemes. The compensation to be paid for the land will be fixed by the Land Acquisition Collector in accordance with the provisions of law.

(b) Government are not aware of any such cases.

(c) Under the law, for purposes of compensation the market value of the land to be acquired is the market value prevailing at the date of first notification of an Improvement scheme. Without such a provision, on a scheme being notified, there is the likelihood of land values being inflated to take advantage of the acquisition that will follow. However, if the interval between the final approval of a scheme and actual award by the Land Acquisition Collector is more than two years, the law provides for necessary compensation for the delay. The existing provisions of law appear to be equitable.

APPOINTMENT OF UNDER SECRETARIES FROM ADMINISTRATIVE RESERVE MADE BY FEDERAL PUBLIC SERVICE COMMISSION

417. *Giani Gurmukh Singh Musafar: Will the Honourable Minister of Home Affairs please refer to his reply to part (b) of Starred Question No. 502 asked on 13th November 1946 by Sardar Mangal Singh regarding the appointment of Under Secretaries from the Administrative Reserve made by the F.P.S.C., and state whether the reorganization of the Government of India Secretariat has taken place and the Central Secretariat Service been formed? If not, when will Government come to a decision?

The Honourable Sardar Vallabhbhai Patel: Attention of the Honourable Member is drawn to the reply given to part (d) of the Starred Question No. 185 on the 9th February 1948.

SHOOTING OF A SIKH BY A SOLDIER AS REPORTED BY *Khalsa* DATED
28TH DECEMBER, 1947

418. ***Giani Gurmukh Singh Musafar:** (a) Will the Honourable Minister of Home Affairs be pleased to state whether the attention of Government has been drawn to an article which appeared in the *Khalsa* dated the 28th December, 1947 under the caption "Sikh shot dead by Soldier"?

(b) What are the details of this incident and what steps have been taken against the soldier concerned?

The Honourable Sardar Vallabhbhai Patel: (a) Yes.

(b) I regret I am unable to furnish any details as a case has been registered under Section 302 I.P.C. and is under investigation.

APPLICATION OF BRITISH ARMY ACT TO INDIAN ARMY AND POSITION
AFTER 15TH AUGUST, 1947

419. ***Shri Ramnarayan Singh:** (a) Will the Honourable Minister of Defence be pleased to state whether it is a fact that before the 15th August, 1947, the Indian Army was partly governed by the British Army Act and if so, what is the position now?

(b) Is it a fact that for certain matters relating to the administration of the Indian Army, the Secretary of State for India was the final authority before the 15th August, 1947 and if so, who is the final authority after the 15th of August 1947?

The Honourable Sardar Baldev Singh: (a) All British personnel of the Indian Army and King's Commissioned Indian Officers were subject to the British Army Act before the 15th August 1947. After that date only British Service personnel attached to the Indian Army remain subject to the British Army Act.

(b) The final authority in all matters relating to the administration of the Indian Army is now the Government of India.

GOVERNMENT HOSPITALS AND DISPENSARIES IN RURAL AND URBAN AREAS AJMER-MERWARA

420. ***Pandit Mukut Bihari Lal Bhargava:** Will the Honourable Minister of Health be pleased to state:

(a) the number of Government hospitals and dispensaries separately in the rural and urban areas of the province of Ajmer-Merwara and the amount spent thereon in the year 1947;

(b) the number of in-patients and out-patients treated by these institutions during the year 1947;

(c) the average number of villages each dispensary in the rural area is expected to serve and the average number of inhabitants these hospitals and dispensaries are expected to serve in the rural and urban areas of the Province;

(d) the average amount spent per head by Government on medical aid on the rural and urban population;

(e) the number of Government dispensaries for women and maternity homes in the Province and the number of non-Government institutions of this character existing in the Province;

(f) whether Government give aid to any such institutions and if so, what and what is the extent of such aid; and

(g) whether it is a fact that all such institutions are not in a position to render effective public service due to paucity of funds and if so, whether Government propose to extend help to deserving institutions and make provision for the same in the next budget?

The Honourable Rajkumari Amrit Kaur: (a), (b), (e) and (f). A statement is placed on the table furnishing the information asked for.

(c) and (d). The information is not readily available.

(g) No information is available regarding the first part of the question. Government will consider carefully any request for financial help received from these institutions.

STATEMENT

(a) Number of Government hospitals in Ajmer-Merwara	1	
Number of Government dispensaries	2	
Anticipated expenditure on them in 1947-48	2,56,000	
(b) Number of patients treated in these hospitals in 1947--		
Name of hospital	Indoor patients	Outdoor patients
1. Victoria Hospital, Ajmer	2,524	56,275
2. Todgarh Dispensary	37	12,450
3. Pushkar Dispensary	70	7,626
(c) Number of Government medical institutions for women in Ajmer-Merwara.	Nil	
Non-Government medical institution for women in the Province		
1. Women's Mission Hospital, Ajmer.		
2. Women's Mission Hospital, Nasirabad.		
3. Mrs. Gidney Zenana Hospital and Maternity Home, Ajmer.		
4. King George V Memorial Maternity Home, Ajmer.		
5. Shrimati Sethani Gangabai Maternity Home, Beawar.		
6. St. Francis Nursing Home, Ajmer.		

(d) The Government gives a regular grant of Rs.4,180 to the King George V Memorial Maternity Home, Ajmer, to meet the pay of the Lady Superintendent. In 1947-48 they have also made a provision of Rs. 3,000 on account of additional grant in aid to this institution or its general improvement.

INADEQUACY OF STAFF, APPLIANCES AND MEDICINE IN HOSPITALS AND DISPENSARIES OF AJMER-MERWARA

421. *Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Minister of Health be pleased to state whether it is a fact that the number of doctors and compounders in the hospital at Beawar and the rural dispensaries in Ajmer-Merwara remains the same from the inception of these institutions up to the present day, notwithstanding the rise in population during the last thirty years?

(b) If so, do Government propose to take steps to increase the number of doctors and compounders in these institutions?

(c) Are Government aware that the surgical instruments and other medical appliances in the above dispensaries and hospitals are old and out-of-date and that the quantity of medicine and injection tubes supplied to them are insufficient to cope with the requirements of the patients?

(d) If so, do Government propose to take steps to equip them on modern lines with all the necessary surgical instruments and medical appliances and to arrange for the supply of medicine and injection tubes in adequate quantities to cope with the need of the day?

(e) Are Government aware that a number of Ayurvedic Aushadhalayas existing in the urban and rural areas of the Province entirely dependent on voluntary contributions are giving free medicines and medical aid to a large number of poor patients?

(f) Are Government giving any aid to such institutions?

(g) If so, what and if not, do Government propose to make suitable provision in the Budget to give aid to such philanthropic institutions?

The Honourable Rajkumari Amrit Kaur: (a) and (c). Government are aware that the hospitals and dispensaries in Ajmer-Merwara are not adequately staffed and equipped.

(b) and (d). Yes. Proposals for the improvement of the health services in Ajmer-Merwara Province are under consideration and steps will be taken to improve conditions as early as possible.

(e) Yes.

(f) No.

(g) The question will be considered after the report of the Committee on Indigenous Systems of Medicine is received.

**PROGRESS IN PROPOSED POST-WAR DEVELOPMENT AND EXPANSION SCHEMES,
ETC., FOR AJMER-MERWARA**

422. *Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Minister of Health be pleased to state whether it is a fact that the Government of India have accepted the post-war development and expansion schemes for the medical and public health activities for the next five years in the Province of Ajmer-Merwara prepared by the Chief Commissioner and his Advisory Council? If so, what progress, if any, has been made in implementing the same?

(b) If not, do Government propose to implement these schemes from the next financial year?

The Honourable Rajkumari Amrit Kaur: (a) Yes. No appreciable progress has been made so far, as the schemes were put in a final form only in the current financial year.

(b) Yes. Necessary budget provision has been made for the year 1948-49. It is Government's intention that the execution of these schemes should be proceeded with without avoidable delay.

PUBLIC HEALTH DEPARTMENT IN AJMER-MERWARA

423. *Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Minister of Health be pleased to state whether any Public Health Department has been started in the Province of Ajmer-Merwara? If so, since when and what expenditure is being incurred annually on that account?

(b) What is the strength of the staff of that Department and what services has it been rendering to the public?

(c) Do Government propose to consider the advisability of extending the Public Health Regulations of Coorg with necessary modifications, to the Province of Ajmer-Merwara and other centrally administered areas at an early date?

The Honourable Rajkumari Amrit Kaur: (a) and (b). There is no Public Health Department as such in Ajmer-Merwara. There is a staff of vaccinators under the control of the Civil Surgeon and the Municipalities in the Province have their own Public Health Staffs. Provision is being made in the budget for 1948-49 for starting a headquarters health organisation. Plans have been prepared for the development of medical relief and public health organisation in Ajmer-Merwara and a provision of Rs. 13,80,000 is being made in the budget for 1948-49.

(c) The question of extending to Ajmer-Merwara and other centrally administered areas, the Madras Public Health Act, 1939, with necessary modifications, is under consideration.

FINANCIAL HELP TO MUNICIPALITIES OF BEAWAR AND AJMER

424. *Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Minister of Health be pleased to state whether Government have received any applications from the Ajmer and Beawar Municipalities for financial assistance to cope with the strain put upon their financial resources by the recurring and non-recurring liability arising out of the implementation of the interim relief proposals and Pay Commission's recommendations in respect of the Municipal employees?

(b) If so, do Government propose to consider these claims and if not, why not?

The Honourable Rajkumari Amrit Kaur: (a) Yes.

(b) Yes. The question of financial assistance to these Municipalities is under consideration.

ARRANGEMENT FOR RECORDING COMPLAINT FROM PATIENTS IN IRWIN AND SAFDARJANG HOSPITALS

425. *Giani Gurmukh Singh Musafar: (a) Will the Honourable Minister of Health be pleased to state whether there is any arrangement in Irwin and Safdarjang hospitals in Delhi for recording complaints from patients? If not, why not?

(b) If the answer to part (a) above be in the affirmative, how many complaints have been received and attended to by the authorities since September 1947?

The Honourable Rajkumari Amrit Kaur: (a) Yes. The latter part of the question does not arise.

(b) 26 written and 200 verbal complaints during the period from the 12th September, 1947, to the 13th February, 1948.

DESERTION OF MEDICAL OFFICERS FROM IRWIN AND SAFDARJANG HOSPITALS AND POSITION OF MEDICAL STORES

426. *Giani Gurmukh Singh Musafar: (a) Will the Honourable Minister of Health be pleased to state whether any officers had left the Irwin and Safdarjang hospitals in Delhi, without handing over charge to the appropriate authorities after the 15th August, 1947?

(b) If so, are Government aware of any stores missing with their departures and if so, have Government taken any steps to trace them out?

(c) If so, do Government of India propose to pursue the case?

The Honourable Rajkumari Amrit Kaur: (a) Yes.

(b) Government are awaiting a report from the Chief Commissioner regarding the matter.

(c) The question of further action to be taken will be considered after the Chief Commissioner's report is received.

POSTPONED STARRED QUESTIONS AND ANSWERS

[Postponed from 16th February, 1948]

EXPENDITURE INCURRED ON KASHMIR OPERATIONS

299. *Shri P. Kunhiraman: (a) Will the Honourable Minister of Defence be pleased to state what is the total expenditure so far incurred by the Government of India in the Kashmir operations?

The Honourable Sardar Baldev Singh: It will not be in the public interest to disclose this information on the floor of the House. I am, however, prepared to give it confidentially to any Honourable Member who may care to ask for it.

TRAINING OF INDIANS FOR APPOINTMENTS IN ORDNANCE FACTORIES

297. *Shri P. Kunhiraman: (a) Will the Honourable Minister of Defence be pleased to state whether the Ordnance Factories are fully staffed by Indians now?

(b) If the answer to part (a) above be in the negative, what steps are Government taking to recruit suitable men for training either in India or abroad?

(c) What are the minimum qualifications required for the Gazetted and Non-gazetted posts in these factories?

(d) Where Indians are not available for highly specialised jobs like armaments manufacture, do Government propose to take immediate steps to have them trained?

The Honourable Sardar Baldev Singh: (a) No.

(b) and (d). The question of training suitable Indians either in India or abroad to take the place of non-Indians in Ordnance Factories, is under examination.

(c) The categories of personnel involved are far too many and the qualifications laid down vary considerably. Roughly speaking, however, the qualifications at present prescribed are of a general nature, namely, a sound general education and in some cases a degree in electrical or mechanical engineering or in metallurgy, physics or chemistry followed by extensive training and practical experience over a period of 5 to 10 years in an industrial concern.

COMPLETE INDIANISING OF NAVAL DOCKYARDS AT BOMBAY, VIZAGAPATAM AND COCHIN

298. *Shri P. Kunhiraman: (a) Will the Honourable Minister of Defence be pleased to state whether the possibility of completely Indianising the Naval Dockyards at Bombay, Vizagapatam and Cochin has been considered?

(b) If so, have steps been taken to find Indians with the necessary qualifications, who are at present in India or are employed with shipping firms abroad?

(c) Do Government propose to consider the advisability of advertising for all posts at present filled by non-Indians?

The Honourable Sardar Baldev Singh: (a) The repair bases at Vizagapatam and Cochin are already entirely manned by Indians, while the Dockyard at Bombay is in the process of being nationalised rapidly.

(b) and (c). It is intended to advertise (in India and the U.K.) for qualified Indians to understudy the present Admiralty loaned staff with a view to the replacement of the latter at the earliest date.

RANK OF SENIOR—MOST INDIA OFFICER OF ROYAL INDIAN NAVY

299. *Shri P. Kunhiraman: (a) Will the Honourable Minister of Defence be pleased to state the rank of the most senior Indian Officer of the Royal Indian Navy?

(b) Has a target date been fixed by which the post of Admiral will be filled by an Indian?

The Honourable Sardar Baldev Singh: (a) Captain.

(b) No.

TRANSFERRED STARRED QUESTIONS AND ANSWERS†

RECRUITMENT IN PAKISTAN FOR FIGHTING IN KASHMIR

371. *Shri Deshbandhu Gupta: Will the Honourable the Prime Minister be pleased to state:

(a) whether Government are aware that the officers of the so called "Azad Kashmir Government" are occupying bungalows next to the Deputy Commissioner's bungalow in Rawalpindi, and that regular recruitment centres have been opened in many districts of Pakistan to recruit men for fighting in Kashmir;

(b) whether the attention of Government has been drawn to the writings in the Urdu Press of Pakistan openly raising the slogan of "Conquer India" and in-

†The meeting of the Assembly fixed for 21st February, 1948, having been cancelled, the answers to Starred Questions for that day were, in pursuance of convention, laid on the table of the House—Ed. of D.

citing tribesmen and others to recruit themselves in the "army of Crusaders"; and

(c) whether Government are aware that such papers are freely circulated in India, and if so, whether Government propose to stop the circulation of these papers in India?

The Honourable Pandit Jawaharlal Nehru: (a) Several reports to this effect have reached Government.

(b) Yes.

(c) Urdu papers of Pakistan, so far as is known, are not placed on sale in India through regular agencies, but copies are received by individual subscribers by post. The Provincial Governments have full powers under the law to take whatever action they may consider necessary against the offending papers. The Government of India do not propose to issue any order themselves.

. PUBLICATION OF PERIODICAL LABOUR AWARDS GIVEN BY LABOUR TRIBUNALS

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

(a) whether any effort is being made by the Government of India to publish in a consolidated form either a quarterly, or a half-yearly, or an annual report of all the labour awards being given by the Labour Tribunals that are being appointed, from time to time, in different Provinces, with a view to enable Trade Unionists, workers and general public to know the trend of these settlements and awards;

(b) whether the Government of Bombay are publishing a Labour Gazette and if so, since when;

(c) whether any Indian Labour Gazette is being published and if so, since when, and if not, whether Government propose to consider the advisability of publishing it at an early date; and

(d) whether Government propose to consider the advisability of publishing a half-yearly or annual report containing all the Labour Laws that are being passed by different Provincial Governments and the Government of India?

The Honourable Shri Jagjivan Ram: (a) The question of codifying the awards of Industrial Tribunals is engaging the attention of Government. I may add that summaries of important awards regularly appear at present in the *Indian Labour Gazette* published by the Labour Bureau of the Ministry of Labour, Government of India.

(b) The Government of Bombay are publishing a *Labour Gazette* from September 1921.

(c) Yes, since July 1943.

(d) During the period March 1945 to June 1946 all Central and Provincial Labour Laws used to be published in the Legislative Supplement to the *Indian Labour Gazette*. The issue of this Supplement was afterwards discontinued but important provisions of various Labour Laws enacted from time to time are published in that Gazette. A review of the existing labour laws enacted by the Central and Provincial Governments as well as by the Indian States will appear in the Labour Year Book which is expected to be published shortly.

NEGOTIATIONS OF AGRICULTURAL AND TRADE AGREEMENTS WITH OTHER COUNTRIES

373. *Seth Govinddas: Will the Honourable Minister of Commerce be pleased to state whether Government have drawn any programme for negotiating agricultural and trade agreements with other countries in view of the country's changed political status since 15th August, 1947? If not, why not?

The Honourable Mr. C. H. Bhabha: Agricultural and trade agreements are generally entered into when it is to the mutual advantage of two countries to do so, and no special programme in this regard can be laid down by Government. Nor is any such programme necessary in view of the country's changed political status as this country has for a considerable number of years enjoyed the freedom to enter into such agreements with other countries.

RECIPROCAL TRADE AGREEMENTS WITH FOREIGN COUNTRIES

374. *Seth Govinddas: Will the Honourable Minister of Commerce be pleased to state whether Government propose to take steps for making reciprocal trade agreements with foreign countries?

The Honourable Mr. C. H. Bhabha: Certain tariff negotiations with some countries have already been conducted at Geneva recently and Government are examining the results. The question of entering into trade agreements with these or other countries will be considered further in the light of the decisions that may be arrived at in the Conference on International Trade and Employment now being held in Havana.

FINANCIAL AIDS TO SMALL BUSINESS

375. *Seth Govinddas: Will the Honourable Minister of Commerce be pleased to state whether Government have any programme for giving financial aid to small business? If not, why not?

The Honourable Mr. C. H. Bhabha: The question should have been addressed to the Honourable Minister of Finance. It has accordingly been transferred to the list of questions for 26th February 1948, when the Honourable Minister of Finance will answer it.

AGREEMENTS *re* MILITARY SERVICE BETWEEN GOVERNMENT OF U.S.A. AND INDIA

376. *Seth Govinddas: (a) Will the Honourable the Prime Minister be pleased to state whether the agreements regarding Military Service entered into between the Governments of the U.S.A. and India, signed on 30th March, 25th May, 3rd July and 30th September, 1942 and effective from 27th May, 1942, are in operation even now?

(b) If so, do Government propose to re-negotiate these agreements in the light of the British withdrawal from India?

The Honourable Pandit Jawaharlal Nehru: (a) and (b). The agreements referred to were entered into in order to reciprocate the provisions of the United States of America Selective Training and Service Act of 1940. As that Act is no longer in operation the agreements have automatically lapsed and no question of re-negotiation arises.

TONNAGE OF MERCHANT SHIPS PURCHASED FROM FOREIGN COUNTRIES

377. *Seth Govinddas: Will the Honourable Minister of Commerce be pleased to state the total tonnage of merchant ships purchased from foreign countries during the period from 1st April, 1944 to 31st March, 1947?

The Honourable Mr. C. H. Bhabha: According to the information available with Government the total tonnage of merchant ships purchased from foreign countries during the period from 1st April 1944 to 31st March 1947 is 1,38,520 gross.

REHABILITATION OF TEACHERS, DOCTORS AND LAWYERS FROM EAST BENGAL

378. *Shri Basanta Kumar Das: Will the Honourable Minister of Relief and Rehabilitation be pleased to state:

(a) whether the plan for rehabilitating displaced teachers, doctors and lawyers includes the rehabilitation of such persons displaced from East Bengal also;

(b) if the answer to part (a) above be in the affirmative, whether Government have got an estimate of the number of such persons and if so, what it is; and

(c) how many of them, belonging to each of these professions have been rehabilitated and in what manner?

The Honourable Shri K. C. Neogy: (a) No.

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

ANTI-INDIAN PROPAGANDA IN IRAN AND FLIGHTS OF INDIAN NATIONALS

379. *Giani Gurmukh Singh Musafar: (a) Will the Honourable the Prime Minister be pleased to state whether Government are aware of the grave danger which Hindus and Sikhs living in Iran are facing on account of the anti-Indian propaganda carried on by the Irani Newspapers?

(b) If so, what steps have been taken by the Government of India to ensure the safety of life and property of the Indian Nationals in Iran?

(c) Are Government aware that Indians living in Iran are mostly businessmen having interests in that country?

(d) How do Government propose to help Indians in Iran in withdrawing their investments from Iran, if they do not desire to live in Iran?

The Honourable Pandit Jawaharlal Nehru: (a) and (b). The Honourable Member's attention is invited to my reply to question No. 279 by Shri Damodar Swarup Seth on February 14, 1948.

(c) Government are aware of the fact that most Indians living in Iran have business interests.

(d) Since there are no indications that Indians in Iran are unwilling to continue to live in that country, the question does not arise.

AGREEMENTS BETWEEN INDIA AND PAKISTAN *re.* EXCHANGE OF PRISONERS
IN EAST AND WEST PUNJAB JAIL

380. *Giani Gurmukh Singh Musafar: (a) Will the Honourable the Prime Minister be pleased to state whether it is a fact that an agreement was arrived at between the Government of India and the Government of Pakistan, regarding exchange of all categories of prisoners in the jails of East Punjab and West Punjab?

(b) Is it a fact that the Government of Pakistan have not honoured the agreement?

(c) If the answer to part (b) above be in the affirmative, on what grounds have the Government of Pakistan done so?

(d) Have reports reached Government that lives of Hindu and Sikh prisoners in Rawalpindi and certain other jails in the West Punjab are in danger?

(e) If so, what steps have been taken by the Government of India to ensure the safety of these prisoners, among whom are some well-known public workers?

(f) Are Government aware that the delay in the exchange of prisoners has been causing great anxiety to the relatives and friends of the prisoners?

(g) Do Government propose to take up the matter with the Government of Pakistan?

The Honourable Pandit Jawaharlal Nehru: (a) Yes;

(b) and (c). The Government of Pakistan informed the Government of India that the agreement should be extended to the East Punjab States, to Alwar and Bharatpur as well as to Delhi Province and till such an extension was made the exchange of prisoners should be held up. After some further correspondence the agreement was extended in Pakistan to Sind, Baluchistan, North West Frontier Province and to Bahawalpur and in India to the East Punjab States and now also to Alwar and Bharatpur. In regard to Delhi, the Government of India informed the Pakistan Government that the position was different as there were many prisoners in Delhi Province who were totally unconnected with the disturbances and many difficulties would arise more especially in regard

to cases under appeal. Nevertheless, they were prepared to go as possible in regard to Delhi also and asked for a list of cases in which special consideration was desired. No final answer has yet been received from the Pakistan Government to the last communication sent by the Government of India.

Certain legal difficulties have also been pointed out. These may involve the promulgation of ordinances. This will be done if necessary as soon as a final agreement is reached.

(d) and (e). No such reports have been received. But there is no doubt that the prisoners are undergoing both physical and mental suffering. Further enquiries are being made.

(f) and (g). Government are perfectly aware of the anxiety in the minds of the relatives and friends of prisoners and they are anxious to expedite this transfer. They have sent an urgent reminder to the Pakistan Government and they hope that the transfer will be effected before long.

ALLOTMENT OF RESIDENTIAL ACCOMMODATION TO REFUGEE GOVERNMENT

SERVANTS

381. *Giani Gurmukh Singh Musafar: (a) Will the Honourable Minister of Works, Mines and Power be pleased to state whether Government are aware that a large number of refugee Government servants are still homeless in Delhi although some of them had joined service as far back as October 1947?

(b) Are Government aware that the Estate Office has stopped allotment of Government quarters to refugee Government servants?

(c) Are Government aware that the Custodian of Evacuee Property is not entertaining any applications from refugee Government servants, which were received by him after the specified date?

(d) Is it not a fact that a number of refugee Government servants have been employed, after the expiry of the date for submission of applications for allotment of houses to the Custodian?

(e) Are Government aware that it is not possible for any one coming from outside Delhi, to obtain residential accommodation in Delhi by private negotiations with the landlords?

(f) Are Government aware that this is causing hardship to the refugee Government servants?

(g) What arrangements do Government now propose to make to house this class of Government servants and why could not these arrangements be made earlier?

The Honourable Shri N. V. Gadgil: (a) Yes.

(b) No.

(c) Applications received even after the due date have been entertained by the Custodian of Evacuee Property where the cause of delay was satisfactorily explained and the applications were received through the Departments in which the applicants were employed.

(d) Yes.

(e) and (f). I am prepared to accept the suggestions of the Honourable Member.

(g) Does not arise.

INDIANS IN PALESTINE AND ARAB JEW CLASHES

382. *Shri V. C. Kesava Rao: (a) Will the Honourable the Prime Minister be pleased to state the total number of Indians in Palestine and their occupations?

(b) Have arrangements been made to protect them in view of the grave situation likely to develop on the withdrawal of the British Power from Palestine?

(c) Is it contemplated to evacuate them if conditions require it?

(d) Was any Indian injured or was the property of any Indian damaged during the recent clashes between Arabs and Jews?

The Honourable Pandit Jawaharlal Nehru: (a) Exact information is not available but has been called for. The Government of India however understand that there were some 60 Indians residing in Palestine before the war.

(b) and (c). The duty of affording protection to Indians and others in Palestine after the withdrawal of the British administration will devolve on the successor authorities. The Government of India have up to the present received no reports to indicate that Indians are in particular danger in Palestine but if any Indian national expresses a desire to be evacuated they will naturally assist him as far as lies in their power.

(d) No report of any injury to the person or property of any Indian in Palestine has been received by the Government of India.

STUDENTS FROM MIDDLE EAST COUNTRIES FOR HIGHER STUDIES IN INDIAN EDUCATIONAL AND TECHNICAL INSTITUTIONS

383. *Shri V. C. Kesava Rao: (a) Will the Honourable the Prime Minister be pleased to state whether any applications were received from students in Iraq and Iran for admission to Indian Medical, Engineering and other Colleges?

(b) What is the number of students from the Middle East who are being trained in India?

(c) What are the rules at present governing the admission of such students in our educational institutions?

(d) To establish better relations with the Middle East and Far Eastern countries, do Government propose to relax the rules and regulations which are, at present, preventing their entry into India and to provide the necessary facilities for the admission of a specific number of students in our higher technical institutions?

The Honourable Pandit Jawaharlal Nehru: The question should have been addressed to the Honourable Minister of Education. It has accordingly been transferred to the list of questions for the 26th February 1948 when the Honourable Minister of Education will answer it.

LABOUR OFFICER TRAINED IN UNITED KINGDOM AND ESTABLISHMENT OF AN INSTITUTION IN INDIA

384. *Shri V. C. Kesava Rao: (a) Will the Honourable Minister of Labour be pleased to state the total number of Labour Officers who have undergone training in the United Kingdom and the number still under training?

(b) Do Government propose to institute a training centre in India for such personnel or arrange for one of the major universities to take up the training of such officers?

The Honourable Shri Jagjivan Ram: (a) So far 63 officers belonging to the various Ministries of the Central Government, the Provincial Governments and Indian States have received training in the U. K. No one is undergoing training at present but a batch consisting of 12 officers is expected to leave for U. K. in March 1948.

(b) Facilities for training exist in the Calcutta University and the Tata Institute of Social Sciences, Bombay. The question of expanding these facilities so as to meet normal requirements is under the consideration of the Government of India.

ESTABLISHMENT OF INDIAN INSURANCE BOARD AND INDIAN ACTUARIAL BOARD

385. *Shri V. C. Kesava Rao: (a) Will the Honourable Minister of Commerce be pleased to state whether Government are aware that officials of insurance companies are handicapped for want of a central body in India, to conduct examinations on the lines of the Institute of Insurance, London and the Institute of Actuaries, London?

(b) Is it the intention of Government to set up an Indian Insurance Board and an Indian Actuarial Board on the lines of the Indian Accountancy Board?

(c) What steps are proposed to be taken to institute courses of study in Actuarial Science in the centrally administered Universities?

. The Honourable Mr. C. H. Bhabha: (a) No.

(b) and (c). Government have no such plans under contemplation. If, however, there is an adequate public demand for such steps being taken, Government will give their best consideration to any proposals in this behalf that may be forthcoming.

MANUFACTURE OF BOILERS IN INDIA AND IMPORT DURING 1947

386. *Shri V. C. Kesava Rao: (a) Will the Honourable Minister of Works, Mines and Power be pleased to state the number of boilers imported into India in the year 1947?

(b) Is there any plan to manufacture boilers in India in the immediate future?

The Honourable Shri N. V. Gadgil: The question has been transferred to the Ministry of Industry and Supply. The Honourable Minister of Industry and Supply will give a reply to it on the date allotted to him.

ELECTRICITY SUPPLY BILL.

EXTENSION OF TIME FOR THE PRESENTATION OF REPORT OF THE SELECT COMMITTEE

The Honourable Shri N. V. Gadgil (Minister for Works, Mines and Power):

Sir, I beg to move:

"That the time appointed for the presentation of the Report of the Select Committee on the Bill to provide for the rationalisation of the production and supply of electricity, and generally for taking measures conducive to the electrical development of the Provinces of India, be further extended up to Monday the 8th March, 1948."

Mr. Speaker: The question is:

"That the time appointed for the presentation of the Report of the Select Committee on the Bill to provide for the rationalisation of the production and supply of electricity, and generally for taking measures conducive to the electrical development of the Provinces of India, be further extended up to Monday, the 8th March, 1948."

The motion was adopted.

THE RAILWAY BUDGET—LIST OF DEMANDS—*contd.*

SECOND STAGE—*contd.*

DEMAND No. 1—RAILWAY BOARD—*contd.*

Late running of Trains

Haji Abdus Sattar Haji Ishaq Seth (Madras: Muslim): Sir, I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Sir, this is a subject on which I need not speak at great length, because every one in the House knows about it and has at one time or another suffered from the late running of trains. Before I start on the subject I want to make it clear to the Honourable Minister that under the new setup after the 15th August, when we move our motions in the House what the House actually wishes is to focus public opinion and draw the attention of the Honourable Minister and the attention of the officers who work under him to the particular grievance that is being discussed.

I was taken aback the other day when my Honourable friend showed so much resentment when allegations of incompetence and corruption were levelled against his staff. He knows the ways of this House: he is not a raw recruit to our ranks. He has been in this House for a sufficiently long time. He knows what our duties are and in what manner we perform them. That being the case, it is certainly strange to me to listen to his speech which, I may tell him, some of the members here did not relish and that was why an old friend and a very old member of this House had to protest against it. It certainly is not our case that it is only in India that so much inefficiency or corruption prevails. It certainly is not our case that it is only in his department that this happens. But the fact remains that there are these grievances and they have to be discussed. Of course my Honourable friend can take up the attitude and say "Granting that these grievances are there, as I have said in my budget speech, what is the use of repeating them?" The use is obvious. The more we speak about it we hope that there will be more people in his department whom we may be able to win over and get on to the right path. Whatever might be the result of the discussion in this House I do not think that this House can sit quiet or take up a complacent attitude and allow ministers of the Government to resent the ventilation of grievances on the floor of this House.

Coming to the subject proper, as I have said, this is a subject on which I need not speak at length. There is no doubt that almost every train that is running today is generally running late. The reasons are many. The exigencies of war started this evil. Almost every train every day used to get very late, so late that the schedules had to be changed. I am sure my Honourable friend knows about it. All the important trains which we can think of—the Frontier Mail on the B. B. & C. I., the Punjab Mail of the G. I. P. Ry., the ill-fated Grand Trunk Express, and many other trains—used to run late with the result that generally about three hours were added to the old schedules and the timings were redrawn. We accepted that as being a necessary evil. Years after the war was over, we find that even these revised schedules are not adhered to. Therefore we have a reason for ventilating our grievance on the floor of the House. I do not want my Honourable friend to get up and say that there is no use speaking about it, because he knows all about it and that he has already acknowledged this grievance of the passengers. I want him to take up the matter seriously and if necessary to institute some departmental enquiry to find out how far this evil can be remedied. This is all the more necessary because in answering a question in this House put by my Honourable friend Lala Raj Kanwar on the 30th January with regard to the late running of the Grant Trunk Express, the attitude adopted by the Minister was something that I for one cannot allow to pass without notice. He had so many

explanations for the habitual delay in the running of that unfortunate train. When we came to the end of the discussion Seth Govind Das suggested whether in the circumstances explained by the Minister the Government would be prepared to increase the schedule time, so that more time may be taken for the running of the train, my Honourable friend jumped at the suggestion and said that if locomotive position does not improve, if the department is compelled to use inferior coal, it looked to him that it would be necessary for Government to consider a very considerable revising of the scheduled timings. What does that mean? The remedy that he can think of is to increase the schedule time and not to try to run the train according to the revised timings that are obtaining now. That is to say the later the train runs we accept the position and provide for such late running.

I will confine my remarks generally to the Grand Trunk Express because I know more about it than about any other. I suppose other members who follow me may speak about other trains. This train is generally running about 12 hours late. There is a report in the *Hindu* which appeared about a week ago. It is reported that the train was 9 hours late. My Honourable friend Mr. Shiva Rao spoke on this question. I am sorry to say that whenever the Grand Trunk Express comes up in this House it becomes a matter for jokes or irresponsible talk. This was started by my Honourable friend Sir Frederick James, when he moved a famous cut on the Railway Budget some years ago. At that time he delivered a very humorous speech but the seriousness of the subject was lost in the humour. The same thing happened when Mr. Shiva Rao made his first speech in the House. It appeared that he was anxious to change the name of the train from Grand Trunk Express to the Madras Daily Slow Passenger. My Honourable friend the Minister was anxious the other day to name the train the Withered Bald Dame. I am not concerned with what name it is called: I am concerned in seeing that the train runs to time. Therefore I want him to take up this question. I would suggest to my Honourable friend that he should have an enquiry from the time the train starts from Delhi to the time it reaches Madras and find out where the bottleneck is, in what particular section the train is delayed and what is the reason for it.

There was a funny statement in the *Hindu* news item about the late running of this train by nine hours. The M. & S. M. Railway said "The late running is not in our section." The M. & S. M. Railway generally say like that. Even if the train is twelve hours late, they say "The train is late by 12 hours, but the late running is not in our section". Which particular section is then responsible for this late running? For some time it was the habit to say that the train was held up in the Nizam's section. But by whom was it held up and for what reason? Nothing was said about that. Later on we understood the Nizam's Government was not responsible for it. That lends support to my appeal that some senior officer should examine the running of this train for a number of days and find out why it is late. I have travelled by this train very often and I think the bottleneck is somewhere between Itarsi and Nagpur. My friends who travel by this train must have observed a number of goods trains and passenger trains remaining on the sidings at almost every station between Itarsi and Nagpur, especially between Dhodhramohar and the hill section. You have trains going up and down, both of them waiting at stations. Sometimes our train is made to wait for the goods trains. Altogether my impression is that this train is the most neglected train in India. Nobody seems to care for it. I had expected that when we have a Minister from Madras in charge of the Railways who will be compelled to travel by this train probably matters would improve. But unfortunately for me the Ministers are not now compelled to travel by trains, they have all got aeroplanes to travel with the result that we, poor mortals walking on two feet, are left completely neglected

[Haji Abdus Sattar Haji Ishaq Seth]

I should therefore like my Honourable friend to look up these two questions: first, following the train from the time it starts to its destination; secondly this particular bottleneck portion I have mentioned, because the Honourable Minister in reply to that question to which I have been referring all the time said that the bottleneck was in his opinion between Itarsi and Bhopal. I do not think that doubling of the track between these two stations will alone help to remedy the evil. However it is for him to consider. He has his experts and they know better than what we know.

One of the other trains that are affected in the same way is the Punjab Mail which runs between Bombay and Delhi. The B. B. & C. I. train which is called the Frontier Mail generally runs to time. I have noticed that and it has been noticed by others also very often that that train generally runs to time. But when we come to the G. I. P. train that is habitually very late in spite of three more hours being added to the pre-war schedule.

I would like the Honourable Minister to examine all these and see what he can do, short of the remedy that he was very willing to accept, namely 12 Noon that the schedules should be changed. I strongly protest against the suggestion to change the schedules. I for one will not accept it. Sir, I move.

Mr. Speaker : Cut motion moved :

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Mr. R. K. Sidhva (C. P. and Berar: General): Sir, I rise to support the motion moved by my Honourable friend Mr. Ishaq Seth. Sir, the question of the late running of trains and their late arrivals is so common and is really so habitual, just like a habitual offender, that it has become a practice with the Railway Department that nobody takes any notice when any of the trains runs late. But apart from the late arrival of the trains there is a late departure from the terminus stations. I want to know why trains from the main terminus station start at a later hour—in many cases from 20 minutes to 1½ hours. Formerly there was a rule that the trains should be marshalled on the platform one hour before the departure time. That has been the practice and that is the rule of the railway. Now the trains are not marshalled before fifteen minutes, and sometimes half an hour, before the departure time. Why is this? What has that to do with the question of additional coaches even if they have not got the additional coaches? These coaches are brought from the yards. I would like to know from the Honourable Minister why this delay is caused.

Sometimes when the coaches are brought in time the engine does not arrive. The engine is not available from the loco shed. On an explanation being asked from the station master it transpires something is wrong. Now the engine has got to be kept ready, in full steam, some hours in advance and the driver and the fireman are supposed to see to it that they bring the engine at a proper time so that the train should start in time. Why is it not being done? I would respectfully submit to the Honourable Minister to tell the railway officials in all seriousness that this explanation of there being no additional coaches would not do. Let us know why with the existing coaches and with the existing staff things are not maintained properly. If the Honourable Minister examines this and finds out that the departure time is not strictly adhered to, I am sure he would find something more serious in this matter.

The late arrival of trains is sometimes described as being due to the inferior quality of coal. Well, Sir, it may be. I do not know what type of coal is required and how many qualities of coal are manufactured in our collieries. Whatever it may be, all of a sudden the quality is not changed. If there is a

specific quality required for the engines of railways, then surely the Government have their own collieries and they must set aside those collieries for producing the required quality of coal which will enable the engines to run smoothly. Even if the quality is inferior it may be once in a way. Why has this excuse been made regularly that because of the inferiority of the quality of coal engines do not take up the steam? I refuse to believe that because I have actually seen many a time that the drivers themselves are very negligent. The whole problem is, there is no control over this staff. The staff right down from the fireman to the guard or anybody who is in charge of the train feel that they are today the masters and that there is nobody to ask them as to why the train is late either at the time of arrival or departure. I have seen in junction stations, where the train is supposed to stop for ten or fifteen minutes for taking water, intentionally the drivers keep themselves busy with talking to their friends on the platforms or go to the refreshment rooms and take lot of time to return. Although everything is complete and the guard has given the signal for the train to start it happens that the driver is not available. I can quote you instances and I have quoted instances to the authorities. Why is it? When the driver is available it sometimes happens that the guard is not there to give the signal and the engine goes on whistling to remind the guard—not the passengers to whom the whistle is ordinarily meant, to sit in their compartments. But the driver has to go on whistling the engine to ask the guard 'Where are you? Why don't you give the signal?' That is the condition of the railway administration today. I am telling you these things without the slightest exaggeration. If anything, I am minimising them. I am telling you the actual position. These are the conditions and the people who travel know about them. Is there nobody in the railway administration who can call upon the drivers and guards to say as to what is the cause of these delays? Formerly, I remember, if a driver brought a train five minutes late to the arrival station he had to give an explanation and a fine was imposed on him. Sometimes the railway administration has said that those drivers who bring trains to time would be given some kind of reward. I do not want that you should introduce that system of reward. But if your administration has gone so bad I won't mind your telling the drivers that if they bring the trains in time they would be given some allowance.

Although the engine is bad, they are supposed to bring the trains in time. The matter has become, as I was stating the other day, so rotten that the old regular excuses are given to us that parts are not available, the engines are not working and these are the causes of the delay. I am not prepared to accept it. Although I am prepared to accept that the engines are worn out, that parts are not available, I may tell you that the engines could be made to run to time if there is a will to do it. There is no will to do it.

An Honourable Member : How?—

Mr. R. K. Sidhya : Let me have the administration. I will show it to you how. Now take the Grand Trunk Express. In all sessions questions regarding this train are put. In this very session they have been also put. On it I put to the Honourable Minister a supplementary question: 'Is it a fact that your predecessor in this very House in reply to a question stated that Government will consider the running of three trains in a week so as to reduce the arrival time by 12 hours?'. The Honourable Minister gave me the answer, '1948 is not 1947'. Now imagine Sir what it means. We know of course 1948 is not 1947. But his reply went to show that he does not want to go ahead. He does not want to push through 1947. He should have stated I shall see there is an improvement. I know what he said was in a lighter vein, but it is creating a bad impression upon his staff. They will imagine 'my master thinks so it

[Mr. R. K. Sidhva]

does not matter if his predecessor had said so. We need not worry'. That is not proper. I would have expected him to say 'I shall see if my predecessor has stated so. I shall take this matter up, and I shall see why this Grand Trunk Express should not run to time'. His predecessor should surely have consulted his officers. Why has that not been fulfilled, I want to know. After all it is a responsible Minister who makes the statement. Then there is a general complaint of the travelling public who are awfully disgusted with the late arrival at transshipment stations. I will give you two important stations, Delhi and Ahmedabad. At Delhi there are nearly 10 platforms and no arrangement has been made to marshal the trains for transshipment of passengers, particularly third class passengers who have to tranship to trains within 10 or 15 minutes. The connecting trains would have to wait for more than one hour but the trains are generally late. What happens when the trains are late? Passengers are supposed to remain on the platform until they can get another connecting train, which if it is a mail train, they have to wait for 24 hours. This is the position. Almost all connecting trains are lost by passengers on account of their late arrival. Not only that. Late arrival causes passengers, who have to tranship, immense trouble. There are no connecting trains for 24 hours: and this arrangement for marshalling of these trains is so made that they have to walk a great distance. In Ahmedabad there are a metre gauge and broad gauge platforms. Both are B. B. & C. I. In Delhi also there is a B.B. & C.I. metre gauge track, and there is broad gauge. In Ahmedabad I understand the whole station is going to be remodelled for which Rs. 35 lakhs have been provided, but this year only 1 lakh will be spent. I would have wished the Honourable Minister to have pushed through with this. If he is going to spend only 1 lakh odd, I do not know how many years it will take to complete. When the Sind mail passengers come over to Ahmedabad, there is only half an hour left for the Gujarat mail and Delhi mail for connection: and let me tell you from experience that by the time the third class passengers reach the B.B. & C.I. broad gauge platform for the Gujarat mail, the train has left. Nobody has paid attention to this matter. You might ask 'Why half an hour is not sufficient?' It is not sufficient. First of all there are not a sufficient number of coolies, and distance is great. No thought has been given to the point that for the convenience of these third class passengers in regard to transshipment, proper arrangement should be made, and that the staff has to be so arranged that all the passengers can come in time for the departure of the train. This indifference towards passengers of the Railway Department officials must go. Everything points to that. Nothing else. If the railway officials felt they had some responsibility, if the driver feels it is his responsibility to drive the engine rightly, if the guard feels that he guards the train properly and performs his functions correctly, then everything will be all right. The railway rule is that the guard must whistle one minute before the departure time. But he does not whistle. Whistling days are gone. The point is, everything is left to the choice of the guard or the driver. This is the position. I would humbly submit to the Honourable Minister that the public is tired of it, the travelling public is disgusted; and I would therefore earnestly appeal to him to collect his responsible officers and tell them in all seriousness what I stated last Friday. I am making the suggestion seriously that he must issue a definite order, fix a target which is so familiarly used by him in all matters and tell the officers that within a month he wants such and such things to be done. He should not ask them for explanations. They are not going to give correct explanations. He should insist on trains running to time. My friend has rightly stated that minister might say that he will increase the time of schedule, that is instead of bringing a train in 24 hours, he brings it in 36 hours. We do not want that. This would mean humbugging and fooling the

public. Efforts must be made to bring the trains as rapidly as possible and to the schedule time. In the past they have done that. Therefore I conclude my speech by requesting most humbly the Honourable Minister that he may take steps in the directions I have mentioned, and that officers right down from the biggest to the lowest should be made to feel that in the interests of the public they must carry out their instructions faithfully.

श्री गोकुल भाई दौलतराम भट्ट : माननीय सभापति जी, जो सवाल अभी हमारे सामने है वह जो गाड़ियां बहुत देर से आती जाती हैं उसके मुताल्लिक है। इसके कई वजूहात हैं कि गाड़ियां क्यों देर से चलती हैं। मैं, हमारे पूर्व दोनों वक्ताओं ने जो कुछ कहा उसको दोहराना नहीं चाहता हूं। लेकिन मैंने जो कुछ देखा है, सोचा है उसकी तरफ अपने माननीय मंत्री जी का ध्यान दिलाना चाहता हूं।

यहां के रेलवे स्टाफ (staff) में जो बड़ी कमी हमें मालूम होती है वह यह है कि गैर जिम्मेदारी हमारे स्टाफ (Staff) में आ गई है। वैसे तो हम जिम्मेदारी लेकर बैठ गए हैं १५ अगस्त ही से लेकिन हमारे रेलवे स्टाफ में यह एक वृत्ति पैदा हो गई है कि 'क्या हवा चलती है, चलती रहेगी, और हमारा बचाव करने वाले जो मंत्री बैठे हैं वह जबाब देंगे और यह कहेंगे कि यह लोग बड़ी कोशिश कर रहे हैं और इन्तज़ाम अच्छा करने में हमें मदद दे रहे हैं। इस प्रकार से हम उनको सर्टिफिकेट (certificate) दे देते हैं तब उनके मन में यह होता है कि कोई हर्ज नहीं है अगर मुसाफिर लोग कुछ कहें चिल्लाएं और ऐसेम्बली में मॅम्बर लोग भी कुछ कहते रहें लेकिन जब तक हमारे मंत्री बचाव करते रहें तब तक हमें कोई हर्ज नहीं है और हमें घबराने की कोई जरूरत नहीं है। यह एक प्रकार की मनोवृत्ति उनकी बन गई है और बनती जा रही है इसकी तरफ में खास तौर से अपने मंत्री और अपने लोगों का ध्यान दिलाना चाहता हूं।

मैं पूरे रेलवे बजट पर नहीं बोल रहा हूं लेकिन मैं आम तौर से इस चीज की तरफ ध्यान दिलाना चाहता हूं कि पहले यह था कि जब एक गाड़ी से माल दूसरी गाड़ी में बदलने के लिये आध घंटा लगता था तब आज दिन के दिन वही लग जाते हैं। क्या वजह है कि १५ अगस्त के पहले जो चीज हो सकती थी उतने ही आदमी हैं, उतना ही काम हो रहा है। और १५ अगस्त के बाद जब हमने जिम्मेदाराना हुकूमत ले ली है अपने हाथों में, तब हम बिल्कुल गैर जिम्मेदार हो गए हैं और जिस पारसल को निकालने के लिये आधे घंटे में काम हो जाता था वह दो घंटे में होता है। इसी की वजह से हमारी गाड़ियां रुकती हैं और देर हो जाती है। इस तरफ भी खास ध्यान दिलाना चाहिए और ऐसा ध्यान रखना चाहिए कि वह जिम्मेदार हो जावें।

[श्री गोकुल भाई दौलतराम भट्ट]

एक बात तो यह। दूसरी बात जो है वह, जैसा सिधवा साहब ने कहा, वह कई विषयों के जानकार हैं और कई विषयों के बारे में अगर उनके हाथ में सत्ता सौंपी जाय तो बहुत जल्द यह गड़बड़ी सुधर जाय। मैं समझता हूँ कि हमारी सरकार इस तरफ ध्यान देगी और जो ऐसे लायक आदमी हैं उनके हाथ में अख्तियार सौंप देगी। तो उन्होंने यह ध्यान दिलाया है कि इंजीनियरिंग (Engineering) का जो स्टाफ (Staff) है अभी में सोजन वगैरह से हो कर आया हूँ और मुझे से यह कहा गया है कि कभी कभी इंजीनियरिंग (Engineering) का स्टाफ (staff) वह मदद नहीं देता है तथा ट्रैफिक (traffic) और लोगों में अनबन हो रही है। और वह एक दूसरे को मदद नहीं दे रहे हैं, तथा जो सहयोग कोआपरेशन (Cooperation) होना चाहिये वह नहीं है। एक दूसरे में कोआपरेशन (Cooperation) की कमी के कारण हम लोग मुसाफिर जो हैं, उन्हें दुःख होता है, डाक की गड़बड़ी हो जाती है और हमारे दूसरे काम गड़बड़ी में पड़ जाते हैं और इस तरह से चलता है। लेकिन हमें कहा जाता है कि अभी नारमल पोजिशन (normal position) आने में देर लगेगी, धीरे धीरे होगा। लेकिन हमें इस तरह की कार्रवाइयों से सन्तोष नहीं हो सकता। हमारे दूसरे जो भाई हैं जनता हैं सारे देश की तह भी संतोष नहीं मान सकती। जबकि हम देखते हैं कि हमारे आदमी बैठे हैं तो उन आदमियों को चाहिये कि वह अपने दिमाग लड़ायें, कोशिश करें और ऐसी कोशिश करें जैसी कि अभी हमारे भाई ने कहा बी० बी० एण्ड सी० आई० (B., B. & C. I.) में अहमदाबाद की लाइन या अहमदाबाद से बम्बई जाने वाली लाइन वह ठीक-ठीक तरह से ठीक ठीक समय से चल रही है, और उसके बारे में मुझे सन्तोष है और हम देख रहे हैं व कोशिश कर रहे हैं और इतना संतोष होता है लेकिन दूसरी लाइनें ऐसी हैं जहां पर हमें शिकायत करने का मौका है और हम शिकायत करते रहे हैं। मैं बहुत लम्बी चर्चा को इस वक्त नहीं करना चाहता हूँ लेकिन जिस तरह उन्होंने इस लाइन पर कुछ सुधार किया है उसी तरह दूसरी लाइनें सुधारी जाय। हमारे सिधवा साहब ने कहा कि गुजरात मेल का जो समय है उसमें आधा घंटा रहता है लेकिन उनकी जानकारी में यह न होगा कि सिन्धु दिल्ली मेल का कनेक्शन (connection) राजपूताना मेल से लगाया है। गुजरात मेल में जाने का प्रश्न ही नहीं है इस में आपको जाने का हक ही नहीं है। जो राजपूताना मेल है वही आप के लिये है। तो मैं ऐसी ऐसी बातें नहीं करना चाहता हूँ और मैं इसकी चर्चा भी नहीं करना चाहता हूँ।

लेकिन जो मैं ध्यान दिलाना चाहता हूँ वह यह है कि हमारे स्टाफ (staff) में जैसी चाहिए वैसी फुर्ती नहीं है। वह लोग आलसी बन गए हैं। लापरवाह बन गए हैं। और एक दूसरे डिपार्टमेंट में आज सहयोग की भावना नहीं है। वह भावना न होने

से हमारी गाड़ियों में देर होती है। इस कमी को दूर करने के लिये हमारे मंत्री कोशिश करेंगे। 'कोशिश करेंगे' इतना कहने से ही काम नहीं चलेंगे। लेकिन खास तौर पर इस चीज के ऊपर ध्यान देंगे और अपने स्टाफ़ (staff) को कहेंगे कि किसी भी हालत में उन्हें यह करना चाहिए। कंट्रोल डिपार्टमेंट (Control department) की गलती हो, या इन्जीनियरिंग डिपार्टमेंट (Engineering department) की गलती हो, हमारी लोडिंग (Loading) या अनलोडिंग (unloading) की गलती हो लेकिन हमारी गाड़ियां बराबर ठीक होनी चाहिए। यहां आएँ और ठीक टाइम से पहुंचें, तो हमारा जो व्यवहार है वह ठीक रहेगा।

इतना कहते हुए मैंने इस चीज की तरफ़ उनका (मंत्री जी का) ध्यान दिलाने की कोशिश की है।

(English translation of the above speech)

Shri Gokulbhai Daulatram Bhatt (Eastern Rajputana States Group): Sir, the question which confronts us is in connection with the trains which run very late. Many causes can be assigned to the late running of trains. I do not want to repeat what has been said by the two previous speakers. But I do solicit the attention of the Honourable Minister to the things I have seen and to the reflections I have made.

The greatest defect that we find in our railway staff is that they have become irresponsible. Though we have shouldered responsibility since the 15th of August, yet our staff has developed a no care mentality. "What does it matter?" They say, "the work goes on and will go on; our Minister in charge is there to protect us he will reply by saying that the railwaymen labour hard and help him in making better arrangements." In this way we give to these men certificates which make them feel: "let passengers grumble and cry; let members say anything in the Assembly; but so long as our Minister is there to defend us we lose nothing and we need have no worry". This is the sort of mentality which they have developed and which they are still developing. To this particularly I want to draw the attention of the Honourable Minister and of the House.

I am not speaking on the Railway Budget as a whole, but to this thing in general I do invite your attention that whereas in the past it took just half an hour to tranship goods from one wagon into another, it takes several days now. What is the reason for this that whereas before the 15th August a work could be done in a certain period, today, after 15th of August, with the same staff and the same amount of work, it takes longer? Why is it that a parcel delivery covers two hours now whereas only half an hour was sufficient in the past? Evidently we have become irresponsible. This is the cause of the detention of trains and of their late running. Special attention should be paid to it and care should be taken to see that the staff realises its responsibility.

Secondly Mr. Sidhva has said—he knows a good many things—that if he is entrusted with power, this state of affairs will soon improve. I think our Government will look to it and entrust work to able men like him. He has stated that he has just returned from a visit to Sojan where it was pointed out to him that the Engineering Department does not cooperate with others; that the traffic Department and others do not cooperate and that the required amount of cooperation is lacking. On account of the absence of cooperation among the staff we the passengers are put to trouble; the postal working is upset and our other works are thrown out of gear. We are told that it will take

[Shri Gokulbhai Daulagram Bhatt]

time for the normal position to return and that by and by it will be all right. But this will not satisfy us; mere statements of this kind will not be sufficient for our countrymen. We find our men drowsing over their jobs. They should beat their brains; they should use their endeavours and use it in such a way as has been suggested by my friend. I am pleased to know that the Ahmedabad-Bombay Section of the B., B. & C. I. Railway is functioning properly. We find that the staff of this section is making efforts. This gives us satisfaction. But other railway lines are such that we have to complain about them and we have been complaining about them in the past. I do not want to discuss this point at length. But just as this particular section of the B., B. & C. I. Railway has been set right to some extent, other railways should also be improved.

Mr. Sidhva stated that the timings of the Gujerat Mail and the Sind Delhi Mail do not coincide. There is a difference of half an hour. But he should know that the Sind Delhi Mail has been connected with the Rajputana Mail. There is no point in calling the Gujerat Mail into question. He need not discuss it. The Rajputana Mail is meant for him. I will, therefore, not discuss such like things. I do not refer to them either.

But what I desire to point out is that our staff lacks speed which it should have. It has become lazy. The Railwaymen have become careless and the feeling of cooperation amongst different departments is missing. The absence of this feeling is the cause of the late running of trains. I hope the Honourable Minister will try to remove this defect. Mere saying this that he will try will not help us. He should make it a point to impress upon his staff that this work should be done at all costs; whether it is the fault of the Control Department or of the Engineering Department, or whether it is due to our fault in loading or unloading wagons, our trains should not be detained. They should run punctually. Our conduct will be justified only if this can be achieved.

With these words I have endeavoured to bring home to the Honourable Minister this defect.

The Honourable Dr. John Matthai (Minister for Railways and Transport): Sir, this question is one which the House has discussed very often in the past, and in the course of question and answer during interpellation hour I have dealt with this question more than once in the past few weeks as the Honourable the Mover himself has pointed out. When I said that it might become necessary to consider a revision of scheduled times, what I had in mind was that one of the factors which, particularly since Partition, has led to further delay in the running of trains has been the locomotive position, and in addition to that the enormous increase in traffic along certain lines which do not have the capacity to deal with it. We are trying our best to improve the position as far as these two matters are concerned. We are doing everything that we can in order to get engines—as many of them as possible—back into a state of fairly working repair. We are also trying, as far as materials and personnel are available, to increase the capacity at points of congestion. But these are things that are going to take a little time.

My Honourable friend Mr. Sidhva said that I am in the habit of fixing targets. Apparently he implied that I did that with no serious intention of observing them. As far as the loco position and the increase of capacity at points of heavy congestion are concerned, I fixed fairly early targets and I am going to do whatever I can to see that those targets are observed. Since this is going to take a little time—and that is my view of the position—it would be dishonest on my part to say, as Mr. Sidhva wants me to, that within a month from now I am going to set the position right. I am unable to do that—these things take a little time, all that I can promise is that I will see that that time is as short as possible.

My Honourable friend the Mover was particularly worried about the Grand Trunk Express and he expressed a certain amount of dissatisfaction because the Minister happens to be a man from the Province of Madras and he has taken so little interest in improving the running of the Grand Trunk Express. As a matter of fact, the running of the Grand Trunk Express has been a continual source of anxiety to me. The real position with regard to the Grand Trunk Express is that unlike other long distance trains in the country it is not really a single train running continuously all the way; it is tacked on at different points to other trains, and one train delayed would mean more than corresponding delay at successive stages.

Prof. N. G. Ranga (Madras: General): But the delay has been there for the last twenty years!

The Honourable Dr. John Matthai: I am prepared to accept the Honourable Member's suggestion—as a matter of fact, I had been thinking of it myself. I want to have the question, which is to my mind somewhat typical of the general question in regard to punctuality of trains, made the matter of a special investigation immediately.

An Honourable Member: That is good.

The Honourable Dr. John Matthai: I do not think the Honourable Member was right in saying that we were not familiar with or we were not aware of the particular points where delay is occurring. In fact, I have got in the office a progress sheet with regard to the Grand Trunk Express covering a period of over four months containing every day's movement and the delay at the various points. It is very difficult from that progress sheet to draw any generalisation. Therefore I have come to the conclusion that it is a matter which ought to be taken up for special investigation. Well, if it is found—and it is likely to be found—as the result of circumstances which we cannot remedy immediately that an alternative solution which might make for a little improvement is to change the route of this train, then we want to consider that.

Prof. N. G. Ranga: But that will only worsen the position.

The Honourable Dr. John Matthai: It is quite likely that an alternative route, although it may cover a longer distance, may actually result in an improvement in point of time. This is one of the possibilities we are considering. At any rate, as far as the Honourable Member's suggestion is concerned, I am prepared to accept it and I want to have this question enquired into in that special manner because it is likely to have a bearing on the general question with regard to the punctuality of trains. I am sure my Honourable friend would have been interested to know that we are keeping a very detailed account of the progress in point of punctuality of the principal trains in India. Since the 15th of August, there has been deterioration in practically all the trains running through Upper India. The only three Railways on which I am able to note an improvement during the past three months are the M.S.M.R. and the S.I.R. which are free from the various problems that we have in Upper India, and, the House will be startled to know, the O.T. R. That makes me rather hopeful because if it is possible to effect progress on the O.T.R., then probably there is room for progress in other Railways.

Sir, the Honourable Member began his remarks this morning with a reference to my reaction to the criticism made by Honourable Members regarding the staff working under me. It is, to my mind, still somewhat ununderstandable why the House should resent the fact that if the railway staff are not working in the manner in which the House thinks it should, I should accept the proposition that the great bulk of the men working under me are misbehaving. As far as I understand parliamentary tradition in a matter of this kind, Minister who says that the troubles in his Department are due to the men working under him. I think, is not worthy of his place.

An Honourable Member: That is true.

The Honourable Dr. John Matthai: If the allegation in this House were made against me personally, I should not mind it, because the House has every right to condemn the Minister, but the whole trend of the speeches delivered in this House has been this, that "We do not want to be hard on the Minister; the Minister has his difficulties; probably the Minister has not been long enough in the office." The man who in a crisis complains of his tools is not a man; and is not fit for a man's job. I am aware of the problem in regard to the staff and I want to assure the House that there is nothing that I would leave undone. But that is a different matter from saying that "I consider the majority of the railwaymen are not worthy of the position they hold."

Sir, I think I have covered most of the discussion which took place this morning. I think the most important and practical suggestion which has been made today is the suggestion by my Honourable friend Mr. Sidhva that he should take charge of the Railway Administration, which suggestion, Sir, has my fullest approval and I hope it will be carried out at a very early date.

Mr. R. K. Sidhva: What about the late departure of the trains, Sir? That is a point on which I think I am entitled to have the Minister's reply. He has not dealt with that specific point which has been raised.

The Honourable Dr. John Matthai: As far as the Grand Trunk Express is concerned, that is a question which has been answered by me several times during question-hour. When this big refugee movement began, the Honourable Member will remember, we had to start a large number of extra passenger train services for moving refugees. We were able to do that because we called in the spare coaches from all over the Indian railway system and we had to economise the coaching accommodation that we had and therefore as far as the Grand Trunk Express is concerned, what we did was that the same rake that came from Madras to Delhi went back again. So if the incoming train arrives late, naturally the departure of the next outgoing train would also be late. Then there was the question of the armed guards. I myself travelled by that train once and what happened was that it took one and a half hours before the guards would arrive—not a matter under my control. Therefore, Sir, these are questions which require, if I may say so very respectfully, a little more sympathetic consideration than Mr. Sidhva in his impatience is prepared to give.

Haji Abdus Sattar Haji Ishaq Seth: Sir, may I have leave of the House to withdraw my cut motion?

Mr. Speaker: Has the Honourable Member leave of the House to withdraw his cut motion? The cut motion was, by leave of the Assembly, withdrawn.

System of Selection obtaining on the Railways.

Mr. Frank R. Anthony (C. P. and Berar: General): Mr. Speaker, Sir, I move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Sir, I gave notice of this cut motion in the hope that I would be able, at least partially, to get the Honourable Minister for Railways to understand the widespread, bitter and increasing discontentment in all the Railways among the railway staff with the prevailing system of selection on our Railways. As I have said before, I am in touch with thousands of railwaymen on every Railway. I do not know whether the Minister for Railways appreciates this discontent. As I see it, it is a canker eating into the vitals of the whole

Administration. My Honourable friend Mr. Sidhva made quite a righteously indignant attack—and I am inclined to agree with him—on what he regards as the lapse of our railway staff. But I feel that that lapse will continue. As a matter of fact, our railway staff will continue to give to the Railway Administration less and less work. This is not due to any deliberate attempt on their part. I personally feel that the railwaymen are not giving anything like their best to the Railway Administration because they feel they have legitimate grievances which the Railway Administration, for one reason or another, insists on perpetuating. There is this system of selection. It is a canker. My Honourable friend the Railway Minister will say that this system of selection is the best possible system. It is in principle an unexceptionable system but what I object to, what the railwaymen throughout the country object to, is the way in which the system of selection is being put into practice. And I am not overstating the position when I say from personal knowledge, that these Boards are little more than a farce. The average Selection Board consists of an officer who is the immediate superior of the persons who are to go before that Board. The selections are in fact before the Board sits by the superior officer. His colleagues are fellow-officers who blindly accept his recommendations. Every candidate should normally appear before the Selection Boards. Yet I know of scores of cases where the candidates are not even called before the Selection Board. The fact whether they are suitable or unsuitable is decided in their absence. I know of scores of other cases where the junior men have been pitch-forked to the next higher cadre and over the head of senior officials, men who have worked for years in the next higher cadre. The junior man skips a cadre.

The selected man has never worked alongside of those men whom he has superseded; he has been junior to them for many years and for no ostensible reason except that he has commended himself to his immediate superiors on the Selection Board, he is pitch-forked over the heads of men who have been senior to him for years. It has in fact thrown open the flood-gates to nepotism, to jobbery, to favouritism on the Railways to-day. What has happened? The Railway Board issues an *ad hoc* order that with regard to a particular person he must pass an examination before he is selected to the next higher post. The Selection Board comes in. It consists of a man who wants to favour a particular candidate. The *ad hoc* order of the Railway Board is ignored on the score of age and that man is promoted to the next higher cadre. The travesty of it is this: that he is promoted to the next higher cadre in spite of the fact that he has not passed the departmental examination; he is pitch-forked over the heads of men who have passed the departmental examination, years before him and who have officiated in the next higher cadre for many years. That is what is happening today, Sir. And, unfortunately, I know it and I do not think I am over-stating the position when I say that four-fifths of your supervisory staff, four-fifth of your officials today are superseded men, men who are working under a legitimate sense of grievance, men who are working under a legitimate sense of resentment, men who are working under a legitimate sense of frustration.

As I mentioned the other day I was at one of the Railway Headquarters in India and I was asked to meet the Hindu officials, the senior Hindu officials. They told me: "You can mention our names to the Railway Minister" and I said: "I won't do that". They repeated however: "You can mention our names to the Railway Board. We are asked to keep both our eyes on our work, we are told not to keep one eye on our work and the other eye on the selection list. But we are human beings. We are not only keeping one eye on the selection list, but we are keeping both eyes on the selection list. If we do not do this we go down in the selection. What happens? Some junior who specialises in lick-spittling and toadying to the seniors will be

[Mr. Frank R. Anthony]

selected; he will be pitch-forked over our head." That is what is happening today, Sir. When I make a criticism, I usually make a corresponding suggestion. I know to what extent the feeling of bitterness is growing. I have just received a representation from the most powerful Union on the B. N. Railway which says: "Either you get the Railway administration to modify its nefarious system of selection; or we will be compelled to go on strike. We will be compelled to call a strike in order to draw the attention of the country to this continuing nefarious practice which is being practised to our detriment".

I have got a suggestion to make in this respect. I believe that this sort of comprehensive system of selection prevails only in the Railway Administration that there are not only a few selection posts but most of the posts are selection posts. My suggestion is one which I believe obtains in other Departments. If there are 5 vacancies as selection posts, I would ask the Minister for Railways to allow one of those vacancies to be filled purely by selection; the other posts will be filled on the basis of seniority *cum* selection. I am not asking the Minister to promote unsuitable men not at all. Four out of the five vacancies will be filled by men according to their seniority-*cum*-suitability and one vacancy will be filled purely by selection. This is what the men are hoping for and if this is done it will very largely preclude the present system which is rampant on the Railways. The tragedy of the whole thing is that there is no redress. I have been through scores of cases and as a lawyer I have sifted and have found them to be cases where there has been real injustice. The usual reply from the administration is: "We cannot interfere. This appointment was made by a Selection Board. The Selection Board consists of men on the spot; they know their job." Between this system of nepotism prevailing on the spot and the attitude taken by the Railway Board the man who has a real grievance has absolutely no hope of redress.

I would ask the Railway Minister seriously to consider my suggestion with regard to making appointments to selection posts. If there are five selection posts then four should be filled on the basis of seniority-*cum*-suitability and the other one will be on the basis purely of selection. Sir, I move.

Mr. Speaker: Cut motion moved:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Dr. P. S. Deshmukh (C. P. and Berar: General): Sir, my Honourable friend, who has just sat down, discussed the question from the point of view of those who were already in service. While speaking about the method of selection and promotion, he criticised the present methods and gave as his individual and considered view that the selection that was being done at the present moment was very unsatisfactory, that the Selection Board did not function properly and there were legitimate grounds to charge it with nepotism, jobbery and the rest of it. I want to speak from the point of view of those who are unable to get any employment in the railways because of the Selection Board suffering from the various maladies which have already been enumerated. It is because of this, Sir, that whenever I meet a young man who wishes to join the Railways I often hear the complaint that it is only the highest bidder who can get a job on the railways and those who have no relations who are highly placed in the railways, or something substantial to offer, have absolutely no chance of getting in. I would therefore appeal to the Honourable Minister to look into these complaints against the functioning of the Selection Board and to see that fit candidates from all sections of society are given an adequate opportunity and chance. I particularly appeal to him, Sir, for those unfortunate human beings, who are the teeming millions of India, who struggle very hard to get any education, and who come from the rural areas, to make it a particular point to see that as large a proportion out of them is encouraged to go into the railways as possible. For this, Sir, all that I ask him to consider is to see how the Selection

Boards are working and also to see if it is not possible to fill in some of the higher posts by direct recruitment. This is a point, Sir, which I would like the whole Government to consider because of the partition of the country, because of so many officers having gone to Pakistan—and it was a patent fact that in most of the minority provinces, that is to say, provinces where Muslims were in a minority, they had a disproportionate share of Government services—a very large number of vacancies have been created. The result is that in very many departments vacancies have arisen and consequently, since the Government must go on and departments must function, there have been unheard of and unimaginable promotions in almost every department of Government, provincial and Central. These promotions, are not always deserved. Many persons who had to be promoted had in many cases no experience of any kind for the posts to which they were promoted. They were actually removed from the lowest rungs to very high posts which they are now being asked to occupy and function in. The result is that the efficiency of our Government departments is falling very rapidly, and I would not be surprised if the Central Government as well as many Provincial Governments are faced with disaster. For this I would suggest both to my Honourable friend the Minister for Railways as well as other Ministers that they should take into account and put into practice a system of recruitment of young men of ages varying between 25 and 35. There are many young people in India who are educated and competent but who are rotting in callings for which they are not fitted. On the one hand we have this frustration of our young men and of a whole generation in India and on the other hand we have the complaint of lack of talent, lack of competent and efficient men. I think with a proper perspective and with a desire to help young men in their careers it should be quite easy to put the demand and the supply together and to improve the lot of many young men in India. In the railways also the Honourable Minister has told us that as a result of hundreds—if not thousands—of people having opted for Pakistan the railway administration was hard put to it to maintain the services and carry on the work efficiently. Of course I confess I have not the expert knowledge that my Honourable friend who preceded me has; but speaking as a layman who knows that there is a demand for efficient people and that there is also a demand and a hankering on behalf of people in general who are not getting proper jobs, I think there is much for the consideration of the Honourable Minister. I would therefore suggest to him not only to improve the present method of selection but to see also that some of the higher positions are filled by direct recruitment as well as by a system of having training courses so as to make these new recruits function properly. It is probably a novel suggestion but it is a suggestion which is justifiable in the circumstances in which we are living.

The Honourable Dr. John Matthai: Sir, this discussion raises a rather important point which is this. We are all agreed that the Government railways should be run on business lines, and we want the methods of the railways to approximate to the methods of business houses. Now I have had a good deal of experience of business houses and, as far as I know, appointments there are made on precisely the lines on which railways are making them now. That is to say, it is the administration concerned who are responsible for the efficiency and responsible for the particular works, and therefore the selection of the men for holding key positions within the administration is the responsibility of the administration. If it is found that a particular administration in making appointments to higher positions is not following canons of efficiency but is practising what my Honourable friend calls nepotism, the only solution is to remove the men at the top of the administration straightaway. The only way to work it on commercial lines is this. Take a particular railway in India. You appoint the very best man that you can find as General Manager and ask that General Manager to consti-

[Dr. John Matthai.]

tute a good selection board of senior officers, and that selection board recommends people to be put in selection posts. The General Manager reviews the recommendations—he accepts or rejects them. If it is found after a time that this particular General Manager's appointments are bad appointments in the sense indicated by Mr. Anthony, the only solution to my mind, if you are thinking of the methods of a business house, is to remove that General Manager and tell him that you have no confidence in him and that you are going to replace him by another.

But the particular and concrete suggestion that Mr. Anthony made in regard to selection posts, which by their very nature imply efficiency and not merely seniority of service, is this. He says that if there are three selection posts you should give two to efficient people and give the third to a man merely on the ground of seniority.

Mr. Frank B. Anthony: Sir, on a word of personal explanation, that was not my point. I said that before these appointments are made the men must all be deemed suitable.

The Honourable Dr. John Matthai: Each man in the relatively higher posts likely to be an eligible candidate for selection posts has a special record of service. It is of course open to you to say that that record of service is not properly compiled. Now if you are going to make appointments to these selection posts by varying the principle that the post should go to the man whom you consider to be the fittest man for that job. I do not know where you will land yourself. But there is one assurance that I can give and it is this. Very often these records come up to me here. The House will appreciate that it is not possible for me in every case to give detailed attention. Actually on an average I get somewhere about 50 telegrams every morning protesting against one appointment or another. The House will appreciate that it is not possible for me to go into details of each case. But I do try my best to see that the papers that come up to me as regards selection of people for higher posts are examined with as much scrutiny as I am able to make consistently with the time at my disposal. Beyond that I am not in a position to go. I do not think I can accept the kind of compromise that Mr. Anthony suggests. What I do think I ought to do is that hereafter whenever in a particular administration it is found that these selections are made more on the basis of favouritism than of efficiency, the matter has, I think, to be taken at a higher level and disciplinary measures should be imposed upon the top people in the administration, which is the only way in which the thing can be rectified.

My Honourable friend Dr. Deshmukh raised various matters; mainly I thought he was dealing with the question of initial recruitment. The question of initial recruitment is not in the hands of the administration; as far as the superior services are concerned, 80 p.c. of the vacancies are filled by the Federal Public Service Commission. As regards the 20 p.c. which are appointments made by promotion from the lower services, they are also made in consultation with and with the approval of the Federal Public Service Commission. As regards initial recruitment in the subordinate services, these appointments are made by the Joint Service Commissions that we have on the various railways. So that the question of initial recruitment does not really arise in regard to the particular issues that have been raised.

There is one suggestion that I think Dr. Deshmukh raised which is that we should now try direct recruitment to higher positions on the railways. It is possible for you to make direct appointments to higher positions in the general administrative service of Government. For example, if there is a man of outstanding ability and outstanding experience in a business house, you can bring him into the Government of India establishment to run an economic establishment. But the railways are so specialised, and in the main so technical,

that I personally doubt very much whether it will be possible to provide scope for direct recruitment except in very special cases. There is, for example, the question of publicity appointments on railways. There it is certainly possible—and in fact very desirable—to go in for direct appointment because people who have had journalistic experience and knowledge of publicity work generally would be the sort of people who can do their job properly. But apart from that I am unable to think of any large department of railways where direct recruitment would be possible in the present circumstances.

Mr. Frank R. Anthony: I am sorry that the Honourable Minister cannot accept it. But I withdraw it because there is no point in claiming a division and I ask permission of the House to withdraw it.

Mr. Speaker: Has the Honourable Member the permission of the House to withdraw his cut motion?

The cut motion was, by leave of the Assembly, withdrawn.

DEMAND No. 5.—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Manufacture of Locomotives and Machine Tools

Pandit Thakur Das Bhargava (East Punjab: General): Sir I move:

"That the demand under the head 'Working Expenses—Repairs and Maintenance', be reduced by Re. 1."

پلڈت تھاکر داس بھارگو : جناب والا! سب سے اول سوال یہ پیدا ہوتا ہے کہ ایک روپیہ کم کیوں کیا جائے اور سو روپیہ کم کیوں نہ کیا جائے میں سمجھتا ہوں کہ سو روپیہ کم کرنے سے جو مقصد پورا ہوتا ہے وہ ایک سو روپیہ کم کرنے سے بھی پورا ہو سکتا ہے اس لئے . . .

(English translation of the above speech)

Pandit Thakur Das Bhargava: Sir, the question arises why Re. 1 be reduced and why not Rs. 100? I think that reduction by Re. 1 serves the same purpose as the reduction by Rs. 100. Therefore . . .

The Honourable Dr. John Matthai: May I make a suggestion? I am afraid I am not able to follow the Honourable Member's speech. I have heard the Honourable Member speak before on various occasions in English, and I think he has made some of the most effective speeches in English I have heard in the House. If the Honourable Member will be so kind as to speak in English I would be grateful.

Mr. Speaker: It is entirely a question of the volition of the Honourable Member. If he chooses to speak in Hindustani he may.

Prof. N. G. Ranga: Why not change this unworkable procedure? Have two languages but let the substance of either be translated.

Mr. Speaker: What is it the Honourable Member is suggesting? Is it that a Member should be given a chance twice?

Prof. N. G. Ranga: A summary may be given by an official interpreter as is the procedure in Geneva.

Mr. Speaker: We have yet to develop that kind of procedure. We have no ready translators here, who can give the translation immediately. But the point is that we do wish to evolve a common language other than English.

Prof. N. G. Ranga: Not by imposition!

Mr. Speaker: Nor can that be abandoned even by the resistance of some members!

[Mr. Speaker]

Let there be no more argument. This point was discussed during the last Assembly before the 15th August and ever since the Honourable Maulana Abul Kalam Azad first came into the Ministry, we have been having speeches in Hindustani.

Prof. N. G. Ranga: We have been tolerating it.

Pandit Lakshmi Kanta Maitra (West Bengal: General): It cannot be tolerated much longer.

Mr. Speaker: I would not say that. But I would request that since Members have been tolerating it, they may continue to do that for a longer time during which time they themselves could pick up the language.

Anyway, there is no need of introducing any heat at all. We have carried on for over a year and I see no reason why we may not be able to carry on with greater and greater facility. Anyway, it is getting time for the recess.

The Honourable Member may resume his speech at Half-Past Two of the Clock.

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

The Assembly re-assembled after Lunch at Half-Past two of the Clock, Mr. Speaker (The Honourable Mr. G. V. Mavalankar) in the Chair.

پلڈت تھاکر داس بہارگو : ماننیہ سپیکر صاحب ! میں آپ کا کرتیکہ ہوں کہ آپ نے فیصلہ اس حق میں دیا کہ مجھے اس زبان میں بولنے کا حق ہے جس کو کہ میں پسند کروں - میں یہ قطعی نہیں چاہتا ہوں کہ میں آنریبل منسٹر کی خواہشات کا پورا احترام نہ کروں - میں ان کی خواہشات کا احترام کروں گا لیکن میں نہایت ادب کے ساتھ ان کی خدمت میں عرض کروں گا کہ یہ لوکوموتیو (Locomotive) کا سوال جس کے متعلق میں یہ کت موشن (move) کرنا ہوں اور جس کے متعلق گزارش ہے کہ یہ ہماری خواہش کا جزو ہے - کہ ہندوستان کی ریلوے ترین کے ساتھ ساتھ ہندوستانی لوکوموتیو (Locomotive) ہی چلیں - اسی طرح سے میری یہ خواہش ہے کہ آنریبل منسٹر جو ہندوستان گورنمنٹ کے لوکوموتیوز (Locomotives) میں سے ایک ہوں ہندی سمجھنے کی کوشش کریں - حالانکہ میں اپنی تقریر انگریزی میں کروں گا - لیکن میں ان سے یہ درخواست کروں گا کہ میری یہ خواہش ہے کہ آنریبل منسٹر ہماری قومی زبان کو سمجھنے کی بھی کوشش کریں -

(English translation of the above speech.)

Pandit Thakur Das Bhargava: Mr. Speaker, Sir, I am thankful to you for your decision that I have the right of speaking in the language I choose. I do not at all like that I should not fully respect the Honourable Minister's desire. I will respect his wishes, but with due respects to him I submit that this question of locomotives about which I move this cut motion, is also, I think a part of our

desire that only Indian manufactured locomotives should pull the Indian trains. Likewise, I wish that the Honourable Minister, who is one of the locomotives of the Government of India should try to understand Hindi. Though I will speak in English yet I would request the Honourable Minister to try to understand our National language also.

.(The Honourable Member then continued his speech in English)

Sir, I beg to submit for the consideration of the House the position in regard to the locomotives in this country. Last time when the Honourable Minister spoke he called himself a walking bottleneck and that is really so. If we find that enough grain is not taken to Madras we complain about the transport system. If steel or cement is wanting in any part of the country or if any necessities of life are wanting anywhere, we always say that it is the fault of the railways.

As regards the defence of the country I need not be eloquent on this point. There will be no defence of this country if the railways do not work properly. If today the armies have to be carried to our frontiers, it is only the railways that can take them there. So in regard to the defence of the country, in regard to industries, carriage of grain and sometimes even water as it happens in my district, it is the railways which cater to the needs of the civil population in manifold ways. When railways are such a great necessity, it is but natural that if there is any difficulty about anything pertaining to transport it is the Honourable Minister for Transport to whom complaints are directed. If that is so, is it too much to hope from the Honourable Minister that he would give his undivided and full attention to the question of locomotives?

I am not complaining. I know that there are so many demands on the Honourable Minister's precious time and some of them are very pressing, preemptory so that even if he could not pay the attention which according to me ought to have been paid to this question, it is not a matter of complaint. So many questions have cropped up in this country in regard to many matters of paramount importance that we cannot complain against any other minister also and say that they have not given their attention to this or that matter. I am not saying all this in any carping spirit of criticism but I want to place before the Honourable Minister this question of locomotives in all its seriousness.

I can understand the previous Government making delays in this matter of manufacture of locomotives. I do not want to go into past history. I went into that history two years ago when in 1946 I moved a cut relating to locomotives and that cut was carried. Last year again a cut was moved in regard to locomotives and then it was withdrawn. Today the position has not improved. I must say that the manner in which this question of locomotives has been considered so far, and the stepmotherly treatment which this question has received is one in which even a humble and patient man like me has a right to complain.

What is the position? In 1940 the Railway Board appointed two officers and they came to the conclusion that the cost of manufacture of locomotives in India would be 20 per cent. cheaper than the cost of imported ones. They even selected the site and estimated the cost. The report known as Humphreys Srinivasan report was the product of the contemplations of those two officers who conclusively proved that so far as economy is concerned as also the interests of national safety, the manufacture of locomotives in India was a question of paramount importance. They further came to the conclusion that there was no mechanical or technical difficulty which stood in the way of the manufacture of locomotives. They further opined that the shop at

[Pandit Thakur Das Bhargava]

Kanchrapara should be utilised for manufacturing locomotives and within a period of 15 to 18 months locomotives could be manufactured there. This was the position in January 1940. Since then the Government has been expressing its anxiety to have this shop as soon as possible. I remember when in 1946 a cut was moved the then Railway Member almost flew into a rage and said that he knew the problem in all its aspects, that he was the father of the present scheme and that the child i.e. locomotives would be produced in no time. Let this past history go away. When the present Government assumed the reins of office, we expected that grass would not be allowed to grow under their feet and steps would be taken at once to see that this scheme was implemented. In 1942 after the decision was made that at Kanchrapara the shop was to be located, proceedings began afresh. That shop was taken by the Supply Department for the manufacture of munitions and in 1942 another body of engineers was appointed to go into the question afresh.

The despatches from the consulting engineer were received in 1944 and 1945. By that time the Government had appointed some other persons to go into the question. I am making all these remarks on the basis of a statement which the Honourable the Minister for Transport made in this House on the 11th December 1947. It is unfortunate that in his speech this year he did not even refer to this matter which is of paramount importance. Since he has made a statement on this issue on the 11th December 1947 I believe he did not deem it necessary to refer to it. But his statement of 11th December 1947 gives us enough cause for reflection and complaint. According to that statement, in May 1946 it was re-decided that a manufacturing shop will be started at Kanchrapara. Then the Honourable Mr. Asaf Ali was the Railway Member. After that the question arose in the Budget session of 1947. Some Members of the House then sent in a motion for cut and they submitted for the consideration of the Government that Kanchrapara being situated on the border was not a fit place for manufacture of locomotives. But the Honourable Minister for Transport then was of the view that Kanchrapara was the proper place and he agreed with the Honourable Mr. Asaf Ali and gave good grounds, according to himself, why Kanchrapara was a better place than others. Then again, when the Boundary Award was going to be given, in June 1947, orders were passed that the site of Kanchrapara be given up. And so far the site has not been selected. As regards Ajmer where, according to the above-mentioned Report, 435 locomotives were manufactured from 1896 to 1940, and the shop there was to be improved still further, the decision was taken that Ajmer was to be given up for purposes of manufacture of locomotives.

The above-mentioned report recommended as a matter of fact that Ajmer should be made a better workshop and that better facilities should be provided there. My first complaint is that up to the present moment the site for the workshop has not been selected. And then I understand from the Honourable Minister's statement of 11th December that the E. I. Ry. have been entrusted with the task of selecting the site. I very humbly submit for the consideration of the House that this is not a proper way of doing things. After all the location of the shop is very material from the standpoint of national safety. We all remember how when South Western Russia was outrun by Germany the Russians took their factories to Siberia, how the factories worked from those parts of that country and how they recovered their country. In a vast country like ours I want that there should be more than one shop. There should be at least two shops. We have got the shop at Ajmer. There is no reason why the Ajmer shop should be made to discontinue the work which it has already been doing for a large number of years. If this question is important from the national safety point of view, if it is important from the

point of view of national industries and if it is also important from the standpoint of the railways, it stands to reason that all the three Departments should form a Committee and go into the question once again since the site has not so far been selected. Why should the E. I. Ry. be deputed to make the selection of the site? The selection should be made by a representative Committee and they should decide this question from the point of view of national safety. Can we pardon the initial mistake of the decision in respect of Kanchrapara? It was debated in this House. Member after Member said it was not a proper place. Still some of the Government Members stuck to the view that it was a proper place. It was in February 1947. In June 1947 they gave it up—and rightly. My humble submission is that a representative Committee should now be formed for going into this question.

Secondly, it appears from the Honourable Minister's statement of 11th December that some attempts were made to give orders in U. K. or U. S. They have not been given so far. The matter has only been explored. I understand that after the machines come it will take two to three years before the locomotive engines will be manufactured, so that the promise of the Honourable Mr. Asaf Ali will stand unredeemed. He said that in 1949 the first engine will be out. But I do not think this is going to happen because so far no orders have been given and only exploratory efforts to give orders in America have been made. No site selected and no orders given. The question of Ajmer has been given up. I understand from the Honourable Minister's statement that it has been decided that inspite of orders for manufacture of 58 locomotives being given to Ajmer as soon as arrangements are made for the new workshop steps will be taken to discontinue the loco building workshop at Ajmer. My humble submission is Ajmer is a very safe place. The B. B. & C. I. Ry. Co. though it was an English concern—also thought it wise to manufacture locomotives at Ajmer though it was to the interests of their country to import locomotives. It has been proved from such a long time past that Ajmer is a proper place from the point of view of safety. I am a layman and I do not insist upon this matter. I wish at the same time that the question is examined again carefully. The position in regard to this matter is not satisfactory.

In conclusion I would beg of the Honourable the Transport Minister to kindly enlighten this House on two specific points. Firstly, whether a site has been selected finally or whether he considers it advisable to appoint a representative Committee of all the three Departments—Defence, Industries and Railways—to go into the question afresh and explore the question whether it is not better to have two workshops in the whole of India, one of which somewhere in the northern or Central part of India where it is more safe, and the other where steel and other raw material can be procured easily. Secondly—if any orders have been given—orders for how much machinery have been given and by what date, according to him, we will be able to see the first locomotive manufactured in India. As regards the date I would respectfully tell him that fifteen to eighteen months are required to work a workshop and so there is yet time. Even if orders are placed in right time and we get the machinery there is even now time to redeem the promise made by the Honourable Mr. Asaf Ali. I would beg of the Honourable the Transport Minister to enlighten us on these points.

Mr. Speaker: Cut motion moved:

“That the demand under the head ‘Working Expenses—Repairs and Maintenance’ be reduced by Re. 1.”

Shri K. Santhanam (Madras: General): Mr. Speaker, Sir, about the importance of the question of locomotives no one will have any difference. From 1937 when I joined the Assembly there was not a single year in which this

[Shri K. Santhanam]

question was not sought to be brought to the forefront. I am glad to say that so far as the principle is concerned it has been decided that India should manufacture all her locomotives, and the first steps have been taken. I do not quite agree with my Honourable friend Mr. Thakur Das Bhargava that the present site should be changed. If you are to appoint a new Committee and if a new site is to be chosen it will mean the postponement of the beginning of production for another twelve months.

Pandit Thakur Das Bhargava: But no site has yet been chosen.

Shri K. Santhanam: I think it has been chosen. Land has been acquired and many arrangements have been made. It is near Asansol, 200 miles from Kanchrapara. Today speed is much more important than that we should go on pulling out the roots one after another and have the matter re-examined by different committees. I would therefore beg of the Railway Minister to speed up the production and give us the good news that the first locomotive has been produced in Indian workshops and that hereafter the Indian railway system will not depend upon imports of foreign locomotives.

During the war there were two bottlenecks: one was locomotives, the second was machine tools. The Indian people have already come to realize the importance of locomotives and steps have been taken. But they have not come to realize the importance of the manufacture of machine tools in this country.

If Honourable Members will look up the Demands for Grants, they will find that under the head 'Machinery', for new additions 99.72 lakhs have been budgeted for 1948-49 and for replacements it is 375 lakhs. Therefore it is of the order of 5 crores. Railways are buying machinery of the order of 5 crores a year and I shall not be surprised if the major part of this machinery is obtained from outside. We manufacture very little of this machinery. Not only is it economically necessary for us that we should manufacture this machinery, but if there is any international complication, we shall not be able to get this machinery and if we are not able to get this machinery, all the workshops and other works of railways will come to a dead stop. Therefore it is necessary that we should make up this leeway as early as possible. Machine tools form the basic plant needed for the manufacture of machinery. Annually the railways by themselves consume nearly 1 crore worth of machine tools and these machine tools, I understand, can be manufactured by a factory with a capital of 1 to 2 crores. Of all industries, the machine tool industry is the one industry which consumes very little capital. Its annual outturn is nearly as much as the capital itself. Probably owing to the present high prices, we may require 2 crores for manufacturing machine tools worth 1 crore. Therefore I suggest that just as the railways have started their locomotives factory, they should start a machine tool factory as early as possible. During the war a lot of machine tools were manufactured in India. If you look at the Grady Mission's reports—I have no time to read them here—they have recommended that the country should take up this machine tool manufacture as early as possible. As a matter of fact lots of machine tools, rather second grade or inferior tools, were manufactured and there are plants today which are capable of manufacturing second grade tools; but the first grade tools have to be obtained from abroad. It is only when we begin to manufacture first grade machine tools that second grade machine tools can fit in with them. Therefore even for the purpose of preservation of the machine tool plants which have been functioning during the war time, it is necessary that our country should manufacture first grade machine tools, and for this only the railways have the necessary finances and the necessary equipment. It is the railway workshops who are the principal

consumers of machine tools in this country and it is therefore but fitting that the railways should start this machine tool factory. I want this machine tool factory not merely because the railways are in need of it but once the railways started it, it will form a very valuable equipment for training all kinds of skilled persons. Machine tool manufacture requires from the highest to the lowest skilled worker. In the high grade machine tools we want all kinds of inventors, designers, machine drawing experts, and the best machine industry experts in the world. I understand that in a small country like Switzerland they make the best and the most precise and most complicated machine tools. Therefore it is no use saying that India is not sufficiently industrialized or sufficiently advanced to manufacture machine tools. If Switzerland and Czechoslovakia can manufacture high grade tools, there is no reason why we should not. We have to make a beginning some time. When we make a beginning, surely enough Indian engineers could be trained for the purpose. They may have to be sent outside, some of them may have to learn for two or three years outside, and we may have to import some engineers and machine experts from abroad: but in a few years' time, our railways as well as our general industry can be made free from the menace that now faces them. If there is any international complication tomorrow, our entire machinery will come to a dead stop. What has happened to our textile machinery and our sugar machinery because they could not import new plants from outside? They have become scraps of iron. There was published yesterday the opinion of a United States expert about our textile industry. He said our textile industry is 20 years behind time. That is because they could not import new plants during the war and the old plants have been exhausted to death, and therefore if we want to renew our machinery and build up new types of machinery, this is the foundation, and without this foundation, no progress can be achieved. Therefore I strongly urge upon the Railway Minister that he should lose no time in starting this industry. He has seen what a great handicap it has been to this country that the locomotive industry was delayed at the very beginning of the war. He should not delay the beginning of the manufacture of machine-tools. I suggest this is a matter of fundamental importance and I hope he will be agreeable to start immediate enquiries. He must appoint an expert committee for this purpose and that expert committee should go into this matter.

There is one more point I would like to urge upon him. Luckily we have got a good machine tool plant from Germany. The Machine Tool Controller of the Government of India went to Germany. He has managed to secure a good plant and many parts have already arrived in Bombay. As many of them as possible must be secured to start this machine tool factory. I do not know how far they will be useful for a machine tool factory or how many of them may be used as machine tools for other industries. It requires investigation. I think the railways should claim and obtain priority for obtaining all the machine tools which have come from Germany. Sometimes it is argued that private industry is as much in need as a public industry of these tools. I do not object to a private industry getting machine tools or any other equipment, but it is far more important that a public industry and a public enterprise should be given preference because when the machine tools are there in railway workshops, they may be available for any industry, while if they go into the hands of a private capitalist, they will not be available for general public purposes. Therefore I hope the Railway Minister will see to it that his own experts will go to Bombay, inspect these machine tools and obtain as many of them as possible for the railways. I understand that a former so called expert was sent and he simply put forward an *obiter dictum* that the German tools will not be useful for Indian railways and that we have to get everything from Great Britain. That was the old regime. I do not say that the present set up of the Railway Board has anything to do with it. I do not

[Shri K. Santhanam]

want to name the particular official concerned, but his opinion should not be allowed to weigh with the present authorities. They should explore and re-examine the situation quite anew and see that no chance is lost to start this machine tool factory as early as possible. I commend this proposal to the Railway Minister concerned.

Shri Mohan Lal Saksena (U.P.: General): Sir, with your permission I would like to say a few words on this cut motion. You will remember last year there was a full dress debate on this cut motion regarding the location of this locomotive factory. It was Pandit Balkrishna Sharma who had moved the cut motion and urged that it should be located at Jamalpur, and it was my friend Mr. Mukat Behari Lal who voiced the claims of Ajmer, and the Honourable Minister in a forceful speech said that he had given full consideration to the location of a site and had come to the conclusion that the location of the workshop at Kanchrapara was justified and must stand. In that debate arguments were also advanced that it was near to the sea and there were other strategic considerations which were also urged against the site at Kanchrapara but the Honourable Minister stuck to his view. I do not want to discuss the question whether it should be located on the present site—the Government has examined that point. But what I want to urge upon the Honourable Minister is that in December last he made a statement in this House in which he stated that so far as the Ajmer workshops were concerned, they will not be manufacturing locomotives any more. I want that unless a new Workshop comes into being and we make sure that it is capable of supplying our needs, no such decision should be taken in respect of the Ajmer Workshops. Sir, during the War these Workshops produced not only metre-gauge locomotives but they also produced ten broad-gauge locomotives and they had ten others in hand. I am one of those who believe that one bird in hand is better than two in the bush. From past experience we know there are many slips between the cup and the lip. What our friend had thought last year was an accomplished fact, he had said that the location of the Workshop at Kanchrapara must stand—these were his words—is now no where, it is all in the air.

The next thing I would like to know is: what are the estimates? We know that in regard to this Kanchrapara scheme the estimates have been revised three or four times and they have varied from Rs. 86 lakhs to now 3 P.M. Rs 11½ crores. I would like to know as to how, by the change of site these estimates are going to be affected.

In any case I would like that the other arrangement with Tatas at Singbhum should also stand and he should take into consideration whether we should not place more orders with that firm. From the information that I have had from a friend who is working there, I understand that if the order is not repeated or the number of locomotives and boilers ordered is not increased the problem before the Tatas will be as to what to do with that labour. So, in view of the fact that our scheme, has been thrown back in point of time, by one year, we must take into consideration whether more orders should not be placed with the Workshop at Ajmer as well as with the other Workshop with which we have placed orders for 50 boilers which are going to be delivered or have already been delivered. These are the points which I want to press for the consideration of the Honourable Minister.

Well, my friend wants me to read out an extract from the Report of the American Technical Mission, that is the Grady's Mission. It says:—

The Government gave consideration to the recommendation for the establishment of a new factory for the exclusive production of machine tools, but was reluctantly compelled to abandon the idea as being unpracticable owing to the great difficulties involved at that time in respect of the transport of the necessary plant and staff."

This is in regard to the establishment of a factory for the manufacture of machine tool plants as has been urged by my friend Mr. Santhanam. We know that during the War other countries like Australia made great strides in the matter of industrial development but unfortunately in India we had another Government which was not interested in the industrial development of this country. But now things have changed and those difficulties which might have existed then have also disappeared; but even if there were difficulties, we are here to fight them and to remove them, and we must see that our country becomes self-sufficient in a few years' time in the matter of locomotives and machine tool plants.

There is one thing more. In the matter of location of all these factories, I do not know whether the "Government of India" means only the Railway Ministry or whether it means also the other Ministries concerned, for instance the Ministry of Industry, the Ministry of Defence. So I think that in a matter like that at least, all these three Ministries should take joint counsel and come to a decision in regard to the establishment and the time within which these factories are to be established as also the time by which they will be in working order.

Sir, with these words I support the motion.

Prof. Shibban Lal Saksena (U. P.: General): Sir, I only wanted to put a few questions to the Honourable Minister. He has been connected with one of the greatest steel works in our country. For fifty years we have been crying with the Government which has been in power, for the manufacture of locomotives, and they were averse for the manufacture of locomotives here. May I ask the Honourable Minister this, that when we are in power we should be able to produce locomotives at least in the next year, and that we may have enough of them so that we may not have to import them from outside? In his speech he said that there are a very large number of locomotives on order. May we not be able to produce within a very short time all the locomotives we require? I only wanted to ask this question.

The Honourable Dr. John Matthai: Mr. Speaker, first of all with regard to the question of locomotives. My Honourable friend Pandit Bhargava raised three specific questions. First, whether a site has now definitely been selected for the Factory which was originally intended to be located at Kanchrapara. A site has definitely been selected; it is a few miles off Asansol, and this selection is final having reference to all the considerations which bear upon the location of a factory of that kind. Then he asked me whether orders have been placed for plant and machinery. Orders have definitely been placed for the greater part of plant and machinery. Then he asked me when this workshop was expected to be completed. I should not like, Sir, to make any prophecies in a matter of this kind because we are living in times when the circumstances bearing upon the construction of factories are still of a very uncertain kind. But as far as I am in a position to make any statement about it at all, I think the workshop which is going to be built near Asansol at Mihijam would be completed early in 1950. I hope so, at any rate we should do our best to see that it is completed in 1950.

With regard to the question of Ajmer in which my Honourable friend has always taken a very great interest, I can give a definite assurance on the point

[Dr. John Matthai.]

which was raised by my Honourable friend Mr. M. L. Saksena. We have no intention of closing down Ajmer until we are definitely within sight of the production of locomotives in India. Ajmer has been proving a very useful made that before we come to a decision as regards the future of Ajmer we must factory indeed, and I should certainly agree with the suggestion that has been be certain as to when locomotives would definitely be produced in the country.

That, I think, covers all the substantive points raised by my Honourable friend Pandit Bhargava. I must ~~make~~ make a reference also to the Tata Locomotive Factory which is part of our scheme. The Tata Locomotive Factory has so far been able to deliver, as I said the other day, a few boilers. I expected they would have been able by this time to deliver more boilers than they have done—they have had their difficulties like other factories in the country—but from the latest reports that I have had I believe that better progress would be made in the near future. If the Asansol factory and the Singbhum factory both begin to function, then I think between them they would be able to give us all the locomotives that we want over a period of ten to fifteen years for replacement purposes. But if we are going in for new railway constructions and we want more locomotives than for replacement purposes, then it would be necessary for us to consider expanding the scope of these factories or having other factories to be restored.

consideration put forward by my Honourable friend, Mr. Santhanam that no

On the question of machine tools, I am entirely in agreement with the main country in these days can be a great industrial country unless it has within its borders a first-class factory for the manufacture of machine tools. It goes to the whole root of the problem of industrialization. The difficulty with regard to Railways setting up a factory for machine tools is this: Since the war various important machine tool factories have been projected or have been started in India, I mean various important factories in this sense factories under the auspices of influential and powerful business concerns in the country. Before the war the total requirements of machine tools in the country were not sufficiently large for a factory of economical size in the country. But today since we are on the eve of a big programme of industrialization, it is quite likely that our requirements would be much greater and there would be no difficulty about having a factory or two of really economic size, but the problem that we are faced with is this: railways happen to be the most important consumer of machine tools. Suppose the Railway start their own factory then would these private factories which have been started already, get enough scope for marketing their products?

The problem that the Railways and the other Ministries have to consider is that in view of the fact that a certain number of powerfully supported and well equipped machine tool factories have already been started and the question of providing them with a sufficient market for their products is somewhat doubtful, are Government justified in putting up a factory of their own, since Government are the biggest consumers of machine tools in the country? That is the problem with which we are faced.

As far as I am in a position to judge, there is no industry which has increased its capacity in response to war requirements. I am speaking of the world generally—no industry which has expanded its capacity more than the machine tool industry. At present, these machine tool factories, in other countries are fully booked with orders, because there are important reconstruction demands coming up from all parts of the world, but there will be a different situation in about three or four years from now. At that time, it seems to me quite possible that these factories which have expanded their capacity on account of war requirements and are unable to find sufficient outlet for their production in European countries may want to dump their goods in

India. If at that time the railways have already set up their own factory and the most important section of the Indian market has been taken away altogether from private factories, a situation might arise which from the general industrial point of view of the country would require very serious consideration.

My Honourable friend asked me: What about the locomotives? The locomotives are in a different position in this respect, because the machine tool industry is an industry, which, as I said practically more than any other industry that I am aware of, has increased its capacity and the whole of the world consumption after a period of three or four years may not be sufficient to absorb at economic prices, the output of these factories in that respect. The locomotive industry to my mind stands on a different footing from the machine tool industry.

Prof. N. G. Ranga: Is it of strategic importance?

The Honourable Dr. John Matthai: I do not want, Sir, today to express any final view on this question of the railways starting their own machine tool factory, because it is a matter which has to be considered not merely by the Ministry of Railways, but also by the Ministry of Industries and Supplies and also by the Ministry of Defence.

Prof. N. G. Ranga: And the whole of the Cabinet.

The Honourable Dr. John Matthai: I have not so far had an opportunity of consulting the other Ministries on the question. In any case, a proposal for the establishment of a machine tool factory by the railways has been made by my Honourable friend, Mr. Santhanam for consideration by the Standing Finance Committee for Railways and I hope to have an early opportunity of having that question considered in some detail. Pending that I should like for the moment to keep an open mind on the question.

There was one point that my Honourable friend Mr. Saksena raised, whether the changing of the location from Kanchrapara to Asansol, makes any difference to the estimates. As far as I know the position, it makes no difference.

Prof. N. G. Ranga: Mr. Speaker, Sir, I am glad my Honourable friend.....

Mr. Speaker: What is it that the Honourable Member proposes to do?

Prof. N. G. Ranga: Well, Sir, I want to say one or two words in regard to the last point.

Mr. Speaker: He has replied to the debate.

Prof. N. G. Ranga: There is no closure yet. I want to make an observation in regard to the last point.

Mr. Speaker: He was called upon to reply. He wants to put a question anyway.

Prof. N. G. Ranga: I do not exhaust my point by putting a question.

Shri B. P. Jhunjhunwala (Bihar General): May I put one question? Are private firms in a position to supply sufficient machine tools to the railway workshop?

The Honourable Dr. John Matthai: It is a difficult question to answer off-hand, but the equipment, as far as I know of some of these machine tool factories is very satisfactory and I should not be surprised if they were in a position to meet the whole of our requirements.

Prof. N. G. Ranga: After these industries have begun to work, is it impossible for Government to think of acquiring those industries and thus run

[Prof. N. G. Ranga]

the factory under the auspices of the railways in view of the fact that these machine tools manufacturing is of strategic importance and also in view of the fact that the last Government's Council had recommended that these machine tool manufacturing industry being one of the key industries should itself be taken up by the State?

The Honourable Dr. John Matthai: Sir, the other day the Prime Minister made a statement in the House explaining Government's policy in regard to nationalization. One of the points made by the Honourable the Prime Minister was that even in regard to key industries it is only new units that would be taken over by the State. Whether therefore machine tool factories should be taken over by the State is a point I think that would require consideration in the light of the Prime Minister's statement.

Shri B. P. Jhunjhunwala: Have the private firms any preference over the railway workshop in supplying machine tools and other things?

The Honourable Dr. John Matthai: At present they have not reached the stage of being able to manufacture the machine tools that the railways require. They have only made a beginning.

Mr. Speaker: No further questions. It is going into cross-examination.

Pandit Thakur Das Bhargava: Sir, I may be permitted to withdraw my motion.

Mr. Speaker: Has the Honourable Member leave of the House to withdraw his cut motion?

The cut motion was, by leave of the Assembly, withdrawn.

DEMAND NO. 15—'CONSTRUCTION OF NEW LINES—
CAPITAL AND DEPRECIATION FUND'

The Honourable Dr. John Matthai: Sir, I move:

"That a sum not exceeding Rs. 3,32,00,000, be granted to the Governor General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1949, in respect of 'Construction of New Lines—Capital and Depreciation Fund'."

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,32,00,000 be granted to the Governor General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1949, in respect of 'Construction of New Lines—Capital and Depreciation Fund.'"

Construction of New Lines and Restoration of Dismantled Lines.

Shri R. R. Diwakar (Bombay: General): Mr. Speaker, Sir, I rise to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Fund' be reduced by Rs. 100."

Mr. Speaker, Sir, as an introduction to what I am going to say on this important subject, I would really begin with congratulating the Honourable Minister for Transport for a surplus budget, but I am interested in the surplus budget, not from any other point of view except one on which I am going to speak, namely, the construction of new lines and the restoration of dismantled lines

I think that that surplus has now been disposed of on account of the Report of the Committee which had been appointed to decide as to how that surplus should be disposed of. It would have been better if such surpluses were really diverted to construction of new lines on a bigger scale and to the restoration of more dismantled lines than what has been done in the present Budget. The Budget shows that about Rs. 8 crores and 32 lakhs have been allotted to this head, "Construction of new lines", but I think in a vast country like India this is too poor an allotment when we survey the necessities and needs of the situation. In fact, when one studies the different proposals, one finds that there is not much system and planning about the whole affair. No doubt, there were big schemes which were proposed or projected under post-war development. I think about Rs. 230 crores were allotted and this amount was to be spent in the course of about five years. But now the circumstances have totally changed and post-war development schemes are in cold-storage; they cannot be revived. But if post-war development has been cold-stored, there are what may be called "post-partition arrangements" which have to come into existence. I think in the post-partition arrangements, the point about strategic lines is a very important one. I do not know how far the Ministry of Railways is busy with this aspect of the question. Possibly, it involves the Defence Ministry also. But when we survey the new frontiers of India, we see enough scope for extension of railways as well as for new lines and joining ends which are cut off.

To take up a few instances, I find there is the Bengal Assam Railway, linking up Bengal and Assam and the railway line has to run through a very narrow strip of land and join these two parts of the Indian Union. Apart from that one single line, I do not see much planning or any new schemes put forth for strategic lines. I may just point out that on the Punjab border there are certain dead ends of railways. One new railway line may run from Kalyat—Phalodi—Jaisalmer—Barmer—Ranwara—Sidpur. If this line is constructed that particular frontier will be served strategically. Of course, I am not speaking from the commercial or economic point of view as to whether it would be profitable or not. I am speaking purely from the strategic point of view. Only the other day when we read in the papers that certain raiders came just up to Jaisalmer, we looked at the map and saw that there were not any lines which could take our troops to those particular parts and thus it suggested itself to me to put before the House that this is one of the lines along which the Transport Ministry and the Defence Ministry may coordinate and draw new plans.

The second thing which is important not only from the strategic point of view but from the civil point of view is that we have lost Karachi—one of the most important ports that we had on the west coast,—and naturally having lost it, some other port will have to be there; but even apart from that there will have to be railways which could serve the coastal cities and big towns along that line. I am simply throwing out hints rather than drawing up any particular plan. I am just pointing out that such planning, which we may call "overall planning after partition" might take the place of what was called "post-war development".

The next thing is general planning. I would like to draw the attention of the Transport Member to certain principles on which this planning has to be taken up. I may in this connection refer to the Report of Policy Committee No. III-A on Transport, page 25. Therein are set out some of the principles which the Honourable Member who was in charge laid down at that time. I think those principles may be of great help even now. For instance, there is the most important point about restoration of dismantled lines. The dismantling took place at that time rather indiscriminately. Naturally, under the stress

[Shri R. R. Dewakar]

of war when new material was not available, old material had to be used for new lines and therefore what was thought to be not very necessary or immediately urgent, was taken away. Even to come to a decision as to which was necessary and which was not necessary, there was not enough time and no data, and possibly in a hurry certain lines might have been dismantled and they have not been restored yet. It stands to reason that such lines should now be restored.

Another important point from that Report is the taking up of plans that might have been previously made. No doubt, those plans will have to be reviewed especially from two points of view. From the point of view of post-war development schemes and post-partition planning. From the latter point of view, the plans seem to have been few.

As it happens, in our country there are two gauges running throughout India, interspersed with each other, but we see that great advantage can be derived if certain links are made up. For instance, there may be a link between Hingoli and Khandwa and Chamarajgarh and Satyamangal.

If these two lines are linked up we could possibly come from Ramesharam to Delhi on metre-gauge lines without any transhipment. Transhipment on such lines from metre-gauge to broad-gauge or from broad-gauge to metre-gauge is always a bottleneck; not only that, in the transhipment of goods there is always some loss also. This is one of the points which I should like to place before the Honourable Minister so that in the new planning these essential links may be hooked together so that there are regular lines running throughout the land.

The next important question is about the opening up of areas which have today no railway communications. There are a number of such areas and I am glad to find somewhere that the Eastern States Agencies and one or two other areas have been taken up for being thus opened up. But as one looks at the railway map of India one sees that in certain parts, specially in Northern India, in Eastern India and in North-Western India, there are lines on a very big scale, we can almost say that at places there are three or four lines running parallel. No doubt there is traffic and there are goods and I do not say that they were not needed; but at the same time other parts of the country stand in need of being opened up in a similar manner. They have potential wealth, and unless communications—specially railway communications—are supplied, I do not think those parts will ever open up and will be industrialised and made prosperous. As communications are one of the most important things which convey civilisation to the interior it will be our duty to open new lines of communications. Of course it may be easily said that surveys have been made and many lines are not remunerative. Sir, so long as the railways were in the hands of commercial companies which ran them for profit and not for anything else, that would be a very effective and conclusive reply. But when we are on the eve of taking India not along the old rut and old lines but to a kind of millenium where there will be prosperity for every one and where higher standards of life will prevail, we cannot think in terms merely of commercial gain or profits when laying down new lines. It would be as bad as saying that when I set about educating my son he would not be able to give me dividends if I make him a graduate; because in the days of unemployment that does not give any profit. If I spend Rs. 10,000 on him it will be of no use! That is not the way of looking at things at least in the present set-up of things

~ In this background I make only one remark and that too a typical one. In the new lines proposed a line from Kurla to Karjat has been projected. It is not found in any of the literature supplied to us but on a query that a friend of mine made he has got this information. But Kurla—Karjat has been planned to avoid the route which goes *via* Kalyan. It will save in space about 30 or 38 miles and it will save in time about 20 miles. But the cost would be enormous. This would be just like using a few more cushions for my bed which is already very soft, while I am allowing my brother to lie down on the ground on a rough mat! So I think that that is a luxury-line which requires a lot of money, which is absolutely necessary for opening up new areas. Sir, I move.

Mr. Speaker: Cut motion moved:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Fund' be reduced by Rs. 100."

Shri T. T. Krishnamacnari (Madras: General): Sir, I am glad my Honourable friend Mr. Diwakar has brought up this subject before the House. I have only one point to make. I wonder how many of us in this House and elsewhere realise that our attitude towards the expansion of railways has got to change now. Even at the time when post-war planning was done it was done with a back ground of what happened to the railways between 1931 and 1937 when rail-road competition made railways uneconomic and caused considerable diminution in railway revenues. We all anticipated that the possibility of expansion of railways was a thing of the past and in future road transport would overshadow any possibility of increase in the mileage of railways, excepting probably for strategic purposes and for the carriage of heavy goods. But during the last two or three years the menace of oil imperialism has made us sit up and think whether we were at all wise in considering that railways are an out-moded form of transport and no longer one that should be seriously considered as part of a scheme for the development of the economic life of a country. I think this problem we are now facing immediately and we shall be faced before long with a visible cut in the petrol supplies made to this country, while at the same time our consumption of petrol is increasing at a tremendous rate. And to a very large extent this increased consumption has gone into heavier forms of road transport, *viz.*, buses and lorries. Surely we will not be able to maintain the same kind of facilities available through this means of transport with the possibility of a cut in the supply of petrol. We have to sit up and take stock again of the position, and perhaps as a result of serious thinking and investigation come to the conclusion that in a country that does not produce oil to any considerable extent, so long as oil imperialism will be a dominant feature in the world, railways happen to be our only source of transport development of this country. I am sure the Honourable Minister for Railways is himself conscious of that fact and I hope he will make us all conscious of that fact more and more, so that we will get railway-minded again instead of being purely motor-minded, as we have become during the last two decades. I think the point mentioned by my Honourable friend in regard to the strategic railways is very important.

What type of railways they are going to be—whether that type of railway which it is cheaper to maintain though the initial costs may be more, are all matters for investigation. But it cannot be denied that a strategic railway will be one of the important means of fortification of our western frontier. We shall have to devise a scheme of railways running parallel to our frontier so that we can protect the inhabitants of the area whenever needed. We have to make further investigations generally in regard to the expansion of railways from these points of view. If we could build our own locomotives, our own wagons and make our own steel rails, this would be an industry where very little money would go out of this country.

[Shri T. T. Krishnamachari.]

In this connection I would like to mention one or two points in regard to South India. The Honourable Member probably has mentioned times without number about certain proposed times or the restoration of dismantled lines being uneconomic. So far as passenger traffic in the railways in my part of the country is concerned, I do not think it could be uneconomic. There is one line in South India in the district of Tanjore which runs for 99 miles and if it runs another 11 miles beyond its terminus now at Arantangi to Karaikudi it will connect with another railway which goes further south. That scheme of connecting the two railways between Arantangi and Karaikudi has been on the map ever since I was a little kid. We used to be told then that when this was connected the Ceylon mail would run faster and quicker. That was nearly 37 or 38 years ago. But no attempt has been made all these years to connect those 11 miles. Surely the difficulties are not insuperable. It is only logical that a gap like that should be connected. Probably no one in the locality has brought it to the notice of the railway department.

There is another line in the same district to Pailukkottai the revival of the construction of which is a matter of importance. With the irrigation that has now developed in that area, it is quite possible we may have a miniature Damodar Valley Scheme there. I do not know what is in the mind of the Honourable Minister in regard to this particular line.

Questions were asked by several members in regard to the revival or resuscitation of a narrow gauge railway which was running in Salem District, from Tiruppattur and Morappur to Krishnagiri. My Honourable friend said the other day that this area now being catered to by road transport and he said that he had his own means to satisfy himself that there were adequate facilities available for the people of the locality. But to the extent of my knowledge, supported by insistent letters which are coming to me from that area—which certainly goes to augment the revenue of this Government in the P. & T. Department as I am convinced that there is a real need for a railway line in this area.

My Honourable friend from Mysore the other day pointed out that if that railway line which was dismantled is connected to Bangalore it would be productive. This is an instance in point. Such gaps however small they may be do go to make a railway serving an important area, unproductive. Surely, the idea of connecting Salem and Bangalore together is worth examining. I do not think any survey was made and I think my Honourable friend, the Minister's mind was made up against reopening up this railway line or establishing a new line.

These are other instances in point. As I said before I took advantage of this opportunity of speaking on this cut motion because this country being poor in those resources which go to promote automobile transport, we should make the railways our sheet anchor. Out-moded though we may be in these modern times, we have still to consider ways and means of developing this means of transport so that industry may flourish, the poor man might benefit and people may have a surer method of going about which will not be affected by exigencies of war and the vagaries of imperialistic powers, who wish to curtail our petrol supply according to their whims and fancies. I felt that this would be a good opportunity to press this point and I hope the Honourable Minister will consider it.

Shri S. V. Krishnamurthy Rao (Mysore State): I rise to support this cut motion. In fact one is struck by the absence of any reference to national planning on railways in the first railway budget of free India, except in the case of the Bengal Assam Railway. I wonder if even that would have been taken up but for the partition and political and strategic reasons.

Reasons have been given for this: namely, the stress and strain of the war years: the partition difficulties: the civil strikes and lack of materials and so forth. But I wish to draw the attention of the Transport Minister to the fact that within one year after the cessation of war, Russia was able to construct 13,000 miles of railway in Ukraine and between 1945-50 the programme of construction is 735,000 miles of railways in Russia. We may not have the same material resources but with the vast manpower that we have in India, can we not have a few hundred miles of new railways in India? The railways are the nerve centres for the industrial and economic progress of the country. If we look at the progress of the countries in the West and of the United States of America, we will find that the prosperity of those States followed the expansion of the railway system in those States. I just tried to probe as to what were the post-war plans of the Government of India in the budget of 1946-47. The then Transport Member told this House that the Government of India had a plan for the laying down of 3,000 to 4,000 miles of railway. I wrote a letter to the Railway Secretary and he has been pleased to give me a copy of some of the projects under consideration. I find that all these projects are in Northern India. Of course, I do congratulate the people of Southern Bihar and Northern Orissa for their luck, but I find that South India, has, as remarked upon by Mr. Krishnamachari, been completely blacked-out. It is out of the map of railway expansions in India.

I just want to refer to certain areas which are industrially and economically backward. As Mr. Diwakar pointed out, there are certain dead-ends and there are certain famine-stricken areas, especially the western coast in the Bombay Presidency. For a stretch of 4/500 miles from Mangalore to Bombay there is no railway connection. But the Honourable Member may argue that there is the coastal steamer service. But the sea on the west coast is very rough and it is only a fair-weather service. During the south-west monsoon the coastal service is stopped. Besides, the road and coastal steamer service cannot serve the poor man as the railway does. This part of Western Ghats, which is known as Malnad (or hilly tract as it is called in our part) is one of the richest parts of the country and is capable of vast industrial and power development. The other day His Highness the Maharaja of Mysore switched on the Jog Electric Works, which is to be named after Mahatma Gandhi. It develops 120,000 kw of electric power with possibilities of doubling that quantity. This is only one of the schemes that could be taken up in that vast stretch of 400 or 500 miles. The entire cashew-nuts and coffee produced in the whole country is grown in this part; the best betelnut is grown there. The districts of Malabar, South Canara and the Western portion of the Mysore State is like a garden and granery, but its industrial development is today suffering for want of sufficient transport facilities. How can such parts of the country be industrially developed without an efficient transport system. If we take the East coast, we see a through line running from Bameshwaram right up to Calcutta, the line touching the coast-line at a dozen or more points. But if we look at the West coast, except at Marmagoa there is no railway line connecting the Deccan plateau with the sea, and Marmagoa, as the House knows, is a foreign port. There should at least be half a dozen outlets to the sea from the plateau, if that portion of the country is to be developed. I suggest that the Honourable Minister may consider the question of linking up Mangalore with Bombay. There are a number of ports on this side of the coast, which

[Shri S. V. Krishnamurthy Rao]

could easily be linked up with the line that at present runs from Bangalore to Poona and Bombay. The line between Mysore and Tellichery *via* Coorg was surveyed in 1921, but for some reasons, which we do not know, that has been given up. Again the Mysore Government made a survey for a line between Hassan and Mangalore but nothing has been done. Mysore has extended its railways upto Jalguppa and wants to take it to Bhatkal. It has not been allowed to do so.

Again Hubli can be connected with Karvar. I am glad to know that the Bombay Government has made a suggestion that Alanavar may be connected with Karvar. But I suggest that Alanavar is again a dead end. Three lines radiate from Hubli, one running north to Poona, another to East coast *via* Guntakal to Masulipatam and the third running to Bangalore. If Karvar were to be connected to Hubli it will open up vast possibilities of development in this part of the country.

Again Kolhapur dead end may be connected with Ratnagiri and the line from Poona may be taken up to Bombay. Merchants of the South find considerable difficulty in transporting their goods, and these lines if constructed will remove one of the biggest bottlenecks of transport.

Again, I would refer to certain famine-stricken areas. There is a need for a line between Chitaldrug and Bellary. The entire Bellary district and the northern parts of Mysore State suffer from famine at times. If this line is connected it will serve those undeveloped tracts. Similarly there are a number of dead-ends which could be easily connected. My Honourable friend Mr. Krishnamachari referred to Karaikudi—Arantangi line. This point was raised by my Honourable friend, Mr. Santhanam in the policy Committee of Transport as early as two years back and then it was agreed that this line should be taken up, but for some reasons which we do not know it has not been taken up by the Railway Administration. In fact, we do not know what plans the Honourable Minister for Railways has for the development of railway system in Southern India. Again, in the Central Provinces there is a dead end at Yeotmal and another one at Ellichpur. Yeotmal could be connected to Wardha and Ellichpur with Betul.

Of course, the coordination and the cooperation of the States are necessary in some of these matters, but, I submit, Sir, till now that co-operation is not lacking on the part of the States. The Mysore Government, for example, has been pressing for the extension of the line from Chamarajnagar to Satyamangalan and also from Chitaldrug to Rayadrug or Bellary, but there has been no response from the Centre. Now that we have a National Government at the Centre, I hope this expansion of railways will be considered on a national basis and the entire development of the country taken into consideration in drawing up plans. After all, profit is not the only motive. As my Honourable friend Mr. Divakar put it, railways take civilisation to the door of the poor man. I hope the Honourable Minister will consider these points and place before the House a well-planned co-ordinated and comprehensive scheme of development of railways and put them through in the interests of the country. Sir, I support the cut motion.

Haji Abdus Sattar Haji Ishaq Seth: It is exactly one year since my friend Mr. Karunakara Menon moved an identical motion in the last Assembly. I had the honour to support that motion. I am glad that my Honourable friend Mr. Krishnamurthy Rao has spoken and he has given a very good picture of the needs of South India with regard to Railway expansion. Only one portion remains and that is the most neglected portion no doubt. I think, Sir, the lines that he has suggested will no doubt be closely examined and a real plan for the development of railway systems in South India will be drawn up by the Honourable Minister's Department.

My purpose in getting up to speak on this motion is the same as that I had when I spoke during previous years. I do not know how often I have spoken about the line that has been dismantled—I mean the Shoranur-Nilampur line. When this line was about to be dismantled I had the honour of moving an Adjournment Motion, and later on I have spoken a number of times on cut motions. I am not going to repeat what I have already said, nor am I going to detain the House unnecessarily long on this subject. When my honourable friend, the Railway Minister answered to one of my interjections the other day during question time he said that so far as the Madras Government had not given any reply to the reference made by the Central Government with regard to this particular line. I was taken by surprise when I heard this, because last year on the 24th February my Honourable friend, said in answer to my speech with regard to this line: "Since the Ministry Government came into power we have made a further reference we have just received a reply that the Madras Government are still considering the matter." It is very difficult for me to understand how the Madras Government may be considering this matter for more than a year. There is certainly something wrong somewhere and I am sure that the Members of the Madras Legislature hailing from the Malabar district will certainly look up this matter and do something in this particular case. But what I am now suggesting to my Honourable friend is this. He told us that the Central Board of Transport is going to examine the whole scheme. I wish that the Honourable Minister should put up this matter before the Central Transport Board along with the suggestion that this line should not only be restored, but also extended. That is what I have been pleading in this House for a number of years. If this line is extended from Nilampur to Calicut *via* Malapuram, Manjeri and the other thickly populated portions of taluqs of Erand and Valluvand, then the complaint that the project would not be paying, cannot be trotted out. There is the question (I am glad my friend Mr. Krishnamurthy Rao has brought it up again) of the Mangalore to Bombay connection. I gave

4 P.M. the reasons for it last year. Mr. Krishnamurthy Rao justified the necessity for this line. This is a line which will have to be taken up at once. One of the reasons is that there is no direct connection between the Malabar coast and Bombay. If a man wants to go from Mangalore to Bombay by rail he has to travel about 1,400 miles but by the direct route the distance will be only about 350 miles.

Prof. N. G. Ranga: Is there no sea route?

Haji Abdus Sattar Haji Ishaq Seth: There is the sea route which is only a fair weather route. There is only one steamship company and only one steamer runs once a week.

These are the two important suggestions which I have to make in regard to this matter and I hope the Honourable Minister will take them into consideration and do what he can in the matter.

[At this stage Mr. Speaker vacated the Chair, which was then occupied by Shri K. Santhanam (one of the Pannel of Chairmen.)]

Prof. Shibban Lal Saksena: Sir, I have also given notice of a cut motion (No. 81) regarding the urgent need of the construction of new railway lines in the Gorakhpur and Dooria districts. I just now heard my Honourable friend from the South complaining that they have had no capital programme as though the North had too much of it. I have the honour to belong to Gorakhpur which has a population of 40 lakhs but the mileage of railways is probably the lowest there. There are whole areas like Maharajganj having populations of ten lakhs without a single line. This tehsil is just on the border of Nepal which recently assumed great importance, when Raxaul was the centre of military activity. Russia and America are the two great powers today and there is the danger of war. If that is so, the Nepal border should

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not be neglected. This cut motion discusses the problem in a general way. It only says that more money should be spent on this

In 1909 the Nair Committee report said that India needed about one lakh miles of railway lines, whereas she had only 36,300 miles. I do not think we have since increased the mileage. With the partition our mileage will be much less. For 20 years since 1921 we have remained stationary. If we take a glance at the capital programme since 1908-9 the following figures could be seen:

	crores
1908-9	15
1909-10	15
1910-11	16.3
1911-12	14.25
1912-13	13.50
1913-14	18.00
1914-15	18.00
1915-16	12.00

and in 1921-22 it was 17.82 crores.

So that there was an annual budget allotted for capital programme and it was said that this sum must be spent on the increase in mileage of railway lines. Since 1922 the capital programme has been neglected with the result that we have not much more railways than we had in the year 1920.

At that time it was said that our railways stood in between Australia and Canada. Australia and Canada have since doubled their lines and we are almost where we were. I agree with Mr. Krishnamurthy Rao that we should change our outlook. We shall have to think of a great India so that we shall be able to compete with Russia and America and other great countries. Russia has prepared a programme of 175,000 miles for the next two years. Whereas a country torn by war could think of laying down 175,000 miles of railways we find in this budget provision for a capital programme of 3,32 lakhs. I do not think we have taken into account the needs of the country. I wish this matter is considered from a new angle.

In 1907 the Nair Committee thought that India needed 1,00,000 miles of railway lines and we have not yet completed the programme. We should have the whole programme recast. We must know how much railway line is required and how much for each area. The mover of the motion gave lucid information and said that under strategic lines we need much more on the Western frontier and also on the Eastern frontier. To open up new areas we need new lines. The whole programme must be reconsidered and the blue print must contain all the new lines required, so that when the programme is completed we will be able to compare our country with other advanced countries of the world.

Then the question will arise how to finance this. In other countries the income of the railways is not appropriated to the general exchequer. The profits which the railways earn are spent on the railways themselves. This question was considered in the Acworth Committee report. Belgium, Italy, Japan, France, and South Africa are countries where the railways are run on this basis. The profits made by the railways are spent on their capital programme or to defray the interest on the money borrowed by them. No part of it was taken to the general revenues. In Japan the position is as follows:

The Railways have a separate capital account. Railway profits are devoted to extensions and improvements and may be supplemented by Government loans. The whole of the loans issued for railway purposes are charged against the railway account and the railways pay over each year to the National Debt Consolidation Fund the money required for interest and sinking fund on these loans. Temporary advances may be made by the Treasury if required to meet railway current expenses. This year out of the surplus of 9 crores half of it is taken away by general revenues, whereas it should be spent on new lines.

We discussed the question of locomotives and the Honourable Minister thought that it would take three or four years. We should cease to think in long terms. We should be able to do this thing quicker. We must develop all these programmes in a much quicker pace, so that we can make up the ground we lost during the period of our slavery. Our whole outlook must change about railways and we must think on new lines. The lines which have been dismantled should have priority and should be restored immediately. A plan must be prepared and the profits of the railways should be devoted to the execution of those plans.

Mr. B. K. Sidhva: Mr. Chairman, I do not want to make any speech. I have only one suggestion to make. I would like to draw the attention of the Honourable the Railway Minister that Karachi having been lost to India, both from the strategic and the commercial point of view a new railway and a new port have to be opened in Cutch and Kathiawar. There was a scheme of having one railway known as the Sind-Bombay Railway. That scheme has been with the Railway Department for the last three decades. It has been surveyed twice. One scheme was *via* Baden and Mehsana. Subsequently it was realised that *via* Cutch to Verangan would be more suitable. The former scheme showed a realization of two point ten per cent. At that time the Secretary of State refused his sanction because it did not realize the full three per cent. Subsequently during the war the war-lords in India thought that it was a great mistake for this railway not having been built, from the strategic point of view. As we know, due to the absence of this railway the transport of war materials suffered to some extent. From such strategic point of view, Karachi, a very important port not being with us, somewhere near Cutch and Kathiawar we have to develop a new port—for instance Kundla port of Cutch State. I understand the Honourable Minister is already considering this matter. It is necessary to connect this port with important stations like Bombay and Delhi. I do feel that a railway from Kundla, where there is already a port existing, to Jodhpur and Delhi or something like that will be very much necessary. Already in Kundla the Sindhis have formed a colony and started a company with Rs. 2½ crores. So it is going to be a big colony. From the commercial point of view also it will therefore be necessary to have railways from their touching both Bombay and Delhi. I only desire that the Honourable Minister will kindly bear this in mind. It is important from the strategic as well as the commercial point of view. Since Karachi has gone you will be missing the link to all the coastal points. As I said, from the commercial point of view also it is necessary. The Sind-Bombay project is already there. I do not know the stage at which it is now lying. It has to be reconsidered, because a certain portion of that project has gone to Pakistan. I do not know what the intention of the Honourable Minister or the Government is regarding that railway. It is a very important railway line and I understand that Government themselves had given some high priority to it—what priority I do not know exactly—before partition. Now the situation is changed. The conditions under which certain portions of the railway are running are equally important. I therefore desire that the Honourable Minister will kindly bear this in mind very seriously.

Prof. N. G. Ranga: Mr. Chairman, Sir, I am anxious that we should not lose ourselves in too many contradictions. As is well known, sometime ago the Government was anxious that the House should agree with them in bringing about road-rail co-ordination. We were not very co-operative at that stage: Now that political conditions have changed I hope the House would be quite willing to agree to this on the next occasion when the Government come forward with their proposals for rail-road co-ordination. More than that, if Government in the Railway Department could only come forward with proposals for themselves running the bus services wherever bus services are likely to come into competition or conflict with the railways it

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would be a very constructive thing and I hope the House would support them. Whenever we are anxious to extend railways to various other parts of the country which are not at present served by the railways we would have to keep in mind the various other alternative sources of transit and communication that might possibly be exploited and developed. We have to develop as yet inland waterways, also coastal traffic, thirdly the roads. I want that the state railways should themselves take up the development of these three additional sources or avenues for Communications so that we would be able to have a sort of co-ordinated scheme of development of various facilities of communications that might be made available to the nation. Otherwise there would be unhealthy competition and huge national assets invested in the railways would go into jeopardy.

I am not in favour of the suggestion made by my Honourable friend Professor Shibban Lal Saksena that no contributions should be made by the railways to general revenues and that all the savings should be put for the development of additional railway lines. I am not prepared to give up the right of the general revenues for a share—at least 50 per cent—of whatever surplus the railways may be able to earn. It would be a different matter if the railways were to go to the general revenues and were to make out a case for the development of any strategic railway or any other means of communications, or for the development of any railway line which ought to be subsidised and were to ask for a specific bit of assistance from the Central revenues. That would be a very feasible proposition, a proposition in regard to the extent of which it would be possible for the Central revenues to have a control.

I would like to suggest that the Railways should have some idea as to the development of the railways. Today we have one line going along the eastern coast. That is all for the good. So far as the west coast is concerned we do not have any such line. There is a very good reason indeed for the Government to develop such a line all the way from Bombay right down to Kanyakumari so that both the east coast line and the west coast line can meet there. We have today the Grand Trunk Express from Delhi right down, as it were to Kanyakumari. Recently the Railway Minister was mooted the idea—almost out of exasperation by our criticism—that the Grand Trunk Express had better be abolished. Even this morning he was mooted the idea of diverting the the Grand Trunk Express line in some other way so that he might overcome the difficulties. I am very much opposed to the idea. In the interests of the nation, strategical as well as commercial, I am anxious that there should be this vertical line going from Delhi right down to Kanyakumari and we should not tamper with it at all. In addition to that we should have a number of horizontal lines also cutting across the peninsula. We have today one line from Vizianagram to Raipur and then Nagpur. In addition to that I would like to suggest that there should be a line from Vizagapatam going straight to the western coast. We have already a line from Marmagao to Masulipatam cutting across the peninsula. There should be another line, from Nellore or anywhere near any port, going through Nellore, touching Cuddappah, Bangalore and going straight to the western coast. If you map out your railway development in that fashion—one line going in a vertical fashion cutting the country from one end to the other into two halves and a number of horizontal lines—it would be of very great use indeed for strategic purposes as well as for commercial development.

Then you have the Godavari and the Kistna. The Kistna may not be such a useful river for navigation purposes, but the Godavari would be of very great use indeed. More than two hundred miles of it you can develop for inland waterways. I am anxious that the railways should try to prepare at

an early date a comprehensive plan for the development of not only the railways but of possibilities for all kinds of communications in the country including all those various means which I have already suggested. If a plan like that were to be prepared, then certainly it would be possible for the railways to give greater satisfaction to the people and serve our commercial as well as agricultural needs.

Shri B. P. Jhunjhunwala: Mr. Chairman, Sir, I do not want to take the time of the House by enumerating the necessity of further lines in Bihar such as connecting Chhota Nagpur with other parts of Bihar, etc., which, I am sure, will be taken into consideration by the Honourable the Railway Minister when he has sufficient means to open new lines. But I want to invite his attention to some dismantled lines in North Bihar, especially north of Bhagalpur e.g. lines between Forbesganj and Raghpur via Patnagarh and other lines on Sabarsa and Madhipura area etc. where, when these railway lines were opened, most of the people of the villages were victims of flood. Then there is one line connecting Bhagalpur and Bauri. Now those lines have been suddenly stopped. These lines, if the Honourable the Railway Minister will go into the facts, are quite remunerative. A representation was made to the Railway Minister but it seems nothing has been done and I would request the Railway Minister to give special attention to these dismantled lines.

Further I would like to point out one thing, that there is no defined policy as to whether the railway is to be run with a profit motive or as a public utility service. We do not know as to what to do with the surplus we have in hand and recently a committee was appointed to decide as to what to do with the surplus of 9 crores. Some of it was taken into the general revenues and some was given for expenditure on railways. What I want to impress upon the Railway Minister is that he must have some defined policy as to what further improvements are going to be made in the railways. Without that, Sir, we do not know whither we are proceeding. I agree with the suggestion made by my Honourable friend Professor Ranga, that all the revenues should not be spent by the railways. Some of the surplus should go to general revenues first, and then Railway should put its scheme for any further improvement or expansion before the Finance Department for grant to be spent on that scheme. This will be a check on the railway also to ensure that no money is wasted.

Further the other day, during the general discussion, the Honourable the Railway Minister said in reply to a point raised by an Honourable Member that there were no capital goods with which he can improve the railways or make the present railways run efficiently. Today when the necessity was pointed out to him that early steps should be taken to produce such machine tools as will help in producing capital goods, the reply was that as a whole there are already so many private factories in India producing machine tools, etc.

Mr. Chairman: I am afraid the Honourable Member is straying far from the subject. We are now on new construction and restoration of dismantled lines.

Shri B. P. Jhunjhunwala: I am going to point out that the Honourable Minister said the other day that without capital goods he cannot develop the railways and today the Honourable Minister said that because of such and such things the work of producing capital goods could not be taken in hand. My request to the Honourable Minister is that even if there be slump after three years as apprehended by the Honourable Minister and foreign machine tools and other things which will help us in producing capital goods would be dumped in the market, we should take that risk and start such a factory in the shortest possible time to produce capital goods because unless those

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things are produced these cut motions and these resolutions for opening new lines will not be given effect to and would result in mere speech making conventions with no tangible result.

Dr. P. S. Deshmukh: Sir, I merely want to bring to the Honourable Minister's notice the demands of my province, the Central Provinces and Berar and I would not like to take much time of the House in case you are thinking, Sir, of going to the next cut motion. I merely want to point out that the Darwha-Digras section on the C. P. Railway was dismantled and in answer to a question the Honourable Minister said it was not profitable. I would request him to reconsider the proposition and to connect that with some regular metre gauge system. He should also take up the old but agreed project of connecting Khandwa with Hingoli so that my friends from the South will have an alternative route for going to Madras and there would be no necessity of having any other parallel routes or having any other new lines. The distance is the shortest and the cost is not likely to be very much. There will be another alternative route to Madras and that is by connecting Amraoti with Narkhed which will go up to Akola and to the south because Amraoti is already connected with Akola and Akola would be the central place where the Khandwa-Hingoli line will cut the G.I.P. So I submit that the dismantled line be relaid and the two lines, Amraoti-Narkhed and Khandwa-Hingoli lines which were definitely to be undertaken should be completed and they should be given first priority. Lakhs of rupees have already been spent for survey and various other things and work was also already started. That appears to have been somehow given up now. I would request the Honourable Minister to take this into consideration and to start the work as early as possible.

The Honourable Dr. John Matthai: Sir, I will take the very last point which my Honourable friend Dr. Deshmukh raised first because it is a point to which I think reference has been made more than once in the course of the discussion. It is the question of the restoration of dismantled lines. I know that is a matter in which the House takes a very real interest and there has been a good deal of dissatisfaction expressed as to what is the decision reached by Government on specific schemes regarding the restoration of dismantled lines. I would first of all repeat to the House the considerations on which we have come to decisions on certain specific schemes. First of all is the point they are not remunerative, but that consideration ought to be taken in conjunction with another, and that is the development of road transport in these areas. That raises the fundamental question which my friend Mr. Krishnamachari raised—what exactly is to be our attitude to the question of road transport in future? I do not take the pessimistic view that he does. Government are already committed to big schemes of road development. The Central Government are responsible for national highways. They have been responsible ever since 1st April last year. Government are already taking a substantial financial interest in rail-road schemes promoted by Provinces and in view of that Government are now keen on the development of motor transport. Whether the position with regard to oil supply as a whole is a matter which at present justifies so to speak Government retracing their steps, I do not feel very sure about. In any case I do not think we shall come to a decision on those lines under present conditions. With regard to dismantled lines, in view of the very live interest that the House is taking in this question, what I propose to do is to have a further review made in my Ministry of the various proposals which have been made by provincial governments for the restoration of dismantled lines. I propose to have this review first of all vetted by the Central Board of Transport and then I think probably the best way of coming to a decision since there are conflicting claims of various kinds, is for us to

have a conference with the representatives of provincial governments, and if need be, with non-official advisers.

I think it is only in that way that we could reach a really comprehensive and satisfactory solution of this question.

The other point—the main point—to which I think most of the discussion has referred is: what is to be the policy of the Railways in regard to future planning, future development? One point that I would like to make is this: when the old Government of India decided on a big plan of Railway development somewhere about the year 1944, they drew up those plans against a background of what I may call approaching deflation. They were afraid that as soon as the War ended prices would drop, there would be lack of employment and all those difficulties that arise in connection with a period of deflation—all their plans were drawn up on that basis. Today the position is very different. In fact, we are not merely still in the period of inflation, but it is a period of considerably intensified inflation as compared with the period when these plans were drawn up. Therefore, as I pointed out the other day, if today we decide to implement these schemes of post-war development, —in view of the very great scarcity of materials of one kind or another, if the Railways went all out for these materials—then the effect of that upon the general economy of the country would, in my humble opinion, be more dangerous than the House apprehends.

What I really would like with regard to this problem of the further development of Railways is this. The Prime Minister, when he spoke the other day on the Government's economic policy, said that it was high time that we should set up a Planning Commission. You cannot draw up a really satisfactory, comprehensive Plan of Railway Development unless you relate your plan to two things. First of all, you have got to consider what are the main lines on which you are going to promote economic development as a whole. Your transport must be related to your schemes of economic development. The second thing is: what are you going to do, as my friend Prof. Ranga quite rightly pointed out, with regard to alternative modes of transport? What are you going to do with the rivers of the country, with the inland water transport? What are you going to do with coastal shipping? And again, what are you going to do with road transport? Unless you have a clear picture in your mind of what you are going to do with regard to these alternative modes of transport, any scheme of Railway development that you draw up would lack contact with realities.

Therefore, to my mind we cannot go upon the post-war scheme of development which was drawn up by the old Government. The basis on which it has been drawn up no longer holds good and we have got to consider the scheme afresh, and I suggest the best way of doing it is not for the Railways to draw up schemes in the isolation of their own Ministry. I personally think we ought to take a forward move, ought to take an early decision with regard to the question of a general Planning Commission, and this question of transport must be remitted to the Transport wing of that Commission. It is only in that way you can reach satisfactory results.

Various specific schemes have been referred to. The House will appreciate it is not possible for me to give a definite reply, but my Honourable friend the Mover, Mr. Diwakar, laid down certain general principles. In case we are going to have a plan of Railway development, he thought it ought to be based on certain general considerations, with most of which I find myself in agreement. All I can say at this stage is that these general considerations are matters which must be taken into account by the Planning Commission.

Mr. R. K. Sidhya: What about the Sind-Bombay service?

The Honourable Dr. John Matthai: I said I would not express any opinion on these specific schemes because my idea is that with regard to the restoration of dismantled lines the matter must be referred ultimately to a conference of Provincial representatives.

As far as the general schemes are concerned, that must be handed over to a Planning Commission.

Shri R. R. Diwakar: I asked about the strategic lines.

The Honourable Dr. John Matthai: With regard to that, the matter is not really one to be initiated by the Railways because proposals regarding strategic lines come to us from the Defence Ministry.

Shri R. R. Diwakar: That is exactly what I pointed out. May I know if something like that is being planned?

The Honourable Dr. John Matthai: As far as I can remember certain proposals come to us occasionally from the Defence Ministry and of course, proposals of that kind coming from the Defence Ministry will receive the most serious consideration at the hands of the Railway Ministry.

Mr. Chairman: Does Mr. Diwakar want to press his motion?

Shri R. R. Diwakar: In view of the debate as well as the Honourable Minister's statement, I beg leave of the House to withdraw my motion.

Mr. Chairman: Has the Honourable Member leave of the House to withdraw his cut motion?

The cut motion was, by leave of the Assembly, withdrawn.

DEMAND NO. 1—RAILWAY BOARD—*contd.*

Application of Pay Commission's Recommendations to the Members of the Railway Board and Officers of Railways.

Shri Khurshed Lal (U. P.: General): Mr. Chairman, Sir, I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Sir, the structure of pay for the services in India was fixed long ago and it was fixed primarily with a view to providing high salaries for the officers, mostly foreigners, who came from abroad to this country, and no where else in the world would we find the disparity in the salaries which we have in this country.

The position was that so far as the higher services were concerned, very high salaries were fixed and so far as the lower services were concerned in which Indians were always employed, they got very low salaries. The Pay Commission which considered the entire subject did one thing, and that was that while they raised the salary of the lower paid employees, they also tried to bridge down the gulf between the higher services and the lower services by reducing the salaries of the higher staff.

Now, we find that so far as that part of the recommendation is concerned which tended to raise the salaries of the lower staff, that has been, if I may say so with all respect, rightly complied with and we have had the salaries raised. But so far as the other part is concerned, namely that of bringing down the salaries, I regret to say that from a perusal of this Budget I find that nothing has been done in that direction. I realise the difficulties of the Honourable the Railway Minister as he remarked the other day in his reply, that that is a matter which also concerns other Departments. But I submit that when this Budget was being presented, it was time that this question was taken into consideration and a move made in the right direction.

I know that all our higher paid officers today are Indians. I also know that they are imbued with a spirit of patriotism, and with a spirit of service to the country.

I would ask, through the Honourable the Railway Minister, that they should also consider the question that they should not now demand those salaries which were given to their predecessors who came from outside. The Pay Commission, Sir, recommended a maximum salary of Rs. 3,000, being the highest that anybody can receive in our country. Their recommendations, so far as the Railways are concerned, are contained in para. 61 of their Report. They say there: "The higher paid posts like those of Secretaries, General Managers of Railways, Members of the Railway Board, Members of the Central Board of Revenue, Chairman and Members of the Public Service Commission etc. should be fitted into a scale between Rs. 2,000 and Rs. 3,000, preferably in four levels of Rs. 2,250, Rs. 2,500, Rs. 2,750 and Rs. 3,000." Rs. 3,000 was the highest salary which they proposed to allow to anybody and it cannot be said, Sir, that their recommendations are out-dated or that they did not take into account the increased cost of living, because this Report came out after all these factors which tended to raise the cost of living had come into operation. I therefore, Sir, feel that time has come when the Government should take a decision on the matter and reduce the salaries of higher paid officers. I would also say, Sir, to the Indian officers who are now occupying the higher posts that they should not grudge this scaling down of their salaries because most of them, I mean the Indian members of the higher services, benefited the most from the coming of independence. They have had their promotions which they would not have ordinarily earned for years to come. In fact, if ordinarily what is said is true, Swaraj as a matter of fact has really so far benefited the services only and I submit therefore that they should not mind this scaling down of their salaries, especially at a time when, looking to the poverty of the country and the demand on the resources of the Government, there is so much need for economy.

Mr. Chairman: Cut motion moved.

"That the demand under the head 'Railway Board', be reduced by Rs. 100."

Prof. Shibban Lal Saksena: Sir, my friend Mr. Khurshed Lal has raised a very important point in regard to the recommendations of the Pay Commission and their implementation by the Railway Department. He has very rightly said that the higher paid officers of the Railway Board and Railways who had their salaries fixed in an age which has passed into history should not now insist on those salaries. He also pointed out that they would not personally lose because they have had their promotions. In fact, Sir, last time when this Budget was being discussed, we saw that about Rs. 36 crores had been set apart for implementing the Pay Commission's recommendations. I had very much to do with the way in which the money had been distributed and to see how it was being given to the smaller employees. I think that this motion is very apt. It tells exactly what has happened. The major portion of the money which has been spent has been spent upon the higher salaried officials, whereas the lower salaried officials and many of the lower paid staff who ought to have been benefited have not been benefited. Last time I pointed out on the floor of the House that about 81,000 persons had actually had their salaries reduced. Of course, now that position has been remedied by the new settlement made by the Railwaymen's Federation with the Railway Board, but even then I feel that there are many respects in which things have need to be reviewed. I know that the Honourable Minister was discussing these things with the Railwaymen's Federation and I also know that there are many individuals categories which it is not possible for him here to discuss in detail. But I can tell him that I know of many cases where obvious injustice has been done and it was natural, not intentional, on the part of the Pay Commission; after all, they could not be expected to be all-knowing and so they have made mistakes. In fact, I myself submitted many of the grievances to the

[Prof. Shibban Lal Saksena]

Honourable Minister and I hope again to discuss all the grievances of the different categories with him. But all I want to say at present is this. The Government of India are going to spend a lot of money in implementing the Pay Commission's recommendations. In doing that, we should see that the men do get real satisfaction. They should not be allowed to have a feeling of injustice done to them. I do know that at present such a feeling exists, and I also know that unless it is removed, all the money that we have spent or are spending will be wasted, because after all what do we ultimately aim at? We aim at a very efficient system of working.

Only the other day, Sir, we had in this House discussion about the failings of the Railways and all those things. People were very angry with the railwaymen and accused them of many things, but they forget that it is not fair to accuse them in that way. Sir, I was reading the Bhitia Disaster Committee Report and in one place Justice Sir John Thom has recorded that the man who is responsible for the track was being paid only Rs. 9 and he was surprised that this man.....

Mr. Chairman: Will the Honourable Member please read the motion? It is to discuss the "recommendations of the Pay Commission and their application to the Members of the Railway Board and officers of the Railways." His observations may be quite interesting, but they are beside the particular motion.

Prof. Shibban Lal Saksena: Sir, I only want to point out that this motion really relates to the lopsidedness of the expenditure incurred on implementing the Pay Commission recommendations. It is my point that more has been given to the officers than to the men.

Mr. Chairman: The Honourable Member is free to criticise the application of these recommendations to the officers and to say whether they get more or they get less, but so far as the workers are concerned, I think it will have to come in under some other motion.

Prof. Shibban Lal Saksena: Thank you, Sir, I would only say this, that I welcome this motion and I commend it to the Honourable Minister. I know he will himself look into this matter and make a settlement and see that efficiency is not impaired, but I would once again emphasize to him that the money should be more evenly distributed and he should see that there is no discontent among the workers and the real purpose of the Pay Commission, namely, better and more efficient administration, is in fact ensured. I do not agree with all the criticism that has been made about the workers, that they are dishonest and all that. My own feeling is that the number of black sheep is very small. If you see how the workers do their work, you will see that it is not proper to level those charges against them. They have to work under great stress and strain and I hope the House when it criticises them will not lose sight of their difficulties.

I once again commend the motion to the Honourable Minister.

Shri Khandubhai K. Desai (Bombay: General): Sir, while supporting this cut motion, I would like to make a few observations. The salaries that had been decided in the past have definitely been decided by the foreign rulers in order to make life more convenient and more comfortable for them. The Pay Commission has made a recommendation that nobody should get more than Rs. 3,000 a month. That is the maximum salary which any official in this country should get. Under these circumstances, I would say that the Manager of a Railway should not get more than Rs. 2,000 and other higher officers may be given somewhere between Rs. 2,000 and Rs. 3,000. I do not agree that even this amount is consistent with the economic structure of our country. The

recommendations of the Pay Commission are on too liberal a scale. In this connection I would like to place before the House a Resolution that has recently been passed by the Executive Committee of the Indian National Trade Union Congress. That Resolution lays down that looking to the economic structure of India and looking to our national income and also looking to the various development programmes which the country is called upon to make, the highest salary which anyone can get should not be more than Rs. 1,200 per month; while, in the present cost of living the lowest should not be less than Rs. 100. Now if you really want to come to this stage, the Government should have made a beginning in the very first budget that is coming before us. I know that it may be argued that the question of the salaries of the railway staff cannot be considered separately from the salaries of the other civilians who might be working in the Government. There may be some difficulties or some hitches in the case of the Covenanted servants, but those persons who are working with the Railways are not Covenanted servants and moreover they must also realise this that had the National Government not come into existence, had there been no improvement in this country, had the Europeans not quitted this country, they would have been working on somewhere between a thousand and two thousand rupees. That consideration ought to weigh with them and I think they are patriotic enough to consider this. It is also to be noted that the Honourable the Railway Minister should have placed these matters clearly before the Government. When framing a budget, and placing it before the House and ultimately before the country. Naturally the country is going to enquire what concrete steps have been taken to put into operation the main recommendations of the Pay Commission and, I naturally think, at the Government stage this question would have found some weight. Now even in the case of the General Budget, when the Honourable the Finance Minister will place it before us, he will naturally argue that nothing has been done, because the House has already passed the Railway Budget and no steps have been taken and so we would have to wait for one year more. I think the time has now come when such questions which affect one department after another of the Government of India should be considered beforehand when they are making the plan for the next year.

It is said that if the higher officials' salaries are cut down, they would not work with energy, that they would not be diligent in their work. But when a nation decides that henceforth nobody is going to get more than Rs. 3,000. I think they will all be satisfied. It is also argued that industries and commerce are paying very high salaries to their employees and servants and therefore it would not be possible to attract to the Government services or to the railway services the intelligent class of the people. But when you are going to lay down a maximum, have not the Government got enough inherent power, enough strength to see that it would not be made possible even for the commerce and industry to pay anything more than Rs. 2,000? Either they can tax the profits of the employers themselves or they may also lay down that for the purpose of taxation, any salary or income beyond Rs. 3,000 would be considered not as revenue expenditure, but as profits. So, if the Cabinet and Government decide that this is their policy, I do not think there is going to be any difficulty in bringing down the very high salaries that our administration have been paying, at the same time raising up the level, the strata of the lower people. I think that the Honourable Railway Minister should place before us the policy that the Government is going to follow. He will naturally say that they have not been considered, but I would suggest that as far as this particular question is concerned, he must also at least assure us that the discussion before this House will be placed at the earliest moment before the Cabinet, so that before the Finance Minister comes before us with his financial proposals, the Government will be in a position to declare its policy with respect to the higher salaries.

The Honourable Dr. John Matthai: Sir, my Honourable friend Mr. Khandubhai Desai raised an extremely important and an extremely interesting problem. I wish I were in a position to state to the House my personal views on that question, but I am not.

Mr. R. K. Sidhva: Why not?

The Honourable Dr. John Matthai: My Honourable friend's suggestion was that in view of the conditions prevailing in this country, it was necessary to take steps of a pretty drastic character in order to remove the gross inequalities that exist today. I am entirely in sympathy with him. To what extent it has to be done and on what basis it has to be done, I am not in a position to express any views.

The real problem that has been raised in the motion moved by the Honourable Mover is the steps that we have taken in regard to the recommendations of the Pay Commission. We did not appoint the Pay Commission. Somebody else did. But it was part of our agreement with the Railwaymen's Federation that we would carry out as far as we could the proposals of that Commission in regard to railways. That, of course, applies to the lower scales with which the Railwaymen's Federation is concerned.

With regard to the Chief Commissioner and the Railway Board and the higher officers, the position as it emerges from the Pay Commission's recommendations is this: The Pay Commission recommended Rs. 3,000 for the Chief Commissioner. It recommended Rs. 2,750 for a Member of the Railway Board; it recommended also Rs. 2,750 for a General Manager. The Government's decision is that the Chief Commissioner's pay should be fixed at Rs. 3,250, that of a Member of the Railway Board at Rs. 3,000 and the pay of a General Manager Rs. 2,750.

An Honourable Member: Why this generosity?

The Honourable Dr. John Matthai: Well, the reason why that was done was that so long as people work even in Government service, not entirely from motive of service, but also from motive of profit, to some extent there must be a little difference between the General Manager and the Member of the Railway Board who carries higher responsibilities. Once you get on to that stage, then you are up against the problem of providing another little margin between the Member of the Railway Board and the Chief Commissioner. That, I do not think is really the point that my Honourable friend raised. I think he was worried about the salaries shown in the budget which are higher than these figures. That arose elsewhere.

The Pay Commission's recommendation was with regard to people who entered the service before 1931. It was for Government to decide whether they should be brought on to the Pay Commission scale or whether they should be given the option to remain on their existing terms. Government decided that they should be given the option and therefore, all the officers who were recruited into the services before 1931—that applies not merely to railways, but to every department of Government—they have been given the option and they have exercised their option according to their varying circumstances whether they should remain on the pre-1931 scale or to the Pay Commission scale. All the officers whose salaries are shown in the budget are officers who joined the services before 1931. In view of the Government's decision, their option exercised in favour of remaining on the existing scales naturally entitled them to the salaries which they are drawing now. That is how the position stands at present. I am quite free to admit that this question of salaries in Government services is one that would require serious consideration at an early date. But the decision that we have come to so far are decisions arrived at within the narrow framework of the Pay Commission's recommendations but that is not by any means the last word on the subject.

I think this House and public opinion in the country would have to decide whether the time has not arrived for recasting the basis on which public servants are remunerated for their services.

Shri Khurshed Lal: Sir, may I ask a question? In as much as there is no possibility of any one employed after 1931 coming to the Railway Board for some years to come, am I to understand that the salaries of Members of the Railway Board and the Chief Commissioner cannot be reduced for some years to come?

The Honourable Dr. John Matthai: I should say that is how matters stand at present.

Shri Mohan Lal Saksena: May I know what the salary of the present incumbent would have been if there were no 'Quit India' movement?

The Honourable Dr. John Matthai: As a matter of fact the real reason why the present Chief Commissioner was appointed to this post was not because the previous incumbent was bound to go; it was because Government considered that in the circumstances the present Chief Commissioner would be the best executive head of the railways. The previous occupant of that post was free to go on for some years.

Shri Khurshed Lal: I should like to know whether there is any lien on these posts. These posts are not on time-scale; is it necessary to appoint any one on the old salaries?

The Honourable Dr. John Matthai: The decision that Government have arrived at is that people who chose to remain on the pre-1931 scales got not merely the salaries on their time-scale, but when they have finished the time-scale and are appointed to special administrative posts beyond the time-scale, they would get salaries that the posts carried at the time they were recruited into service.

Shri Mohan Lal Saksena: Then am I to understand that we can reduce the salaries of these posts only by abolishing these offices?

The Honourable Dr. John Matthai: This House is a sovereign body and it can do anything it likes.

Shri Khurshed Lal: Sir, I beg leave of the House to withdraw my motion.

Mr. Chairman: Has the Honourable Member leave of the House to withdraw his cut motion?

The cut motion was, by leave of the Assembly, withdrawn.

The Assembly then adjourned till a Quarter to Eleven of the Clock on Tuesday, the 24th February, 1948.