

Wednesday, 7th March, 1951



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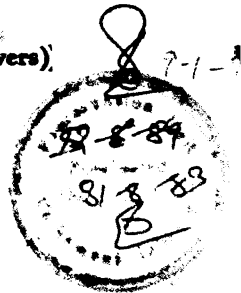
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# PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT

VOLUME VI, 1951



(5th February to 31st March, 1951)

Third Session (Second Part)

of the

PARLIAMENT OF INDIA

1951

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**THE**  
**PARLIAMENTARY DEBATES**  
**(Part I—Questions and Answers)**  
**OFFICIAL REPORT**

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1957

1958

**PARLIAMENT OF INDIA**

*Wednesday, 7th March 1951*

*The House met at a Quarter to Eleven  
of the Clock.*

[MR. SPEAKER in the Chair]

**ORAL ANSWERS TO QUESTIONS**

**CULTURAL RELATIONS COUNCIL**

\*1934. Prof. S. N. Mishra: Will the Minister of Education be pleased to state the work done so far by the Cultural Relations Council?

The Minister of State for Rehabilitation (Shri A. P. Jain): The Council has done the following work to strengthen cultural ties among Asian countries.....

Dr. Deshmukh: On a point of order, Sir, would it not be possible for the hon. Minister who is required to be continuously absent, to ask some particular Minister to deputise for him, so that he may acquire a little more knowledge? Otherwise, to most of the questions, he wants notice. I would like to bring this to your notice.

Shri A. P. Jain: I will request the hon. Member to give me a trial at least today.

Shri Sondhi: The other day, we gave a trial to the hon. Minister of State for Finance; he now wants us to try him.

The Minister of State for Finance (Shri Tyagi): I hope I did not fail you.

Shri Sondhi: We do not know.

Mr. Speaker: The Minister will now be more careful.

Shri A. P. Jain: The Council has done the following work to strengthen cultural ties among Asian countries:

- (i) Published a quarterly journal in Arabic "Thaqafa-ul-Hind" (Indian Culture);

- (ii) Subsidised the English quarterly "Indo-Iranica" of the Iranian Society of Calcutta to bring out a Section in Persian;

- (iii) Instituted and financed in co-operation with "Anjuman-e-Iran Shinasi" of Iran, a Chair in Sanskrit and Indian Cluture at Tehran University;

- (iv) Built up a Library of Sanskrit books in Tehran;

- (v) Sponsored the visit of a well known Indian Dance Troupe to Cairo, Alexandra and Beirut;

- (vi) Built up a library in Delhi providing facilities for study of history and culture of Indian and Asian countries.

Prof. S. N. Mishra: May I know how many countries have offered co-operation with this Council?

Shri A. P. Jain: Turkey, Egypt, Iran, Afghanistan, Iraq, Indonesia and Ceylon.

Prof. S. N. Mishra: May I know whether the Government propose to start branches of the Council in some of the countries like the British Council?

Shri A. P. Jain: This Council intends to establish relations with the countries in the immediate neighbourhood of India in the East and West. It is possible that some sort of a branch will be set up.

Prof. S. N. Mishra: May I know whether it is proposed to attach a Research Section to the Council?

Shri A. P. Jain: There is no such proposal at the moment.

Prof. S. N. Mishra: What is the amount spent on the organ that has been started?

Shri A. P. Jain: I require notice of that question.

**Dr. Deshmukh:** May I know what other countries were approached in this connection, what countries have accepted and what countries have declined to accept any cultural relations with India?

**Shri A. P. Jain:** I have mentioned the countries which have accepted cultural relationship. There is no mention of any country on the file which has refused to establish relations.

**Shri Shiva Rao:** What is the composition of this Council and what was the basis of selection of the Members by the Education Ministry?

**Shri A. P. Jain:** The constitution of the Council is, two representatives from each of the Universities of India, recognised by the governing body of the Council from time to time, two representatives from each of the countries constituting the regional section set up by the Council, one representative from each of the various cultural and educational institutions of India recognised by the governing body of the Council from time to time, not more than 30 persons nominated by the President, one representative from each of the local Councils. That is a long list.

**Shri Shiva Rao:** What is the total number?

**Shri A. P. Jain:** Forty-seven universities and institutions in India are represented on the Council by one or two persons; seven foreign countries are represented each by one person and some by two persons; the President has nominated 29 persons. The total of these is the total number.

**Mr. Speaker:** Next question.

**Shri Sondhi:** May I ask one question, Sir?

**Mr. Speaker:** We have taken more than five minutes; we will go to the next question.

#### SHANTI-NIKETAN

\*1935. **Prof. S. N. Mishra:** Will the Minister of Education be pleased to state:

(a) whether the Secretary of Shanti-Niketan recently approached the Government for Governmental help to stabilise the financial position of the institution;

(b) if so, whether Government have promised any help;

(c) whether it is a fact that Vishwa-Bharati has not yet been given a charter for a University; and

(d) if so, the reasons for it?

**The Minister of State for Rehabilitation (Shri A. P. Jain):** (a) and (b). No. The Government of India have not received any such request from the Secretary, Vishwa Bharati, Shantiniketan.

(c) and (d). The Government of India propose to introduce shortly a Bill to convert Vishwa Bharati into a Central University.

**Prof. S. N. Mishra:** May I know whether in the legislation that is proposed care will be taken to keep intact the distinct nature of the education that is imparted there?

**Shri A. P. Jain:** Certainly. That is a university of its own type. Every effort will be made to retain its distinct features.

**Prof. S. N. Mishra:** May I know whether Government has examined the financial position of the University and whether Government is in a position to say what financial assistance is available from outside or from the State Government or from the Centre at the present moment?

**Shri A. P. Jain:** I require notice of the question.

**Shri Sondhi:** Is it not a fact that a provision has been made in the Budget for assistance to this institution?

**Shri A. P. Jain:** That can be ascertained from the Budget itself, a copy of which is with the Member.

**Shri Sondhi:** Is that the information of the Minister? He said 'No' in reply to the question whether Government have promised any help. There is already provision in the Budget. That is our difficulty. Every second day the bowlers of this Ministry are changed.

**Mr. Speaker:** The hon. Minister need not answer that question.

**Shri Chattopadhyay:** May I know whether the present Degrees and Certificates that are granted by the Vishwa Bharati are recognised by the Government?

**Shri A. P. Jain:** I believe, I am not sure, that the Bill is intended to achieve that object.

**Mr. Speaker:** Next question.

#### JUDGES OF HIGH COURTS OF INDIA

\*1936. **Prof. S. N. Mishra:** (a) Will the Minister of Home Affairs be pleased to state whether there are any over-age judges in some of the High Courts of India?

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

**The Minister of Home Affairs (Shri Rajagopalachari):** (a) Yes, there are five, all in the Part B State High Courts.

(b) Most of these Judges were already in service at the time of the commencement of the Constitution. It was considered contrary to the interests of the administration of Justice suddenly to send away these Judges who had been specially brought in because of their experience as Judges in Provincial High Courts and look out for suitable younger men.

**Prof. S. N. Mishra:** May I take it that there will be no termination of their services then?

**Shri Rajagopalachari:** That may be left, I submit, to the officers concerned.

**Prof. S. N. Mishra:** May I know whether Government takes care to see that they are mentally and physically fit to carry on their work?

**Mr. Speaker:** Order, order: an obvious answer.

**Shri Sidhva:** May I know whether the Constitution provides that the age of the High Court Judges should not be more than sixty, and if they are past sixty, is it not against the Constitution?

**Shri Rajagopalachari:** I do not think that any unconstitutional thing has been done; but, if it is really a matter of law that is raised, I would like to have notice.

**Prof. S. N. Mishra:** May I know the age of the oldest Judge?

**Shri Rajagopalachari:** The Saurashtra High Court has Mr. Justice Diwatia, Chief Justice. He is a retired Judge of the Bombay High Court as hon. Members know. He is 65 years old, I am 71.

**Shri Nathwani:** Sir, does the hon. Minister know that Mr. Justice Diwatia has already retired and is not functioning as a Judge of the High Court of Saurashtra?

**Shri Rajagopalachari:** I am speaking from papers. The hon. Member is probably speaking from personal knowledge.

**Shri Kamath:** Sir, in view of the fact that the hon. Minister referred to himself in answering a question now, am I to understand that the Minister considers the possibility of himself becoming a judge?

**Mr. Speaker:** Order, order.

**Shri Rajagopalachari:** Yes.

#### BUILDING FOR RESERVE BANK OF INDIA IN DELHI

\*1937. **Shri Sidhva:** (a) Will the Minister of Finance be pleased to state when will the new building for the Reserve Bank of India in Delhi be constructed?

(b) What is the total amount sanctioned for the building?

(c) Within what year is the building likely to be constructed?

**The Minister of State for Finance (Shri Tyagi):** (a) and (c). It is not possible to give any precise information at this stage. The completion of the building will largely depend on the availability of the required building materials.

(b) No specific amount has yet been sanctioned for the project. The Quantity Surveyor is expected to submit an estimate of the cost of the building shortly.

**Shri Sidhva:** May I know whether the plot of land now reserved for the Reserve Bank originally belonged to the Government or was it bought from a private property?

**Shri Tyagi:** Sir, I want notice.

**Shri Sidhva:** Sir, the hon. Minister stated that the plans are not ready and therefore he is not in a position to say when the construction of the building will be started. May I know whether his attention has been drawn by the public to the fact that the present arrangement for housing the Reserve Bank is causing great inconvenience to the public and that therefore there is great necessity for a new building for this Bank as early as possible. What is the reason for not starting the construction of this building, is it finance or is it the non-availability of building materials?

**Shri Tyagi:** Sir, in fact the allotment of this plot was finalised somewhere in the month of April 1949 and it took a lot of time to settle this allotment to the Reserve Bank. And then since the policy was to urbanise the Parliament Street, it was considered that the Reserve Bank to be set up here should have more storeys, that its height should be raised from 60ft. to 70 ft. Therefore they wanted to raise the height of the building and so the plans already prepared had to be given up and new plans taken out. Then again, the land which was first allotted to the Reserve Bank was considered to be too little and it was felt that more land should be acquired. Therefore the completion of the plans was delayed. The plans are ready now. Only the quantity of materials that will be required is being ascertained,

and I think very soon I will be in a position to lay before the House all the details regarding the plan.

**Shri Sidhva:** But, Sir, the hon. Minister stated that for want of building materials the work of construction has not started. What sort of materials are not available?

**Shri Tyagi:** I did not say that for want of materials the work has not started. In fact 700 tons of steel is already lying on the site. What I said was that the completion of the building will largely depend on the availability of the required building materials. Besides steel they want bricks and other things. And since the start of the work, it is estimated that it will take about two years to complete it.

**Shri Sidhva:** Besides steel, have they got cement and.....

**Mr. Speaker:** Order, order. I go to the next question.

#### NAVAL AERONAUTICAL ENGINEERS

\*1938. **Dr. Ram Subhag Singh:** (a) Will the Minister of Defence be pleased to state whether facilities exist in India for the training in naval aeronautical engineering?

(b) If so, how many apprentices were trained in the year 1950?

**The Deputy Minister of Defence (Major-General Himatsinhji):** (a) No.

(b) Does not arise.

**Dr. Ram Subhag Singh:** Sir may I know what steps are being taken by Government to give training in naval aeronautical engineering in India? How does the Indian Navy get such personnel trained?

**Major-General Himatsinhji:** It was proposed to start a naval aircraft maintenance school at Cochin; but for various reasons it has been put in abeyance. One reason is the financial stringency. The second is the difficulty of obtaining the necessary equipment. However, the U.K. naval authorities are prepared to train any personnel whom we require to be trained.

**Dr. Ram Subhag Singh:** May I know whether the Government of India propose to develop a Naval Air Wing as well as Aircraft Carriers, and if so how long it would take to start this work?

**Major-General Himatsinhji:** Sir, naval aviation can only be developed after we have completed certain preliminaries. For example, we must

have a Naval Air station. We have applied to the Communications Minister for the aerodrome at Cochin, where we can train Naval Air pilots and also establish various workshops. The second step is to train naval personnel in flying and ground engineering, and these steps are being taken in hand. Thirdly we must place advance orders in the United Kingdom or other countries for our equipment and naval aeroplanes. Unless these three steps are completed, it is useless starting a naval flying unit or having an aircraft carrier.

**Shri Sondhi:** Is the hon. Minister quite sure that his scheme for naval aviation has not been put before the Finance Committee and passed?

**Major-General Himatsinhji:** I think it is before that Committee and it is in the process of being passed.

**Shri Sidhva:** Then the Minister is not up-to-date.

**Dr. M. M. Das:** Sir, has India to pay any money to the United Kingdom for the training facilities given to Indians in naval aviation?

**Major-General Himatsinhji:** Not for the training facilities, but the trainees have to pay for their general up keep and normal living expenses.

**Shri Sidhva:** Sir, Mr. Sondhi said that the Finance Committee has passed the proposal of the hon. Minister and the hon. Minister said that it is in the process of being passed. Which is the correct answer, Sir?

**Mr. Speaker:** The answer is quite obvious. If it has been passed, as Mr. Sondhi says, then it must have happened after the hon. Minister got the note from which he has given the reply. Well, this question does not really call for any information. I go to the next question.

#### GOLD-SMUGGLING CASES

\*1939. **Dr. Ram Subhag Singh:** (a) Will the Minister of Finance be pleased to state the number of gold-smuggling cases detected by the Bombay Customs officials in the year 1950?

(b) What is the estimated total value of the gold seized in Bombay by those officials during the same period?

**The Minister of State for Finance (Shri Tyagi):** (a) 123 cases were detected by the Bombay Custom House officials in the year 1950.

(b) Total estimated value is Rs. 54,36,380.

**Dr. Ram Subhag Singh:** Sir, is it a fact that a Christmas packet received at a Bombay post office contained a



diamond worth Rs. 150,000 which was sought to be smuggled into that city?

**Shri Tyagi:** Sir, I will have to call for details about this particular case.

**Dr. Deshmukh:** Sir, has there been any change in policy since the hon. Minister joined the Finance Ministry with regard to the checking of the smuggling cases? Have any fresh orders been issued to make the check more strict?

**Shri Tyagi:** I am trying to bring more strictness in the work.

**Shri Sidhva:** Sir, out of the sum of Rs. 54 lakhs. the value of the gold seized, how much gold has been confiscated by Government?

**Shri Tyagi:** Generally the custom is whenever 'smuggled' gold is apprehended, it is always confiscated.

**Shri Sidhva:** No, Sir, my question is, of this gold which is seized, how much has been confiscated by Government?

**Mr. Speaker:** The hon. Minister has said that it has been seized.

**Shri Sidhva:** Yes, Sir, it has been seized and kept in custody. But I want to know how much has been confiscated by Government?

**Shri Tyagi:** All the gold that is smuggled and which has been seized, is according to the Sea Customs Act, seized and confiscated.

**Shri Gautam:** Sir, in addition to Bombay, which are the other routes through which gold is smuggled into India, and what steps do Government take to stop that kind of smuggling?

**Shri Tyagi:** Through some of the French possessions. May I further add that over and above the cases apprehended by Bombay Customs, 193 other cases of gold worth Rs. 25,86,000 were apprehended by the Collector of Central Excise, Bombay. He too has powers under the Customs Act to operate even beyond Bombay.

**Shri Deogirikar:** Out of the 123 cases how many are from Goa?

**Shri Tyagi:** I have not got the break-up of these figures. If the hon. Member is anxious I can have it done.

**Shri Dwivedi:** May I know if in addition to confiscating the smuggled gold the smugglers have to undergo some other punishment?

**Shri Tyagi:** Under section 23 of the Foreign Exchange Regulation Act, the Reserve Bank, if they so choose, can authorise launching of prosecution against the smugglers.

**Shri Kamath:** What progress has been made with regard to the investigation into the recent gold smuggling by a Chilean diplomat?

**Shri Tyagi:** The matter is *sub judice* at present.

**Dr. Ram Subhag Singh:** Is it a fact that quite a few Haj pilgrims were also detected in gold smuggling at Bombay port?

**Shri Tyagi:** I have no knowledge. I am sorry I have to plead ignorance of the fact. I will make enquiries.

**Shri Sonavane:** By what percentage has our gold reserve gone up by the confiscation of this smuggled gold?

**Mr. Speaker:** Order, order.

**Shri Sondhi:** On a point of clarification, the hon. Minister stated that the gold seized has been confiscated. The other day in reply to a question the hon. Finance Minister said that unless the court decides or the enquiry is complete the seizure will not result in confiscation.

**Mr. Speaker:** Whatever it may be, it is not a point of order.

**Shri Sondhi:** Not a point of order: I said point of clarification. There seems to be some discrepancy which I want to be removed.

**Mr. Speaker:** The hon. Member might ascertain it later on, not here at this stage.

**Shri Tyagi:** I might clarify that all smuggled gold has to be seized: even that which has to be confiscated has to be seized first.....

**Mr. Speaker:** Order, order. I do not propose to allow any further answer.

#### CORRUPTION AND BRIBERY IN AJMER

\*1940. **Pandit M. B. Bhargava:** (a) Will the Minister of Home Affairs be pleased to state the number of cases of corruption and bribery detected in the State of Ajmer and other Centrally Administered Areas during the year 1949-50 and 1950 upto 31st December 1950?

(b) What are the respective number of cases (i) convicted, (ii) discharged, and (iii) under trials?

**The Minister of Home Affairs (Shri Rajagopalachari):** (a) 178 during the year 1949-50 and 70 during the year 1950 up to 31st December, 1950.

(b) (i) 53.

(ii) 43.

(iii) 103.

**Pandit M. B. Bhargava:** How many of these were detected by the Central

anti-corruption department and how many by the provincial police?

**Shri Rajagopalachari:** If by detection the hon. Member means cases taken up for investigation and on which the authorities have reasonable hopes of taking the cases to a court, the number of cases detected by the local police was 77 and by the special police 125; in Ajmer the local police detected 20 cases and the special police 26 cases.

**Pandit M. B. Bhargava:** Are there cases which have been under investigation for over a year without any decision as to whether they are to be prosecuted or not?

**Shri Rajagopalachari:** I have already given the number of cases of discharged, convicted and under trial. If any cases have remained on hand for a long time, it must be due to the nature of the cases.

**Pandit M. B. Bhargava:** I am asking about cases which are still under investigation and about which no decision has been arrived at regarding prosecution.

**Shri Rajagopalachari:** There are some cases still under investigation. The hon. Member will see that the total number of cases taken up were 248 and the total number of the convicted, discharged and under trial comes to 199. There are 49 cases still under investigation.

**Pandit M. B. Bhargava:** How many cases were taken up in Part C States other than Ajmer and Delhi?

**Shri Rajagopalachari:** The question related to Ajmer and other Centrally Administered Areas. The only other areas are Coorg, the Andaman and Nicobar Islands. There have been no cases there.

**Pandit M. B. Bhargava:** There are other Part C States such as Vindhya Pradesh.

**Shri Rajagopalachari:** The Centrally Administered Areas are Ajmer, Coorg, the Andaman and Nicobar Islands.

**Mr. Speaker:** The question is about Centrally Administered Areas and not about Part C States.

**Shri Rajagopalachari:** The question was about Centrally Administered Areas. I have not collected figures about Part C States.

**Mr. Speaker:** Centrally Administered Areas should not be confused with Part C States.

**Shri Kamath:** How many cases were withdrawn after prosecution had been

launched and on whose authority and in what circumstances?

**Shri Rajagopalachari:** I require notice for that question.

#### HOSPITALS AND DISPENSARIES IN AJMER

\*1941. **Pandit M. B. Bhargava:** Will the Minister of Health be pleased to state:

(a) the number of dispensaries and hospitals existing in the rural and urban areas of the State of Ajmer during the years 1949 and 1950 and the total expenditure incurred thereon by Government in the years 1949-50 and 1950-51; and

(b) whether any travelling dispensaries were started during these years in the rural areas of the State and if so, what is the total amount of expenditure incurred thereon?

**The Minister of Health (Rajkumari Amrit Kaur):** (a) The number of dispensaries and hospitals was as follows:

1949	Rural	8.
	Urban	5.
1950	Rural	9.
	Urban	5.

The total expenditure incurred on them was Rs. 3,99,725 during the year 1949-50 and Rs. 5,03,071 up to the 31st December, 1950.

(b) Yes. One Mobile dispensary was started in December, 1949, in the Kekri Sub-Division. The total expenditure incurred on it up to the 31st December 1950, was Rs. 10,036.

**Pandit M. B. Bhargava:** May I know whether there has been any increase in strength of the staff in dispensaries and hospitals other than the Ajmer Hospital last year?

**Rajkumari Amrit Kaur:** Yes, Sir. That accounts for the extra expenditure not only on the hospitals but also on the dispensaries that used to be run by the Ajmer Dispensary Fund since they have been taken over by the Government and additional staff and also additional equipment have been provided.

**Lala Achint Ram:** How many beds are reserved for T.B. patients in those hospitals?

**Rajkumari Amrit Kaur:** The Ajmer hospital has, I believe, 25 beds; I am speaking subject to correction; and in the Madar Sanatorium run by the Mission there are also 25 beds reserved for displaced persons suffering from T.B. (Presumably T.B. seems to have been misheard as D.P.)

گھائی جی - ایس - مسادر - کیا  
 سوکار کسی ایسی اسکیم پر غور کر  
 رہی ہے جس کے ذریعہ دیہات کے  
 لوگوں کو علاج کی سہولیت زیادہ  
 پہنچانے کی کوشش کی جائے گی ؟

[Giani G. S. Musafir: Is there any scheme under consideration of Government by which more medical facilities will be provided to the rural areas?]

**Rajkumari Amrit Kaur:** It is a general question. We are trying to do whatever we can everywhere.

#### NATIONAL CADET CORPS

\*1942. **Pandit M. B. Bhargava:** Will the Minister of Defence be pleased to state:

(a) the number of the institutions giving training in the National Cadet Corps in Parts A, B and C States separately;

(b) the number and strength of the Junior and Senior Men and Women Divisions of the Corps existing in the various institutions, and the amount of expenditure incurred by the Government of India thereon in the years 1948-49, 1949-50 and 1950-51;

(c) by which date the target fixed by the N.C.C. Committee is likely to be reached; and

(d) the total amount of recurring and non-recurring expenditure incurred so far and likely to be incurred in future?

**The Deputy Minister of Defence (Major-General Himatsinhji):** (a) and (b). Two statements are laid on the Table of the House. [See Appendix XIV, annexure No. 14.]

(c) The exact date of reaching the target figures (35,000 cadets in the Senior Division and 1,25,000 cadets in the Junior Division) cannot be forecast at this stage as it depends on the following three factors, viz. (i) availability of Armed Forces personnel, (ii) equipment required for training purposes, and (iii) the financial commitment which the Central and State Governments can undertake on this organisation.

(d) The expenditure incurred by the Government of India during the years 1948-49, 1949-50 and 1950-51 is already given in answer to part (b) of the Question.

The expenditure to be incurred by the Government of India during 1951-52 is:

Recurring—Rs. 46 lacs approximately.

Non-recurring—Rs. 1 lac. approximately.

**Pandit M. B. Bhargava:** What is the reason for the non-organisation of women cadets in Part B and Part C States?

**Major-General Himatsinhji:** The statements show that there are organisations, both senior division and junior division, in Part B and Part C States, though perhaps not on the same scale as in Part A States. The only reason I can give for that is that Part B and Part C States are perhaps in a more fluid state and their Governments have not probably had the time to deal with this question.

**Pandit M. B. Bhargava:** My question was about the organisation of women cadets in Part B and Part C States.

**Major-General Himatsinhji:** There are three Girls' Divisions in the country, each consisting of 3 lady officers and 90 girl cadets, one at Ludhiana, one at Calcutta and one at Nagpur. We are not thinking of increasing the number in 1950-51.

**Shri Kamath:** Has the Minister's attention been drawn to his colleague, the Health Minister's speech against military training for girls and women, and, if so, does that reflect Government's policy?

**Major-General Himatsinhji:** No, Sir. My attention has not been drawn to it yet.

**Shrimati Durgabai:** May I know whether it is a fact that a large number of girl and women students are anxious to take the benefit of this training but are denied this benefit because they happen to belong to educational institutions under private management?

**Major-General Himatsinhji:** We realise the fact that a large number of girls wish to take advantage of this training, but we wish to see whether this scheme proves successful or not before we decide on further extension.

#### DAMODAR VALLEY CORPORATION

\*1943. **Shri Barman:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) the number of Engineers sent by the Damodar Valley Corporation for training abroad;

(b) when their training will be completed; and

(c) by what time the Indian Engineers will be in a position to run the

project themselves without foreign technical aid?

**The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa):** (a) Fifteen engineers have so far been sent abroad for training or on deputation—eleven to U.S.A., three to Italy and one to Switzerland.

(b) Eleven have already returned, and one more is likely to return shortly. The others are expected to complete their training in November, 1951.

(c) No definite period can be mentioned. Foreign Technical experts are on a three-year contract and their contracts will not be renewed if it is found that the Project can be run without their aid.

**Shri Barman:** May I know whether these recruits were taken from among those fresh from the colleges or from among those who have had some experience?

**Shri Sri Prakasa:** From both. We invite applications both from those who are in our service already and those who are not.

**Shri Barman:** Is the sending of further batches for the same purpose under immediate contemplation?

**Shri Sri Prakasa:** I could not say that because I have had no communication from the Damodar Valley Corporation on the subject.

**Shri Sidhva:** For what kind of engineering training have these persons been sent to foreign countries?

**Shri Sri Prakasa:** The engineers whom we have sent so far to the U.S.A., were sent for intensive training in thermal power stations.

**Shri Sidhva:** Is it not a fact that the Engineers' Association has made a representation to the Government saying that there are sufficient numbers of qualified engineers available for the purpose, and, if so, what steps have Government taken to employ them rather than send new recruits for training abroad?

**Shri Sri Prakasa:** The question relates to the Damodar Valley Corporation and I shall have a copy of the hon. Member's question sent to them.

**Shrimati Durgabai:** May I know whether it is a fact that some of the Indian engineers who are found very much qualified for this project are disqualified on grounds of age?

**Shri Sri Prakasa:** I should not think so, Sir, so far as this question goes

because it relates to young trainees who can scarcely be overaged.

**Shri Raj Bahadur:** Do I take it that the Government have sent people for training only for thermal power and not for hydel?

**Shri Sri Prakasa:** So far we have sent out our engineers for special training in thermal power.

**Shri Jnani Ram:** Are these recruits asked to execute an agreement for working permanently in the Corporation?

**Shri Sri Prakasa:** They are employees of the Corporation.

**Shri B. R. Bhagat:** What is the number of foreign engineers serving in the Corporation at present?

**Shri Sri Prakasa:** Six, Sir.

**Shri T. N. Singh:** May I know whether the Damodar Valley Corporation is under any contractual obligation to employ these engineers even if they are not found up to the mark after training?

**Shri Sri Prakasa:** These trainees are sent abroad under definite conditions and I do not think that the situation to which my hon. friend refers can arise.

#### PETROLEUM

\*1944. **Shri Barman:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) the quantity of petroleum produced in India per annum; and

(b) the attempts made in 1950 for the exploration of petroleum?

**The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa):** (a) The annual production of Crude Petroleum in India during the last 3 years was:

1948—65,359,445 gallons.

1949—66,045,612 gallons.

1950—65,217,360 gallons.

(b) The Geological Survey of India conducted investigations for location of oil during 1950 in the Punjab, Cutch and the Andamans.

Work in this connection was also done by a private company which has been granted an exploratory licence.

**Shri Barman:** What are the results of the attempts made by the Geological Survey Department to explore oil in the Punjab?

**Shri Sri Prakasa:** In the Punjab the Geological Survey of India carried out

some investigation and a report on the completion of a detailed survey of the Jwalamukhi area and extension of regional surveys round about it, has been received.

**Shri Barman:** Has there been any attempt made by the hon. Minister's Department to get oil out of coal?

**Shri Sri Prakasa:** Luckily, Sir, the question does not relate to getting oil out of sand anyway I fear I am not in a position to give any satisfactory reply to the hon. Member.

**Shri Barman:** Does the hon. Minister mean to say thereby that no research is being carried out to find oil from coal?

**Shri Sri Prakasa:** I fear I have no information on the subject at hand but I shall enquire if oil can be found out of coal or coal out of oil.

**Shri Brajeshwar Prasad:** I wanted to know from the hon. Minister whether the private company to which he referred is an Indian company or some foreign company.

**Shri Sri Prakasa:** This company is the Assam Oil Company and is situated in Digboi in Assam.

**Shri S. C. Samanta:** May I know the total value of petroleum produced in 1950?

**Shri Sri Prakasa:** I have given the quantity obtained, but I could not say straight off its value in money.

**Shri Brajeshwar Prasad:** What is the total quantity of petroleum imported into the country and what are the names of the countries from which it is imported?

**Mr. Speaker:** That has been answered several times.

**श्री भट्ट:** क्या माननीय मंत्री जी को मालूम है कि राजस्थान के किसी हिस्से में ऐसी सबे हुई है ?

[**Shri Bhatt:** Is the hon. Minister aware of any such survey done in any part of Rajasthan?]

**श्री श्री प्रकाश:** जी नहीं, जहाँ तक मुझे मालूम है अभी तक राजस्थान में कोई अनुसन्धान नहीं हुआ है।

[**Shri Sri Prakasa:** No Sir. So far as I know, no such investigation has been done in Rajasthan.]

#### ANCIENT MANUSCRIPTS

\*1945. **Shri Raj Kanwar:** Will the Minister of Education be pleased to state:

(a) whether Government are aware that a very large number of ancient manuscripts, chiefly in Sanskrit, Pali and Prakrit, of considerable historic, educational and cultural value, are preserved or stored in various public and private libraries, colleges, universities and other educational institutions scattered all over the country; and

(b) if the reply to part (a) above be in the affirmative, whether Government have taken or propose to take suitable and active steps for their acquisition or preservation and for their cataloguing, classification, indexing etc.?

**The Minister of State for Rehabilitation (Shri A. P. Jain):** (a) Yes, Sir.

(b) As these manuscripts are already preserved in the libraries and educational institutions where they are in use, the question of their further acquisition or preservation does not arise. Many of these collections have also been catalogued. Attention of the hon. Member is invited to *New Catalogus Catalogum* published by the Madras University.

**Shri Raj Kanwar:** What is the amount spent by Government so far on this work and are Government satisfied that the amount spent has been adequate for this purpose?

**Shri A. P. Jain:** I am not in a position to give the amount that has been spent, but further efforts are being made to produce comprehensive catalogues of these books.

**श्री भट्ट:** क्या माननीय मंत्रीजी बतलायेंगे कि राजाओं के पास जो इस प्रकार की हस्तप्रतियाँ हैं वह सरकार ने हासिल की हैं ?

[**Shri Bhatt:** Will the hon. Minister be pleased to state whether Government have acquired such manuscripts which were with the Princes?]

**श्री ए० पी० जैन:** जो राज्य की होंगी वह तो जरूर हासिल होंगी और जो उनके निजी हैं उनके हासिल करने का सवाल ही नहीं उठता।

[**Shri A. P. Jain:** If they belong to the State, they will certainly be acquired, but the question of acquisition of those which are their own does not arise.]

**Shri Raj Bahadur:** May I know whether any specific efforts have been made by Government to procure such manuscripts in Pali and Prakrit from private sources as part of a scheme?

**Shri A. P. Jain:** Many of these manuscripts are with private institutions—educational and otherwise—and they are being properly preserved.

**Dr. Deshmukh:** May I know if the hon. Minister can tell me even the numbers of the manuscripts which have been seen or located by the Ministry of Education in all the three languages mentioned in the Question?

**Shri A. P. Jain:** Government have not so far prepared a comprehensive list.

**लाला अचिंत राम :** क्या माननीय मंत्री जी यह बतलाने की कृपा करेंगे कि वेस्ट पाकिस्तान की लायब्रेरियों से पार्टीशन के बाद गवर्नमेंट को कुछ मैनूस्क्रिप्ट प्राप्त हुई है ?

[Lala Achint Ram: Will the hon. Minister be pleased to state whether Government have received some manuscripts from the libraries of West Pakistan after partition?]

**श्री ए० पी० जैन :** इस बात की चर्चा तो हुई, लेकिन कितनी मिली और कितनी नहीं मिली, यह मैं नहीं बतला सकता ।

[Shri A. P. Jain: This question was taken up, but I cannot say how many have been obtained.]

#### FLOOD CONTROL CONFERENCE

\*1946. **Shri B. R. Bhagat:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether a regional conference under the auspices of the E.C.A.F.E. Flood Control Bureau was held in New Delhi in early January 1951;

(b) if so, how many countries participated in it;

(c) how many international organizations were represented;

(d) what were the items of discussion; and

(e) what were the recommendations made?

**The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa):** (a) Yes, Sir.

(b) 14.

(c) to (e). A list showing the International organisations which participated in the discussions, the agenda of the conference indicating the subjects discussed and of the recommendations made by the conference are laid on the Table of the House. [See Appendix XIV, annexure No. 15.]

**Shri B. R. Bhagat:** What arrangements have been suggested in the Conference for joint study and investigation and exchange of technical knowledge as regards flood control matters?

**Shri Sri Prakasa:** If the hon. Member will kindly study the statement which I have laid on the Table of the House incorporating the recommendations made, perhaps he would be able to get an answer to his question.

**लाला अचिंत राम :** क्या माननीय मंत्री जी कृपा कर के बतलायेंगे कि इन कान्फेन्सों में ऐसी कोई तजवीज़ सामने आई है, जिस पर कि फौरी अमल किया जा सके, जैसे मसलन् पंजाब में बाढ़ आई ?

[Lala Achint Ram: Will the hon. Minister be pleased to state whether any such scheme came up for consideration in these Conferences which could be brought into immediate implementation e.g. the problem of Punjab when it was in the grip of floods?]

**श्री श्री प्रकाश :** मुझे अफ़सोस है कि मैं ने सारे बिबरण को तो अभी तक पढ़ा नहीं है लेकिन जिस मामले को माननीय मेम्बर यहाँ पेश कर रहे हैं, उस पर बहुत चर्कर हुई थी ।

[Shri Sri Prakasa: I am sorry, I have not yet gone through the whole statement but the problem referred to by the hon. Member was certainly discussed there.]

**Shri R. Velayudhan:** May I know whether the dispute between India and Pakistan regarding canal waters was discussed in this Conference or in any other Conference later on?

**Shri Sri Prakasa:** I fear that it was beyond the purview of this Conference.

**Dr. Ram Subhag Singh:** Did this Conference discuss any plan to prevent flood control in this country and if so how long will it take to give effect to that plan?

**Shri Sri Prakasa:** The whole matter was generally discussed, but I could not inform the House as regards the decisions reached.

**Shri Sidhva:** What about my Question, Sir? It is No. 1947.

**Mr. Speaker:** It has been transferred to the 14th March.

**Shri Sidhva:** It means, Sir, that my question would get a lower place on that day's Question List and I will be deprived of an oral answer. It is not fair to me.

**Mr. Speaker:** Was this transfer done without the consent of the hon. Member?

**Shri Sidhva:** Yes, Sir. I did not know anything about it.

**Mr. Speaker:** Questions relating to Information and Broadcasting have been fixed for the 14th. That is why the hon. Member's question which relates to Information and Broadcasting may have been transferred to that date.

**Shri Sidhva:** The point is this, Sir. When a question has been admitted and the hon. Minister concerned also agrees to the date and when the question is published in the Question List, it is not fair to the hon. Member concerned that because the hon. Minister's convenience does not suit him, the hon. Member should be deprived of oral answer.

**Mr. Speaker:** Whose convenience?

**Shri Sidhva:** The hon. Minister's convenience. The hon. Minister is not here; that is why it has been postponed.

**Mr. Speaker:** If that is so, when the hon. Member said the hon. Minister had 'agreed' he was not correct. I won't presume agreement.

**Shri Sidhva:** I want your protection, Sir.

**Mr. Speaker:** I understand the difficulty, but the question will go to the day on which the hon. Minister will be present.

**Shri Kamath:** On a point of order. May I ask whether generally speaking any change in the Question List—whether it be transfer or cancellation—ought not to be communicated to the hon. Member concerned before the appointed day?

**Mr. Speaker:** I do not think I need enter into that argument now. Question No. 1948.

#### SUSPENSION OF TAXES ON TOBACCO

\*1948. **Dr. M. M. Das:** Will the Minister of Finance be pleased to state:

(a) the States to whom the Union Government have to pay compensation for their suspension of provincial taxes upon tobacco; and

(b) the amounts paid to each of the States during the year 1950-51?

**The Minister of State for Finance (Shri Tyagi):** (a) Bombay, Madras, Madhya Pradesh and Coorg.

	Rs.
(b) Bombay	54,00,000.
Madras	56,00,000.
Madhya Pradesh	1,50,000.
Coorg	4,600.
Total	1,11,54,600.

**Dr. M. M. Das:** May I know whether the promulgation of the new Constitution has produced any change in regard to the provincial taxation on tobacco and collection of excise duties on tobacco by the Central Government?

**Shri Tyagi:** Excise duty is being realised as it was before. Except that the rates were changed, no other change has been effected.

**Dr. M. M. Das:** By Entry No. 84 of the Union List, the levy and collection of excise duties falls under the jurisdiction of the Union Government and the States have no right to take a share of the revenue. That is why I am putting this question.

**Shri Tyagi:** In fact, when the excise duty on tobacco came into force for the first time in April 1942, the then Government of India had an agreement with the various Provincial Governments which were realising sales tax on tobacco. The Provincial Governments were asked to give up their sales tax and in compensation for that the Government of India agreed to give them various sums. For Bombay, they agreed to pay Rs. 29 lakhs; for Madras Rs. 22 lakhs, and so on. But after the partition these States protested against the original sums. They wanted more sums to be paid. It was agreed that some more sum should be paid and the latest figures are as I have read out: Rs. 54 lakhs for Bombay and Rs. 56 lakhs for Madras. I might add that this matter has ultimately to be referred to the Finance Commission, which I promise to do. According to the Constitution, it is for Parliament to lay down the principles on which excise duties are to be levied and so long as Parliament does not pass such legislation the matter has to remain pending.

**Dr. M. M. Das:** When the excise duty or sales tax on tobacco was

imposed by the States, was it at a flat rate or was the taxation according to the special methods of processing tobacco or the different purposes for which tobacco was being used?

**Shri Tyagi:** It was not an excise duty. It was a tax on sale and licences for vendors etc. By these methods they were realising some taxes on tobacco.

**Dr. M. M. Das:** May I know, Sir, the revenue realised by the Central Government after payment of compensation to the different States during the current year?

**Shri Tyagi:** As I have said, the principle and proportion of payment to the States have ultimately to be decided by the Financial Commission, to which I shall refer the matter.

**Shri Syamnandan Sabaya:** Have other State Governments where sales tax is levied on tobacco applied for compensatory payment as in the case of Madras, Bombay and Coorg?

**Shri Tyagi:** I have no information about it: if the hon. Member is anxious, I shall find it out and let him know.

**Shri Sondhi:** Is it not a fact that the amounts mentioned have already been agreed to by this House in supplementary demands?

**Shri Tyagi:** According to article 272 of the Constitution, Parliament is empowered to pay out of the Consolidated Fund of India to the States to which the law imposing the duty extends sums equivalent to the whole or any part of the net proceeds of that duty, and those sums shall be distributed among those States in accordance with such principles of distribution as may be formulated by such law.

So, Parliament itself by law has to lay down as to how and on what principles the whole or part of that amount will have to be distributed among the various States.

**Dr. M. M. Das:** I wanted to know in my last supplementary question what was the revenue realised by the Central Government after paying the States their due share?

**Shri Tyagi:** No part of the revenue derived out of the Union excise duty as such is shared by the Centre with the States.

**Dr. M. M. Das:** The hon. Minister himself admitted that certain amounts were paid to Madras and Bombay.

**Mr. Speaker:** Perhaps he spoke of allotment and not sharing.

**Shri Tyagi:** As I have said the basis has yet to be agreed to by Parliament.

#### GEOLOGICAL SURVEY OF ANDAMAN AND NICOBAR ISLANDS

\*1949. **Dr. M. M. Das:** (a) Will the Minister of Natural Resources and Scientific Research be pleased to state whether a thorough geological survey of Andaman and the Nicobar Islands has been made?

(b) If not, do Government propose to undertake the work in the near future?

(c) Is it a fact that second class coal has been found in the Andamans and mud smelling showing the presence of mineral oils has also been found?

**The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa):** (a) and (b). No Sir; but the Islands have been visited several times by officers of the Geological Survey of India, and a general idea of the geology of the Islands has been obtained. An officer of the Geological Survey of India carried out a reconnaissance of certain areas in the Islands especially those in which oil might be found on the basis of previous work during 1949-50, and another officer is at present there conducting further geological investigations.

(c) Yes, Sir. Lignite has been noticed in two or three places, and traces of oil in mud have also been noticed in some places. The reports received indicate that the Lignite is always limited in quantity and is of a very poor quality, and the occurrences of oil do not appear to be promising enough to work.

**Dr. M. M. Das:** May I know, Sir, whether any team of surveyors was sent to the Andamans during last October for carrying out geological survey?

**Shri Sri Prakasa:** No, Sir.

#### CENTRAL ADVISORY BOARD OF EDUCATION

\*1950. **Shri R. Velayudhan:** (a) Will the Minister of Education be pleased to state how many times the Central Advisory Board of Education met in 1950?

(b) What were the subjects of deliberation of this Board?

**The Minister of State for Rehabilitation (Shri A. P. Jain):** (a) The Central Advisory Board of Education met twice during 1950.

(b) A copy of the proceedings of the two meetings—16th and 17th (Special)



meetings—has been placed in the Parliament Library for the use of the Members

**Shri R. Velayudhan:** May I know, Sir, the composition and the principal functions of this Board of Education?

**Shri A. P. Jain:** So far as the composition is concerned, I will refer the hon. Member to the Gazette in which the names of members were published. The functions of the Board are to advise the Education Ministry on practically all matters concerned with the Ministry. The matters considered at the 16th meeting will give an idea of the functions of the Board. The Board considered the question of preparation of text-books, productive aspects of basic education, central and provincial councils for the welfare of handicapped children, compulsory physical work and so on.

**Shrimati Durgabai:** May I know, Sir, whether the question of giving free and compulsory education in the case of children up to 14 years has been discussed by this Board in terms of the provisions of our Constitution and if so what is their decision?

**Shri A. P. Jain:** From the papers before me I find that it was not discussed at the 16th and 17th meetings. It may have been discussed at other meetings—I am not in a position to say.

**Shri R. Velayudhan:** May I know whether at the recent Conference held at Trivandrum any scheme was formulated regarding compulsory adult education in any part of India?

**Shri A. P. Jain:** Two meetings, as I said, were held, one in Cuttack and another in Delhi in 1950. The proceedings of the Trivandrum Conference are not before me.

**Shrimati Durgabai:** May I know whether it is a fact that the question of adult education was discussed in general terms at various meetings. When is a decision going to be taken with regard to that?

**Shri A. P. Jain:** I am not in a position to state when a decision is going to be taken.

#### MILITARY BARRACKS AT MAKROMIA IN SAUGOR

\*1951. **Shri R. L. Malviya:** (a) Will the Minister of Defence be pleased to state whether it is a fact that the military barracks at Makromia, in Saugor in Madhya Pradesh, which houses the University of Saugor at present, was sold by Government to the Government of Madhya Pradesh

without any reference to the Vice-Chancellor of the University, Sir Hari Singh Gour?

(b) What is the amount at which the barracks were sold?

(c) Are Government aware that the ex-Commander-in-Chief of India, Sir Claude Auchinleck had assured Sir Hari Singh Gour a free gift of the land and barracks for the University and representations have been made by the University for refund of the sale price?

(d) If so, do Government propose to refund the amount for other development purposes of the University and when?

**The Deputy Minister of Defence (Major-General Himatsinhji):** (a) The transfer of the property was negotiated between the Central and State (Provincial) Governments. It is not known whether the matter was referred to Sir Hari Singh Gour by the State Government or not.

(b) Rs. 2,50,000.

(c) (i) Government are not aware of any such assurance.

(ii) Two representations dated the 2nd December 1949 and the 8th December 1949 were received from Sir Hari Singh Gour.

(d) Government do not see any reason to refund the amount or to make an equivalent grant. The project was valued at Rs. 7.25 lakhs and the transaction therefore already represents a considerable concession.

**Shri R. L. Malviya:** What action has been taken on the representation of Sir Hari Singh Gour in the matter?

**Major-General Himatsinhji:** On the 22nd December 1949 the hon. the Defence Minister replied to Sir Hari Singh Gour that there was no trace of any reference to the question of free transfer of the property and therefore it was difficult to accept the contention that the amount of Rs. 2½ lakhs was realised erroneously. The transfer of the property at Rs. 2½ lakhs represented a considerable concession. It was also stated that it was not possible for the Government of India to agree to take back these buildings which had been permanently transferred and, if these were not required by the University, their disposal would be a matter entirely for them to decide.

#### Short Notice Question and Answer

ALLEGATIONS AGAINST FOOD MINISTER, re TUBEWELL PROJECT IN BOMBAY

**Pandit Thakur Das Bhargava:** (a) Will the Prime Minister be pleased to state whether the attention of Government has been drawn to a report of the proceedings of the Bombay Legislative

Assembly, which has appeared in the *Free Press Journal* of the 17th February 1951, in which a reference has been made to the Union Food Minister in connection with a tubewell project in Bombay State?

(b) Is there any truth in the insinuation conveyed by the question put by a Member of the Bombay Legislative Assembly that the Union Food Minister had anything to do in the matter of giving that contract to the National Tubewell Limited, or which one of the Directors is the son-in-law of the Food Minister?

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

(b) The Government of India were or are in no way connected with this matter which was the sole responsibility of the Government of Bombay. The Government of India came in only on the question of a loan to the Government of Bombay for financing this project and, as such, the Government had a general responsibility for seeing that the project was a sound one and the terms of the contract satisfactory. In this connection a reference was made to the Central Ministry of Food and Agriculture on this subject. The Food Minister declined to deal with this matter as one of the promoters of the company which was formed and which the Bombay Government was selecting, was his son-in-law. He directed that the papers should be put up before me for disposal. I came to the conclusion that the sole question to be considered was whether the proposed company was competent to carry out the work and the fact that a member of it was a relative or son-in-law of the Food Minister had no relevance in the circumstances, provided care was taken to examine the competence of the firm and the contract fully. The Government of Bombay were in the best position to do so.

On the Bombay Government applying for a loan to the Government of India, the economics of the project were examined by the Food and Agriculture Ministry and the Finance Ministry and these being found satisfactory, a loan was sanctioned. The Minister for Food and Agriculture was in no way concerned with this matter.

The Bombay Government have been good enough to send me full particulars. From this it appears that the choice for this kind of work was very limited and lay between a foreign company and the company to which the contract was given, which was the only organised Indian company. After full investigation they came to the conclusion they did.

The Home Minister of the Bombay Government made a full statement in the Bombay Legislative Assembly on this subject. Later, the Bombay Government decided to cancel the contract and to allow all firms concerned to apply afresh.

**Shri Kamath:** At the time this loan was sanctioned to the Bombay Government was it not made a condition, and was not this condition made clear to the Bombay Government that tenders should be invited?

**Shri Jawaharlal Nehru:** I have just stated in answer to the question that at the time there were only two Companies who could possibly do the work and the two Companies were before the Bombay Government. They had both made proposals and the Bombay Government selected between the two. I do not know exactly of the correspondence that took place between our Finance Ministry and the Bombay Government at the time.

**Prof. K. T. Shah:** Had the Bombay tubewell company to whom the contract was given any previous experience of this kind of work?

**Shri Jawaharlal Nehru:** The company itself was a relatively new one but the men concerned with the company I am told had a good deal of experience.

**Shri Hanumanthaiya:** When the papers were placed before the hon. the Prime Minister was he of the opinion that tenders should be called for or that the contract should be given to this new firm? What was the opinion he expressed?

**Shri Jawaharlal Nehru:** Normally speaking the matter would not have come up before me at all; it would have been dealt with by the Finance Ministry and the Ministry of Food and Agriculture. It came up before me at the instance of the Food Minister because he said he did not want to do anything with this matter because a relative of his was a member of one of the firms. Thereupon I said, as I have just stated, that the matter should be examined on the merits thoroughly and that the fact that anybody happened to be a relative should not come in the way, this way or that, if on the merits it was a good thing. The question of tenders did not come up before me at all. It was for the Bombay Government to decide and later for our Finance Ministry to check whether the decision was a right one or not.

**Dr. Deshmukh:** May I know what was the amount of the loan and if any

similar loan was sanctioned to any other State for tubewells?

**Shri Jawaharlal Nehru:** I am afraid I have no information myself, but my colleague the Food Minister tells me that the loan was roughly about Rs. 2 crores and such loans have been sanctioned for several States.

**Sardar B. S. Man:** What were the reasons for the subsequent cancellation of the contract?

**Shri Jawaharlal Nehru:** The Home Minister of the Bombay Government stated that in view of the fact that some hon. Members of the Bombay Legislative Assembly had felt perturbed about it although he himself was perfectly certain with the decision, nevertheless he was quite prepared to cancel it and ask for tenders afresh.

**Shri Joachim Alva:** Is it not true that the Bombay Government in deference to constructive criticism dropped altogether the plan of giving it to the firm in view of the Bombay Government's reputation for efficiency and integrity?

**Mr. Speaker:** Order, order.

**Shri Thimmappa Gowda:** When was this company started?

**Shri Jawaharlal Nehru:** I could not give the date, but it is a recent company.

**Shri Sondhi:** What was the security offered to the Government for this loan?

**Mr. Speaker:** That is for the Bombay Government.

**Shri Sondhi:** But the Government of India must know what is the security for the loan being advanced?

**Mr. Speaker:** He means the security from the company.

**Shri Jawaharlal Nehru:** From the company? Not from the Bombay Government?

**Shri Sondhi:** Security from the company to the Bombay Government.

**Shri Jawaharlal Nehru:** As far as we are concerned we deal with the Bombay Government—we do not deal with the company—so that it is the Bombay Government's security to us. But the company offered a bank guarantee.

**Dr. Deshmukh:** May we take it that this two crore loan will not now be required by the Bombay Government and that it is a saving to us?

**Shri Jawaharlal Nehru:** The loan has been sanctioned and the work is going to be done. The only question that now arises, which has been reopened, is which particular firm or company should carry out this work. This has been reopened and tenders have been invited.

**Mr. Speaker:** Let us proceed to the further business on hand. We are entering into details, about the transactions by the Bombay Government with which we are not concerned here.

**Shri Kamath:** May I request you as the guardian of the rights of Members of this House to kindly direct your Secretariat to see that where a change is made in the Question List, except where the Member himself withdraws the question, that the Member should be intimated about it: this is not the first instance but the second or third in this session.

**Dr. Ram Subhag Singh:** I was not informed. Even about my short notice question I do not know. I was not informed about it.

**Mr. Speaker:** Is it disallowed or allowed?

**Dr. Ram Subhag Singh:** I do not know.

**Mr. Speaker:** That is a different matter. He gets intimation of its disallowance or allowance. But I shall have to enquire about this. Presumably, if hon. Members choose for their question a specific date which is not allotted to that Ministry for answering, sometimes through mistake a question occurs in the List on that day. But if that is not the day allotted for the Ministry I think it should not reasonably be insisted that he should have an answer on that day. Now, the only thing in point of argument from the hon. Member Mr. Sidhva is that this particular question found a place in the printed list. That means the mistake was not detected when it was put to print and now, when the mistake is detected, it is corrected. I do not see what grievance there can be over that. Hon. Members are in the beginning provided with a list of dates showing the Ministries in respect of which questions would be put on those dates. Here, this day is obviously not a day fixed for the Ministry of Information and Broadcasting.

**Shri Sidhva:** If you go through the statement that has been supplied by your office you will find that the Ministries mentioned for the 7th March are Defence, Education, Finance, Health, Home Affairs, Information and Broadcasting.

**Mr. Speaker:** He may see the Secretary and have the explanation, and if he is dissatisfied I will look into the matter. But I may say that such mistakes are not of special significance to be complained of.

**Shri Sidhva:** It was not my mistake.

**Mr. Speaker:** Whosoever's mistake it is, it is human. The office is as capable of making mistakes as hon. Members. It is not that one is infallible and the other is not. That is not the point.

## WRITTEN ANSWERS TO QUESTIONS

### CIVIC RIGHTS TO DISPLACED PERSONS

\*1952. **Seth Govind Das:** Will the Minister of Home Affairs be pleased to state whether it is proposed to enact a special Act giving civic rights to displaced persons from East Pakistan, who came here after the passing of the Constitution Act?

**The Minister of Home Affairs (Shri Rajagopalachari):** It is proposed to make special provision in the Indian Citizenship Law to enable these displaced persons to acquire Indian Citizenship.

### FINANCIAL INTEGRATION OF STATES

\*1953. **Seth Govind Das:** Will the Minister of Finance be pleased to state:

(a) what is the total debits and total credits to each of the Part 'B' States at the dates when the integration took place; and

(b) what is the total expenditure on this account i.e., expenditure on items transferred to the Centre in respect of these states?

**The Minister of State for Finance (Shri Tyagi):** (a) The hon. Member is presumably referring to the outstanding assets and liabilities of the Part B States as on the date of the federal financial integration. The figures are not yet ready.

(b) A separate account is not kept of the expenditure incurred in Part B States on Central subjects but at the time the budget for 1950-51 was framed it was estimated that this expenditure will be of the order of Rs. 25 crores.

मंत्रियों का यात्रा व्यय

\*१९५४. श्री जांगड़े : गृह कार्य मंत्री यह बतलाने की कृपा करेंगे कि ;

(ए) जब भारत सरकार के मंत्री दिल्ली के बाहर ऐसी सभाओं में भाग लेने के लिए जाते हैं जिनका सरकारी कार्य से कोई सम्बन्ध नहीं होता तो क्या उनका यात्रा व्यय सरकार द्वारा वहन किया जाता है ; तथा

(बी) यदि हां , तो १९५०-५१ में इस प्रकार कुल कितना रुपया व्यय किया गया ?

### TRAVELLING EXPENSES OF MINISTERS

[\*1954. **Shri Jaangde:** Will the Minister of Home Affairs be pleased to state:

(a) whether the travelling expenses of the Ministers of the Government of India are borne by Government when they go out to attend meetings not connected with Government business outside Delhi; and

(b) if so, what was the amount thus spent in the year 1950-51?]

**The Minister of Home Affairs (Shri Rajagopalachari):** (a) The criterion adopted is public interest—which is somewhat wider in connotation than "Government Business". On the analogy of the Rules applicable to Government servants, Ministers are entitled to travelling allowance when they undertake journeys which are in the public interests; these do not, of course, include journeys undertaken solely for personal reasons or exclusively for party purposes.

(b) It is not possible to answer this question without a fresh analysis of an impracticable kind.

रिजर्व बैंक द्वारा कृषि कार्य के निमित्त दिया गया ऋण

\*१९५५ श्री जांगड़े : क्या वित्त मंत्री यह बतलाने की कृपा करेंगे :

(ए) भारत के रिजर्व बैंक द्वारा गत वर्ष कृषि कार्य के निमित्त कितने रुपये का ऋण दिया गया ;

(बी) भारत के रिजर्व बैंक द्वारा गत वर्ष कृषि कार्य के निमित्त मध्य भारत के सहकारी बैंकों को कितने रुपये का ऋण दिया गया ; तथा

(सी) क्या १९५१-५२ में उक्त राशि में वृद्धि करने का कोई विचार है ?

**LOANS BY RESERVE BANK FOR AGRICULTURAL PURPOSES**

[\*1955. **Shri Jangde**: Will the Minister of Finance be pleased to state:

(a) the amount lent by the Reserve Bank of India last year for agricultural purposes;

(b) the amount lent by the Reserve Bank of India to the Co-operative Banks of Madhya Bharat in the year 1950-51 for agricultural purposes; and

(c) whether it is proposed to increase this amount in the year 1951-52?]

**The Minister of State for Finance (Shri Tyagi)**: (a) In the calendar year 1950, the Reserve Bank of India gave advances to Co-operative Banks for agricultural purposes to the extent of Rs. 4.6 crores approximately.

(b) Under the Reserve Bank of India Act as it stands at present, the Bank's field of operation does not extend to Part 'B' States.

(c) As far as Government are aware, the Reserve Bank of India does not earmark any specific funds, or set any specific ceiling for the grant of loans for agricultural purposes. I have no doubt that the Reserve Bank will meet all reasonable requirements.

**PUBLIC LIMITED CONCERNS**

\*1957. **Shri Kishorimohan Tripathi**: Will the Minister of Finance be pleased to state what part of the capital allowed to be raised by Public Limited concerns during 1950-51, was subscribed for and what part of the subscribed capital was paid up in full?

**The Minister of State for Finance (Shri Tyagi)**: Reports hitherto received show that out of the total capital of Rs. 64.93 crores authorized to be issued by Public Limited Companies during 1950, Rs. 5.50 crores was subscribed and Rs. 4.97 crores paid up during that period.

**VISIT OF MR. DAVID LILIENTHAL**

\*1958. **Shri Rathnaswamy**: Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether it is a fact that Mr. David Lilienthal is to visit India shortly to study problems connected with India's rivers?

(b) if so, whether his visit is in response to the invitation of Government;

(c) what are the specific issues on which his expert advice will be sought; and

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(d) what are the places earmarked for his visit?

**The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa)**: (a) to (d). I would invite the attention of the hon. Member to the reply given on the 23rd February 1951 to parts (b), (c) and (d) of unstarred Question No. 110, by Shri Sidhva. I would add that Mr. Lilienthal came on a private visit to India; he arrived at Delhi on February 15, 1951 and left for Japan from Calcutta on March 1st. The Government of India extended facilities for his visits to the Bhakra Nangal Project, the Nilokheri Township and the Central Agricultural Farm at Karnal, in the Punjab (India); the National Physical Laboratory and the Indian Agricultural Research Institute in Delhi; Calcutta University and the Ceramic and Glass Research Institute, in Calcutta; the Tata Iron and Steel Works and the National Metallurgical Laboratory, at Jamshedpur; and the Hirakud Dam Project in Orissa.

**FLYING ACCIDENT**

\*1959. **Shri Rathnaswamy**: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that a Squadron Leader died near Palam on the 7th February 1951, in a flying accident;

(b) what are the circumstances under which this accident took place; and

(c) whether any steps have been taken by Government to grant maintenance to the bereaved family?

**The Deputy Minister of Defence (Major-General Himatsinji)**: (a) Yes.

(b) The pilot was authorised to carry out a solo aerobatics sortie in a Vampire aircraft. After climbing to approximately 4,000 feet he executed a slow roll to the port. Before the final completion of the roll, the aircraft flicked and commenced spinning down till it hit the ground. The aircraft caught fire immediately on impact and the pilot was killed instantaneously.

(c) Yes. Action has already been initiated for the grant of family pension to the widow and the child of the officer. In the meantime a sum of Rs. 500 has been paid to the widow as immediate relief.

**FIRE ARMS (MANUFACTURE)**

\*1960. **Giani G. S. Musafir**: (a) Will the Minister of Home Affairs be pleased to state whether there are any factories manufacturing fire arms and ammunition and run by private enterprise in the country;

(b) if the answer to part (a) above be in the affirmative, the number of

such factories and the situation thereof; and

(c) if the answer to part (a) above be in the negative, whether Government propose to encourage private enterprise in that direction?

**The Minister of Home Affairs (Shri Rajagopalachari):** (a) and (b). Arms and ammunition for military purposes are not manufactured by private manufacturers. The question arises only in the case of arms and ammunition for civilian licencees. The information asked for is being collected and will be laid on the Table of the House in due course. Reports we have received so far indicate that the manufacture is of small proportions and confined largely to muzzie loaders and that most of the licencees do only repair work.

(c) The policy of Government continues to be what was announced in 1948, viz., that in the main the manufacture of firearms should be only on behalf of the State.

#### UNIVERSITY GRANTS COMMITTEE

\*1961. **Shri Barrow:** Will the Minister of Education be pleased to state:

(a) whether a University Grants Committee is to be set up, as recommended by the University Education Commission;

(b) if so, the date from which the Committee will function;

(c) the names of the members of the Commission; and

(d) the total sum for the first year, that will be required to implement this recommendation?

**The Minister of State for Rehabilitation (Shri A. P. Jain):** (a) The matter is under consideration.

(b) to (d). Do not arise.

#### REHABILITATION FINANCE ADMINISTRATION

\*1962. **Shri B. K. Das:** Will the Minister of Finance be pleased to state:

(a) the total number of loan applications pending before the Rehabilitation Finance Administration on the 1st March 1951 and the number of applications so pending, which relate to the States of Delhi, Uttar Pradesh, Punjab, Bombay, West Bengal, Assam and Rajasthan separately;

(b) the total number of applications disposed of upto the 1st March 1951, with respect to the States mentioned in part (a) above and the number of

applications disposed of in the months of January and February 1951 separately and the total amount granted as loan upto 1st March 1951 with the total sum disbursed upto that date;

(c) the dates of the oldest and the latest applications awaiting disposal;

(d) the date on which the first application was disposed of by the Rehabilitation Finance Administration; and

(e) the total monthly expense of the Rehabilitation Finance Administration under different heads?

**The Minister of State for Finance (Shri Tyagi):** (a) and (b). A statement is laid on the Table. [See Appendix XIV, annexure No. 16.]

The information is available only upto the 1st February 1951.

(c) The oldest application awaiting disposal as on the 1st February 1951 is dated the 18th August 1948 and the latest one is dated the 25th January 1951.

(d) 21st July, 1948.

(e) A statement showing the average monthly expenses during 1950 is laid on the Table. [See Appendix XIV, annexure No. 17.]

#### RAILWAY WORK BETWEEN KHADAKVASLA MILITARY ACADEMY AND KIRKEE

\*1963. **Shri Deogirikar:** (a) Will the Minister of Defence be pleased to state the approximate date for starting the proposed Railway Construction work between Khadakvasla Military Academy and Kirkee?

(b) Are the projects for the same completed?

**The Deputy Minister of Defence (Major-General Himatsinghji):** (a) and (b). No Railway-line between Khadakvasla Military Academy and Kirkee is proposed to be constructed.

#### COMMISSIONS AND COMMITTEES

\*1964. **Shri Deogirikar:** (a) Will the Minister of Finance be pleased to state whether it is a fact that about fifty Members of Parliament are serving on various commissions and committees and are receiving periodical payments called allowances or salaries for their work?

(b) If so, will Government be pleased to lay on the Table of the House, their names and the periodical allowances or salaries received by them?

(c) Are these Members drawing also allowances for attending Parliament Sessions?

**The Minister of State for Finance (Shri Tyagi):** (a) Yes.

(b) A statement is laid on the Table of the House. [See Appendix XIV, annexure No. 18.]

(c) Information is being collected and will be laid on the Table of the House.

**उत्तर प्रदेश में खनिज पदार्थों का पर्यालोचन**

\*१९६५. श्री बी० ऐन० आर्य : क्या प्राकृतिक संसाधन तथा वैज्ञानिक अनुसन्धान मंत्री यह बतलाने की कृपा करेंगे :

(ए) उत्तर प्रदेश के कुमाय विवीजन के उन स्थानों के नाम, जहाँ १९४९-५० में खनिज पदार्थों का पर्यालोचन किया गया था;

(बी) उन खनिज पदार्थों के नाम जिन का अब तक वहाँ पता लगाया जा चुका है ; तथा

(सी) इन खनिज पदार्थों का उपयोग करने के लिए सरकार ने क्या पग उठाया है ?

MINERAL SURVEY IN U.P.

[\*1965. Shri B. S. Arya: Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) the names of those places in Kumaon Division in Uttar Pradesh where a mineral survey was done in 1949-50;

(b) the names of minerals that have been discovered there so far; and

(c) the steps Government have taken to utilize these minerals?]

**The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa):** (a) Mineral surveys in Dwarahat and Greechhina in Almora district in Kumaon Division were carried out in 1949-50.

(b) (i) Iron ore in Dwarahat;

(ii) magnesite in Greechhina.

(c) Exploitation of mineral deposits is the concern of State Governments. Reports received show that the Dwarahat iron ore deposit did not prove promising and the magnesite deposit at Greechhina is too far from roads and railheads to admit of economic exploitation at present.

PANDIT COMMITTEE

\*1966. Shri Hathi: (a) Will the Minister of Health be pleased to state

whether the report of the Pandit Committee on indigenous systems of medicines has been received by Government?

(b) If the reply to part (a) above be in the affirmative, what action have Government taken to implement its recommendations?

**The Minister of Health (Rajkumari Amrit Kaur):** (a) Yes.

(b) The recommendations of the Committee are under examination. Copies of the Report are available in the Library of the House.

FEDERAL FINANCIAL INTEGRATION OF HYDERABAD

\*1967. Shri K. Valdyia: (a) Will the Minister of Finance be pleased to state whether the attention of the Government of India has been drawn to the remarks made in the Report of the Economy Committee presided over by Shri A. D. Gorwala, regarding the calculation of Federal revenues and expenditure of Hyderabad by the Indian States Finance Inquiry Committee?

(b) If so, have the Government of India revised the figures of income and expenditure in the light of those remarks?

(c) If so, what are the figures of federal revenues and expenditure of the State of Hyderabad arrived at?

**The Minister of State for Finance (Shri Tyagi):** (a) and (b). The attention of the hon. Member is invited to the reply given to starred question No. 1689 by the hon. Minister of States on the 23rd February 1951.

(c) For purposes of determining the revenue gap under the Financial Integration Agreement with the State receipts under federal heads have been taken at Rs. 495 lakhs and expenditure under federal heads at Rs. 360 lakhs, both in O.S. currency, in consultation with the State Government.

DEPARTMENT OF ECONOMIC AFFAIRS

\*1968. Shri Jagannath Das: Will the Minister of Finance be pleased to state:

(a) the staff attached to the Department of Economic Affairs and expenditure incurred in 1948, 1949 and 1950; and

(b) what are its functions?

**The Minister of State for Finance (Shri Tyagi):** (a) The staff attached to the Department of Economic Affairs consists of 31 Gazetted officers and 273 non-gazetted officers and the expenditure incurred during 1950-51 up to the end of December 1950 is about Rs.

8,25,509. Separate figures of expenditure for the earlier period are not available as the Department was created with effect from the 1st November 1949, consequent on the reorganisation of the Ministry of Finance and the provision was made for the Ministry as a whole.

(b) The Department of Economic Affairs deals with all work relating to external and internal finance including exchange control, the preparation of the Central budget public Debt, Small Savings, coinage, Currency, Banking, Insurance and Company Law, Control of Capital Issues and the administration of the Mints and Security Press. The department also deals with matters relating to the Industrial Finance Corporation, the Rehabilitation Finance Administration, the Reserve Bank of India and the Indian Audit Department.

#### RECRUITMENT AND CONDITIONS OF SERVICE

121. Babu Gopinath Singh: Will the Minister of Home Affairs be pleased to state:

(a) whether any rules relating to the recruitment and conditions of service for Assistants, Superintendents and Assistant Secretaries were framed under the Government of India Act, 1935 and if so, whether Government propose to place a copy of these rules on the Table of the House; and

(b) whether Government have taken steps to frame service Rules under article 309 of the Constitution?

The Minister of Home Affairs (Shri Rajagopalachari): (a) No rules formally purporting to have been framed under the Government of India Act, 1935, were issued, but the instructions issued from time to time were consolidated in the Government of India, Ministerial Establishment (Recruitment, Promotion and Seniority) Rules, a copy of which is available in the Library of the House. These Rules have now become obsolete in view of the Reorganisation of the Central Secretariat Service, which is now in progress. A copy of the Central Secretariat Service (Reorganisation and Reinforcement)

Scheme is also available in the Library of the House.

(b) Under Article 313 of the Constitution all the laws in force (including statutory rules) before the commencement of the Constitution and applicable to any public service continue in force so far as consistent with the provisions of the Constitution. Steps are being taken to examine and revise the old rules so as to remove all inconsistencies with the new Constitution, and to bring them into line with the changed circumstances. As soon as this work is completed, a body of revised rules will be issued under Article 309 of the Constitution.

#### TAXATION OF FOREIGN INCOME

122. Shri Himatsingka: Will the Minister of Finance be pleased to state the amount of revenue derived from the taxation of foreign income of Indians residing in India either for 1948-49 or for 1949-50 whichever is readily available?

The Minister of State for Finance (Shri Tyagi): It is not possible to give separately the amount of tax on foreign income of only Indians residing in India, but taking both Indians and non-Indians residing in India, the amounts of tax on the foreign incomes of such persons during the financial years 1948-49 and 1949-50 were Rs. 287 lakhs and Rs. 373 lakhs respectively.

#### IMPORT OF GOLD

123. Pandit M. B. Bhargava: Will the Minister of Finance be pleased to state the total quantity and value of gold imported into India during the years 1948-49, 1949-50 and 1950-51?

The Minister of State for Finance (Shri Tyagi): The information is given in the Sea-Borne Trade Accounts of India, and is as follows:

	Quantity (in Ounces)	Value
1948-49.	345	Rs. 1,20,992
1949-50.	716	Rs. 2,18,220
1950-51. (April to December)	2,300	Rs. 6,84,031



Wednesday, 7th March, 1951



# PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

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VOLUME IX, 1951

(5th March, 1951 to 30th March, 1951)

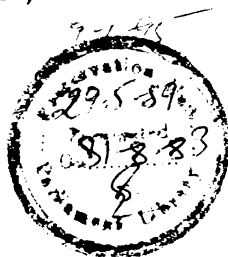
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Third Session

of the

PARLIAMENT OF INDIA

1950-51



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**THE**  
**PARLIAMENTARY DEBATES**  
**(Part II—Proceedings other than Questions and Answers.)**  
**OFFICIAL REPORT**

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4029

**PARLIAMENT OF INDIA**

*Wednesday, 7th March, 1951.*

*The House met at a Quarter to Eleven of the Clock.*

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

**QUESTIONS AND ANSWERS**

*(See Part I)*

11-54 A.M.

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

**SECOND STAGE**

**Mr. Speaker:** The House will now proceed with the discussion on the Demands for Grants (Railways). Demands Nos. 1, 4, 6, 7, 9A, 15, 16 and 18 and the cut motions in respect of those Demands are under discussion.

**Dr. Parmar** (Himachal Pradesh): On a point of information, Sir, I want to know what is the difference between Centrally administered areas and Part C States?

**Mr. Speaker:** I think I should not be taken as a Constitutional lecturer here. He will know it from the Constitution. Part C is something different from Centrally administered areas. He may refer to the Constitution. I do not propose to explain it here. He may refer to the hon. Law Minister and he may also refer to the hon. Home Minister if he so likes.

**Dr. Deshmukh** (Madhya Pradesh): The hon. Minister of Railways has declared that this was his last Railway Budget. He also paid a sort of a parting tribute to the House. I take upon myself to return the compliment and respond in paying him a well-merited tribute. He is one of our most capable and reliable Ministers. In fact he may be called a Star Minister or a Minister Star, if we follow the phraseology in common use such as Ciné Star. He is not very loquacious. This virtue, I think, he has deliberately relegated to the care and attention of his Deputy, hon. Mr. Santhanam who makes extensive use of it. But in this very fact

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that he is not very loquacious, I feel that his learning and wisdom become unfathomable. In fact he comes nearest to my conception of a *Brihaspati*, the mythological entity of wisdom although it is improbable that the *Brihaspati* could have seen or travelled in a steam-engine. Precisely because I like him so much, I like his Budget less. As has been pointed out by hon. Members of this House he has brought about considerable improvement in the operation of Railways. From that point of view, the Budget is a fairly good one. But my expectations of him were much higher and I did not expect that the improvements during the last year would be so few. If we refer to page 5 of the Explanatory Memorandum, it will be found that he has confessed to this effect. Some of the economies which had been anticipated at the time of the Budget did not also fully materialize. If he could not enforce the economies that were anticipated, it is natural that there were many other items on which he could not enforce much economy. Then if we look at pages 4 and 5 of the Explanatory Memorandum, we will find that the Railways' working expenses have increased by Rs. 13.72 crores, repairs and maintenance by Rs. 5.47 crores, operating staff Rs. .62 crore, operation fuel Rs. 2.41 crores, operation other than staff and fuel Rs. 2.74 crores, Miscellaneous Rs. 1.60 crores, making a total of Rs. 26.60 crores.

Coming to the rise in fares, I feel that it was not at all justified. I even doubt if it is legal. Yet, I do not propose to oppose it provided the proceeds are reserved for the only purpose of development. If that were so and if the nation could have been told that every single pie of it would be invested for laying more lines—because the Railway has a considerable civilizing influence and it also increases the commerce and industry of the country—that would have been some consolation. If every pie of this unjustifiable revenue derived by the Railways would be utilized for opening up of the

[Dr. Deshmukh]

country the opposition to the rise in fares may diminish. I would have liked that the whole revenue out of the excess fares should have been made into a sort of a public investment earmarked for the amelioration of the condition of not only the Railway employees or the railway travellers but the nation as a whole because it is the whole nation that contributes the amount.

12 Noon.

I do not like also the way in which the rise has been sanctioned. I would like to suggest that the rise in second class fares should be only by one pie, that is, bring it to 15 pies and the rise in first class fares should be 30 pies, that is, bring it to the old level. With this rise in first class fares it would I hope be possible to have a lesser increase on the third class fares.

I have another suggestion to make and this has not been made by anybody else and it is that he should introduce a fourth class. For passengers of this class only standing room should be provided. This is the only way he can console the people and that should be at the present rates. My friends need not laugh at the suggestion. Even a country like Germany till very recently—I am not aware whether it exists today—had a fourth class, where standing room was provided.

**An Hon. Member:** Fifth class.

**Dr. Deshmukh:** We have not gone below the third and so it would be only the fourth. Although the suggestion is coming rather late, if the hon. Minister were to accept it, I am sure he will really 'take the edge off' the opposition to the whole scheme. Who-soever is poor and cannot afford to pay the enhanced rates would be able to travel at the present rate. This is also the only method by which he can stop people travelling on foot-boards and on the tops of trains. The hon. Minister has installed microphones in several stations for appealing to people not to travel on foot-boards. This is proving quite useless. It is a fanciful scheme; the whole Government is full of fanciful schemes and ideas. Take Ministry after Ministry and you will find crankishness as if a sort of Moghul madness hangs over in the atmosphere of Delhi which penetrates the skulls and brains of Ministers from time to time. While those microphones are shouting to people and pouring advice in their ears at Railway stations we find over 150 people travelling on the same foot-boards of a train that comes in. Rather than having these microphones, I would request him to utilize even the some-

what hard-used carriages without benches, etc., but with some straps at the tops and introduce the fourth class. That is the only way to ease the problem, because a person who comes to the platform is determined to travel by that very train, whatever the railway authorities may do. Unless the Minister keeps the police or the army ready to shoot at a person who travels by the foot-board, he will not be able to prevent overcrowding and travel on foot-boards. If he wants to stop this misuse, if he wants to stop overcrowding and if he wants to give some comfort to the people, then this suggestion of mine should be accepted by him.

I have a very severe quarrel so far as amenities are concerned. I do not mean by 'amenities' luxurious stations over which tons of cement and steel are wasted. I would much rather have the lines and have banyan trees to serve as waiting rooms rather than not have any lines and have luxurious and marble floored waiting rooms. The amenities that the passengers really require is some room to get into the train and sit or stand comfortably and to have water and some few more things. I do not think the expenditure, which has been incurred on the so-called amenities, in rebuilding some of the stations, is at all justified. Some of my friends are surprised that I am so vehement and think as if I dislike amenities. I am not against any amenities which give us the average standard of comfort which we enjoy in our homes. We do not want anything specially to be done because it will be at the cost of development of the Railways and laying of new lines.

It has been found that even sign-boards are included amongst the 'amenities' and considerable expenditure is incurred even on sign-boards. I am told that a sign-board of cement concrete costs about Rs. 900 and a lot of cement is required for it. On the other hand there are cases where cement is not available for our Grow More Food Campaign, for the building of wells. Even for drinking water if somebody wants to build a well, he does not get cement for it. All I suggest is that sign-boards can certainly wait before the other urgent needs of the people are satisfied.

Coming to some of the grievances from my own part of the country, I am happy that the hon. Minister is going to re-model and add to the station at my place because it was very old and a dilapidated one. So far as laying of lines is concerned, I am sorry to say that no provision has been made for the Amraoti-Narkhed connection. That was a line which was surveyed once upon a time and even work was started. My submis-

sion is that this is an urgent necessity because it passes through a very fertile tract and bananas, oranges and mosumbis from there come to Delhi and other cities in the north. Want of this line is holding up the development of that area. I would therefore urge that this line should be laid at an early date.

I do not know what has happened to the proposals to connect Khandwa and Akola upto the Nizam's border. That is a metre-gauge connection which would have connected the whole of the south with the north. It had found a place in the Budget more than once; but it is not here now.

A friend of mine has given me a complaint because he could not have the time to speak on it. He says that nine *saris* were lost out of a parcel which has caused the person concerned a loss of Rs. 144. I have got the complaint with me and I shall myself give it to the hon. Minister. This person who has lost them is not receiving any reply from any one in the Railway Department.

I have already stated about the laying of the lines. As has been urged by some of my hon. friends, the first step that the Railways should have taken was to replace the lines which were removed. One of such small lines was from my part of the country. I would urge on the hon. Minister to see that that line is re-laid.

**Shri Santhanam (Minister of State for Transport and Railways):** What is the line?

**Dr. Deshmukh:** Darwha-Digras; it is a small length.

So far as the question of regrouping is concerned, very strong criticisms have been voiced on the floor of the House about the proposed regrouping. I do not wish to oppose regrouping. But, I think, in view of what has been said, the proposals should be re-examined and if there is really a very wide difference of opinion on the question, it would be good if the giving effect to the proposal is postponed because we are not unfamiliar so far as this Ministry is concerned with schemes which have caused loss to the country and I refer especially to the classification that was introduced. I may say that about six or eight months before it was actually withdrawn, I saw the hon. Minister himself and, though he was really inclined to agree with me, yet, it took unnecessary time of nearly six to eight months before it was withdrawn, and in the meantime, a lot of money could have been saved. I feel that there has not been sufficient economy effected. I hope during the next year at any rate, there will be greater economy and fuel wastage will also be avoided.

**Shri R. L. Malviya (Madhya Pradesh):** Being a worker among colliery labour, I am interested in the coal industry, the welfare of colliery workers and the Railway staff working in coal areas. To cut short my arguments, I will directly deal with the points which are directly connected with coal industry.

I shall first take up the question of Railway sidings in the collieries, especially in the Jharia and Raniganj areas. Those sidings were constructed at the inception when the collieries were started, and they were constructed for those big business concerns and Railways to which those collieries were supplying coal. Since then no sidings have been constructed and the smaller and the medium-sized collieries are put to very great difficulty. Along with that, labour is also suffering in new concessions. I have got a plan with me and I shall show how the coal industry is suffering due to shortage of sidings.

[SHRIMATI DURGABAI in the Chair]

Recently I had been to the coal fields and inspected them personally. I was surprised to find that a colliery situated at a distance of about two furlongs from a siding had to carry coal to a Railway siding which was five or six miles off. Jharia is an area where hundreds of small coal mines are working which have no sidings. They have to carry coal for miles together, two to six miles. Applications have been made by the colliery owners and labour have also made representation for the construction of these sidings. This plan, which I am going to present to the hon. Minister, shows that a siding of 2256 feet is likely to serve 23 collieries. Again sidings of 7962 feet, 768 feet and 814 feet would serve 31 collieries. There are other plans also which are being prepared and I shall also present them to the hon. Minister. But, the matter of fact is that since the concessions have been introduced for the colliery workers, the plea is taken by these colliery owners, that because they have to incur higher costs in transport, they cannot allow all the concessions which have been allowed by the awards. The workers suffer. Therefore, I would appeal to the hon. Minister to look into this matter very seriously. The Indian Coal Fields Committee have made a similar recommendation, citing as an example that where a colliery was producing only 5,000 tons a month, it could produce 20,000 tons if a siding of 2½ miles was laid for them. Even on this recommendation, no steps have been taken by the Railway administration.

Coming to the question of conservation of coal, it has been recommended to the Government by several com-

[Shri R. L. Malviya]

mittees and recently also by the Coal Conservation Committee that metallurgical coal has to be preserved by all means. We are short of metallurgical coal and according to the present estimates, the deposits of this coal are just sufficient to last for 30 or 40 years. This coal is very necessary for our steel industry. We are going to put up new plants and they are not to be closed down after 30 or 40 years. Therefore, it is very necessary that this coal should be preserved by all means. But, it seems very little has been done to this end. Metallurgical coal is being extracted and is being consumed in the railways. We have now hundreds of engines which consume second-grade coal and there is no justification now for consuming good metallurgical coal. Still there has not been much increase in the consumption of non-coking low grade coal by the railways. I will cite an example. The allocation of non-coking coal for the period August to December was 57 per cent. and in 1951, from January to June it has been brought down to 38 per cent. So naturally the demand for metallurgical coal will now be much higher. I would request the hon. Minister to look into this important matter personally and take every possible step to see that metallurgical coal is not consumed, at least not to the same extent that it used to be consumed in years of yore.

The point that I want to deal next is one of local importance, though it relates to the public and the railway staff as a whole. It is the question of construction of a road bridge at Manendragarh on a railway line mainly constructed to serve the collieries—the Central India Coalfields Railway managed by B. N. R. Manendragarh Station alone yields an income to the extent of Rs. one crore on the coal traffic. The wagon movement per day is about 500 wagons and coal loaded from the Chirimiri and Jhagrakhand collieries is weighed at Manendragarh where the weight goes on all the 24 hours. I tabled a question—No. 692 of the 16th December, 1949—regarding this matter and the hon. Minister was pleased to intimate that it was not necessary to have an overbridge at Manendragarh because there is a level-crossing at the home signal. But I may inform the hon. Minister that at this level-crossing shunting goes on for almost all the 24 hours and it is not possible to use this crossing for the public or the railway staff. One very important factor in this question has to be noted. There is a big colony on other side of the Railway Station and there is no school for the children of the people and staff living in this colony and adjacent villages and the

children all go to the Government school in the town after crossing the railway lines in the yard. And in their attempt to reach the school in time, the children very often have to cross the slowly moving trains which are being shunted. They cross the line by passing underneath the moving trains. One child was actually killed while crossing the line in this manner. This could have been avoided if there had been an overbridge. It is strange that in spite of representations made in this behalf, and I have personally made representations and met the hon. Minister and also some of the high officials of the Railway, the authorities have not found their way to have this overbridge which may cost about Rs. one lakh and not more. I earnestly request the hon. Minister that, in view of the great necessity, and in view of the fact that the income from this line is as much as Rs. one crore, he may kindly keep this matter in view. During the Budget of 1950-1951, I personally approached the Minister and also the member (Engineer), Railway Board about this question. The latter was very sympathetic, but he found himself helpless in this matter because, he said, that portion was the direct charge of the Bengal Nagpur Railway. I do not know what steps have been taken now, but in this Budget I find there is no provision for this overbridge which is so very important from the point of view of the railway staff and the public.

My last point is about the Bijuri-Barnadih line. The original plan was to connect it with Manendragarh, but now the line has been diverted to a point at a distance of about five miles between Manendragarh and Bijuri. I was told on enquiry that the original idea was given up because of the gradients and curves. I have got here a list of the gradients. They are in all 18 in number, of which one is 1 in 91 ft., and the others are 1 in from 200 to 330 ft. I understand that even in the main line from Calcutta to Bombay there are gradients of 1 in 80 ft. Therefore, it is possible that the gradients in this line are not too bad and that it will be possible to construct the line from Manendragarh for which the survey had already been made. I would also request the hon. Minister to keep this in mind and see if he cannot start the line from Manendragarh point.

In conclusion, I would like to say something by way of advice to the hon. Minister for the future. Nowadays attempts are being made in the collieries to recruit Gorakhpur labour. About this Gorakhpur labour I will not say much now, because I hope to do so in connection with the discussion on the General Budget. But briefly I

may say here that this labour is living in conditions of servility and in virtual concentration camps. The conditions in which they live are worse even than those described by Gandhiji in his autobiography about the coolies in Champaran.

I will not say more now. This plan which I have got I will hand over to the hon. Minister for information.

**Mr. Chairman:** I would like to know what time the hon. Minister would require to reply. Could he accommodate one more speaker before he begins his reply?

**Shri Santhanam:** I have no objection. If the House wants me, I shall reply to certain points that have been raised. Otherwise I shall excuse myself from answering them. I am not particularly anxious to speak, but because many points have been raised, probably the House would like to have some answers to them. That is the only object of my speaking.

**Mr. Chairman:** Would he require more than 20 minutes?

**Shri Santhanam:** I may require something like 30 minutes. If it is less, I will deal with as many points as I can within that time.

**Mr. Chairman:** I would like to call upon that hon. Member who can finish his speech in seven minutes.

**Several Hon. Members:** I can finish in seven minutes. I can . . .

**Mr. Chairman:** Mr. Barrow.

**Shri Dwivedi (Vindhya Pradesh):** The Indian States have been altogether neglected. I wanted to speak on new lines.

**Mr. Chairman:** Hon. Members will be given full chance in the afternoon.

**Capt. A. P. Singh (Vindhya Pradesh):** I had a few new arguments to put forward.

**Shri Barrow (Madras):** I have a cut motion regarding Labour Welfare, Demand No. 9A. I will not speak on general questions but will restrict my remarks to this so as to accommodate the House, and I will not be long. It is a far cry—my cut motion—from over-crowding, amenities, inefficiency, and corruption, and so, I am afraid the matter which I raise is likely to be passed over very lightly, though I think it requires much more attention, as it is of fundamental importance. I refer to educational facilities for the children of railway staff.

From the Budget figures I find that there is a reduction under this head of approximately Rs. 1,80,000. This distinctly shows that there is going to be no expansion under this head at all.

Medical services, health services, welfare services, canteen and dearness allowance all show an increase, but this vital facility, education for railwaymen's children is being deliberately deprived of funds. I agree that medical, health and welfare facilities are necessary. I agree that recreational facilities and dearness allowances are important, but I do believe that educational facilities transcend all other needs. The physical well-being of railway workers is very necessary and must not be neglected, but I do think that psychological satisfaction and peace of mind mean more to them, and there is no better means of giving them peace of mind than by providing for the education of their children. It is, I maintain, a natural manifestation of the parental instinct. I put it to the House that this neglect of education on the railways is due to two things. One is, a hesitant policy on the part of the railways. My own analysis of the policy is that the railways believe that education is a State subject and therefore the railwaymen's children should be educated by the States in which they happen to be. I understand that the Railway administration would welcome the provincialisation—I do not know whether I can coin the word "Statisation"—of railway schools. I would not hesitate to call this policy of theirs, unreal and lacking in vision. I have used the word "unreal" deliberately, because the Railway administration has not taken into account the great overcrowding that is at present taking place in all our institutions. Government institutions, aided institutions, private institutions, all are overcrowded and when railwaymen are transferred from one station to another, especially during the academic year, they find it practically impossible to get admission for their children. I feel that this policy is lacking in vision, because the railways have been adopting, what I may term, a policy of escapism. They have not taken the responsibility which should normally be theirs.

Secondly, I believe that this lack of policy is due to the fact that the administrative machinery is unsatisfactory. I shall not explain the machinery, because I have not the time for it, but I say that educational decisions can be made without consulting even a single educationist. I put it to you Sir, would you put a teacher to drive a locomotive? But you drive the teachers and railway schools to the verge of educational ruin by pseudo-educationists. I believe that there are only two remedies for this. One is that the Railways must adopt a realistic and what I may call broad policy. Not only must they maintain

[Shri Barrow]

these schools but they must add to the mosaic of the national scheme of education by providing free and compulsory education for all railway children. Secondly, I believe that the administration must be so reconstituted that every railway administration has an Educational Advisory Board.

I do not want to take up any more time of the House but before concluding I would like to touch on one point which was raised by Mr. Anthony, regarding passes for railway school teachers. That involves a fundamental principle relating to the status of teachers. You cannot equate the status of teachers to that of other workers merely on the ground of what they produce. I believe the function of a teacher is much higher than that of a ticket collector or a fireman. I am not decrying the work of ticket-collectors or firemen. They are doing good and useful work for the social fabric as a whole, but the function of a teacher is much higher. A teacher is a distributive scholar. His function is to hand on the social heritage from one generation to the next. Whilst the Railways have an obligation to the public, whilst they have an obligation to their staff, I believe that they have the greatest obligation to the children who will eventually take over from this generation.

**Shri J. N. Hazarika (Assam):** May I know whether no more speakers will be allowed to speak and if so, whether the hon. Minister will reply to all the points raised in my cut motions?

**Mr. Chairman:** For the present Mr. Santhanam will reply to some of the points raised. In the afternoon some more speakers will be allowed to speak and all the other points will be answered by the hon. Minister at 4-30 P.M.

**Shri Santhanam:** I would like to answer all the points raised during the debate but obviously it will not be possible to do so in the time allowed. Therefore we have necessarily to confine ourselves to some of the more important points. However, I can give this assurance to all Members that every one of the speeches will be scrutinised by the Railway Board, all the points noted and wherever any suggestions have been made they will be considered with a view to the possibility of their adoption.

This certainly is a legitimate and a most important forum for the ventilation of complaints. At the same time, I hope Members will not take it amiss if I say that before they make their complaints in this august forum they should make sure that the complaints are well founded and legitimate. Other-

wise it is likely to create dissatisfaction against the railways among the public on ill-founded complaints.

I am sorry that Sardar Hukam Singh is not here. The other day he made a statement about the E. P. Railway which disturbed me a great deal. He was saying that some wagons for walnuts which were intended for export were not supplied and those walnuts had to be moved after many days by lorry to Bombay. I therefore made immediate enquiries and the result of the enquiry is this. As the House knows the general priority system has been terminated but we have priority movements for certain classes of commodities. One is food and the other class consists of raw materials required for essential industries. The third category consists of commodities intended for export. I find that every time a wagon was needed for export of walnuts it has been supplied on the very day it was asked for. What happened in this case was that on the 22nd December four wagons were required for walnuts without stating that they were required for export of walnuts. They were therefore to get the wagons in the order of registration. But on the 10th January the Railways were intimated that these walnuts were intended for export and immediately four wagons were supplied. However only three wagons were loaded and one wagon was not loaded and therefore the registration fee of Rs. 35 was forfeited. Afterwards in February a wagon was asked for and it was supplied on the very day it was asked for.

Similarly, Sardar Hukam Singh complained that when he asked for second-class accommodation he was not given a berth but that he found a second class coupé compartment going empty. Here again I made enquiries. It seems he never tried to reserve the berth but fifteen minutes before the departure of the train he went and made enquiries about second class accommodation. All the second class compartments were reserved, but at the last minute one person who had booked a coupé compartment did not turn up and Sardar Hukam Singh was informed immediately, that is just at the moment of departure, that that gentleman was not likely to come and therefore Sardar Hukam Singh could transfer himself to the second class if he so desired. But at that time he did not find it convenient to do so. That is the story about the complaint. The House will recognise how different these facts are from those on which the complaints were based.

Professor Shibban Lal Saksena was speaking about the question of sabotage and was saying . . .

**Prof. S. L. Saksena (Uttar Pradesh):** I find that I was wrong.

**Shri Santhanam:** Oh, in that other case he was referring there was no question of sabotage. I am sorry he spoke rather hastily.

Many Members have spoken about the grievances of the staff. I find that Mr. Anthony is not in the House. He tried to make a big point saying that there are several officers in class II who are still officiating after so many years. It will take me a long time to give the details, but the broad outlines of the matter are these. During the war 534 new posts were created in classes I and II. At that time they were created temporarily. We could not make them permanent because no one knew what the requirements of the Railways would be after the termination of the war. Therefore, people could be appointed only to temporary posts. After the war we were very careful in making the higher posts permanent. The House has been insisting on economy. We have been asking the Railways to scrutinise every post which was created during the war to make sure that it was necessary in the interest of the working of the Railways. Therefore, many of these posts will continue to be temporary. The House knows that we have a plan for regrouping. We expect that this regrouping will mean a lesser number of higher posts and therefore we have kept these posts temporary. But I may add that so far as the class II officers are concerned, they are all permanent class III officers who are officiating in higher posts. There are two classes of people who require confirmation: one, those recruited during the war, whose service itself is temporary and who, therefore, are more anxious because they have no hold whatsoever. These men are mainly in classes IV, III and I. There are very few class II people recruited during the war and as I have said, the majority of the class II posts are held by class III officers who are occupying these higher posts created during the war. In their case they have got a secure footing. So long as they officiate they get the salary of the higher posts, during leave they get whatever privilege is attached to permanent people, and as such delay in confirmation of their officiating posts does not do much harm. On the other hand, the whole future of those people who have been recruited during the war and who continue to be temporary, has to be considered and we have been contemplating confirming these class III and class IV posts. As I said the other day, about 160,000 of the temporary staff have been confirmed. There is another one lakh or so to be confirmed

in classes III and IV. We are job-analysing the entire system. We have not so far determined as to how many class III and class IV posts will be necessary. There has been some delay which we shall try to eliminate as much as possible. Regarding class I and class II also we are trying to finalise the number of posts and as soon as that is done we shall confirm those people according to their merit and seniority.

Mr. Anthony made many other points also but I do not propose to cover them because he is not here. But one thing I would like to refer. The other day Prof. Shibban Lal Saksena made a great point about the Government not being inclined to transfer high officers for purposes of investigation. It was Mr. Anthony's suggestion that people should not be suspended; even when they are convicted we should wait till the High Court disposes of the appeal before we suspend the concerned railway staff. Then, when a driver had been dismissed after having found to have caused an accident involving death and injuries, Mr. Anthony made a point saying that the poor man had done very good service and he should not have been dismissed. He said that on the merest suspicion you should not take drastic action . . .

**Prof. S. L. Saksena:** You have issued a circular which says that unless the police investigate the cases the Railway Board should not transfer the man.

**Shri Santhanam:** I do not think that is the rule even in cases where prosecution has started, though we generally suspend persons the rule does not say that we should suspend them. Each case has to be decided on its merits and on the probabilities of the person being guilty or not guilty. In fact, we have to be very careful with our staff. On the one hand we want to root out all corruption, on the other hand we should not demoralise our staff by being too suspicious and too harsh.

**Prof. S. L. Saksena:** May I read out the rule? It says:

"Should the Inspector-General or the Supervising Officer under him require the removal from any locality of a railway employee under enquiry, or of any other employee whose presence in any way obstructs the investigation, he should address the Divisional or District Officer concerned, who shall take immediate steps for the transfer of the officer concerned. It is accepted that as a general rule, an employee against whom a formal enquiry is started must immediately be transferred and sent well away from the station where investigation is to be held

[Prof. S. L. Saksena]

to prevent him from destroying or tampering with evidence.”

**Shri Santhanam:** Well, I do not want to go into details. Mr. Gopalaswami Ayyangar has already explained how the whole thing was thrashed out by the Home Ministry and finally the Home Ministry's decision was accepted.

**Prof. S. L. Saksena:** I think that is a thing which has to be explained.

**Mr. Chairman:** Order, order. The hon. Member must know that hon. Ministers are expected to know the rules.

**Shri Santhanam:** Mr. Naziruddin Ahmad raised the question of the Jodhpur employees. I see that he is not here, but when this matter came up to us we attended to it with the greatest sympathy. I myself felt that their case deserved examination. But our real difficulty was this. We took over the Jodhpur Railway only on 1st April 1950. All the other previous arrangements had been made by the Jodhpur Government and we came to the conclusion that under the prevailing circumstances and communal difficulties of those days the Jodhpur Government did what in our view was the best. Any attempt on our part to go back on their arrangements would mean displacement and confusion in the Jodhpur Railway on a large scale. We decided, therefore, that we should not disturb the state of affairs for which we were not responsible and only try to do justice to these retrenched employees. We have decided that they should be reemployed, but in doing so their original salaries would be taken into account. That is the utmost we can do.

**Babu Ramnarayan Singh (Bihar):** Their case may be considered for new appointments.

**Shri Santhanam:** That is exactly what we are doing. They are being employed. Some of them have been employed and others will be employed and when reemploying them we shall employ them as far as possible on the salaries which they were receiving when they went out of their jobs.

**Babu Ramnarayan Singh:** What about the continuation of service?

**Shri Santhanam:** If they are newly employed, they will be new employees.

**Shri Chandrika Ram (Bihar):** But you are going to give the old pay.

**Shri Santhanam:** But a new person can be started even as a Minister.

About the ministerial staff, Mr. Bhattacharya made a great point. I

think Mr. Kamath also pleaded about the ministerial staff. He read from a letter of mine to some Association, and when he quoted the concluding portion of that letter that an ordinary clerk in the Railway is getting Rs. 100 and if people of the same category are assured of a minimum of Rs. 100 in other walks of life the country would be much better than it is, I think he did not dispute the point.

**Shri Kamath (Madhya Pradesh):** I said 'better' and not 'much better'.

**Shri Santhanam:** As a matter of fact, Sir, . . .

**Dr. Deshmukh:** May I point out that a lady is in the Chair and the hon. Minister is saying "Sir" all the time?

**Shri Santhanam:** Sir includes madam. Well, Madam, much of the work in the Railways is even more routine than in any other departments of administration or business. At the same time, we have recognised the necessity to give an incentive for even routine clerks to work efficiently in the hope of promotion. Therefore, in response to the recommendations of the Joint Advisory Committee we have decided that 25 per cent. of these people should go to the high scales. That means that almost all the clerks will be able to be promoted to the higher scale of Rs. 80—160. So, I think that a clerk in the Railways will earn better than most of the graduates who are becoming High School teachers in this country. Broadly speaking, the position in the Railways is this. Our lowest paid people—even gangmen—are better off than the school masters in primary schools and our clerks are better off than the graduates who are in the High Schools. I do not say that their status and salaries should not be improved, but I think it is not right that in one sphere alone. . . .

**Dr. Deshmukh:** Does this not create heart-burning?

**Shri Santhanam:** It is not a question of heart-burning. It is a question of having some perspective. Railway workers cannot become segregated from the community at large.

**Dr. Deshmukh:** But by paying them higher salaries you are segregating them.

**Shri Santhanam:** To some extent that is so, because Railways are a good, running business concern and these people have the good fortune of being in the Indian Railways. Therefore, to some extent we admit giving them better treatment, but we cannot do it indefinitely and I do not think that any Member of Parliament would encour-



age excessive demands. At the same time, beyond the mere salaries I admit that there are many conditions of service which have to be improved. I think it is only in the Railways that the problem of housing is being seriously tackled. Every year we are building 8,000 to 10,000 houses and if possible we want to devote more attention to housing. We want to build more hospitals. We want to provide better sanitary and other conditions.

Regarding schools, one of my hon. friends spoke. Here also we are devising a policy which would be really advantageous. Take the railway workers. They are distributed throughout the country. We could not hope to build a rival educational scheme for all railway workers' children.

Shri Barrow rose—

**Shri Santhanam:** Please listen and you may say what you want to say after I have finished. We realise the difficulties of railway staff being in remote places and their children being unable to have any education. Therefore, we are considering how far it will be possible for the Railways to start and run cheap boarding houses and hostels where these boys and girls of railway workers can go and study in the regular schools and colleges which are provided by the State Governments. I hope that when once we come to this decision the railway workers will be better off than most other sections of the community in the matter of educational facilities. Of course, in the railway colonies we have no intention of closing the schools wherever we have got them. We shall continue them and wherever necessary we shall strengthen them, but only a certain section of the railway workers are concentrated in the colonies. A large number of them are scattered all over the country and for them it is not possible to enforce any separate educational system. But we do want to provide them such facilities as we can legitimately do and help them to solve their problems.

**Shri Kamath:** On a point of clarification. The point that I made out was different. So far as I am aware, the Central Pay Commission laid down definite criteria for routine and non-routine workers. Am I to understand that the Joint Advisory Committee has taken note of these criteria in categorising part of the workers as routine and others as non-routine, or has the Central Pay Commission's recommendation been disregarded?

**Shri Santhanam:** The Joint Advisory Committee considered the matter fully and they came to the conclusion that

the generality of clerks should be grouped under routine clerks.

**Shri Kamath:** That is a wrong decision.

**Shri Santhanam:** He may look up the Joint Advisory Committee's proceedings.

**Shri Kamath:** I have and I think it is wrong.

**Shri Ramaswamy Naidu (Madras):** May I know the reason why certain classes of station masters who are better educated than these clerks are yet paid low salaries? May I also know the reason why there is such a low percentage of higher class officers like station masters in the South Indian Railway?

**Shri Santhanam:** The South Indian Railway people were paid very, very low. The Pay Commission raised their salary scales and by bringing them to the uniform scale the South Indian Railway servants get much more than the other railway workers. As a result of our decisions and the Joint Advisory Committee's recommendations, the South Indian railway workers—station masters included—have been brought up a step further and in a few years' time when the scales work themselves out, they will be on a plane of complete equality with all the other railway workers.

Again, some people raised the question that we are paying different scales for the Anglo-Indian teachers and the Indian teachers.

**Shri Kamath:** Some people of some Members?

**Shri Santhanam:** Some hon. Members.

**An Hon. Member:** Members are also people.

**Mr. Chairman:** May I request hon. Members not to make too many interruptions; otherwise, they themselves will be at a disadvantage in that their points will not be covered by the hon. Minister's reply.

**Shri Santhanam:** In this case also the railway school teachers have gained a great deal by our decisions. Originally, it was decided that they should be put on a level with the teachers of the State schools. It was done on the ground that if the railway school teachers are paid higher scales than the State school teachers, then the balance of the State schools will be disturbed and it will create an agitation among the State school teachers for higher salaries than what the State

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schools could pay. But on reconsideration, the salaries of school teachers have been raised and they have been brought on to the scales recommended by the Pay Commission for the Centrally administered schools. The Anglo-Indian schools, as the House knows, are a legacy of the past. They were paying high salaries on grounds into which I need not go at present. We are thinking of revising them. But being a very small community, we do not want to take any hasty steps which might look as if their status is being reduced all of a sudden. We are trying to bring down the salaries in the Anglo-Indian schools and grading up the salaries in the Indian schools, so that in course of time they may be placed on an equal footing. Therefore, there is no basis for any complaint of discrimination.

**Shri Barrow:** The non-Anglo-Indian teachers working in Anglo-Indian schools get the same salary as Anglo-Indian teachers. There is no distinction between a non-Anglo-Indian teacher and an Anglo-Indian teacher. The teachers, whether Anglo-Indian or non-Anglo-Indian get the same salary.

**Shri Santhanam:** Those schools are organised on a particular level. Take for instance the Doon School. If you consider the salaries paid to the Principal and teachers in the Doon School, they will naturally be different from the salaries paid in the ordinary high schools. A similar distinction has been existing, which we are trying to eliminate. But we do not want to do it in a manner which will rankle in the hearts of those who have for a long time been accustomed to special privileges.

**Shri Kamath:** Is it not a fact that the Anglo-Indian school at Kharagpur is the only school singled out for this discriminatory treatment in favour of Anglo-Indians?

**Shri Santhanam:** There are other Anglo-Indian schools also on the Railways and their case is being considered.

Many hon. Members have stressed the necessity of restoring dismantled lines and constructing new lines. I would have liked to give specific replies to many of them, but I am afraid I have got only two minutes: so, I can only make a general statement. So far as the dismantled lines are concerned, they were scrutinised by the Central Board of Transport. They decided that most of the lines should be restored and we have drawn a three-year programme. The lines which are going to be restored in the first year are given in the memorandum. We have prepared a list of lines which will be taken

up in 1952-53 and 1953-54. When this three year programme is completed, the bulk of the dismantled lines will be restored. We have decided that the restoration of other lines should be taken up as soon as this programme is completed, because we cannot take up all the lines at the same time.

Similarly, I do realise the urgency of extending railway lines to new areas. I noticed that an hon. Member from Uttar Pradesh protested violently against the discrimination against the Eastern U.P. If he were to take a railway map of India and see, he will find that Eastern U.P. is served many times better than many other areas of India. At the same time he will be glad to know that we have decided that the restoration of Sultanpur-Jafarabad line should be taken up in 1952-53 programme. We have also decided to restore the Bobli-Salur line in 1952-53. The Panipat line will be restored in 1953-54. We are conducting a survey of Quilon-Ernakulam line and as soon as the survey is completed we shall give it as much priority as possible. As for Chamarajpet-Coimbatore line, that also we hope to consider in a short time.

We are considering the justification for a line on an all-India basis. If it is needed for economic development, we do not care whether it is profitable or not. But where it is the construction of a line in a region which is well-served with railways, certainly the House would require us to scrutinise the financial implications more carefully. I would like to have made a rough calculation of the cost of all the lines suggested by all the Members. If the House wishes it, I shall have an estimate prepared. My rough calculation is that it would require a hundred crores of rupees to construct all the lines suggested by the various Members. I do like the suggestion that the bulk of the amount which has been raised by increase in the third class fares should be earmarked for the development of the country by construction of new lines. In one of my public speeches, I myself have said that if our economic development proceeds at a fairly reasonable pace, the country may require double the present mileage of railways. But it is no use extending lines without simultaneous economic development. I would like hon. Members to realise that each mile of new line costs from rupees five lakhs to rupees ten lakhs and the recurrent charges vary from anything from Rs. 50,000 to Rs. 75,000 a mile. In these days railway construction is a very costly project. We must look after the finances of the country also before we launch on schemes. Subject

to this limiting consideration, it is our policy to go as fast as possible with new railway constructions.

**Some Hon. Members:** Institute fourth class!

**Shri Santhanam:** We do not contemplate the degradation of the Indian people further by instituting a fourth class.

**Some Hon. Members:** You treat us worse than beasts.

**Shri Santhanam:** I think I have covered most of the points. I would have liked to touch on some more points, but I am sorry I have no time. I hope my senior colleague will deal with them.

*The House then adjourned for Lunch till Thirty-Five minutes Past Two of the Clock.*

*The House reassembled after Lunch at Thirty-Five Minutes Past Two of the Clock.*

[SHRIMATI DURGABAI in the Chair]

**Mr. Chairman:** Before I call upon hon. Members to speak I would like to know whether hon. Members would agree to the proposal that we should reduce the time-limit for speeches from fifteen minutes to seven minutes, because today is the last day and there are about thirty to forty speakers still on the list. This is to enable more Members to participate in the debate. If the House agrees I think it will be better that many more Members should take the advantage. I would like to know the convenience of the House.

**The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha):** The time-limit has already been reduced from fifteen minutes to ten and what you have now suggested is that it may be reduced from ten minutes to seven minutes.

**Mr. Chairman:** Yes. I take it that the House is agreeable.

**Hon. Members:** Yes, yes.

**Mr. Chairman:** And I would request hon. Members to strictly adhere to the time-limit of seven minutes.

**Sardar Hukam Singh (Punjab):** May I on a point of personal explanation request you to give me a couple of minutes?

I have to apologize to the House that I was not present when the hon. Minister of State for Railways gave his reply to the debate. I did not know that it would be coming on at this stage, otherwise I should have been present. But from what I have learnt

from my friends I find that a certain impression has been created—I do not know what words were actually used but an impression seems to have been created—that I made some irresponsible or incorrect statements. I only placed two questions before the hon. Minister. One was about the booking of those walnut kernels and the other was about the reservation of berths. So far as the question about the walnut kernels is concerned, if the hon. Minister thinks that there is some mistake there, I am prepared to produce all the documents because I did not say a word besides what could be supported by those documents. If the hon. Minister thinks that my statement was wrong so far as the presentation of facts was concerned—and I was told that it was not made clear that it was for export—I want to say that the information with the hon. Minister is not correct. Therefore, if he wants I can produce all those documents about the booking of them, to himself or to anybody he wants. As regards the other matter, namely the reservation of berths, I have already stated that I was offered the berths at the last moment.

**Shri Santhanam:** I am sorry the hon. Member did not wait and see the full text of the speech before he made his statement. Regarding the walnut kernels the only explanation I gave was that it was not at first booked for export and when the person tendering it intimated that it was for export, immediately four wagons were supplied and one was not loaded and Rs. 35 were forfeited. He can read it for himself.

As regards the other matter again, the only thing I stated was that he asked for the compartment fifteen minutes before the train started and he was informed that it was not available but at the moment of starting, as the person for whom it had been booked did not come in, just at the moment of starting, some railway official informed Sardar Hukam Singh that the person had not turned up. That was all I stated. I never said anything further.

**Sardar Hukam Singh:** I have to say that this latter information is not correct.

**Shri Santhanam:** That is the information I have been given.

**Sardar Hukam Singh rose—**

**Mr. Chairman:** If any more clarification is needed it may be done outside the House.

श्रीमती उमा नेहरू : मुझे तो इस विषय पर कुछ ज्यादा नहीं कहना है क्योंकि हमारे रेलवे मिनिस्टर (Railway Minister) साहब बराबर यह कह रहे हैं कि जो चीजें हो रही हैं ठीक हो रही हैं और उन के लिए उन को घन्यवाद भी दिया जा रहा है । सिर्फ मुझे कुछ उन चीजों के बारे में कहना है जो कि मैं ने देखी हैं । मैं ने देखा है कि रेलवे बजट (Railway Budget) के अन्दर बहुत सी चीजें हैं । उस में कई स्कीमों (Schemes) हैं । उस में रीग्रूपिंग (Regrouping) की स्कीम है, खाने पीने का भी चर्चा है और लाइट (Light) के ऐरेंजमेंट (Arrangement) का भी जिक्र है । मगर मुझे कुछ चन्द विषयों पर कहना है । एक तो मुझे थर्ड क्लास (Third Class) के पैसिजरो (passengers) के सॅनीटेशन (sanitation) के बारे में कहना है । अभी हाल में मैं जी० आई० पी० लाइन (G. I. P. line) से बाहर गई थी । तो मैं ने देखा कि थर्ड क्लास में भी पंखे हैं और वह बराबर चल रहे हैं इस से मुझे बड़ी खुशी हुई । लेकिन मुझे यह देख कर बहुत दुःख हुआ कि वहां बहुत भीड़ थी । मैं यहां से अहमदनगर गई थी तो मैं ने देखा कि मनमाड के आगे एक ही गाड़ी अहमदनगर जाती है । उस में फर्स्ट क्लास (First Class), सॅकंड क्लास (Second Class) और थर्ड क्लास के डब्बे थे, लेकिन थर्ड क्लास के डब्बे कम थे । फर्स्ट क्लास के डब्बे तो खाली हीं गये, सॅकंड क्लास में कुछ मुसाफिर थे । तो मैं सिर्फ यह कहना चाहती थी कि अगर आप के इन्तिजाम में ऐसा हो सके तो बहुत अच्छा हो कि फर्स्ट क्लास की बोगीज (bogies) की जगह दो थर्ड क्लास की

बोगीज और लगा दी जायें क्योंकि थर्ड क्लास में केबल गाड़ी में ही भीड़ नहीं थी बल्कि बहुत से लोग फुट बोर्ड (Foot-board) पर भी चले जा रहे थे । जब मैं ने लोगों को अपनी गाड़ी के फुट बोर्ड पर देखा तो मैं ने गाड़ी खोल कर उन को अपने कम्पार्टमेंट (Compartment) में बुला लिया और कहा कि टिकट (Ticket) तो सब के पास हैं ही, पर चूंकि हम ऐमैनिटीज (Amenities) नहीं दे सकते हैं इसलिये आओ हमारे साथ बैठ कर चलो । तो इतने बारे में और ज्यादा न कह कर मैं इतना ही कहूंगी कि इस पर विचार किया आये ।

मैं जानती हूं जैसा कि अभी हमारे मिनिस्टर साहब मिस्टर सन्थानम ने हम को समझाया है कि वह सब चीजों को देख रहे हैं और ठीक ठीक कर रहे हैं लेकिन जो हमारा अनुभव है और जो बातें हमारे सामने आती हैं उन को हम आप के सामने रखना चाहते हैं ताकि आप उन पर भी गौर करें । यों तो आप सब चीजें देखते ही हैं ।

मेरी रेलवे वाले से बातचीत हुई और होती रहती है । उन को भी एक दुःख है और उन्होंने कहा कि उन को तनखायें बहुत कम हैं और उन को डियरनेस एलाउंस (Dearness allowance) के बारे में भी शिकायत थी । वजह उस की यह है कि चीजें इतनी महंगी हो गई हैं । अभी इस बारे में मिनिस्टर साहब ने भी चर्चा की थी । लेकिन इस महंगाई को देखते हुए हम को क्या करना है इस पर हम को गौर करना चाहिये । जब चीजें इतनी महंगी हो रही हैं तो साथ साथ रेलवे के किराये भी महंगे हो रहे हैं । इस बारे में दो ख्याल है । एक

तो यह कि चूँकि सब चीजों में महंगाई हो रही है इसलिये रेलों में भी महंगाई होनी चाहिये और दूसरा ख्याल यह है कि चूँकि सब चीजों में महंगाई हो रही है इसलिये रेलों में महंगाई करने से वह और तकलीफ़ होगी।

मैं देहातों में काम करती हूँ और मैं ने वहाँ देहात वालों को बसों (buses) और कारियों में चलते देखा है। फिर भी मेरा ख्याल है कि थर्ड क्लास के आदमियों के वास्ते ज़रा ज्यादा ख्याल करना चाहिये। पानी का भी इन्तिज़ाम काफ़ी नहीं है। मैं मनमाड से अहमदनगर तक गई तो मैं ने देखा कि वहाँ तो सूखा पड़ा हुआ है। पानी नहीं मिलता है। पर फ़र्स्ट क्लास और सैकिड क्लास वालों का तो क्यादा ख्याल किया जाता है पर थर्ड क्लास वालों के लिये विचार कम किया जाता है। कांग्रेस को गवर्नमेंट है और कांग्रेस ही के मिनिस्टर हैं इसलिये मुझे क्यादा कहना नहीं है। वह हमारे आदर्श को जानते हैं और मैं समझती हूँ कि वह इस का विचार करेंगे कि थर्ड क्लास के पैसिजनों को हर तरह की सहूलियत मिले जिस तरह कि हमारे सैकिड और फ़र्स्ट क्लास के पैसिजनों को मिलती है।

(English translation of the above speech).

**Shrimati Uma Nehru** (Uttar Pradesh): I have nothing to say much on the subject as our Railway Minister has always been saying that every thing is going on smoothly and he is being thanked for that as well. I have to say only about few things which I have observed myself. I have seen many things in the Railway Budget. There are many schemes in it. Reference has been made about regrouping scheme and dining and lighting arrangements. But I have to speak only on few subjects. Firstly, I would like to speak about the sanitary conditions prevailing in third class compartments. Recently, I travelled on the G.I.P. line. I saw that there were fans even in the third class compartments

and all were in working order. I was much pleased to see them. But I was sorry to find overcrowding in the compartments. I travelled from here to Ahmadnagar and I found that only one train goes to Ahmadnagar from Manmad. There were first, second and third class compartments, but the number of third class compartments was very small. There were no passengers in the first class but there were some in the second class. Therefore, I only want to say that if some arrangements could be made for replacing the first class bogey by two third class compartments, it would be far better, because, not only there was overcrowding in the compartments but persons were also travelling on footboards. When I saw persons travelling on the footboards of my compartment, I opened the door and asked them to get in and told them that as they all possessed tickets, and as the railway was unable to provide them with amenities, therefore, they could travel with me. I will not say much on the subject, except that it should be considered.

I know that our Minister Shri Santhanam has just told us that he is looking into every thing and is trying to set them in order. But we want to place before you those things which come to our knowledge through experience and we want that you should also consider them. As a matter of fact you do look into every thing.

I had a talk with the railway employees and generally I do have talks with them. They said that their pay was very meagre and they also complained about the dearness allowance. The reason is that the prices of things have gone very high. The hon. Minister has just talked about it. But we should consider as to what should be done when the prices have risen so high. When the prices are going high, the fares are also being enhanced. There are two opinions regarding this. One is, that as the prices of other commodities have risen, the railway fares should also be enhanced, the other is that as the prices of commodities have gone high, enhancement of railway fares will mean adding to the troubles of the public.

I work among the villagers and have seen them travelling in buses. Even then, I think we should pay more attention towards third class passengers. There is no satisfactory arrangement of drinking water at the railway stations. When I travelled from Manmad to Ahmadnagar, I found that it was dry all around. There was no arrangement of drinking water. But

• [Shrimati Uma Nehru]

more attention is being paid towards providing comforts to the passengers of first and second classes while no attention is being paid towards the passengers travelling in third class. I have nothing more to add as both the Government and the Ministers belong to the Congress party. They are very well aware of our ideals and I hope they will provide every kind of comforts to third class passengers as they do in the case of first and second class passengers.

कॉन्टिन ए० पी० सिंह: मुझे पहले श्रीमती को धन्यवाद देना है कि मुझे कम से कम बोलने का मौका मिल गया। मैं पांच मिनट के अन्दर ही समाप्त कर दूंगा।

मैं सबसे पहले धन्यवाद देता हूँ रेलवे मिनिस्टर साहब को इसके लिये कि उन्होंने एक घोषणा यह की है कि विन्ध्य प्रदेश अब कायम रहेगा और उसका रकबा और आबादी इस योग्य है कि वह दूसरे प्रान्तों में न मिलाया जाये। इसके लिये मैं उनको भूरि भूरि धन्यवाद देता हूँ। साथ ही मैं यह ब्याशा करता हूँ कि जब उन्होंने यह प्रयत्न किया और यह घोषणा की कि विन्ध्य प्रदेश रहे, तब रेल गाड़ी का प्रबन्ध भी विन्ध्य प्रदेश में करना उचित ही है क्योंकि विन्ध्य प्रदेश में रेलगाड़ियों का बहुत बड़ा अभाव है। इसकी पूर्ति करना भी आप ही के ऊपर है।

विन्ध्य प्रदेश में रिहण्ड नदी का एक बांध बन रहा है और उनके आगे एक योजना है कि चूनार से एक गाड़ी राबर्ट्सगंज तक जाये। मेरी प्रार्थना है कि अगर वही गाड़ी जो राबर्ट्सगंज तक बनने वाली है वह आगे बढ़ा दी जाय और वह संगरोली होती हुई रीवां और सतना को जोड़ दे तो जी० आई० पी० में यह एक जंकशन हो जायेगा और मुमकिन है कि कलकत्ता से जो मेल बम्बई जाता है अगर वह इधर होकर जाये तो शायद उसके लिये यह रास्ता नज्दीक पड़ेगा। परन्तु यह हो या न हो, पर यह

एरिया विन्ध्य प्रदेश का सेंटर (centre) है और अगर एक गाड़ी राबर्ट्सगंज से चल कर सतना होती हुई और आगे बढ़ कर टीकमगढ़ होकर मऊरानीपुर में मिला दी जाये तो विन्ध्य प्रदेश का जो हार्ट (heart) है वह बिल्कुल ठीक हो जायेगा। यह एक लम्बी लाइन अवश्य होगी, परन्तु मैं यह बतला देना चाहता हूँ कि यहां कोयले की बहुत बड़ी लेयर्स (layers) हैं। चिरमिरी की तरफ जो गाड़ी गई हुई है वहां भी कोयला है लेकिन जि्योलोजिस्ट्स (Geologists) की यह राय है कि जो कोयला इस बैंड (bed) में है वह उससे अच्छा है। तो शार्थिक दृष्टि में और आमदनी के लिहाज से भी मैं समझता हूँ कि अगर यह लाइन बना दी जाये तो बहुत फायदेमन्द होगी।

इसके अलावा टिम्बर (timber) और बांस भी वहां पर हैं और वहां पर मिल भी चल सकती है, और खास करके उस हालत में जब कि वहां पर डैम (dam) बनने जा रहा है तो वहां पर उसके लिये भी कुछ साधन हो जायेगा कि जिससे वहां की तरक्की की जाये। यह तो हुआ इसके लिये कि एक गाड़ी वहां बनाई जाये। सभी ने अपने अपने व्याख्यानो में गाड़ी के लिये कहा, इसलिये मैंने भी अपनी स्पीच में मिनिस्टर साहब से इसके लिये निवेदन कर दिया कि एक गाड़ी वहां पर खोल दी जाये।

अब ज्यादातर समालोचना इस बात की हुई है कि थर्ड क्लास का किराया बढ़ाया गया है। मैं यह समझता हूँ कि यह ठीक किया और इसके लिये मैं तो रेलवे मिनिस्टर साहब को धन्यवाद देता हूँ कि यह अच्छा हुआ कि उन्होंने सिर्फ एक पाई बढ़ाई, यानी २५ पर सेंट ही किराया बढ़ाया। जिस समय उन्होंने यह कहा था कि मैं एक माइल्ड शॉक (mild shock)

देने वाला हूँ तो मैं तो यह समझा था कि जिस तरह सब चीजों में बतलाया जाता है कि आज एक रुपये की कीमत चार आने रह गई है तो थर्ड क्लास का किराया १६ पाई करने वाले होंगे। और इसलिये मैं ईश्वर का नाम लेने लगा, क्योंकि मुझसे मेरे ग्रांड फ़ादर (grandfather) ने कहा था कि कभी आपत्ति हो तो ईश्वर का नाम लिया करो तो कुछ बचत हो जायेगी। तो जब उन्होंने माइल्ड शॉक के लिये कहा तो मैंने ईश्वर का नाम लेना शुरू किया, तो वह एक पाई ही किराया बढ़ा, यानी २५ पर सेंट ही बढ़ा। तो मैंने इसके लिये ईश्वर को धन्यवाद दिया, क्योंकि इस की एक बार मुझे पहले भी शिक्षा दी जा चुकी थी। मैं लड़का था और राम राम कहते हुए जा रहा था कि एक जगह मुझ को बिच्छी ने काट लिया। मैं ने जा कर अपने ग्रांडफ़ादर से कहा कि आप तो कहते थे कि राम नाम लेने से कोई तकलीफ़ नहीं होती है, फिर मैं तो राम नाम ले रहा था, मुझे बिच्छी ने कैसे काट लिया। तो उन्होंने ने कहा कि तुम राम नाम नहीं लेते होते तो बिच्छी की जगह सांप काट जाता। तो मैं ने राम नाम लेना शुरू किया तो १६ पाई नहीं बढ़ा और एक पाई ही बढ़ा। तो मैं इस के लिए ईश्वर को धन्यवाद देता हूँ। मैं तो समझता हूँ कि यहां सब चीज मुमकिन है, अगर वह १६ पाई होती तो भी हम उस को पास कर देते, क्योंकि हम सभी चीजें पास करते हैं। अभी हम ने प्रिवेंटिव डिटेंशन ऐक्ट (Preventive Detention Act) पास कर दिया और वह भी शान के साथ पास किया, जैसा कि विजिल (Vigil) में क़ुपलानी जी ने

कहा है कि हम कोई काम करते हैं गवर्नमेंट कोई काम करती है, तो वह शान के साथ करती है। हम ने प्रिवेंटिव डिटेंशन ऐक्ट शान के साथ पास किया। हम ने हमारे कांस्टीट्यूशन (Constitution) में ३७१ सैंक्शन को भारत की १० करोड़ जनता के सिर पर डिमाक्लीज़ की सोर्ड (Sword of Democles) की तरह लटका दिया है, हम ने उस को भी पास किया है और गवर्नमेंट नहीं चाहती कि वह ३७१ सैंक्शन कांस्टीट्यूशन से निकाल दिया जाय। तो जो गवर्नमेंट यह सब कर सकती है तो उस ने इतना ही किया तो मैं तो उस को धन्यवाद दूंगा, क्यों कि उस ने सिर्फ २५ परसेंट की ही वृद्धि की है। जब मैं और मिनिस्ट्रियों को देखता हूँ तो उन की हालत को देखते हुए इस मिनिस्ट्री का काम मुझे बहुत ही धन्यवाद के योग्य मालूम होता है।

अब दूसरी बात यह कही जाती है कि इस से गरीबों का बड़ा नुकसान होगा, तो यह तो मेरी समझ में नहीं आता। कौन लोग रेल गाड़ी में चढ़ते हैं? हालांकि यह मैं ज़रूर कहूंगा कि विद्यार्थियों को ज़रूर कुछ सुविधाएं मिनिस्टर साहब को दे देनी चाहियें। अब रेल में कौन लोग चढ़ते हैं? जो मुलाज़िम चढ़ते हैं उन को तो भत्ता मिलता है। बाक़ी जो बिज़िनिसमैन (businessmen) जाते हैं वह तो काफ़ी रुपया कमाते हैं। उन को क्या नुकसान होगा अगर वह एक पाई गवर्नमेंट को अधिक दे देंगे। इस के अलावा जो लोग अधिक चलते हैं वह तीर्थ यात्री होते हैं। उस में भी दो किस्म के होते हैं। एक तो धनी होते हैं वह

[कैप्टिन ए० पी० सिंह]

पंडों को काफ़ी रुपया दे देते, हैं, तो वह पंडों को थोड़ा नहीं दे कर इन को दे देंगे तो कोई नुक़सान नहीं होगा। और जो दूसरी क्रिस्म के ग़रीब लोग हैं वह तो सब बिना टिकट के चढ़ने वाले हैं। उन के लिये चाहे जो कुछ रेट (rate) रखी जाये वह तो बिना टिकट जायेंगे। तो मेरी समझ में नहीं आता है कि किस तरह ज्यादा है।

अभी मुझे बहुत कुछ कहना था लेकिन चूँकि घंटी बज गयी है, इस लिये अब मैं ज्यादा नहीं कहूँगा।

*(English translation of the above speech).*

**Capt. A. P. Singh:** First of all I thank you that I got time to speak. I shall finish within five minutes.

I have to thank the hon. Minister of Railways for his declaration that Vindhya Pradesh will continue as such and that the area and population of Vindhya Pradesh are sufficient to warrant that it need not be integrated with any other Province. For this I compliment him wholeheartedly. I also hope that when he endeavoured towards this and made the declaration that Vindhya Pradesh will come to stay, it is essential to make proper railway arrangements there for there is a dearth of railways in Vindhya Pradesh. It depends upon him to fill this void.

A dam over Rihand river is also being constructed in Vindhya Pradesh and there is further a scheme for the construction of a railway line from Chunar to Robertsganj. My submission is that if the line that is to be constructed upto Robertsganj be extended to connect Rewa and Satna via Sangroli, it would become a junction on the G.I.P. Railway line, and if the Bombay-Calcutta Mail is diverted to pass over this route, this would probably be a shorter distance. That may or may not be done, but this area is the centre of Vindhya Pradesh and if Robertsganj be linked by a railway line to Mauranipur via Satna and Tikamgarh, the heart of Vindhya Pradesh will be set aright. No doubt, it would be a long line, but I should like to submit that there are big layers of coal there. Coal is also found in the area where the line to Chirmiri passes over, but the opinion of the geologists is that

the coal in the former area is of a better quality. Hence from economic and income considerations too I think that if this line is constructed, it would be very useful.

Besides, timber and bamboo are also there and mills can also be run, and specially when a dam is also going to be built in that area, the railway line will provide means for its development. So far for the construction of a railway line. Everybody spoke about railway lines, so I also made a request in my speech to the hon. Minister to lay down a line there.

Now, most of the criticism has been levelled against the increase in the fares of third class. I think it has been rightly done and indeed I would thank the hon. Minister that he has increased it only by one pie i.e. only 25 per cent. When he declared that he was to deliver a mild shock, I feared lest he might be going to increase the fare to 16 pies in the same way as it is said today that the value of rupee itself has come down to only 4 annas. So I began to remember God, for my grandfather had told me that by taking the name of God at the time of trouble prevents the calamity. Thus while he spoke about mild shock I began remembering God, and the fare increased only by a pie, i.e. only 25 per cent. So I thanked God for it, because I had been taught a lesson beforehand. Once when I was a child, I was going with 'Ram Ram' on my tongue when a scorpion stung me. I went to my grandfather and asked him as to why the scorpion had stung me while I was taking 'Ram Nam', as he had told me that 'Ram Nam' would keep away all the troubles. He said that if I were not remembering 'Ram', a snake might have bitten me in place of the scorpion. So when I remembered Ram, the fare increased by only 1 pie and not by 16 pies. I thank God for it. I think everything is possible here; if it were increased to 16 pies even then we would have approved of it for we approve anything done here. Recently we have passed Preventive Detention Act in a dignified way for, as Shri Kriplaniji mentioned in 'Vigil' that whatever we do or whatever the Government do, we do it with an air of dignity. So we passed the Preventive Detention Act with dignity. As a matter of fact the provision of clause 371 made by us in our Constitution hangs like the sword of Democles upon the heads of 10 crore people of India. It is we who had passed it and the Government do not want to delete this clause 371 from the Constitution. When a Government can do all this, I would indeed thank them that they made an increase of only 25 per cent. in the



fares. When I look to the other Ministries, I find the work of this Ministry comparatively much commendable.

Secondly, it is said that the poor will be very much hard hit by this increase of fares. I do not understand why. Who are the people that travel in trains? I would certainly say that the hon. Minister should have given some facilities to the students. Now, who are the people that travel by trains? The Government employees get travelling allowance. The businessmen earn enough; they will not be sufferers if they give a pie more to Government. Besides these, those who mostly travel are pilgrims. They too are of two categories. One is the rich class. They pay large amounts of money to the *pandas*. So if they pay something more to the Government, and a little less to the *pandas* they do not stand to suffer at all. The other class is of poor people and they all travel without tickets. So whatever be the rate, they will go without tickets. Hence I do not understand how it is unreasonably high.

I had to say more, but the bell has gone, so I would stop now.

**Shri J. N. Hazarika:** In spite of the failures of the Railway administration in the State of Assam, I wish to congratulate the Government and especially the hon. Minister for the unique engineering effort displayed in the construction of the Assam Rail Link. At the same time, I must say that the administration of the Assam Railway is not at all satisfactory. As I have often said in this House, I always found that ordinary amenities are lacking throughout the length and breadth of the Assam Railways. In Sakrigali-Manihari Ghat, the ferry service as well as the transshipment are not at all satisfactory. Perhaps I am the first Member of Parliament who travelled in the Assam Rail Link from beginning to end. I travelled by this route on the 30th December last. I found in Manihari Ghat during transshipment there was no light in the first instance. Afterwards, however, we got the light. In the tea stalls, the tea vendors ran away when the passengers arrived. After waiting for a long time, a man came and prepared tea; and then we got into the refreshment room. The people there were not keen on entertaining. There are no sheds or waiting rooms for third class passengers. When we got into the compartment, we found that there was no water in the bath room. We asked the Railway people there to supply us with water. They did not supply. Afterwards, we came to Katihar and there also we found that there was no water, and we were told that the dynamo had failed,

Such is the state of affairs in the Assam Railways up to Pandu. It takes 43 hours from Calcutta to Amingaon by the Link. By Air we take two hours only; but through Pakistan Railways we took only 18 hours.

Some time ago, a survey was made for the construction of a bridge across the Brahmaputra between Joghigopa and Goalpara town and also to construct a new line between Bongaigaon and Joghigopa and Darrangiri-Dudhnoi. In view of the strategic importance of this Railway, I would request the hon. Minister to take up this work at once.

Today the greatest rival of the Railways is air transport. We have incurred some loss in respect of the Assam Railways, as the hon. Minister of Railways admitted on the floor of the House. I may say that this loss is entirely due to lack of adequate supply of wagons for goods transport and coaches for passengers. I would request the hon. Minister to put a sufficient number of wagons on this section. During the earthquake, there was a great shortage of iron and steel, cement, and other essential articles including food and cloth in those areas. Even today, many of these articles have not reached those areas. I am only considering what would have been the case if there had been a war. If the condition of the Assam Railways is to continue as it is, I am afraid, in an emergency, the whole country would suffer. I would request the hon. Minister to see that the administration of this Railway is made more efficient. As I suggested a bridge should be constructed over the Brahmaputra in the place indicated, and the Railway extended up to Gauhati, thus making the Railway on the south of the River a complete one. In view of the strategic importance of this Railway, we want another alternative Railway. This should be on the north bank of the Brahmaputra, taking over the present narrow gauge system from Rangapara to the Tezpur town and extending it to the north of Dibrugarh through North Lakhimpur town.

A number of accidents take place due to the absence of gates at the level crossings. I could cite instances; in view of the fact that I have no time, I will content myself with requesting the hon. Minister to see that gates are provided at the level crossings. I had been once to Saikhowaghat, the easternmost Railway station in Assam. After the earthquake the railway line has been restored to that station, as stated by the hon. Minister. But, there is only one train to that place in 24 hours. I would suggest to the hon. Minister that he should restore all the previous services thereto.

[Shri J. N. Hazarika]

Coming to refreshment rooms, at present, the contract for catering is given to a contractor for one zone and generally the contract is given to either refugees or co-operative societies. In Chaparmukh which is a junction, the contractor of the Refreshment Room is a refugee. I am sorry to say that he is misusing the contract. Instead of eatables, he has got stationery articles, *darees* and neck ties. I would request the hon. Minister to see that this sort of abuse is put an end to.

In the end, I would suggest that foot-overbridges should be constructed on the level crossings in the towns for the use of the people. There are so many level crossings and people have to wait for half an hour at a time for the trains to pass and a lot of time is taken in shunting the trains.

**Shri Thimmappa Gowda (Mysore):** I want to impress on the Government the need to lay a connecting line from the West Coast to the Mysore Railways, that is from Mangalore to Hasan. There is already a line from Bangalore to Hasan and if this line is extended from Hasan to Mangalore, the distance being about 100 miles, the entire area of about 20,000 square miles would be covered. A major portion of this area is, as you know, Malnad. Malnad, as all hon. Members are aware, is famous for its natural beauty and richness, and fertility. Now, it has become completely neglected. The population is decreasing and vast areas of fertile lands which were formerly under cultivation are now becoming fallow. Nature is very kind and bountiful in Malnad. But, our Government, I do not know for what reason, since a long time, is not paying due attention to improving the abominable conditions of Malnad.

[MR. SPEAKER in the Chair]

Various agricultural products are grown in Malnad: coffee, tea, rubber, cardamom, timber; other agricultural products and forest products are also grown there. For lack of transport facilities, all these things are going to waste. When we approach the hon. Minister of Railways, he says, that unless the question of the west coast ports is settled, this line cannot be taken up. That question has not yet been settled in spite of several demands. But, I would submit that irrespective of the location of the ports, this Railway line is very necessary, because, lack of communication means lack of civilisation and lack of progress. I would therefore urge on the hon. Minister to view this demand with all sympathy and consideration and take up this line at least.

Another thing that I want to urge on the hon. Minister is regarding the location of the headquarters of the Southern Zone. The hon. Minister stated in his speech that the headquarters of the Southern Zone will be located in Madras. If we see the Railway map of India in the south, Madras is not located in the centre. It is in the eastern corner of the Southern Zone. From the administrative point of view or from any point of view, Madras cannot be the centre of that Zone. Bangalore is situated in the centre. It enjoys a salubrious climate and it has got all other facilities that are required for the headquarters of the Southern Zone. Therefore, I request the hon. Minister to reconsider his opinion on merits and make Bangalore the headquarters of the Southern Zone.

3 P.M.

مولانا معسودی - جناب سپیکر صاحب - میں ریلوے کے مطالبہ نمبر ۱۵ کے بارے میں چلد الفاظ عرض کرنا چاہتا ہوں - یہ مطالبہ ملک میں نئی ریلیں قائم کرنے کے اخراجات کے بارے میں ہے - جب ہم دیکھتے ہیں کہ پونے تین ارب کی آمدنی میں سے اس مد کے اٹھے صرف دو کروڑ اور تریسٹھ لاکھ روپیہ ہی منظور کیا گیا ہے تر ہمیں تعجب ہوتا ہے کہ نئی ریلوے لائن کھولنے کے بارے میں ریلوے ڈیپارٹمنٹ کی جو پالیسی ہے وہ کس اصول پر مبنی ہے - اس میں کوئی شبہ نہیں کہ ہندوستان کو اس وقت اپنی آزادی کے پہلے مرحلہ پر ہی بڑی بڑی سمتوں میں ترقی کرنا ہے ان میں سے کمیونیکیشن (communications) ایک اہم ترین چیز ہے اور ہمیں ریلوے کے بجٹ (budget) میں یہ دیکھ کر خوشی ہوئی اگر سربلس (surplus) کے بدلے

چند کروڑوں کا گھاٹا دکھایا جاتا مگر اس میں نئی لائنیں قائم کرنے کے لئے کوئی معقول رقم موجود ہوتی جس سے معلوم ہوتا کہ ریلوے کا ڈیپارٹمنٹ (Railway Department) ہلدوستان کی مجموعی ترقی کے بارے میں اپنے سامنے کوئی اسکیم (scheme) رکھتا ہے لیکن جب ہم دیکھتے ہیں کہ ہلدوستان کے سوا بارہ لاکھ مربع میل میں پھیلی ہوئی سر زمین میں صرف ۳۳ ہزار میل میں ریلوے لائنیں ہیں - اور بڑے بڑے علاقے - بڑے بڑے صوبے اور دور دراز علاقے کمونیکیشن سے محروم ہیں - تو ریلوے محکمہ کی کوششوں کی تعریف نہیں ہو سکتی - ہلدوستان ایک پھیلا ہوا ملک ہے جس میں پانی کے ذریعہ چلنے والے سفر اور ہاربرداری کے جہاز اور کمونیکیشن کے اور ذرائع صرف ایک کلباء پر ہیں اور ملک کے اندرونی حصے اسے ذرائع سے محروم ہیں - صرف ریل ہی ایسا ذریعہ ہو سکتا ہے جو درمیانی اور شمالی علاقوں میں ملک کی تکلیف کو دور کر سکتا ہے لیکن جب ہم دیکھتے ہیں کہ تقریباً تین ارب کی آمدنی میں سے صرف تھائی کروڑ روپیہ اس غرض کے لئے رکھا گیا ہے تو ہماری سچہ میں نہیں آتا کہ اس کے پیچھے کون سی پالیسی کام کر رہی ہے - بالخصوص اس بڑے ملک کی ایک اسٹیٹ (State) جسوں اور کشمیر میں جو ۸۲

ہزار مربع میل میں پھیلی ہوئی ہے اس وقت ایک میل بھی ریلوے لائن موجود نہیں ہے - اور نئی ریل کھولنے کے موقع پر اس کو بالکل ہی نظر انداز کیا گیا - اس طرح جو چیز ہم نئی لائنوں کے بارے میں دیکھ رہے ہیں وہ یہ کہ صرف مکریا سے لیکر پٹھان کوٹ تک ۲۷ میل کا ایک ٹکڑا ہے جو تین سالوں سے دکھایا جا رہا ہے کہ بن رہا ہے - جب ۲۷ میل کے ٹکڑے پر تین سال لگ جائیں تو پورے ہلدوستان کی ترقی کی وہ ضروریات جو ریلوے کی ترقی سے وابستہ ہیں ان کے بڑے میں ہمیں کب تک امید رکھنا چاہئے کہ وہ کتنی مدت میں جا کر ہوں گی - کشمیر کے معاملہ میں اس کو صرف عام ترقی کی بنا پر تربیت (treat) نہیں کرنا تھا بلکہ اور بھی کچھ کلسیڈریشن (consideration) ہو سکتے تھے جو سامنے رکھنے چاہئے تھے - جن میں سے سب سے بڑا اور اہم سوال ڈیفینس (defence) اور اس ریاست کا سرحدی ریاست ہونے کا سوال ہے - اس وقت اگرچہ ہلدوستان اور پاکستان کے درمیان اس ریاست کے معاملہ کو طے کرنے کے لئے رائے عامہ کو بنیاد بنایا جا رہا ہے لیکن یہ کہوں کر ہو سکتا ہے کہ پاکستان کی وہ ہفت دھرمی جسکا تجربہ پیچھے کئی سالوں سے ہمیں ہو رہا ہے وہ ہمیں پر اسن غرہتہ سے پلہہہسانت (plebiscite)

[ مولانا سہروردی ]

کے ذریعہ کشمیر کے الحاق کا سوال طے کرتے دیگی۔ کہا معلوم کہ تب پاکستان کی ہت دھرمی کا نتیجہ کوئی جنگ ہی ہو جائے۔ یا اگر پاکستان کے ساتھ معاملہ پر امن طریقہ سے طے ہو جائے تو بھی ایک سرحدی ریاست جس کا ایک کنارہ چین اور روس کے ساتھ دوسرا کنارہ افغانستان کے ساتھ اور بہت بڑا حصہ پاکستان کے ساتھ بھی ملتا ہے ایسی سرحدی ریاست کے بارے میں یہ خیال فرنا کہ اس میں کمیونیکیشن کے جدید ذرائع ہوں یا نہ ہوں ہم قیہلس مکمل طریقہ سے کر سکیں گے خطرناک بات ہے۔ اس سوال سے آنکہ ہند کرنا مشکل ہے۔ میں سمجھتا ہوں کہ ہمارے قیہلس کے لئے کشمیر کے کونے کونے تک کمیونیکیشن کے بہترین ذریعہ موجود ہونا نہایت اہم اور ضروری ہے۔ دوسری طرف سے کہا جا رہا ہے کہ کشمیر کو پاکستان میں جانا چاہئے۔ اور دعوٰی کیا جا رہا ہے کہ کشمیر کے کمیونیکیشن کے ذریعے پاکستان کے ساتھ زیادہ آسان ہو سکتے ہیں بستیابلہ ہندوستان کے۔ اگر آج ہم وہاں ریلوں کا جال بچھا دیں تو ہم ان کے اس اعتراض کو بہت آسانی کے ساتھ ختم کر سکتے ہیں۔ کشمیر کی تجارت کا بہت بڑا حصہ محض اس لئے رہا ہوا ہے کہ وہاں ریلوں نہیں ہیں۔ آپ جانتے ہیں کہ کشمیر سے برآمد کی جو سب سے بڑی چیز ہے وہ ہے کشمیر

کی لکڑی۔ عمارتی لکڑی۔ اگر ہمارے پاس ریل موجود ہو تو اس کی برآمد کئی گنا بڑھ سکتی ہے۔ زیادہ نہیں تو کم سے کم پتھانکوٹ سے جموں اور اکھنور تک ریل کا ٹکڑا موجود ہو تو ہم کروڑوں روپیہ کی لکڑی ریل کے ذریعہ برآمد کر سکتے ہیں۔ یہی نہیں جموں کے پاس کوئلہ کی کانیں موجود ہیں مگر ان کو لانے کے لئے ہمارے پاس کمیونیکیشن کی دقتیں ہیں۔ وہاں ٹرانسپورٹ (transport) نہ ہونے کی وجہ سے اس کوئلہ کا آسانی کے ساتھ ہم کوئی فائدہ نہیں اُٹھا سکتے۔ اگر ریل گاڑیاں وہاں چلائی جاتیں تو خود مرکزی حکومت کر اور پورے ہندوستان کو کوئلہ کے بارے میں بڑی سہولیت ہو جاتی۔ آج ہم کروڑوں ڈالو (dollar) پیٹرول (petrol) پر صرف کرتے ہیں وہ پیٹرول آج ہم پتھانکوٹ سے سول (civil) اور ملٹری (military) دونوں ضروریات کے لئے حاصل کر سکتے ہیں اگر ہم ریلوں کو صرف جموں تک لے جائیں تو وہاں کی جو کوئلہ کی کانیں آج جموں شہر کے بالکل قریب اور آس پاس ہیں ان سے نہ صرف پیٹرول کے اخراجات سے آپ بچتے بلکہ شمالی ہندوستان کے ایک بڑے حصہ کو وہ سپلائی (supply) کیا جا سکتا تھا۔ اسی طریقہ کی اور بھی وجوہات ہیں جن کی بنا پر جموں اور کشمیر کی ریلوں کے لائنوں کا معاملہ اس طرح سے نظر انداز نہیں کیا جا چاہئے تھا

جس طریقہ سے وہ کیا گیا ہے۔ یہ سمجھتا ہوں کہ ہماری ہندوستان کی مجموعی ترقی اور جموں اور کشمیر کی تجارتی ضروریات اور پورے ہندوستان کے تیلینس کی جو ضروریات ہیں وہ اس بات کا تقاضا کرتی ہیں کہ ریلوے کے انچارج منسٹر صاحب اس معاملہ پر پہو غور کریں اور وہ سوچیں کہ یہ بجٹ جموں کی طرف ریلوے لائن کو بڑھانے کی اسکیم سے خالی نہیں رہنا چاہیئے۔ میں ان چند الفاظ کے ساتھ ریلوے کا باقی بجٹ کے بارے میں منسٹر صاحبان کو مبارکباد دیتا ہوں۔

(English translation of the above speech.)

**Maulana Masuodi** (Jammu and Kashmir): I wish to say a few words on Demand No. 15. The Demand in question relates to expenditure in respect of construction of new railway lines in the country. When we note that a paltry sum of Rs. 2,63,00,000 only out of a total revenue of 275 crores has been sanctioned for this purpose, a feeling of surprise overtakes us and we simply fail to understand the possible basis of the policy pursued by the Ministry of Railways regarding the construction of new railway lines. Communication, no doubt, are an important factor in the overall progress which India has to make in various important directions in her first post independence phase. We would have been more pleased to see the Budget having a deficit of several crores rather than its being a surplus one, had a substantial sum been provided for the construction of new railways which would have given an indication of the possible scheme which the Ministry of Railways may have had before them for the progress of India as a whole. When we note that in a country of the dimensions of India, in only 33,000 square miles out of a total of 12½ lacs square miles of area railway lines have been constructed, that vast tracts of land, big provinces and far flung regions are cut off because of the absence of all communications, then the achievements of the Ministry of Railways cannot be praised. India is a vast country whose water transport, and other means of travel and shipments happen to be situated on one particular side only and, as such, the interior parts of the country are

devoid of all those means. In the circumstances the railways are left as the only means of communications capable of removing that handicap. But one is simply astonished to find a provision of only two and a half crores of rupees for this purpose out of an overall approximate revenue of 300 crores and one fails to understand the basic policy working in this behalf. In particular, in the Jammu and Kashmir State of this country which is spread over an area of 84,000 square miles, not even a single mile of railway line exists and once again that State has been altogether ignored in the matter of construction of new railways. One new provision that we find in the programme of the construction of new railways is the construction of the railway track from Mukerian to Pathankot that is spread over a distance of 27 miles in all. It has been stated time and again during the last three years that it is under construction. Considering that a 27 mile railway track has taken them almost three years to construct, one can imagine the time required in effecting the necessary progress in the railways with which is inter-linked the around progress of the country as a whole.

Kashmir should not have been treated merely on a basis of general progress; many other considerations ought to have engaged their attention. The most prominent of these is the question of Defence and its geographical position as a Frontier State. Although efforts are being made to resolve the dispute between India and Pakistan over that State through a popular vote, yet none can say whether Pakistan's obstinacy, a bitter experience of which we have been having for the last three years, will make it possible to settle the question of Kashmir's accession through peaceful means of 'plebiscite'.

None knows whether obstinacy of that country is not going to result into a major conflict. Even if it is settled through peaceful means, it is dangerous to be indifferent towards having modern communications in a frontier state of the type whose boundaries touch Russia, Afghanistan and, over a large area, those of Pakistan. It is difficult to treat this fact with indifference. To me it is most important and indispensable to have the best and most modern means of communications from one corner of Kashmir to the other. The other party holds that Kashmir should join Pakistan and it is claimed that its communications can improve much more than they can be expected to improve in case of its going over to India. We can meet this objection very easily by spreading today a net-work of railways in Kashmir. A major part of Kashmir's trade is blocked merely because there

[Maulana Masuodi]

are no railways in that State. You are aware that wood used for building purposes is the most outstanding item of export from Kashmir. With the provision of railway facilities we can increase the volume of its export by many times. If not more, then, at least, with a railway track from Pathankot to Jammu and then up to Akhnore, we can export wood valuing several crores of rupees. Not only that, there are coal mines near Jammu but we are faced with difficulties of communications in transporting it. Because of a lack of transport facilities we cannot make use of this coal in the best possible manner. Had it been possible to run railway trains up to that site, the Central Government and the whole of India would have been much benefited in respect of that coal. At present we are spending crores of dollars for petrol, but we can have petrol at Pathankot in sufficient quantities both for our civil and military purposes provided we construct a railway line only up to Jammu. In that case you would have saved not only your expenditure of petrol which could be had from the coal mines situated quite near to the town of Jammu, but it would have been possible to supply it to a larger part of North India. There are many other reasons for which the issue of construction of railway lines there should not have been thus ignored. I consider that the overall progress of India as a whole, and the questions of Kashmir's trade and the Defence of India as a whole demand a reconsideration of the issue by the hon. Minister of Railways, who should see to it that the Budget does not lack in the provision for the construction of a railway line up to Jammu. With these few words, I congratulate the hon. Minister for the remaining part of the Railway Budget.

श्री एस० ऐन० दास : अध्यक्ष महोदय, जिस दिन हमारे माननीय मंत्री ने रेलवे बजट पेश करते हुए अपना भाषण दिया, उस दिन मुझे यहाँ मौजूद रहने का सौभाग्य नहीं था। बाद में उनके भाषणों को शोर से पढ़ने और रेलवे डिपार्टमेंट की तरफ से जो रिपोर्टें मेम्बरों में बांटी गई हैं, उन्हें पढ़ने और देखने से सचमुच में इतनी खुशी हुई जिस का वर्णन शब्दों में नहीं किया जा सकता। और जितनी रिपोर्टें आकर्षक रूप में बना कर हमारे सामने रखी जाती हैं और जो आंकड़े हमारे सामने पेश किये जाते

हैं, दरअसल में वह हमारे उत्साह को बढ़ाने वाले हैं। लेकिन मैं यहाँ आप के सामने यह जिक्र करने से अपने को रोक नहीं सकता कि जिस तरह मोर जब आकाश में काले काले बादलों को देख कर आनन्द से नाचने लगता है उस समय अपने पंखों की सुन्दरता को देख कर फूला नहीं समाता। लेकिन जब उस की नज़र अपने पांव की तरफ जाती है तो वह सारा आनन्द निराशा के रूप में परिणत हो जाता है। उसी तरह मैं यहाँ यह कहूंगा कि रेलवे की रिपोर्टों में बताई गई तरक्की को देख कर तो अत्यधिक आनन्द होता है लेकिन जब अपने इलाके में रेल में सफर करता हूँ तो सारा आनन्द काफूर हो जाता है। खास कर जब डब्बों में बैठे हुए मुसाफिर रेलवे की अवस्था की कट समालोचना करते हैं उस समय सर लज्जा से झुक जाता है। स्वराज्य होने के बाद स्वभावतः जनता की नज़र विधायिका सभा के सदस्यों एवं सरकारी अफसरान की ओर विशेष रूप से जाने लगी है। वे उन के सामने सरकार की समालोचना करते हैं। जब ये लोग थर्ड क्लास के डब्बों में सफर करते हैं और यात्रियों की असुविधा को देखते हुए उन पर बात करते हैं तो मैं जो ज्यादातर थर्ड क्लास के डब्बे में बैठता हूँ मुसाफिरों की बात चीत को सुन कर दुखी होता हूँ। उस समय हमें याद आता है कि डिपार्टमेंट की तरफ से जो रिपोर्टें पेश की जाती हैं और माननीय मंत्री जो हमारे सामने आंकड़े रखते हैं, उन आंकड़ों में क्या तथ्य है। इसलिये क्षमा करेंगे हमारे माननीय मंत्री महोदय, जब मैं यह कहूँ कि जैसा कि मेरे एक भाई ने कहा है कि छोटी लाइन के साथ स्टेप मदरली (Step motherly) ट्रीटमेंट (Treat-

ment) होता है। अंग्रेजों ने इस देश में रेलवे प्रणाली का प्रचार अपनी तिजारत और व्यवसाय को यहाँ पर हर जगह फैलाने और इस देश में अपना शासन अच्छी तरह से कायम करने के लिए किया था। लेकिन यह हमारे देश की बदनसीबी कहिये कि अंग्रेजों हुकुमत के बाद स्वराज्य मिलने पर भी अंग्रेजी शासन काल की जो बुराइयाँ थीं, वह दूर नहीं हुईं और वह आज भी जारी हैं। हम महसूस करते हैं कि रेलवे विभाग के इन दो बच्चों में जिन्हें आप ब्रॉड गेज (Broad gauge) और मीटर गेज (Metre gauge) कहते हैं अंग्रेजी सरकार तो उन दोनों लाइनों में भेद करती थी चूँकि बड़ी लाइन से उसका ज्यादा काम होता था और चूँकि छोटी लाइन से ज्यादा काम नहीं पड़ता था, इसलिये अंग्रेजी सरकार उस के साथ स्टेप मदरली ट्रीटमेंट करती थी और उस व्यवहार को हम बरदाश्त करते थे गो यहाँ पर मैं यह कहूँगा कि उस समय छोटी लाइनों में रेलवे फ़ैर (Railway fare) और फ़्रेट (freight) दोनों कम थे। लेकिन राष्ट्रीय सरकार ने दोनों के किराये को बढ़ा दिया और किराया दोनों का एक हो गया। लेकिन मुझे दुःख के साथ कहना पड़ता है कि मीटर गेज के साथ जो व्यवहार होता है, वह हमारे रेलवे प्रबन्ध के लिये कुछ प्रशंसा की बात नहीं है। मैं आपके सामने कुछ ऐडमिनिस्ट्रेटिव (administrative) या फ़ाइनेन्शियल रिफ़ॉर्म (financial reforms) के बारे में कहता, लेकिन उस का यह न वक्त है और न मेरे पास अब वक्त है बोलने का, इसलिये मैं उसकी तरफ़ आपका ध्यान नहीं लेजाऊँगा। सिर्फ़ एक बात मैं कहूँगा कि हिन्दुस्तान की बदली हुई हालत में जब कि देशी रियासतों की रेलवे

और इंडिया गवर्नमेंट की रेलों दोनों एक में मिला दी गई हैं और जो ऐडमिनिस्ट्रेटिव रिफ़ॉर्म, या फ़ाइनेन्शियल रिफ़ॉर्म जारी किये गये हैं, मैं उनकी सराहना करता हूँ। लेकिन साथ ही मैं यह कहूँगा कि पिछले वर्ष जब हमारे माननीय मंत्री ने अपना बजट पेश किया था, उसी समय उन्होंने कहा था कि देश में रेलवे का पुनसंगठन होना चाहिये। रेलवे की जो ईकाइयाँ हैं, यूनिट्स (units) हैं, उनको फिर से देख कर नई ईकाइयाँ और नई यूनिट्स बनानी चाहिये। उसके बाद साल भर का समय गुजर गया, लेकिन पूरी स्कीम पूरे फ़ाइनेन्शियल सेट अप के साथ हाउस के सामने नहीं रखी गई। सिर्फ़ यह कहा गया कि प्रयोग के तौर पर सदर्न रेलवे (Southern railway) को मिला कर एक ग्रूप बनाया गया है। जैसे कि माननीय मंत्री ने पिछले वर्ष कहा था उसके अनुसार पूरी स्कीम तैयार हो कर हमारे सामने आ जानी चाहिये थी। उससे हाउस के सभी मेम्बरों को और जनता को भी पता चल जाता कि इस नये रेलों के संघठन से हमें फ़ाइनेन्शियल नुकसान होगा या फ़ायदा होने वाला है। इस बात को मैं कहे बिना नहीं रह सकता कि जहाँ तक संगठन प्रबन्ध का ताल्लुक है, उस में किसी को शक नहीं होना चाहिये कि इस नये पुनसंगठन से देश का फ़ायदा ही होगा। अब चूँकि वक्त बहुत कम है, इसलिये मैं उत्तरी-बिहार के मीटर गेज की ओर हाउस का ध्यान खींचना चाहूँगा। मुझे दुःख के साथ मंत्री महोदय का ध्यान मीटर गेज की तरफ़ दिलाना है और यह कहना है कि उसके साथ अभी तक न्याय नहीं किया गया है। अभी तक रिहैबीलिटेशन (Rehabilitation) और डेवलपमेंट (development) के जो काम हुए हैं, उनमें ज्यादातर ब्रॉड गेज पर ही किये गये हैं

[श्री एस० ऐन० दास]

ही नहीं दिया गया है। यह बड़ी खुशी की बात है कि श्रीयुक्त आर्यंगर महोदय का ध्यान इस की तरफ गया है, लेकिन दुःख की बात यह है कि आज ढाई बर्ष के बाद हमारे मंत्री महोदय का ध्यान इस तरफ गया है जब उन्होंने नोटिस दे दिया है कि वे इस विभाग का कार्य दूसरे पर सौंपने वाले हैं, तब उनका ध्यान इस पर गया है कि मीटर गेज के साथ पूरा न्याय नहीं हुआ है। मेरी समझ में नहीं आता कि इसका क्या कारण है।

अन्त में एक बात कह कर मैं खत्म करूंगा। बहुत से सदस्यों ने यह कहा है कि हमारे भाननीय रेलवे मंत्री को थर्ड क्लास में चल कर आम जनता की तकलीफों को देखना चाहिये। मैं समझता हूँ कि ऐसा कहना भाननीय मंत्री का अपमान करना है। हिन्दुस्तान का कोई भी नेता, हिन्दुस्तान का कोई भी मंत्री अगर थर्ड क्लास की जनता की तकलीफों को उनमें सफर करने के बाद ही समझेगा तब तो मैं समझता हूँ कि इस देश का उद्धार होने वाला नहीं है। हमारे भाननीय मंत्री जानते हैं कि थर्ड क्लास की जनता को क्या तकलीफें हैं और यह भी सही है कि जो बुराईयाँ हमें पुरानी हुकूमत से विरासत में मिली हैं, उन से सहज में छुटकारा पाना आसान नहीं है, बहुत कठिन है, लेकिन फिर भी हमारा फ़र्ज है कि हम इस बात की ओर ध्यान दें। बिहार राज्य में गंगा नदी के मुकामाघाट पर पुल बनाने की योजना बनायी गई थी। उसके लिये बजट में १२ करोड़ रुपये तीसरे वर्ष रखे गये थे। पर न मालूम क्यों वह योजना काम में नहीं लाई जा रही है। मैं उन लोगों में से हूँ जो इस बात को समझते हैं कि रेलवे को सिर्फ यात्रियों की सुविधा के लिये नहीं वरन् व्यवसाय और उद्योग धन्धे की तरक्की की दृष्टि में रख कर निर्माण करना चाहिये।

इस दृष्टि से उत्तरी बिहार में व्यापार, वाणिज्य और व्यवसाय की तरक्की के लिए इस पुल के बनाने की बहुत जरूरत है। वहाँ उद्योग धन्धे का अभाव है, कोयला, लोहा इत्यादि हमें दक्षिणी बिहार से लाना पड़ता है। वहाँ ट्रांसपोर्ट (transport) का इन्तजाम ठीक न होने से उत्तरी बिहार वालों को कितनी तकलीफों का सामना करना पड़ता है। वेगन (wagon) न मिलने की वजह से और ट्रांसपोर्ट की सहूलियत न होने की वजह से कोयला नहीं मिल पाता है। इन सब बातों को ध्यान में रखते हुए यह पुल बनाया जाना बहुत जरूरी है और उससे उत्तरी बिहार के उद्योग धन्धे और वाणिज्य की तरक्की हो सकती है।

अन्त में मैं भाननीय मंत्री को बधाई देता हूँ कि उन्होंने रेलवे का पुनर्संगठन करने की तरफ ध्यान दिया है। लेकिन मैं साथ ही साथ उन्हें यह भी याद दिलाऊंगा कि दोनों काइनों ब्राड गेज और मीटर गेज के साथ एक समाज व्यवहार करना चाहिये और यह न होना चाहिये कि एक की तरफ आप ज्यादा ध्यान दें और दूसरे की तरफ कम जैसा कि मुझे अफ़सोस के साथ कहना पड़ता है कि अभी तक होता आ रहा है।

(English translation of the above speech.)

Shri S. N. Das (Bihar): Sir, I was not present on the day when the hon. Minister made his speech while presenting the Railway Budget before the House. Later when I carefully read his speech and also the reports that were distributed among the members by the Railway Department, I really felt very happy. We feel much encouraged by the statistics and reports that are put before us in a very attractive form. But I cannot help saying that just as a peacock on seeing rain clouds in the sky begins to dance and feels extremely happy to see his beautiful feathers but the moment his eye falls on his legs, he is very much disappointed, similarly I feel very happy to read about the improvement described in the Railway reports, but when I travel in the trains in my State, this happiness goes away. I feel very



much ashamed, specially when the fellow passengers begin to criticise the Government tooth and nail on the sad plight of railway passengers. After the freedom of the country, people have naturally begin to take a special interest in the members of legislatures and the Government officials, and on seeing any of these they start criticising the Government. I travel mostly in third class and therefore when I hear peoples' remarks about the inconveniences which they suffer while travelling in third class compartments, I am really distressed. At that time we can well imagine how far the reports and figures put before us by the department and the hon. Minister are true. I hope, therefore, that the hon. Minister will excuse me if I say, as one of my friends has said, that metre gauge is being given a step motherly treatment. The railway system in India was introduced by the British people to spread their trade and commerce far and wide and also to strengthen their administration. But it is a misfortune of our country that the evils of British rule are still continuing even though the British have gone and we have attained freedom of our country. We feel that Broad gauge and Metre gauge are the two sections of the railway department like the two children of a mother. The British Government used to discriminate between the two because to them Broad gauge was more useful than Metre gauge and hence the latter was always given a step motherly treatment. We tolerated that treatment, although I must say that both railway fares and freight were less in metre gauge in those days. But the national Government enhanced the fares of both and now there is no difference between the two. But I regret to say that we cannot speak high of the Railway management in so far as its attitude towards the metre gauge is concerned. I wanted to say something about administrative and financial reforms, but neither it is a proper occasion, nor I have enough time. I would only say that although I know that the State Railways have been merged with the India Government Railways and that certain administrative and financial reforms have been introduced yet I must also point out that our hon. Minister, while presenting his budget last year had told us, that there would be reorganisation of the railway system and that new units of railways should be formed. A year has passed since then but the scheme with its full financial set-up has not yet been presented before the House. He has only said that Southern Railway has been formed into one group for purposes of experiment. According to what the hon. Minister had stated last

year, the whole scheme should have been presented before the House. This should have made known to the members as well as the people as to whether this reorganisation of Railways is going to result into a loss or an asset. I must say that so far as management is concerned, there should be no doubt about the fact that country will be benefited by this new reorganisation. Now, in view of the short time at my disposal, I would like to draw the attention of the House towards the metre gauge of North Bihar. I have to invite the hon. Minister's attention towards that and I regret to say that justice has not been done to the metre gauge as yet. Most of the rehabilitation and development work has been done on the Broad gauge and metre gauge has always been neglected. It is pleasing to find that the hon. Shri. Ayyangar has now given his attention towards it but again it is regretted that he has realized the fact, that full justice has not been done to metre gauge, only when he has given a notice that he intends to retire from his present post. I do not understand why it is so.

In the end, I would refer to only one point. Many hon. Members have suggested that the hon. Minister of Railways should travel in third class compartments, and see how the general public undergo so many hardships. But I think it is an insult to the hon. Minister. If a leader or a Minister of our country would realize the difficulties of the people only when he himself travels in third class, I am afraid, the future of the country is not very bright. Our Minister knows the difficulties of third class passengers and we also realize that it is really very difficult to get rid of the evils inherited by us from the old regime, but even then we ought to pay some attention to that. There was a scheme to construct a bridge on the river Ganges at Mokamahghat in Bihar State, and a sum of 12 crores of rupees was provided in the budget year before last, but I do not know why that scheme is not being worked out as yet. I am one of those who think and understand that railway lines should be constructed not only from the point of view of the convenience of the passengers but also with the object of the development of trade, commerce and industry in the country. From the latter point of view, it is very important to construct that bridge in North Bihar. There are not many industries in North Bihar because coal, iron, etc., have to be brought from South Bihar. The people of North Bihar have to face so many difficulties on account of inadequate transport facilities. They are unable to get coal because wagons and other

[Shri S. N. Das]

transport facilities are not available. Taking all these points into consideration, I think it is very necessary to construct this bridge as it will lead to the development of industry and trade in North Bihar. In the end, I congratulate the hon. Minister that he has paid his attention towards the reorganisation of railways, but I wish to remind him that equal treatment should be meted out to both Broad gauge and Metre gauge, and no discrimination should be made between the two, as has been the case upto now.

**Shri Radhelal Vyas** (Madhya Bharat): I take this opportunity to invite the attention of the hon. Minister to one point. Much has been said in connection with the increase of fares, specially of the third class. I am afraid the hon. Minister has not made out a good case for this increase. On page 24 of his speech he says:

"The revenues accruing from the enhancement of passenger fares are intended for the stabilisation and expansion of the railway undertaking."

Later on he himself says:

"It might be pointed out that we shall not in actuality be spending immediately the additional funds that we raise. That is so. But those revenues will go into our earmarked funds and be held to our credit . . ."

The object for which this increase is proposed is not going to be achieved in the near future and therefore I say that he has not made a good case for this increase in fares.

Moreover, if you look at the figures for last year, you will see that the number of passengers in all classes was 125 crores, out of which only three crores were those who travelled in the first, second and inter classes. The rest of the passengers travelled in the third class and it means that this burden will fall on the shoulders of those who travel in the third class. In the present circumstances this increase cannot be justified nor supported, specially when there are elements in the country which are going to exploit the situation. They will say to the people "Here is our Government which does not require money for the object for which they want to increase the fares and yet they are increasing the fares. It is especially so when in foreign countries the railways are subsidised and are not used for bringing in revenue for other purposes. Therefore, the hon. Minister

would, I hope, consider this point and will not increase the fares to the extent proposed—I hope the proposed increase will be reduced by at least 50 per cent.

The second point is about regrouping. This question has been before the Government from 1920 and five committees had gone into this question from time to time. This year the regrouping and integration of only the Southern Railways has been taken in hand. Regrouping over the entire Railways should be speeded up. I am sure integration and regrouping is going to result in economies of administration as well as operation. The capital cost will be reduced by over rupees one crore and more than Rs. 17 lakhs will be saved in respect of depreciation, interest and other funds. Therefore, why should we not go ahead immediately with regrouping? I would suggest that this should be done immediately so that we may save so much money and achieve more efficiency. Also, it will place at our disposal surplus locomotives, coaches, and staff which would be highly useful. Therefore, regrouping should not be postponed to some future date and achieved within so many years but should be done and achieved this very year.

The third point I would like to bring to the attention of the hon. Minister is about amenities to passengers. I come from Ujjain. Before the last war there were eight trains to and fro Ujjain on the metre gauge section of the B. B. & C. I., but now there are only four. After the cessation of hostilities two more trains were put on but later on they were also suspended. I thought maybe the Railways are short of coaches, rolling-stock and locomotives, but I find that is not the case. Though the traffic to and fro Ujjain has increased considerably—especially by the formation of Madhya Bharat and the coming together of Ujjain, which formed part of Gwalior formerly, and of Indore, which was the capital of Indore State, there is a great number of passengers coming to and going from Ujjain—I find that no new trains have been introduced. In other parts of the country many new trains have been put in but none here. There was one train from Ujjain to Hati-bandha, a distance of only fifteen miles, but there also no additional train has been introduced. I am constrained to say that much attention has been paid to introducing new trains and extending the existing ones in one State only, and that is the State of Madras, whereas the interests of other States have been ignored.

**An Hon. Member:** That is too much to say.

**Shri Radhelal Vyas:** The figures themselves will speak. Here is the booklet *Towards Better Conditions of Travel* which has been circulated to us. The figures show that last year during the course of eight months 127 new trains were introduced out of which 53 were introduced in the Madras State alone. This year during the course of nine months 111 new trains were introduced out of which 39 were in the Madras State. As regards extension of services, I find that this year 99 trains were extended out of which 44 happen to be in the Madras State. Last year too 88 trains were extended out of which 28 find a place in the State of Madras. I have excluded from these figures trains of the M. & S. M. Railway which have been newly introduced or extended in the State of Bombay. But I was really surprised to see that there were coaches, rolling-stock, locomotives, and staff available for use in Madras whereas not one train could be put in for relieving the congestion and for giving some comfort to passengers of my State and my place. I hope the hon. Minister would now pay attention to other parts of the country as well.

**The Minister of States, Transport and Railways (Shri Gopalaswami):** The only thing that I can tell the hon. Member is that I have not been conscious of having done anything specially for Madras. If the facts indicate that then I shall certainly look into it.

**Shri Radhelal Vyas:** Certainly I have not said it in that sense. Perhaps the Railway Board, just to appease the hon. Ministers who come from Madras, might have done so. At least they are expected to know what they are doing and what they are not doing.

**Shri Santhanam:** If the hon. Member will look at the figures a little more carefully he will find they are all local trains running for short distances of five or ten miles.

**Shri Sidhva (Madhya Pradesh):** Whatever it may be, they are new trains.

**Shri Radhelal Vyas:** Therefore, I have only to request that whenever additional trains are to be introduced or existing services are to be expanded, the picture of the whole country should be kept before the Railway Board which acts first in the matter.

As regards the other amenities, I would say that in some of the trains there are no inter class carriages at all. Though there are first and second class compartments on the Ratlam-Bhopal trains—and these often run empty—still there is no inter class

accommodation on them. If inter class accommodation is provided I am sure it will yield more income to the Railways. At present we are losing money through the absence of the inter class on these trains. I hope this matter will be attended to immediately.

As regards the Janata express it was said by one of the hon. Members that reports indicate that it is not very popular. What is the reason? The Janata express going from Delhi to Bombay is unpopular because it does not take passengers from wayside stations. I think arrangements should be made to take in passengers from all the stations where the train stops. This will give more income to the Railways and also relieve congestion on other trains. Of course, as soon as there is a great rush this concession can be withdrawn.

As regards new lines I find that surveys are being made for expansion, and construction of new lines is being considered. In the Demand for Survey a sum of Rs. 7.81 crores is proposed to be spent out of which Rs. 1.22 crores are for survey on the S. I. Railway. I would like to suggest that this Government. . . .

**Shri Santhanam:** I think there should be something wrong with those figures.

**Shri Radhelal Vyas:** At least it is seven and one crores respectively.

**Shri Santhanam:** We do not spend crores on surveys.

**Shri Radhelal Vyas:** It is being proposed. I have got it from your figures. Any way what I want to say is that the picture of the entire country should be before the Railway Board in this matter. They should first of all find out where the greatest necessity exists for extension or expansion. The hon. Minister in his speech has stated that we have to go ahead with our programme of expansion and by opening new lines fill up the gaps. If we look to the railway map of India we will find that there is a wide gap in the centre. There are lines in the North, in the East, in the South, and in the West, but round about Madhya Bharat, Vindhya Pradesh and a part of Rajasthan there is a wide gap. I think on political grounds also this gap should be filled up early so that there can be easy movement to North, South, West and East. This part is a very rich part of the country. It is the granary of India. It is very much undeveloped. Therefore, I would suggest that this should be taken in hand. Moreover, there had been surveys in the past during the British regime. Those should also be taken in hand and

## [Shri Radhelal Vyas]

considered. Priority should be given to these. In this way, the programme should be put through, so that the new lines are opened in areas where they are most needed.

**Shri Kshudiram Mahata (Bihar):** I want to draw the attention of the Railway Minister to the railway sheds on the platforms. The sheds are of such great height that they neither keep off the sun nor do they keep the rain water out. In the rainy season, the platforms below the sheds are drenched and the floor is wet, so that neither can one sit or stand nor can any luggage be kept under these sheds. These sheds are thus of no use. I want to suggest to the hon. Minister to consider having some tin walls hanging from the top on the sides up to a height of six feet. The floor also should be raised by at least one foot. The sheds towards the railway line side are not extended up to the full length of the platform, with the result that a passenger getting in a train from the platform has to be drenched in the water that is flowing from the roof of the sheds and from rains. The sheds should cover the entire breadth of platform and they should also jut out at least one or two feet outside the platform.

Secondly, I want to draw the attention of the hon. Minister to some local matters. Formerly, two bogies from Jamshedpur to Patna used to go 'through' via Asansol direct from Jamshedpur to Patna and back. Some years back this was discontinued and there is great inconvenience caused to some parts such as Purulia and other parts of Manbhum. Patna being the capital town of the State of Bihar, there are various contacts—both Government and otherwise—between Patna and these areas. So, I would request the hon. Minister to provide for at least two 'through' bogies from Purulia to Patna. This can be done easily. Formerly, these bogies were from Jamshedpur to Patna via Asansol. I want that these two bogies should now be made 'through' from Purulia to Patna.

I now come to the increase in passenger fares. In his opening speech, the hon. Minister stated that priority should be given to passenger amenities for lower classes. I was really glad to hear that. But actually, the Railway Ministry is not taking as much interest as it should in regard to passenger amenities for these classes. The hon. Minister has stated in his speech that he is going to attend to two things. One is overtaking the problem of overcrowding and the other is the improvement of the conditions of travel. The first item should be given greater priority than anything

else. So far as travel is concerned, a man wants at least some space, but at present we give only one seat for four passengers in third class and when one sits or stands upon another, what use is it having a small fan above the head? Let us have fans later on by all means, but let us first have more compartments. First let us spend our money on increasing the accommodation for the lower class passengers and later on if we find that we have more resources we can spend them on fitting of fans. Out of the rupees three crores set apart for passenger amenities in the coming year, I dare say that except one item, that is, provision of drinking water, all the rest of the money can be spent on increasing the number of passenger coaches. We should fix a minimum standard of comfort required for a passenger, and increase the number of coaches accordingly.

Next, I want to draw the attention of the hon. Minister to another point. In the Parcel Express running from Calcutta via Kharagpur towards Nagpur, two bogies are attached at Kharagpur and are taken up to Jamshedpur. Tickets are issued up to Jamshedpur and back to Kharagpur, but I am sorry to say that every time these bogies are taken up to Bilaspur or Nagpur empty. I do not understand this. When you have these bogies beyond Jamshedpur, you can take passengers also; if not, you can detach them at Jamshedpur.

Another point that I want to mention is this. I want the narrow gauge line from Purulia to Lohardoga to be changed into a broad gauge line. Town Jhalda lying in this line is a most important lac centre. This area is a very big business centre in lac. The businessmen of Jhalda find it difficult to transport their lac to other places owing to the line being a narrow gauge one. They have to take it by road to a nearby junction and book it from there. In this process, sometimes the lac is stolen. My hon. friend Mr. Theble Oraon has also spoken about this. I request the hon. Minister to change this line from narrow gauge into broad gauge.

श्री ऐस० पी० मिश्र : अध्यक्ष महोदय,  
इस रेलवे बजट ( Railway Budget) के बहस के अन्त में मुझे बुला कर आप ने मेरे ऊपर बड़ी कृपा की है और मैं इस के लिए आप का बड़ा आभारी हूँ। लेकिन मेरा यह पहला प्रयास है और इसलिये मेरा आप से अनुरोध होगा कि

सात मिनट की जो लिमिट ( Lim ) आपने रखी है यदि उस को मैं पार करूँ तो आप मुझे क्षमा करेंगे ।

मैं उस खित्ते से आता हूँ जहाँ ओ० टी० रेलवे ( O. T. Railway ) का बोलबाला है । वहाँ वही एक रेलगाड़ी है जिसमें चाहे मेल ( Mail ) चले चाहे कोई और चले, उसी से हम को चलना पड़ता है । साथ ही मैं यह भी सोच रहा था कि मैं यहाँ किस भाषा में बोलूँ । कुछ लोग कहते हैं हमारे माननीय मंत्री हिन्दी नहीं समझते हैं, अंग्रेजी में बोलना चाहिये, और अंग्रेजी में वह समझ सकेंगे, हमारे कहने को, हमारे दुःख की गाथा को । परन्तु मेरा यह दूसरा वर्ष है और इस संसद् में बैठे बैठे मैं देखता हूँ कि इस की भाषा कोई भिन्न है और बाहर की भाषा कोई भिन्न है । बाहर के लोग किसी दूसरी भाषा को समझते हैं, यहाँ के लोग किसी दूसरी भाषा को समझते हैं । अभी हमारे माननीय मंत्री महोदय ने बतलाया था कि यह रेलवे माइलेज ( Railway Mileage ) है, यह पैसेंजर माइलेज ( Passenger Mileage ) है, हम ने इतनी कमी की, हम ने उतनी कमी की । लेकिन जिस वक्त मैं थर्ड क्लास ( Third Class ) के डब्बे में घुसता हूँ, मुझे इस के कहने में ज़रा भी संकोच नहीं होता कि मैं सर्वदा थर्ड क्लास में चलता हूँ, सिवाय आप के यहाँ आने के, तो जिस वक्त मैं थर्ड क्लास में चलता हूँ तो मुझे दिखलाई देता है कि जिस तरह हमारे फूड मिनिस्टर ( Food Minister ) साहब भाषण देते हैं कि हम जो ग़ल्ला पेंदा करते हैं तो आदमी भी आदमी पेंदा करते जाते हैं और मसला हल नहीं होता, वही मैं थर्ड क्लास के

डब्बों में देखता हूँ, भीड़ कम नहीं होती ।

इस के बाद एक दूसरी चीज है जिस पर मैं आप का ध्यान दिलाना चाहता हूँ । आप ने कहा और एक रोज़ हमारे माननीय डाक्टर श्यामा प्रसाद मुखर्जी ने भी कहा था कि हम को देश के सामने कोई प्रोग्राम ( Programme ) देना चाहिये और जिस तरह हम ने आज़ादी की लड़ाई में जनता को सन्देश दे कर उस को उत्तेजित किया था उसी तरीके से जनता को कुरबानी करने के लिये, और गवर्नमेंट ( Government ) को चलाने के लिए, कोई सन्देश देना चाहिये । आज इस बजट में क्या है कि ग़रीब जनता पर आप कर बढ़ा रहे हैं, सुविधा कोई नहीं दे रहे हैं । इस से क्या वह प्रभावित होगी ? क्या वह आप की मद्दद करेगी ? वास्तव में यदि आप को पैसे की ज़रूरत है तो आप उस से कहिये । वह आप के ख़जाने को भर देगी और शान से भरेगी, और उस को वह अपना कर्तव्य समझ कर भरेगी । लेकिन, जैसा कि किसी माननीय सदस्य ने कहा, इस को तो वह लूट कहती है । जनता इस को तो लूट समझती है । वह साफ़ कहती है कि तुम लूटे जा रहे हो, तुम ने आज़ादी के लिए कुरबानी की थी, अब लूट रहे हो । इस की वजह क्या है ? आप मुझे क्षमा करेंगे, यदि मैं स्पष्ट शब्दों में आप से कहूँ, कि आप के काम करने के वही हाथ पंर हैं, जिस ने ब्रिटिश ( British ) हुकूमत को ख़त्म किया । आज कदाचित् उसी तरह से इस हुकूमत को भी, जो एक बड़ी मान्य संस्था के बल पर कायम है, कहीं वह ख़त्म न कर दे, क्योंकि आप देखें कि इस गवर्नमेंट के कर्मचारी सब जगह, चाहे क्लब ( Club ) में आप जायें, चाहे

[ श्री एस० पी० मिश्र ]

कहीं और स्थान पर जायें, इस के उच्च से उच्च कर्मचारी हमारे ऊपर, हमारे माननीय मंत्रियों पर आक्षेप लगाते हैं। तो, जैसा कि मैं ने आप से कहा कि आप के काम करने का जो तरीका है उस को आप को सोचना पड़ेगा।

तीसरी बात जो मैं आप के सामने रखना चाहता हूँ वह यह है। हमारे शिबन लाल जी सक्सेना ने अभी सत बर्ररह आप के सामने पेश किये थे। आपने पूछा था कि वे पत्र उन्हें कैसे मिले। हमारे सामने यह स्टैंडिंग फायनेन्स कमेटी फोर रेलवेज ( Standing Finance Committee for Railways ) की प्रोसीडिंग ( Proceedings ) है जिसे आपने भेजा है। मैं ने उसे देखा तो उसमें मुझे एक चीज नजर में आई कि जो मेम्बरों की उपस्थिति है वह साइकलोस्टाइल्ड ( cyclostyled ) है, टाइप्ड ( typed ) है, और बकिया रिपोर्ट ( report ) जो हैं वह प्रिंटेड ( printed ) है। मुझ को परेशानी हुई कि यह चीज क्यों हुई? यह छपी हुई और प्रिंटेड है और वह टाइप्ड। मैं ने इधर उधर देखा। आखिर मैं ने देखा कि यह जो रिपोर्ट छपी हुई है इस में तारीख भी हुई है, २०. २. ५१ और यहां पर २२ फरवरी है जब हमारी यह स्टैंडिंग फायनेन्स कमेटी की मीटिंग ( meeting ) हुई। अब मुझे सन्देह यह होता है कि स्टैंडिंग कमेटी की यह रिपोर्ट पहले ही छाप ली गयी है। जैसा कि हमारे कैंप्टन अवधेश प्रताप सिंहजी ने कहा कि जितनी चीजें होती हैं हम शान के साथ पास कार देते हैं, तो स्टैंडिंग कमेटी की भी कारवाई हम पास कर देते हैं। इसलिये यह पहले भेज दी गयी और उस के बाद हमारी स्वीकृति ले कर के यह चीज यहां पर

रख दी गयी, इस तरह की चीजें होती हैं।

[Shri S. P. Misra (Uttar Pradesh): You have been kind enough to call me at the fag end of the Debate on the Railway Budget and I am very grateful to you for this favour. But I beg to submit that this being my very first attempt in this direction so in case I exceed my time limit of seven minutes, I should please, be excused.

I come from a region where there is O. T. Railway all round. This is the only railway there and we have only to travel by the trains, mail or otherwise, which run on it. I was also thinking in what language I should speak here. Some persons say that our hon. Minister does not understand Hindi and we should, therefore, speak in English and then he will understand it—the tale of our woes. This is my second year in this House and I see that its language is somewhat different from what it is outside it. People outside understand a different language and those here understand a different one. Our hon. Minister has just now stated that so much was railway mileage and so much was passenger mileage; and that they have made such and such reductions therein. But when I enter a third class compartment—and I have no hesitation in saying that I always travel in third class—except when I come to this place,—it seems to me that this problem remains unsolved just as our Food Minister has said about food that as we go on producing more and more food, the population too goes on increasing at the same rate. This is what I see in the third class compartments as well, the crowd does not seem to lessen in any way.

Besides this there is another issue as well to which I would like to draw your attention. Once Dr. Syama Prasad Mookerjee as well had pointed out that we should set a programme before the country, and should give some message to our people calling upon them to make sacrifices and to run the Government in the same manner in which we had roused their spirits during the days of our struggle for freedom. What we find in this Budget today is that we are increasing the burden of taxes on our poor people without providing them with any additional facilities. Would they be impressed by it? Would they help you? In fact if you require more money you should tell them so. They will fill up your treasury and will fill it with pride thinking it as their duty. But, as some hon. Member has put it, they think it is loot. They tell

it plainly that you are indulging in loot and further add that as you have made sacrifices for freedom so now you resort to looting. What is the cause? You would please excuse me when I speak in plain words that you carry on your administration with that very machinery which brought an end of the British Government here. Today the same may bring down this Government too which is backed by an esteemed and a great organization, because you will find that the employees and even the high officers of this Government make serious allegations against our hon. Minister everywhere in clubs and other places. Hence as I have submitted, you shall have to reconsider your working system.

The third thing which I want to put before you is this. Our Shri Shibban Lal Saksena produced some letters etc. before you just now. You did ask as to how he was able to get those papers. We have got the proceedings of the Standing Finance Committee for Railways before us. I saw it and found that the presence of the members is typed and cyclostyled in it while the rest of the report is a printed one. I was embarrassed as to why it was so? The report was printed and the names of the members, who were present, were typed. I went through it and in the end I found that the printed report was dated 20th February 1951, while it was 22nd February when the meeting of the Standing Finance Committee actually took place. Doubts began to creep in my mind whether this report of the Standing Committee was not printed beforehand. As our Captain Awadesh Pratap Singh has put it, whatever we pass we pass it with a graceful gesture and in the same manner we had passed these proceedings of the Standing Committee too. So it was sent beforehand and after receiving our sanction it was placed here. This is how these things happen.]

**Shri Hussain Imam (Bihar):** This is something unusual.

**Mr. Speaker:** Order, order. Let him proceed.

**Shri Santhanam:** I would like to understand this particular point. I did not quite catch it.

**Mr. Speaker:** So far as I have been able to understand, his point is that while the proceedings of the Standing Committees are circulated typed or stencilled, he was struck to find that even though the meeting of the Standing Finance Committee was held on the 22nd of February, the proceedings were printed and circulated quickly. He was informed, or he is under the impression, that the procedure followed

is that the proceedings are printed in anticipation of the Standing Committee's sanction, and then they are adopted and placed before the House. His complaint is that, if that is so, it is a very irregular procedure.

**Shri Gopalaswami:** It is only a small misapprehension on the part of the hon. Member. These are put in proof before the meeting of the Standing Finance Committee. As soon as the Committee sanctions the thing, the order is given to strike copies. That is how copies come so quickly.

**Shri Hussain Imam:** The date on the book is 20th February, while the meeting was held on the 22nd February; that is what he is trying to make out.

**Shri Gopalaswami:** The press might have put the date on which the thing was put in final proof. We do not strike copies before the meeting of the Standing Finance Committee is held.

**Shri T. N. Singh (Uttar Pradesh):** It is a proof mistake, probably.

श्री एस० पी० मिश्र : उसके बाद यह शिकायत है कि खतोकिताबत जो की जाती है उस का जवाब वक्त से नहीं दिया जाता । हमारे माननीय मंत्री महोदयों ने कहा कि हम लोग फौरन जवाब देते हैं और जवाब दिया जाता है । इस वजह से मैं वह खत आप के सामने ले आया हूँ । मैं ने ओ० टी० आर० रेलवे के जनरल मैनेजर (General Manager) साहब के पास एक खत २-११-५० को लिखा था । उसका जवाब १३-११-५० को मुझे मिला कि (is receiving serious attention.) उस के बाद आज यह ५१ हुआ और यह आप का मार्च का महीना है । मैं ने रिमाइंडर (reminder) भी भेजा, लेकिन सीरियस अटेंशन (Serious attention) अभी तक वह ड्रा (draw) कर रहा है और उस पर कार्रवाई नहीं हो रही है । मैं ने जिस विषय के लिए लिखा था उसे कम से कम चार पांच साल हुए हमारे तरफ की पब्लिक (public) एक कलवर्ट (culvert) के एक्सपेंशन (expansion) के लिए एजीटेशन (agitation) कर रही

[श्री स० टी० मिश्र]

है। वहाँ उस की वजह से पानी एक तरफ़ को रुक जाता है जिस से एक तरफ़ बाढ़ आ जाती है और दूसरी तरफ़ पानी में कमी हो रही है। लेकिन आज तक उस पर सीरियस अटेंशन हो रहा है। आज यहाँ पर मो मोर फ़ूड कॅम्पेन (Grow More Food Campaign) के लिए कहा जाता है और इस तरह के बेसिस (basis) पर आप का काम हो रहा है। हमारे यहाँ के एग्री-कल्चर इंजीनियर साहब (Agricultural Engineer) ने कहा कि हम को हमारा कोल (coal) नहीं मिल रहा है और वह कोयला हम को मिलना चाहिये। मैं ने ओ० टी० आर० के मैनेजर साहब को लिखा और उन को मैं ने ४-१-५१ को खत लिखा और ६-२-५१ को जो मुझे जवाब दिया, जवाब क्या दिया है अपनी कारगुजारी दिखलाई है। और यह बतलाया है कि १९४९ में हम ने १७७७ वैगन (wagons) कोयला बोया और पचास में २३०५ वैगन कोयला बोया और जब केन (cane) का प्रेशर (pressure) कम हो जायेगा, तो हम कोयले के लिए वैगन देंगे। आज मार्च का महीना है। इस महीने के बाद जून से बरसात शुरू हो जाती है, कोयला कब आयेगा, इटें कब बनेंगी, और गवर्नमेन्ट की जो कुंए की स्कीम है, वह कब लागू होगी और मो मोर फ़ूड कॅम्पेन कैसे सक्सेसफुल (successful) होगा। मैं इस समय सिर्फ़ आप का ध्यान ओ० टी० आर० पर कन्सेन्ट्रेट (concentrate) कर रहा हूँ और मैं यह कहता हूँ कि जैसी आज ओ० टी० आर० की हालत है, उस में आज एक पैसा भी बढ़ाना एक कौड़ी भी बढ़ाना जुर्म है। यह ठीक है कि कम्पनी (company) से आप ने लड़ाई के बाद इस को बड़ी टूटी फूटी हालत में लिया, जो

मेन ट्रेन्स (Main trains) हैं उन की छतें टूटी हुई हैं, शटर्स (shutters) में शीशे नहीं हैं, दरवाजे नहीं हैं, पानी बरसने पर पानी रेलगाड़ी के डिब्बे में छतें ठीक से न होने से अन्दर जाता है और मैं ने लोगों को डिब्बे में पानी से बचने के लिए छाता लगाये बैठे देखा है। यह अन्वेष ओ० टी० रेलवे में है। इस हालत को देख कर मेरा तो सिर शर्म से झुक जाता है।

यह आप ने रेलवे बजट और जनरल बजट (General Budget) में जनता के ऊपर पचास करोड़ रुपया बढ़ाया है, तो यह किस लिए बढ़ाया है? आप ने देशवासियों का दुख दूर करने के लिए ब्रिटिश (British) हुकूमत को खत्म किया, लेकिन अभी तक जनता को कोई भी फ़ायदा इस दिशा में नहीं पहुंचा सके, आप हर साल कर बढ़ाते जाते हैं, और उस के बदले उन को उम्मीद दिलाते जाते हैं कि यह होगा वह होगा, लेकिन होता जाता कुछ नहीं।

[Shri S. P. Misra: The second complaint that follows is that the letters are not replied in time. Our hon. Minister has said that the letters are replied immediately after their receipt. This is why I present a letter before you. I had written a letter to the General Manager of the O.T.R. on 2nd November 1950, the reply, which I received on 13th November 1950, was that "the matter is receiving serious attention". And now it is March '51. I sent a reminder, but this also is still "drawing serious attention", and no action is being taken on it. The subject about which I had written was about the expansion of a culvert for which the public of that area has been agitating at least for the last four or five years. It causes some difficulty in the flow of water there with the result that one side suffers from floods and the other from scarcity of water. But it is still under "serious attention". On the one hand there is talk of "Grow More Food Campaign" and on the other hand this is the efficiency of our working. The Agricultural Engineer of our area complained that we were not receiving our coal quota, and that we should get it. I wrote a letter to the Manager of the O.T.R. in this connection on 4th January 1951, the reply of which I received on 6th February 1951. What



was the reply? In a way it was a recital of his achievements. He said that they despatched 1777 wagons of coal in 1949 and 2305 wagons in 1950; further adding that as soon as the cane pressure will lessen they will arrange wagons for coal. This is the month of March and after this the rainy season begins from June. When will the coal arrive, when the bricks will be laid and when the scheme of construction of wells will be implemented, and last of all how will the 'Grow More Food Campaign' be successful? I am concentrating your attention on the O.T.R. only at this time and am telling you that it is a sin to increase the railway fare even by a single penny under the conditions as they are prevailing on the O.T.R. at present. It is true that you took it over from the Company in a dilapidated condition after war. The roofs of the main trains are broken, there are no glass panes in the shutters, there are no doors, the rain pours into the railway compartments because the roofs are not in order; and I have seen people using umbrellas in the compartments to save themselves from the rain. Such is the sorry state of affairs on the O. T. Railway. On seeing this condition my head drops down in shame.

You have increased the burden of taxes on the common people to the tune of fifty crores of rupees in your Railway Budget and General Budget; may I know why you have increased it? You forced the British Government to go out in order to mitigate the pains and woes of your countrymen, but the people have not been benefited in any way so far. You continue to increase your taxes every year and in its place are giving them vague assurances that such and such things will be done, but nothing has so far been done actually.]

**Shri Gopalaswami:** Sir, may I make a personal explanation? A few minutes ago I explained the position in answer to the criticism of the hon. Member regarding the printing of the proceedings of the Standing Finance Committee meeting held on the 22nd February. I find I am mistaken because at the meeting over which I presided I distinctly remember that only a proof was placed before me and I thought after they were sanctioned the order was given to strike copies. As a matter of fact I find that apparently the press had struck off these copies and before the copies were circulated to hon. Members the names of the Members present at the meeting were cyclostyed and pasted to the proceedings of the Committee so that it might represent the actual facts. The original copy did not contain the names of Members

present. In order to make it absolutely accurate when they sent these copies—all these items were sanctioned at the meeting—the names of the Members were attached. It was only for the purpose of expediting the circulation of the copies at least a week before presentation of the Budget—as you will remember you yourself desired it to be done—that this was done. If the Committee had not sanctioned some items, of course it would not have been circulated in that form.

4 P.M.

**श्री एस० पी० मिश्र :** एक अन्तिम निवेदन कर के मैं अपना भाषण समाप्त करूंगा कि जिस समय रेलवे फ़ेयर (Railway fare) बढ़ाने का बिल यहाँ इस हाउस (House) में चल रहा था उस समय हमारे माननीय मिनिस्टर ऑफ स्टेट (Minister of State) ने फ़रमाया था कि हमारा जो स्टैंडर्ड ऑफ़ लिविंग (Standard of Living) है उस के हिसाब से हम इंजिन नहीं ख़रीद सकते। इस सम्बन्ध में मैं बहुत अदब से आप से प्रार्थना करता हूँ कि कृपया इस तरह आप हमारे दिल को ठेस न पहुँचाइये। आप हमें ताड़ते भी हैं और शरमिन्दा भी करते हैं। यह जरूर है कि हम गरीब हैं और जैसा कि उन्होंने फ़रमाया कि हम इंजिन नहीं ख़रीद सकते, तो हम पैदल चल सकते हैं और पैदल चलेंगे, लेकिन आप यह न कहें कि तुम गरीब हो और तुम इंजिन नहीं ख़रीद सकते, क्योंकि तुम्हारी हैसियत इंजिन ख़रीदने की नहीं है। मैं कहूंगा कि यह कोई रीजनिंग (reasoning) नहीं है और उन को समझना चाहिये कि अगर हम इंजिन नहीं ख़रीद सकते हैं तो हम अपनी हैसियत के मिनिस्टर (Minister) बना सकते हैं। इसलिये मेरी प्रार्थना है कि जिस बज़त सरकार की तरफ़ से ऐसा जवाब दिया जाये, तो ऐसा न दिया जाये, जिस से जनता में ख़ोश हो और ऐसा प्रतीत होने लगे कि हमारे

[श्री एस० पी० मिश्र]

ही प्रतिनिधि हमें ठुकरा रहे हैं। यह भावना नहीं आनी चाहिये। मैं एक बार फिर बन्धवाद देता हूँ।

[Shri S. P. Misra: I would finish my speech after making one more submission. When the question of increase in Railway fares was being discussed here, our hon. Minister of State had stated that due to our low standard of living we were not in a position to purchase new locomotives. I most respectfully beg to submit in this connection not to please injure our feeling in this way. You strike us and at the same time humiliate us. It is true that we are poor and, as he has said, we cannot purchase locomotives. As such we can walk on foot and we will do so but please do not say that we are poor, and we cannot purchase locomotives because we are not in a position to purchase them. I would say this is no reasoning and the Government should understand that if we cannot purchase locomotives, we can at least make ministers in accordance with our own position. Therefore, I request that whenever any reply is given from the Government side, it should not be such as to humiliate us and it may give the impression that our own representatives are kicking us out. This feeling should not come. Sir, I once again thank you.]

**Shri A. Joseph (Madras):** Previously there was a practice of giving season tickets in the M. & S. M. Railway in Madras State. From Vijayawada to Hyderabad there is a train running. Previously Hyderabad State was not under our control, but now it is under our control. I would request the hon. Minister of Railways that season tickets may be given on that railway line also.

My second point is that there is a station called Satyanarayanapuram in Vijayawada town. Most of the population of that town have greater facility and find it more convenient to go to Satyanarayanapuram than coming to the big Vijayawada railway station. But there is no waiting room accommodation at Satyanarayanapuram for the first and second class passengers. I would therefore request the hon. Minister to provide waiting rooms for the first and second class passengers at the Satyanarayanapuram railway station.

[PANDIT THAKUR DAS BHARGAVA in the Chair.]

The bridge across the Kistna river near Vijayawada has no pathway for people and for ordinary traffic. People, cattle and cars etc. that have to cross

the river at this point are therefore obliged to go in small country boats. This has led to many deaths and losses. I suggest that the Railways should lay a pathway on the bridge which can be used for ordinary light traffic. I believe that such a proposal has long been under consideration. As the financial position of the Railways is now said to be quite comfortable I urge that this scheme should be proceeded with. An enlightened administration such as the Railways cannot be so inhuman as to shelve such schemes involving the life and death of dumb thousands.

Another difficulty of the travelling public is this. I take the instance of the affairs as they stand at Vijayawada. Vijayawada is a great junction of many railway lines and is a growing town. But the congestion at the station can hardly be expressed adequately. No railway officer has ever bothered himself about doing something to relieve this congestion. I suggest that diesel cars should be run for a distance of about forty miles in all directions from Vijayawada station. If the hon. Minister calls for statistics he would find that lakhs of people have been travelling to this station from places about forty miles away and that the ticket collection runs into a high figure each day. But no attention is paid to their difficulties. The diesel service, if opened, I am quite certain, will be self-supporting. This will also help the passengers not to rush for trains going over long distances. Another important benefit will be that a large section of the town's population can live out of Vijayawada and come by diesel cars to their occupations.

My last request is this: When the long distance trains such as the Grand Trunk Express and Calcutta Mail arrive at Vijayawada, there is hardly any room in them for fresh passengers. Fierce scuffling and fighting at the carriage doors is a daily scene at the station. The railway officers at Vijayawada hardly lift their little finger to protect the legitimate rights of the persons to whom they have sold tickets. I feel that the best remedy for this situation is to add at least two third class bogies to mails and important trains.

**Thakur Krishna Singh (Uttar Pradesh):** There are two cut motions standing in my name. I have given these cut motions in order to draw the attention of the hon. Minister. I do not know whether I will succeed in it or not, but that at least is my attempt. My first cut motion is regarding the railway fare between Lukar-Dehra Dun-Rikhikesh. The railway fare for

the third class has been proposed to be increased from four to five pies or five pies to six pies. I might bring to the notice of the hon. Minister that the passenger fares and freight on goods are already very high between Luksar-Dehra Dun and Rikhikesh and I do not know whether this increase in fares is to be made applicable in that branch also. If it is to be increased, then I submit most respectfully that it will be very unfair to the people of that side.

Another point that I have been pressing is that the people of Garhwal, Tehri Garhwal and of that borderland and all those people who live in the Himalayas have been crying so long for a railway line between Rikhikesh and Badrinath. I remember that in 1928 a survey was made by the Railway Department for that line, but unfortunately, the idea was dropped probably for the reason that the Railway Department thought that there would not be much income derived. If that is the reason, I am really surprised at the conclusions drawn by the Railway Department. But I feel convinced that that railway line would pay handsomely. Firstly, there are two lakhs of pilgrims who visit Badrinath every year. One of the hon. Ministers—probably it was the Industry and Supply Minister—who replied that on account of dearth of soft wood in India, match factories cannot increase their production. I may bring to the notice of the hon. Minister that soft wood is available in India in great quantities, but unfortunately, there is no communication and hence soft wood cannot be utilized by the match companies. We have plenty of soft wood in the Himalayan regions. We have plenty of minerals, we have plenty of copper, we have plenty of lead, we have plenty of silver, gypsum and so many other minerals which are very valuable for the basic industries in India. I know that we are depending for our basic industries on foreign countries, but that is a great mistake. We cannot prosper as long as we continue to depend upon foreign help for our basic industries and for minerals for basic industries. In these Himalayan regions we have got plenty of minerals which would go to help our basic industries. If you have the communications, these minerals will be at your disposal.

This borderland is just near Tibet. I may assure you that the people are poverty-stricken there and if you do not help them, there is every likelihood of foreign influence coming to that part of the country. I would therefore lay emphasis time and again that a railway line must be constructed between Rikhikesh and Badrinath. That is why I have brought forward this cut motion.

Some Hon. Members including the hon. Railway Minister are of opinion that the increase in the railway fares and increase in taxation will combat inflation. Apart from the fact that the increase in the railway fares and taxes will make the poor poorer, I submit that it will not fight inflation; rather it will add to inflation. That is the point which I would like to develop and I do not know whether I would be able to develop it in such a short time as I have at my disposal. I will leave it for the general discussion on General Budget if I get the time at all but my contention is that in the present circumstances an increase in passenger fares or increase in taxation would not fight inflation, would not combat inflation, would not decrease inflation, but on the contrary it will add to inflation. I have no time to develop it and I wish I had time. I dare say that in practical working, you will find that it will add to inflation.

श्री के० सी० शर्मा : अध्यक्ष महोदय, मैं नहीं जानता कि माननीय मंत्री इस बात को जानते हैं या नहीं कि आज रेलवे कर्मचारियों में तीव्र असन्तोष की भावना है। इस असन्तोष के कारण दो हैं। पहला कारण तो सरकार की नीति, उस नीति मंहगाई भत्ते, छुट्टी आदि के सम्बन्ध में है। और दूसरा कारण स्थानीय अधिकारियों के द्वारा जो बदउन्वानियां उन कर्मचारियों पर होती हैं उस के कारण है। मैं समझता हूँ कि हमारे रेलवे मिनिस्टर साहब पहले कारण को दूर कर सकते हैं और वह आसानी से हल हो सकता है यदि वह इस किराये की वृद्धि में से जो कि इस वर्ष होगी, उस में से एक भाग रेलवे कर्मचारियों को मंहगाई के भत्ते में वृद्धि अथवा दूसरे रूप में दे दें। लेकिन असन्तोष का जो दूसरा कारण है वह सरकारी अधिकारियों की मनोवृत्ति के कारण है। मैं आप को बतलाना चाहता हूँ कि हालांकि हिन्दुस्तान आजाद हो गया है, हम एक नया सवन्न देख रहे हैं लेकिन बहुत से अफसर हैं जिन की मनोवृत्ति अभी नहीं बदली है। हालांकि दूसरे क्षेत्रों में अधिकारियों की मनोवृत्ति बहुत हद

[श्री के० सी० शर्मा]

तक बदल गई है। पहले हम कहते थे कि आई० सी० एस० और पुलिस अफसर तो छोटे छोटे हिटलर हैं लेकिन वह काफ़ी बदल गये हैं, लेकिन रेलवे विभाग के अधिकांश अधिकारी अभी भी छोटे छोटे हिटलर और तानाशाहों के रूप में हमारे बीच में विद्यमान हैं। इस का परिणाम यह हुआ है कि असंतोष बढ़ता जा रहा है और इस असंतोष का प्रदर्शन विभिन्न यूनियनों द्वारा स्ट्राइक के सम्बन्ध में जो प्रस्ताव पास हो रहे हैं उस से हो रहा है। मैं नहीं जानता कि माननीय मिनिस्टर साहब को मालूम है कि कुछ दिनों पहले राष्ट्रीय रेलवे यूनियन की कार्यकारणी ने स्ट्राइक (Strike) का नोटिस दिया है यदि स्थानीय अधिकारियों के रवैये में कोई तब्दीली नहीं आती है। वह रवैया ऐसे भोड़े तरीके से प्रदर्शित होता है। कर्मचारियों को छुट्टी नहीं दी जाती, कारखानों के कर्मचारियों को अपमानित किया जाता है। मैं इस सम्बन्ध में आप को एक किस्सा बताना चाहता हूँ जिस से आप को मालूम होगा कि कितनी ज्यादाती हो रही है। एक आदमी का पिता मर गया और जब उस ने छुट्टी मांगी तो यह कहा गया कि यह अर्जी तीन दिन पहले आनी चाहिये थी। मैं रेलवे मिनिस्टर साहब से पूछना चाहता हूँ कि अगर इस प्रकार की मनोवृत्ति को बढ़ने दिया गया तो बाबजूद इस बात के कि राष्ट्रीय नेता शान्ति के लिये प्रयास कर रहे हैं लेकिन यह असंतोष कब तक दबाया जा सकता है। इस लिये मैं अब से पुनः निवेदन करता हूँ कि जहाँ आप चारों तरफ़ तरक्की कर रहे हैं वहाँ आप इस प्रकार के क्रोध उठावें कि यह स्थानीय अधिकारी अपना रवैया बदलें और मेरी समझ में उनका रवैया तभी बदल सकता है जब आप कोई प्रतिबन्ध उन के ऊपर

लाग्यें और वह प्रतिबन्ध हो सकता है ट्रिब्यूनल्स के द्वारा। आज तीन तीन साल तक लोग सस्पेंड (suspend) रहते हैं, वह तीन साल तक काम पर नहीं आ सकते हैं, और तीन वर्ष के बाद उन को काम पर लिया जाता है। मैं कहता हूँ कि इस का इन्तजाम करना चाहिये। वह हिन्दुस्तान के रेलवे कर्मचारियों के और देश के दुश्मन हैं। उन के खिलाफ कार्रवाई होनी चाहिये, और वह कार्रवाई तभी हो सकती है जब हम रेलवे ट्रिब्यूनल्स (Railway tribunals) बैठा दें। जैसे पोस्ट एंड टेलिग्राफ आफिस (Post and Telegraph office) में आज ट्रिब्यूनल्स हैं उसी तरह। तो मैं उन से प्रार्थना करता हूँ कि वह इस सुझाव पर विचार करेंगे।

तीसरी चीज जो मैं उनके सामने रखता हूँ वह कुलियों के सम्बन्ध में है। पहले लाइसेन्स पोर्टर्स (Licensed porters) एक कन्ट्रैक्टर (Contractor) के अधीन रहते थे लेकिन अब रेलवे डिपार्टमेंट उन को ले रहा है। पहले तो उन को एक आना दो आना रोज़ देना पड़ता था लेकिन अब जब वह सरकार के अधीन आ रहे हैं तो उन को चार आना और साढ़े तीन आना रोज़ देना पड़ता है। वह इतना दे नहीं सकते, यही नहीं उन का इन्तजाम करने के लिए एक हज़ार रुपये का स्टाफ़ सरकार ने रखा है जब कि पहले उन पर दो सौ या ड़ाई सौ खर्च होता था। मैं चाहता हूँ कि यह टाप हेवी ऐडमिनिस्ट्रेशन (top-heavy administration) कृपा कर के हटा दिया जाये और उन का चार आने का कर हटा कर दो आने या छः पैसा कर दिया जाये।

इस के बाद मैं एक्स स्ट्राइकर्स (Ex-Strikers) के बारे में कहना चाहता हूँ।

यह वह स्ट्राइकर्स हैं जिन्होंने सन् १९३० में स्ट्राइक किया था जिस वक्त हिन्दुस्तान में आजादी का आन्दोलन चला था और उसका नेतृत्व किया था गिरि साहब ने और हमारे उत्तर प्रदेश के मंत्री श्री खेर साहब ने। वह स्ट्राइकर्स अभी भी कुली के कुली बने हुए हैं। अगर उन को नौकरी पर रखा गया है और जो भी रखे गये हैं उन की सर्विस (service) का वह पीरिअड (period) कम कर दिया गया है जब कि वह स्ट्राइक पर थे। मैं मिनिस्टर साहब से कहना चाहता हूँ कि उन के साथ देशभक्तों का सा बर्ताव करें। और उन को वह सारी सुविधायें दें जिन के वह अधिकारी हैं।

इस के उपरान्त मैं अपने यहां लेबर वेलफेअर (Labour welfare) के बारे में कुछ कहना चाहता हूँ। हमारे यहां नगरा क्षेत्र है जहां पंद्रह हजार मजदूर रहते हैं, पहले वह नोटिफाइड एरिया के अन्तर्गत था, वहां एक स्कूल भी नहीं है और न अस्पताल है, रोशनी नहीं है, सड़क नहीं है। वहां पंद्रह हजार मजदूर जानवरों की तरह रहते हैं। इस के बाद वह म्यूनिसिपल बोर्ड में तब्दील कर दिया गया। लेकिन म्यूनिसिपल बोर्ड कहता है कि हमारे पास रुपया नहीं है इस क्षेत्र में लगाने के लिए। मैं कहना चाहता हूँ कि यह जिम्मेदारी आप की है, केन्द्रीय हुकूमत की है, मंत्री महोदय की है। उन आदमियों को जानवरों की तरह नहीं रखा जा सकता है। पहले जो हमारे रेलवे मंत्री झांसी पधारे थे उन से मैं ने इस क्षेत्र के बारे में कुछ बातें की थीं, लेकिन मुझे अफसोस है कि इस सम्बन्ध में अभी तक कुछ नहीं किया गया है। मैं उम्मीद करता हूँ कि इस ओर सरकार ध्यान देगी और उन कठिनाइयों को जो मैं ने रखी हैं दूर करने का प्रयत्न किया जायेगा।

[English translation of the above speech].

**Shri K. C. Sharma (Uttar Pradesh):**  
Sir, I wonder if the hon. Minister knows what a great discontent prevails among the railway employees at the present moment. There are two reasons for this discontent. The first reason is the Government's policy in regard to their dearness allowances and leave etc. and the second is their maltreatment by the local officers. I think the hon. Minister of Railways can redress their first grievance, for this could easily be done by allocating a part of the earnings, that would accrue as a result of the increase in fares, in raising the dearness allowance of the railway employees or by giving some other kind of relief to them. The second cause of their discontent, however, is due to the mentality of the Government officers. Let me tell you that although India has become free and we are seeing a new dream there are a lot of (railway) officers who have not changed their mentality as yet, although the mentality of officers in other fields has changed considerably. Formerly, we used to say that the I.C.S. and police officers are veritable Hitlers in miniature, but they have changed a good deal, while the great majority of the officers of the Railway Department are still like petty Hitlers and dictators, with the result that discontent is fast mounting. This discontent is reflected in the strike resolutions that are being passed by the various unions. I am not sure if the hon. Minister is aware that some days back the executive of the National Railway Union gave a notice to go on strike if there was no change in the attitude of the local officers. That attitude expresses itself in most obnoxious practices. Workers are not given leave, they are subjected to humiliating treatment. I shall recount to you an incident which would show the extent of the highhandedness that is being practised. One man's father died and when he asked for leave he was told that he should have applied three days in advance. Let me impress upon the hon. Minister of Railways that if that kind of mentality is allowed to grow it would not be possible to suppress the discontent for long, in spite of the efforts of the national leaders to maintain peaceful conditions. Hence I submit once again that whereas the hon. Minister has been able to achieve all round progress he should also take steps to see that these local officers change their attitude. In my opinion, their attitude can change only if some check is placed on their authority, which is possible only in the form of a tribunal. At present a man may remain under suspension for as long as three years

[Shri K. C. Sharma]

during which period he cannot attend his duty and is allowed to join up at the end of three years. Something must be done about it. Such people are enemies of the railway employees and are enemies of the country also. Action must be taken against them and this is possible only if we appoint railway tribunals, in the same way as we have in the case of the Post and Telegraph Department. I would ask him to consider this suggestion.

The third matter which I commend to his notice pertains to the coolies. Formerly the licensed porters used to be under a contractor but now the Railway Department proposes to bring them under its own organisation. Formerly, they had to make a contribution of one or two annas per day but now that they are to come under direct Government control they are required to pay four annas or three and a half annas per day, which they are unable to pay. Not only that, Government have appointed an administrative staff for the purpose which would cost them one thousand rupees whereas previously such expenditure did not exceed two hundred or two hundred and fifty rupees. I would like such a top-heavy administration to be scrapped and the four anna charge to be reduced to two annas or six pice.

I would next allude to the ex-strikers. They are the men who went on strike in 1930, at the time when the freedom agitation was launched in India, which was led by Shri Giri and Shri Kher, at present a Minister in the Uttar Pradesh. Those strikers still continue to be coolies. If some of them have been employed they have not been given any credit for the period for which they were on strike. I urge upon the hon. Minister to treat them like patriots and allow them all the privileges to which they are entitled.

Finally, I wish to say something about the labour welfare work being done in my parts. There is a place called Nagra where fifteen thousand workers live. Formerly it was under a Notified Area Committee. There is not a single school, no hospital, no light and no roads. These fifteen thousand workers live there like cattle. The place has since been turned into a Municipal Board. The Municipal Board, however, avers that they have no funds to spend on that settlement. I wish to say that this is your responsibility, that is, of the Central Government and of the hon. Minister. Those people cannot be made to live like cattle. When the hon. Minister had visited Jhansi I had told him a few things about this place but I regret to

say that nothing has been done about it so far. I hope the Government would attend to these matters and steps would be taken to redress the wrongs I have referred to.

**Shri Iyyunni (Travancore-Cochin):** I avail myself of this opportunity to bring to the notice of the Railway Minister some of the things that we want to have done in Travancore-Cochin. While I am perfectly satisfied that the hon. Minister has brought to bear on the Railway administration all his rich experience, I have to bring to the notice of this House certain things.

As I said in my speech last year, the population of Travancore-Cochin comes to 85 lakhs. On the whole in India, there are 34,000 miles of Railways and there are 340 million people. If a ratio on the basis of population is struck, Travancore-Cochin should have 860 miles of Railways. As a matter of fact, Travancore-Cochin has got only 171 miles of Railways. I would not, however, blame the hon. Minister of Railways for this state of affairs. If Travancore wanted to stand on its own legs, and if it had tried its level best, certainly it would have had a larger mileage of Railways. But, it is only after the integration that that question comes up for discussion and consideration. So far as Cochin is concerned, it is a small country. There is only one line, the Shoranur-Cochin Railway and that line is added to the South Indian Railway. Of course, a point was raised by some hon. Member that undue importance has been given to the South Indian Railway. But, in actual fact, what we find is this. Take Demand No. 15; not a single pie is set apart for the South Indian Railway. With regard to earnings, it will be seen that it is a profitable proposition. Therefore, even if for argument's sake it is said that a larger interest is shown in the South Indian Railway, there is nothing to blame.

There is one thing for which I have to be thankful to the hon. Minister of Railways. Realising the absence of Railway connection between Ernakulam and Quilon, Government have taken up this line and are carrying out survey. I hope that all steps would be expeditiously taken in this matter. Another thing for which I have to express my thanks to the hon. Minister is that some improvement is going to be effected to the station at Trichur. Trichur is one of the most important stations on the line between Shoranur and Ernakulam. The number of passengers that travel on this line and the goods traffic also is very large. Trichur is a great commercial centre. Accommodation up till now was very bad. If anybody goes to that Railway

station, he can see parcels piled up like a mountain. Realising the importance of the station and the shortness of space, Government have thought it fit to do something for that station.

With regard to the other matters that have been discussed on the floor of this House, first of all there is the increase in the passenger fares. Unless there is some money forthcoming, I fail to see how the Railways could carry on. For the matter of that, the same is the case with Government. I am one of those people who think that if there is a slight increase in the fares, people will have to make sacrifices. They have made sacrifices before; they have to make sacrifices hereafter also. Then only we can stand on our own legs. Otherwise, our position will deteriorate and we will go down. The independence which we have managed to get with considerable sacrifice, we should maintain. We have to deprive ourselves of so many other comforts which we have been enjoying up till now.

I wish to congratulate once again the hon. Minister for the ability, intelligence and wealth of experience that he has brought to bear upon the administration which was entrusted to him.

**Dr. V. Subramaniam (Madras):** I am perhaps the last speaker and the time at my disposal is very short. It has been stated by some hon. Members that the hon. Minister has been somewhat partial to the South Indian Railway; on the other hand, I am bound to make the charge that he has been hard towards the South Indian Railway. All these years, the South Indian Railway was more or less company managed. They were running a number of shuttle trains. Even between Trichinopoly and Lalgudi, there were 15 to 20 trains; there are now only ten. What is the special improvement with regard to the South Indian Railway? But I do not want to labour this point. One thing that I want to say is regarding the up-grading of the station masters in the South Indian Railway. Because the S.I.R. was under company management, these station masters were paid very poor salaries. Thanks to the Central Pay Commission, there was to be a uniform scale of pay for all Railway officers. Formerly, in India there were different scales in the several Railways. I can give a comparative statement showing the number of posts and the numbers up-graded in each of these railways. Now that there is to be regrouping of the M. & S.M., S.I.R. and the Mysore Railway it is very necessary that all these railways should be brought on

a par in this respect, that there should be parity in the number of up-gradings in the various railways. Other wise the station masters in the S.I.F. will not get the same benefit as those in other railways, say, the M. & S.M. railway. These are the figures, more or less roughly. In the S.I.R. out of 1,262 station masters, about 48 have been up-graded. Perhaps a few more might have been up-graded now. In the M. & S.M. railway, out of 1,398 about 235 have been up-graded and put in the upper scale. Unless they are up-graded, the station masters of the S.I.R. will not get any benefit by the regrouping. That is one point which I would request the hon. Minister to bear in mind. Before the regrouping is effected, they also should be brought to the same scale as the station masters of the M. & S.M. In the M. & S.M. the number on the lowest pay is about 80 per cent. and on the S.I.R. it is as much as 96. I mean those in the lowest grade. Now it may be about 90 per cent. Even then there is large disparity between these two railways. This matter has to be borne in mind. It is just possible that the General Managers may put forward the argument that unless there are ten class III officers in one station, it is not possible to upgrade that station. But I would submit that in such matters the income from the station and other factors also must be taken into consideration, so that the ratio may work in both the railways more or less to the same level.

The other point which I would like to bring to the notice of the hon. Minister within the very short time at my disposal is this. Even the C grade drivers and guards also, I think, are started on Rs. 80. The Central Pay Commission recommended a start of Rs. 60 but subsequently representations were made and they are now given a start of Rs. 80. But the station masters are started on Rs. 64. I suggest that they should also be given a start of at least Rs. 80. Even on the platform these officers have to attend to very important and numerous duties. They have also to pass a number of departmental tests. They have to pass some tests in accounting, in the booking of parcels, in telegraphy and even in the duties of guards and so on. There is great agitation in this respect among these officers and I would request the hon. Minister to give this point his earnest consideration. This may not be summarily dismissed by the Railway Board but relief should be given to them to avoid unnecessary agitation. Let us help to settle this discontent constitutionally. I would also bring to the notice of the hon. Minister that even if these officers are

[Dr. V. Subramaniam]

given a start of Rs. 80 the financial implication will not go beyond Rs. 2½ lakhs. There may be about 14,000 to 15,000 station masters throughout the railways in India and even if all of them are given this start of Rs. 80, that is, an additional Rs. 16 the total expenditure will not go above Rs. 2½ lakhs.

**Shri Santhanam:** How is that? Will they not be paid monthly?

**Dr. V. Subramaniam:** Yes, but the difference will be seen only at the start. Later they will be in the grade 80—4—180 with annual increment of Rs. 4. Instead of starting on Rs. 64 per month, they will start on Rs. 80 per month, on the scale 80—4—180. It is therefore only an initial expenditure and not a recurring expenditure.

I am prepared to submit these suggestions in the form of a memorandum so that it can be looked into at leisure.

**Shri Gopaldaswami:** I should like to be as brief as possible on this occasion when we are bringing the debate on the Railway Budget to a close. I must first express my thanks to all hon. Members who participated in this debate, who have showered flattering compliments on me. I doubt whether I deserve all that they have said. The only thing I claim that I have brought to the performance of my task as Minister of Railways is a conscientious conception of what we must keep as our objective and an equally conscientious attempt to implement whatever I possibly could implement in that direction. Hon. Members have been overwhelmingly kind in the nice things that they said about me and I wish to express my thanks to them.

With regard to the debate itself, I rather regret that the second phase of the debate took the form it did. It was a continuation of the general discussion which occupied us for three days and it has relegated me to the end of a debate for the purpose of answering the hundreds of points that have been brought to notice in the course of the debate by hon. Members. My hon. colleague has dealt with many of them already, and I do not pretend that I should be able to deal with the rest of them all, during the few brief minutes that I shall give myself on this occasion. But I wish to assure hon. Members of one thing. I propose to have carefully scanned every one of the criticisms that they have made and every one of the suggestions they have made and I propose to give directions to the Railway Board that the speech of every hon. Member should be canvassed, the points raised by him noted and, after obtaining the necessary orders from those responsi-

ble, a communication should go to each hon. Member as regards the action taken on each of his suggestions, and I hope it will be possible for the Railway Board to attend to this matter within the next one month.

Having said that, before I come to the more general issues with which I should like to deal, I shall mention one or two things by way of preliminary remarks. Some amount of interest has been aroused in the House by statistics given by one hon. Member about the way in which the Madras State has been treated by the Railway Board as regards certain improvements either in train services or in the provision of amenities or survey of lines and so forth. I wish only to say this. As regards the increase in the number of train services, mostly local train services presumably, these hardly come up to the Railway Board for sanction. Neither the Railway Board nor the Minister knows about these things. If more trains have been introduced on the M. & S.M. and the South Indian Railways, the credit should go to the General Managers of those Railways and not to the Railway Board or to either of us. And if there is any blame attached to some things that have been done on those Railways I deny that there can be any blame. Within the funds placed at the disposal of the General Manager if he is able to increase the number of trains and give more service to the people he has to be congratulated and not blamed. The only thing probably that the Railway Board might have done is, when statistically they were informed of the increase in the number of train services on those two Railway systems they might have listed these up and circulated them to the General Managers of other Railways to emulate the example of the two General Managers, so that they could have produced equally satisfactory results elsewhere. I shall have this matter looked into and if necessary, ask the Railway Board to draw the attention of other General Managers to produce equally satisfactory results.

So far as surveys go, they are ordered for railway lines only on a decision taken by the Central Board of Transport. That Board consists of representatives practically from all States, all departments and so forth and it certainly decides the priority in which surveys should be undertaken. I find that so far as surveys go the total provision in the 1951-52 budget is 7.81 lakhs and the S.I.R. gets 0.75 lakhs. These figures speak for themselves. As regards new constructions I find that the total sum pro-



vided is 5.55 crores and the S.I.R. gets 40 lakhs.

There was some point raised about the electrification of the line between Tambaram and Chingleput in the Madras State. This question has been under investigation and we have not seen the end of the planning and estimating for this purpose, apart from other considerations as regards the general problems which arise on the question of electrification. The only thing that could be said is that we shall certainly pursue our researches into this matter and see what can be done at the earliest possible moment.

I should like to refer to two or three matters of a somewhat larger importance. The first is the increase in fares. In my budget speech and in the speech which I made at the close of the general discussion I think I have proved the case for an increase in railway fares absolutely beyond doubt, not only from the angle of the financial and economic requirements of the country, but, more particularly, from the angle of the needs of railway rehabilitation and expansion.

Hon. Members should realise that we have considerably improved the position as regards power during the last two or three years. We have added quite a considerable number of locomotives and the position is much easier now than it was three years ago. On the goods side also we have improved the position a great deal and we have placed a very large order for wagons both in India and abroad this year. When the delivery of these wagons is made the goods position also will attain a satisfactory position. Now the only snag in the whole affair is coaches and coaches are very important because we are not going to solve this problem of overcrowding in trains, unless we have a much larger number of coaches than we have at the present moment. I find that for the budget year 2,200 units of coaching stock will go into commission. The annual requirement we estimated was only about 1,500 and our idea is that we continue this increased provision of over 2,000 coaches for the next three or four years.

**Prof. S. L. Saksena:** What is the stage per year?

**Shri Gopaldaswami:** 1,500. Of course a good deal of this will be debited to the replacement account and that is because our arrears of replacement are heavy. But it does not mean that when we get a number of coaches in replacement a certain number of the existing coaches go out of commission altogether. Our present need is so

great and the demands on our coaching stock are so heavy that we cannot afford to permit even the over-aged coaches to go off the rails, so to speak. We shall have to keep them in use until our replenishment of the stock or deliveries of new coaches have reached a point when we shall be in a position really to avoid using coaches which are no longer in good condition. So that if this programme is continued for the next three years and if we maintain the annual replacement programme thereafter, we should be comfortable as regards the number of coaches on hand. We shall then be able to increase the number of trains, we shall be able to put more coaches into particular trains and we shall reduce tremendously, if not extinguish altogether, this unsightly and uncomfortable overcrowding that offends everybody's eyes at the present moment.

**Shri Hussain Imam:** Would you give us the actual figure for the last two years: what number has been replaced and what number has been scrapped?

**Shri Gopaldaswami:** I am afraid I cannot lay my hands on it at once. I can, if wanted, give the hon. Member the figures.

I mention this particularly for this reason in connection with the increase in fares. If we increase the number of coaches it does not mean that that produces an increase in the number of persons travelling. It is only trying to give more comfortable travel to people who not only get into the compartments but who cling on to footboards or travel on the roofs of trains. So that if you do that we incur capital expenditure which does not give you an additional return. Therefore our operating expenses must go on mounting and the deterioration which superficially appears in the figures between now and say, four or five years ago, that is not a comparison which concludes the matter or enables you to arrive at a judgment which is thoroughly reliable. We want this additional revenue for the purpose of meeting capital expenditure of a character which will not give us an additional return in the future. That is a big justification for the increase in fares. I have also mentioned other points in justification of the increase in fares but I thought I might mention this particular point and insist on it more emphatically than I have done before.

**Pandit Kunzru (Uttar Pradesh):** The hon. Minister has pointed out in one of his earlier speeches that the Railways have provided a total capital sum of about Rs. 56.5 crores on account

[Pandit Kunzru]

of the contributions to the various funds and the interest on them. He wanted only Rs. 66.5 crores for capital expenditure during the course of the year 1951-52. All that he wanted, therefore, was Rs. ten crores more. Why has he taken Rs. 19 crores from the Railway Reserves?

Shri Gopalswami: I thought I explained this particular point in my last speech. It is true that our contribution to the different funds which we bank with the general treasury is about Rs. 56.5 crores next year and the total of our expenditure of a capital nature is about Rs. 66.5 crores. Arithmetically the difference is Rs. ten crores, but the point is this. The procedure we adopt and the policy we have been following hitherto require us to pay all our contributions to the general pool. Wherever expenditure can be financed by withdrawals from the depreciation fund or the development fund or the revenue reserve fund, that is to say when the general finances are in a position to allow withdrawals, we are able to draw the whole of the Rs. 56.5 crores, but when you put all this into that fund and the general finances are not in a position to let us have more than what we pay in during the year partly by way of withdrawals and partly by way of advances which add to our capital at charge, the difference of the extra Rs. ten crores comes in. The point for us to consider is therefore whether we should alter this particular practice. As a matter of fact, the actual amount that general funds need make available outside the contribution we make to them in 1951-52 is only about Rs. 9.1 crores, or about Rs. ten crores. It would have been possible, if their ways and means position was easy, to let us have those Rs. ten crores also from our accumulated balances. It is not possible for them to do so. While we put all the Rs. 19 crores we raise into their balances, it is not possible for them to let us have all the Rs. 66.5 crores we need by way of withdrawals. That explains really why this apparent discrepancy between 56 and 66 to which my hon. friend has referred strikes the eye. It is really the method of financing that is responsible. Certain expenditure we have to charge to capital and that capital has to be borrowed from general revenues while the rest of it is financed by mere withdrawals from our own funds.

Now, there was something said about fuel economy. This is a very large subject and I would ask the House to excuse me from dealing with it at length. I would confess straightaway

that the fuel position on our Railways is by no means satisfactory. We have been at it for some years now. As a matter of fact, a Fuel Committee was appointed some four years ago and it has been functioning. On it is represented every interest concerned, every Department, the Coal Commissioner, and so on. But the results have been not quite satisfactory from the Railway point of view. Added to this is the trouble we have had as regards transport of coal for our own Railways. We have had to take shipping interests into account and it so happens that I am responsible now for those interests also. It has not been possible for us to take coal by the cheapest route to wherever it is wanted on our Railways. Apart from that, the actual quantity consumed, the rate of consumption and so on require a lot of research and investigation. This Committee is going into it. It meets very frequently and examines the whole question. I propose, as I have done in the case of our railway stores which also I discovered are not in a satisfactory condition, to appoint *ad hoc* expert committees to go into every other aspect of Railway administration, that is to say operation, power utilisation and things like that, with a view to bring about a progressive improvement in the efficiency of the whole of the administration. I can assure hon. Members that on the fuel question I am quite wide awake and I will do whatever is possible.

The next question I would refer to is a point generally about the Railway Board. My hon. friend, Pandit Kunzru, harked back to it in his speech during the present debate. It is a matter of particular regret to me that I have so far not carried conviction to him. Now, I look upon the Railway Board as an all-India Railway executive with a number of field administrations, if I may so call them, under a General Manager each. The Railway Board is really intended to standardise equipment, standardize various other things, carry out co-ordination in certain other matters connected with Railway administration which need to be attended to from the Centre, and so forth. It has been a functional executive for quite a long time. A functional executive has necessarily to keep in touch with the functionaries in each Railway administration. No doubt those functionaries are co-ordinated at the Railway administration level by a General Manager. When we come to the Centre, to the overseeing authority, the idea underlying the Board is to put that authority in commission, so to speak. You do not entrust it to a single individual. You cut up the

various aspects of it amongst functional chief who together form this Railway Board. At one time it was thought that a Chief Commissioner was necessary for this purpose. But in my scheme also the Board has got a Chairman, has got a head. At one time it was thought that a Chief Commissioner was necessary on account of various other duties which he had to undertake under the old, defunct system. He had, for instance, to do a lot of work in the legislatures. He had to represent the Government in one House of the Legislature while the Railway Member was in the other House; he had to establish direct relations with the public and so on. All those functions have practically ceased to exist. He cannot be in either House and as regards public relations that is a matter which is being specialised in by the Ministers.

In this connection, you may look at similar Boards elsewhere—whether on the Continent, or particularly in England to which we look for a certain amount of experience in this direction. The All-England Railway Executive is a body of functional chiefs with a Chairman and mind you, he is not the executive chief. He is the Chairman and that Chairman, wherever it is possible to do so, is relieved of other departmental duties; but after this Executive came into existence for a much longer period than otherwise he has been in charge of particular portfolios also. I find that he took over two or three items on himself, but now he is in charge of one particular subject and that happens to be public relations and estate matters, whatever that may mean. So he combines the handling of a particular subject with the Chairmanship and what we now attempt to do is that where we have a number of chiefs for several functions we bring them together in a Board and make one of them the Chairman, so that they are collectively responsible for all advice on policy that they can give me. If you want to improve upon the scheme which I have in my mind, it is not by restoring the Chief Commissioner. It is perhaps by finding for the Chairmanship in due course whenever you feel the need for it a person who is not a functional man at all but who perhaps on account of his general experience of business, of relations with the public and that sort of thing will be in a position to bring a fresh mind to bear upon technical advice which I get in plenty from the other members of the Board. A man of that sort might perhaps be of some service, but, so far as I am able to judge the needs of our country, we have not reached

that stage yet and I think it will really take another four or five years before we begin to feel the need.

I wish to say only one word about the other point that so long as we do not have a Chief Commissioner it may be that the Chairman will find that he is unable to cope with the work in addition to his own portfolio and the result will be that somebody else not connected with the Railways will come to lay a "dead hand", as my hon. friend put it, on the working of the Railway Board. That is not likely to happen at all. The Transport Secretariat is a Secretariat for forms of transport other than Railways. It has never interfered with the Railways; nor could it, as it is at present constituted, interfere with the Railways. A time may come when we bring all forms of transport under one umbrella and that would be a Ministry in charge of all forms of transport including Railways. Whether at that time we shall feel the need for a common Secretariat to deal with all these subjects is a matter on which I am not prepared to venture a prophecy at the present moment. But so far as existing conditions go, Railways will continue to be independent of the Transport Secretariat and the Railway Minister will deal with the Railway Board direct as he has been dealing with that Board since it was constituted.

**Shri Hussain Imam:** Has the Transport Secretary enough work?

**Shri Gopalaswami:** I believe he has more than enough work.

**Mr. Chairman:** It is now five o'clock and I shall proceed to put the Demands.

The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of the corresponding heads of demands entered in the second column thereof."

The motion was adopted.

[As directed by Mr. Chairman the Motions for Demands for Grants which were adopted by the House are reproduced below—Ed. of P.P.]

**DEMAND No. 1—RAILWAY BOARD**

"That a sum not exceeding Rs. 30,90,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Railway Board'."

**DEMAND No. 2—AUDIT**

"That a sum not exceeding Rs. 30,84,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Audit'."

**DEMAND No. 3—MISCELLANEOUS EXPENDITURE**

"That a sum not exceeding Rs. 77,84,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Miscellaneous Expenditure'."

**DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION**

"That a sum not exceeding Rs. 24,23,71,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Ordinary Working expenses—Administration'."

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

"That a sum not exceeding Rs. 59,73,49,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Ordinary Working expenses—Repairs and Maintenance'."

**DEMAND No. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF**

"That a sum not exceeding Rs. 38,36,16,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Ordinary Working expenses—Operating Staff'."

**DEMAND No. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)**

"That a sum not exceeding Rs. 30,55,20,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Ordinary Working expenses—Operation (Fuel)'."

**DEMAND No. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL**

"That a sum not exceeding Rs. 12,67,04,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Ordinary Working expenses—Operation other than Staff and Fuel'."

**DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES**

"That a sum not exceeding Rs. 17,79,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Ordinary Working expenses—Miscellaneous expenses'."

**DEMAND No. 9A—ORDINARY WORKING EXPENSES—LABOUR WELFARE**

"That a sum not exceeding Rs. 3,39,95,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Ordinary Working expenses—Labour Welfare'."

**DEMAND No. 10—PAYMENTS TO INDIAN STATES AND COMPANIES**

"That a sum not exceeding Rs. 29,98,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Payments to Indian States and Companies'."

**DEMAND No. 11—APPROPRIATION TO DEPRECIATION FUND**

"That a sum not exceeding Rs. 30,00,00,000 be granted to the

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Appropriation to Depreciation Fund'.

**DEMAND NO. 12A—OPEN LINE WORKS—  
(REVENUE) LABOUR WELFARE**

"That a sum not exceeding Rs. 2,28,04,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Open Line Works—(Revenue) Labour Welfare'."

**DEMAND NO. 12B—OPEN LINE WORKS—  
(REVENUE)—OTHER THAN LABOUR  
WELFARE**

"That a sum not exceeding Rs. 3,83,31,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Open Line Works—(Revenue)—Other than Labour Welfare'."

**DEMAND NO. 13—APPROPRIATION TO  
DEVELOPMENT FUND**

"That a sum not exceeding Rs. 10,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Appropriation to Development Fund'."

**DEMAND NO. 14—APPROPRIATION TO  
REVENUE RESERVE FUND**

"That a sum not exceeding Rs. 11,84,83,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Appropriation to Revenue Reserve Fund'."

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

"That a sum not exceeding Rs. 2,61,33,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Construction of New Lines—Capital and Depreciation Fund'."

**DEMAND NO. 16—OPEN LINE WORKS—  
ADDITIONS**

"That a sum not exceeding Rs. 15,18,76,000 be granted to the

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Open Line Works—Additions.'"

**DEMAND NO. 17—OPEN LINE WORKS—  
REPLACEMENTS**

"That a sum not exceeding Rs. 40,24,93,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Open Line Works—Replacements'."

**DEMAND NO. 18—OPEN LINE WORKS—  
DEVELOPMENT FUND**

"That a sum not exceeding Rs. 8,28,68,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Open Line Works—Development Fund'."

**DEMAND NO. 19—CAPITAL OUTLAY ON  
VIZAGAPATAM PORT**

"That a sum not exceeding Rs. 16,30,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Capital Outlay on Vizagapatam Port'."

**DEMAND NO. 20—DIVIDEND PAYABLE TO  
GENERAL REVENUES**

"That a sum not exceeding Rs. 33,37,51,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1952, in respect of 'Dividend payable to General Revenues'."

**Shri Sidhva (Madhya Pradesh):** With your permission, may I request the hon. Minister to make the announcement regarding concession tickets?

**Mr. Chairman:** If he wants to make a statement, he can do so tomorrow after Question Hour.

**Shri Gopaldaswami:** There is nothing special. I can tell my hon. friend straightaway that I have already made the position clear so far as season tickets are concerned.

**Shri Sidhva:** That was suburban service.

**Shri Gopaldaswami:** There are season tickets for suburban service; there are season tickets for other things also.

**Shri Sidhva:** I am talking of week-end tickets.

**Shri Gopaldaswami:** In regard to week-end tickets, concession tickets of other kinds and so on, I am having the matter examined. We shall see how many of them can be re-introduced or restored. It is not a thing on which I could give an assurance straight-away. It is a question of accommodation also.

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APPROPRIATION (RAILWAYS) NO. 2  
BILL

**The Minister of States, Transport and Railways (Shri Gopaldaswami):** I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the year ending on the 31st day of March, 1952, for the purposes of railways.

**Mr. Chairman:** The question is:

"That leave be granted to introduce a Bill to authorise payment

and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the year ending on the 31st day of March, 1952, for the purposes of railways."

The motion was adopted.

**Shri Gopaldaswami:** I introduce the Bill.

**Prof. K. K. Bhattacharya (Uttar Pradesh):** May I ask the hon. Minister one thing? What about student concessions?

**Mr. Chairman:** He has already replied.

**The Minister of State for Transport and Railways (Shri Santhanam):** The student concessions are already there. They will continue.

**Prof. K. K. Bhattacharya:** In the concessions, what about....

**Shri Santhanam:** Individual concessions? I have already said that student concessions will continue.

*The House then adjourned till a Quarter to Eleven of the Clock on Thursday, the 8th March, 1951.*