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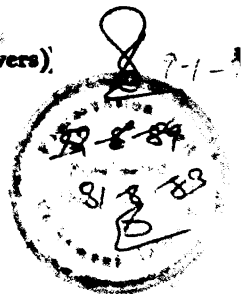
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PARLIAMENTARY DEBATES

(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

CONTENTS

Volume VI—from 5th February, to 31st March, 1951

	<i>Columns.</i>
Monday, 5th February, 1951	
Oral Answers to Questions	1137—1170
Written Answers to Questions	1170—1174
Tuesday, 6th February, 1951—	
Oral Answers to Questions	1175—1203
Written Answers to Questions	1203—1218
Wednesday, 7th February, 1951—	
Member Sworn	1219
Oral Answers to Questions	1219—1246
Written Answers to Questions	1246—1258
Thursday, 8th February, 1951—	
Oral Answers to Questions	1259—1285
Written Answers to Questions	1285—1292
Friday, 9th February, 1951—	
Oral Answers to Questions	1293—1319
Written Answers to Questions	1319—1332
Monday, 12th February, 1951—	
Oral Answers to Questions	1333—1364
Written Answers to Questions	1364—1373
Tuesday, 13th February, 1951—	
Oral Answers to Questions	1373—1399
Written Answers to Questions	1399—1408
Wednesday, 14th February, 1951—	
Oral Answers to Questions	1409—1438
Written Answers to Questions	1438—1454
Thursday, 15th February, 1951—	
Oral Answers to Questions	1455—1487
Written Answers to Questions	1487—1490
Friday, 16th February, 1951—	
Oral Answers to Questions	1491—1522
Written Answers to Questions	1522—1526
Monday, 19th February, 1951—	
Written Answers to Questions	1527—1556
Tuesday, 20th February, 1951—	
Oral Answers to Questions	1557—1586
Written Answers to Questions	1586—1596
Wednesday, 21st February, 1951—	
Oral Answers to Questions	1597—1631
Written Answers to Questions	1631—1638
234 P.S.D.	

	<i>Columns</i>
Thursday, 22nd February, 1951—	
Oral Answers to Questions	1639—1667
Written Answers to Questions	1667—1678
Friday, 23rd February, 1951—	
Member Sworn	1679
Oral Answers to Questions	1679—1704
Written Answers to Questions	1705—1712
Monday, 26th February, 1951—	
Oral Answers to Questions	1713—1739
Written Answers to Questions	1739—1750
Tuesday, 27th February, 1951—	
Oral Answers to Questions	1751—1783
Written Answers to Questions	1783—1802
Wednesday, 28th February, 1951—	
Oral Answers to Questions	1803—1830
Written Answers to Questions	1830—1838
Thursday, 1st March, 1951—	
Oral Answers to Questions	1839—1865
Written Answers to Questions	1865—1874
Friday, 2nd March, 1951—	
Oral Answers to Questions	1875—1901
Written Answers to Questions	1902—1914
Monday, 5th March, 1951—	
Oral Answers to Questions	1915—1949
Written Answers to Questions	1949—1956
Wednesday, 7th March, 1951—	
Oral Answers to Questions	1957—1987
Written Answers to Questions	1987—1996
Thursday, 8th March, 1951—	
Oral Answers to Questions	1997—2042
Written Answers to Questions	2042—2058
Friday, 9th March, 1951—	
Oral Answers to Questions	2059—2085
Written Answers to Questions	2085—2096
Saturday, 10th March, 1951—	
Member Sworn	2097
Oral Answers to Questions	2097—2131
Written Answers to Questions	2131—2314
Monday, 12th March, 1951—	
Oral Answers to Questions	2135—2166
Written Answers to Questions	2166—2186
Tuesday, 13th March, 1951—	
Oral Answers to Questions	2187—2217
Written Answers to Questions	2217—2224
Wednesday, 14th March, 1951—	
Oral Answers to Questions	2225—2254
Written Answers to Questions	2254—2222

	<i>Columns</i>
Thursday, 15th March, 1951—	
Oral Answers to Questions	2263—2295
Written Answers to Questions	2295—2308
Friday, 16th March, 1951—	
Oral Answers to Questions	2309—2340
Written Answers to Questions	2340—234
Monday, 19th March, 1951—	
Member Sworn	2343
Oral Answers to Questions	2343—2371
Written Answers to Questions	2371—2386
Tuesday, 20th March, 1951—	
Oral Answers to Questions	2387—2416
Written Answers to Questions	2416—2444
Wednesday, 21st March, 1951—	
Oral Answers to Questions	2445—2474
Written Answers to Questions	2474—2484
Saturday, 24th March, 1951—	
Oral Answers to Questions	2485—2518
Written Answers to Questions	2518—2526
Monday, 26th March, 1951—	
Oral Answers to Questions	2527—2461
Written Answers to Questions	2561—2576
Tuesday, 27th March, 1951—	
Oral Answers to Questions	2577—2606
Written Answers to Questions	2606—2618
Wednesday, 28th March, 1951—	
Oral Answers to Questions	2619—2651
Written Answers to Questions	2651—2658
Friday, 30th March, 1951—	
Oral Answers to Questions	2659—2688
Written Answers to Questions	2688—2698
Saturday, 31st March, 1951—	
Oral Answers to Questions	2699—2732
Written Answers to Questions	2733—2750

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

1875

1876

PARLIAMENT OF INDIA

Friday, 2nd March, 1951.

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

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

MACHINE TOOLS

*1862. Prof. S. N. Mishra: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of companies producing grade I machine tools in India;

(b) whether the machine tools industry has been suffering due to accumulation of stocks; and

(c) if so, the reasons therefor?

The Minister of Commerce and Industry (Shri Mahtab): (a) Twelve.

(b) Yes.

(c) The machine tools at present manufactured in India are mostly of primary type and the demand for these types of machine tools has decreased due to a general slump in the Small Scale Engineering Industries which are the principal users of these machine tools. There is also a certain preference for imported machine tools still persisting.

Prof. S. N. Mishra: May I know whether Government have any estimate of the overall need of grade (I) machine tools in the country, and whether they are in a position to say whether the production of these grade (I) machine tools is in excess of the demand?

Shri Mahtab: The hon. Member will know from the figures of imports that since 1946 up till now, the import of machine tools from abroad has been steadily rising. I could give the money value. In 1946-47, the money value was about 2 crores; today it is about

4,68,44,834. The total installed capacity of the existing machine tools factory is 7894 machines, the value of which would be about Rs. 54,78,000. From these figures it can be easily seen that the manufacture here is far short of the requirements.

Prof. S. N. Mishra: May I know whether the accumulation has in any way been due to the release of Government stock?

Shri Mahtab: I do not think so, because Government themselves are purchasing from the existing machine tool factories. I can give figures. The Railways have purchased for Rs. 4,82,000; Defence for Rs. 42,000; other civil indentors Rs. 1,33,000. As a matter of fact, our Ministry has requested all the departments to purchase whatever they require from the indigenous machine tool factories.

Shri V. J. Gupta: Is it a fact that Indian steel is not so strong for tool making and therefore Indian tools are not selling as good as imported ones?

Shri Mahtab: Indian steel is good enough as any other steel. I have already given the reasons. That is to say, these machine tools were used by small scale engineering industries. Their conditions are not good today and therefore there is no off-take.

Prof. S. N. Mishra: May I know whether Government have any control over the production of machine tools?

Shri Mahtab: There is no control.

Shri T. N. Singh: Is it a fact that the life of these machine tools is lesser very much as compared to foreign imported tools due to the inferior quality of production?

Shri Mahtab: I cannot say that. I have reasons to believe that the machine tools which are being manufactured here are not inferior to imported tools. But, popular belief is that, as the hon. Member says.

Shri A. C. Guha: Have Government given any protection to the Indian machine tool industry?

Shri Mahtab: Yes. The Tariff Board has made enquiries about that and assistance is being given, but no protection. Even then, there is an *ad valorem* duty, 5 per cent. I think, on the imported tools.

Mr. Speaker: Next question.

Shri Sonavane: I want to ask one question, Sir.

Mr. Speaker: Next question.

PROPERTIES PURCHASED FOR FOREIGN OFFICES

*1863. **Shri Sidhva:** Will the Prime Minister be pleased to state the number of properties and their value purchased and owned by Government abroad for offices in foreign countries?

The Deputy Minister of External Affairs (Dr. Keskar): A statement is laid on the Table of the House. [See Appendix XIV, annexure No. 1].

Shri Sidhva: May I know when this Building in Paris, in Avenue Charles for Rs. 11,86,000 was purchased? Was it a new purchase?

Dr. Keskar: My hon. friend is making a mistake. The new office building that has been purchased is worth about Rs. 7 lakhs. He is calculating the price of both the buildings together, the Embassy and office.

Shri Sidhva: I wanted to know exactly that point. The building in Avenue Charles Floquet is for Rs. 4,86,000 and the other Rs. 7 lakhs. Where is our office situated?

Mr. Speaker: Order, order; it is going into details; the hon. Minister need not answer that question.

सेठ गोविन्द दास : क्या कुछ ऐसे देश भी हैं कि जहाँ हमारे दूतावास हैं, और वहाँ पर अभी हमारी जायदादें नहीं हैं और क्या ऐसे देशों में भी जायदादें खरीदने की बात चिंत चल रही है ?

[**Seth Govind Das:** Are there any such countries where we have our Embassies but do not yet possess properties and whether negotiations are afoot for purchasing properties in such countries?]

डा० केशकर : ऐसे बहुत से देश हैं जहाँ हमारे दूतावास हैं और हमारी जायदादें नहीं हैं और गवर्नमेंट की हमेशा से यह पालिसी रही है कि जहाँ तक हो सके, वहाँ

तक अपनी जायदाद खरीदें, क्योंकि अपनी जायदाद होने में फायदा होता है और किराये का खर्चा बच जाता है।

[**Dr. Keskar:** There are many such countries where we have our Embassies but do not possess any properties. It has always been the policy of the Government that as far as possible it should purchase properties for itself because it is advantageous to have them and also, there is saving of house rent.]

सेठ गोविन्द दास : ऐसे कितने देश हैं, जहाँ पर

[**Seth Govind Das:** How many countries are there, where . . .]

Mr. Speaker: Order, order. Mr. Sondhi.

Shri Sondhi: Is it a fact that the building which was primarily bought for the residence of our High Commissioner in England is lying vacant for the last 20 months without being used?

Dr. Keskar: The building at Kensington Garden, London, had been bought in July 1949 for the residence of the High Commissioner. Many controversies arose with regard to the furnishing of that building and until that is settled, the question of the High Commissioner living there does not arise.

Shri Sondhi: Is it a fact that though the furniture was being sanctioned, no assurance is forthcoming from the High Commissioner, that he will make use of it?

The Prime Minister (Shri Jawaharlal Nehru): May I answer that question, Sir?

Mr. Speaker: Yes.

Shri Jawaharlal Nehru: The question hardly arises of asking assurance from the High Commissioner as to whether he will make use of it or not. Buildings are not purchased or acquired for individuals, but for the nation, to be used by the respective officers. There is no doubt about that that this building that we have acquired in London has been a great bargain. It is situated in the best Embassy quarter in London and we are fortunate in having it. There has been delay in furnishing it. It is true, as the hon. Member referred to, that the High Commissioner is living in a room in the office. But, the point is that a building is not acquired merely for the use of the High Commissioner, but for all important functions, as well as occasionally for distinguished

visitors from India to stay there, instead of in hotels and other places.

Shri Sondhi: Is it not a fact that when the proposition was before the Finance Committee it was mentioned in the memorandum that the building is being bought only for the residence of the High Commissioner?

Mr. Speaker: Only?

Shri Sondhi: Yes, Sir.

Shri Jawaharlal Nehru: An embassy is basically bought for the residence of the High Commissioner who is the official who discharges numerous functions apart from living in it.

Shri Sidhva: My hon. friend Mr. Sondhi stated that this building was not used at all. May I know whether it is absolutely not used? Personally, I have seen that building. It was used by officials and distinguished visitors. There is a club for the Defence Ministry. Is this a fact or not?

Mr. Speaker: That is hardly a question.

Shri Jawaharlal Nehru: The hon. Member has mixed it up with another building.

Shri Kamath: Is it a fact that some property was purchased in Washington some months ago, for the residence of our Ambassador there, but for the last few months it has been locked up and the Ambassador is living in a hotel out side?

Mr. Speaker: I think there is a separate question on that.

Shri Kamath: No, Sir.

Mr. Speaker: I believe I have admitted that question.

Shri Kamath: No, Sir.

Mr. Speaker: Is the hon. Member sure?

Shri Kamath: I have got the papers, here, Sir.

Shri Jawaharlal Nehru: To the second part of the hon. Member's question, the answer is yes. But the property was not purchased a few months ago, but long before the war, about ten or twelve years back. Sometimes the building at Washington has been used. But at the present time the embassy requires so much of repairs and some furnishing and partly also because it became so expensive to keep it up that a few months ago the Ambassadoress went to a hotel where she is living at her own cost.

TEA (PRODUCTION)

***1864. Shri Sidhva:** (a) Will the Minister of Commerce and Industry be pleased to state what is the total production of tea in 1950 in India?

(b) Which country consumes the largest quantity of tea and which country imports from India the largest quantity?

The Minister of Commerce and Industry (Shri Mahtab): (a) The total production of tea in 1950 is estimated at 605 million lbs.

(b) The U.K. is the largest consumer of tea and imports the largest quantity of tea from India.

Shri Sidhva: May I know, Sir, whether the free market for the sale of this tea is likely to be closed on the first of next month, and if so, what will be the position for the sale of this tea?

Shri Mahtab: There is another question coming later, Sir, on the same point.

Shri Sidhva: That may be, but that question may not be reached.

Mr. Speaker: I think it better to take up both the questions together.

Shri R. Velayudhan: There is question No. 1876, Sir. That also may be taken along with this question.

Shri Sidhva: It is more appropriate to take up this question along with Mr. Barman's question No. 1871.

Shri Sondhi: All the three may be taken together.

Mr. Speaker: If that is the view of the House, I can ask the hon. Minister to take all the three questions together.

Shri M. A. Ayyangar: Sir, when questions connected with the same subject are tabled on the same day, the Minister himself used to say that he will answer all the questions together. That practice, I suggest, may be followed so that more supplementaries may be avoided.

Mr. Speaker: All right. We take up questions Nos. 1870, 1871 of Mr. Barman and also question No. 1876 all together, along with this. The hon. Minister may answer them also now, in that order—1870, 1871 and 1876.

TEA

***1870. Shri Barman:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the U.K. will continue her 'bulk purchase' of tea in 1951;

(b) if not, whether tea produced in sterling concerns will be allowed to leave the Indian shore without undergoing sale transaction in India; and

(c) if so, whether the income of such concerns on such shipment of tea will be liable to income tax?

The Minister of Commerce and Industry (Shri Mahtab): (a) There will be no bulk purchase of 1951 tea by the U.K.

(b) Yes; some quantity of tea will be allowed to be consigned to the U.K. during 1951 without undergoing sale transactions in India.

(c) As a result of the change of place of sale, a part of the profits attributable to the sale operations outside India will not be chargeable to Indian income-tax as income accruing or arising in India. The profits attributable to the manufacturing operations will, however, be taxable.

DEVELOPMENT OF CALCUTTA AS WORLD TEA CENTRE

***1871. Shri Barman:** Will the Minister of Commerce and Industry be pleased to state:

(a) the steps so far taken to develop Calcutta as world Tea Centre;

(b) whether the *ad hoc* Committee appointed for the purpose has submitted its final report; and

(c) if so, what are the salient points of the report?

The Minister of Commerce and Industry (Shri Mahtab): (a) At the instance of Government, construction of additional warehousing accommodation has been undertaken by the Port Commissioners of Calcutta, with a view to increasing facilities of storage of additional quantity of tea that may be disposed of through the Calcutta Tea Auctions.

(b) The answer is in the affirmative.

(c) The salient points of the Report are as follows:

(i) assistance to tea industry in securing supplies of essential materials such as fertilisers and tea-chests should be given;

(ii) system of deferred payment of excise duty on tea should be introduced;

(iii) revision of the basis of levy of Income-Tax, Super-Tax, etc., on tea industry, so as to exempt from taxation the amount of profit utilised for benefit of labour should be undertaken;

(iv) additional warehousing accommodation at Calcutta to facilitate the routing through the Calcutta Tea Auctions of an additional quantity of tea, should be undertaken; and

(v) training of Indians in tea broking, should be undertaken.

TEA EXPANSION BOARD (EXPENDITURE)

***1876. Shri R. Velayudhan:** (a) Will the Minister of Commerce and Industry be pleased to state the expenditure incurred for the Tea Expansion Board in 1950?

(b) Is there any agency outside India for the expansion of tea run by the Government of India?

(c) What is the internal organisation for the expansion of tea in the country?

The Minister of Commerce and Industry (Shri Mahtab): (a) The hon. Member presumably refers to the expenditure of the Central Tea Board, which incurred an expenditure of Rs. 81,62,360 during its year from the 1st October 1949 to 30th September 1950.

(b) The answer is in the negative.

(c) The Central Tea Board constituted under the Central Tea Board Act, 1949, is the organisation concerned with measures for the increased consumption of tea in India.

Shri Sidhva: Sir, may I know which country in the world sells tea at the lowest price?

Shri Mahtab: I am sorry I cannot answer that question.

Shri Sidhva: Which country in the world produces the largest quantity of tea and how much is it?

Shri Mahtab: I have no such information about other countries; I have some information about our own country.

Shri Sidhva: What quantity of India tea is sold in foreign countries?

Shri Mahtab: I can give the figures of the export of tea from 1946 to 1950. They are as follows:

1946-1947—326.7 million pounds.

1947-1948—383.9 million pounds.

1948-1949—405.6 million pounds.

1949-1950—439.5 million pounds.

Shri R. Velayudhan: May I know whether India was invited to the World Tea Expansion Board functioning in New York?

Shri Mahtab: I know our Tea Board is connected with the International Tea

Marketing Organisation and our Board makes its contribution to that Board for popularising tea all over the world.

Shri R. Velayudhan: May I know, Sir, whether this International Tea Expansion Board did at any time suggest opposing the bulk purchase by Britain?

Shri Mahtab: That I do not know. But the bulk purchase system was existing till 1939. Just after the war it ceased to exist; but the United Kingdom has revived that system of bulk sale from the 1st of April, 1951.

Shri Barman: The hon. Minister said that some quantity of tea is going to be directly shipped to London without any formal sale transaction in India. That will entail some loss of Indian finance. Has the hon. Minister or the Government as a whole calculated the amount of this loss?

Shri Mahtab: The loss is about Rs. 20 lakhs.

Shri Barman: What is the capacity of the godown that will be built in order to help sale transactions in Calcutta as recommended by the *ad hoc* committee? This is in relation to question No. 1871, Sir.

Shri Mahtab: I am sorry I cannot find that information just now.

Shri Barman: Sir, may I know if the Government or its agency the Central Tea Board have taken any steps towards training Indians in tea-testing, broking and also in the blending of tea?

Shri Mahtab: Yes, that has been undertaken.

Shri Barman: What are the actual recommendations and what actual steps have been taken? How many youths are going to be trained in tea-testing and broking?

Shri Mahtab: These steps are being taken by the Central Tea Board and they have provided money for the purpose. I cannot say what exact steps they have taken so far.

Shri R. Velayudhan: What was the income from tea cess levied in India in the year 1950 and what was the expenditure for tea expansion during the same period?

Shri Mahtab: I can give the hon. Member the figure for tea cess. Apart from the export duty we have a tea cess of Rs. 2 per 100 lbs. The contribution to the International Tea Expansion Board on behalf of the Central Board here is Rs. 52 lakhs and our Central Tea Board has spent 81 lakhs on expansion.

Shri A. C. Guha: What was the prevailing price of tea for the bulk purchase system and the prevailing market price at Calcutta?

Shri Mahtab: As a matter of fact that is the only price. Tea used to be auctioned at Calcutta but now the auction will take place in U.K. That is the difference.

Shri Barman: I want to know at what price the bulk purchase was made and what was the prevailing market price at Calcutta.

Shri Mahtab: I am sorry these figures are not readily available.

Shri Poonacha: What is the overall demand and supply position so far as tea is concerned as compared with the demand and supply position when we entered into the International Tea Agreement? That agreement was entered into on the basis that the demand was not commensurate with the supply position and at that time it was felt that production was on the increase. Therefore we entered into the International Tea Agreement. I want to know whether the same position exists even today or whether the demand has not gone up and is intensely on the increase?

Shri Mahtab: From the figures I gave just now it will be seen that the demand is increasing as also the production. Therefore the same position exists.

Shri Poonacha: Can the Minister tell us whether it is being considered at Government level to end this International Tea Agreement and resort to free production of tea in India?

Shri Mahtab: That is not under consideration.

Shri Hussain Imam: What is the present demand for India tea? Is the supply from India according to whatever the demand is or is there restricted supply and quotas are being fixed for destinations?

Shri Mahtab: Quotas have been fixed according to our production here and we keep in view the local consumption also. Accordingly a liberal quota is fixed. The more the tea is exported the better it is for the country.

Shri Hussain Imam: I want to know whether there is a destinational quota or is it a general export quota?

Shri Mahtab: General export quota is fixed.

Shri Hussain Imam: Is Pakistan included in the quota or is it excluded?

Shri Mahtab: In view of the recent trade agreement the destinational quota to that extent will have to be fixed.

Shri Barman: Will the hon. Minister place on the Table of the House the *ad hoc* committee's report?

Shri Mahtab: I have no objection to do so.

Shri Sonavane: May I know whether the expansion of tea consumption is commensurate with the expenditure on the Central Tea Board?

Shri Mahtab: It is for them to decide. It is a statutory body which consists of hard-headed businessmen. They know their business and it is for them to decide whether the actual result is commensurate with the money spent. They will not spend money for nothing. (*Interruption by Shri Sonavane.*)

Mr. Speaker: Order, order, the hon. Member should not go on speaking like that. Shri Jhunjhunwala.

Shri Jhunjhunwala: Arising out of the answer to question 1870(b), namely that some quantity of tea is exported to the U.K. without under-going sale transactions in India, may I know what is the quantity exported and on what basis the price was fixed in England?

Shri Mahtab: There has been practically no export. When the London Auction will take place the Central Tea Board have decided to send about 247 million lbs., that is in accordance with the recommendation of the *ad hoc* committee, till our arrangements are made here. According to the *ad hoc* committee it will not be wise to keep back tea from that auction, as it will lose the market. According to them the price will take its own course when the auction takes place.

Shri Kesava Rao: Is the Government aware that the price of India tea is lower than the price of Ceylon tea and Argentine tea? Do the Government propose to increase the export price of tea?

Shri Mahtab: There is no question of increasing the export price of tea. The price takes its own course at the time of the auction. Because perhaps the price of India tea is lower than the tea of other countries, it is more sold. It is a competitive price.

Shri Sidhva: In view of the low price of India tea as compared with other

countries' tea, do Government intend to increase the export duty?

Shri Mahtab: As I have already said the price is not controlled. It cannot compete in the auction if it is controlled.

SALT

*1865. **Dr. Ram Subhag Singh:** (a) Will the Minister of Works, Production and Supply be pleased to state the total quantity of salt imported into India in 1950?

(b) From which country or countries did India import salt?

The Minister of Works, Production and Supply (Shri Gadgil): (a) About 43 lakh maunds.

(b) From Aden, Egypt, Germany and West Pakistan.

Dr. Ram Subhag Singh: Has there been any increased salt import in 1950 as compared to the import in 1949?

Shri Gadgil: In 1950, 43.1 lakh maunds of salt were imported as against 86 lakh maunds in 1949 and 120 lakh maunds each during 1947 and 1948.

Dr. Ram Subhag Singh: May I know whether salt is still being imported from West Pakistan?

Shri Gadgil: Not now; but in 1950, as I said, out of the total quantity of 43.1 lakh maunds the quantity imported from Pakistan of rock salt was 1.3 lakh maunds.

Shri Raj Bahadur: May I know whether it is a fact that a quantity of salt was imported from West Pakistan surreptitiously by means of smuggling and this has been seized by Government? If so, have any steps been taken to distribute it?

Shri Gadgil: I do not know whether it was an attempt to smuggle. But permission was given by the Government to remove the wagons to any destination and rebook wherever the merchants wanted to do. Out of 150 wagons 139 were in the territory of PEPSU. They have all been attached.

Shri Jnani Ram: When is India expected to be self-supporting in salt?

Shri Gadgil: India is already self-supporting and the reasons why we were obliged to import 43 lakh maunds

of salt are that we had entered into a barter agreement, under which we had to give 5 lakh maunds to Japan and owing to the Indo-Pakistan Agreement of April 1949 we had to supply about 24 lakh maunds to East Pakistan. The result was that there was scarcity of salt in Calcutta and the salt in the country could not be immediately removed to Calcutta. Hence the necessity of importing salt from Aden.

Shri J. E. Kapoor: Is there any control over the price and distribution of salt?

Shri Gadgil: Yes, in certain States there is control imposed by the State Government.

Shri Hussain Imam: I should like to know whether under the new pact any salt is to be sent to East Pakistan, and, if so, how do Government propose to meet this requirement?

Shri Gadgil: What is to be exported under the new pact is sufficiently well-known to the hon. Member.

Shri V. J. Gupta: Is it a fact that some of the existing salt factories in Madras State are not allowed to function unless they form into co-operative societies and, if so, what are the reasons for it?

Shri Gadgil: I will not be able to answer that question without notice, but I can assure the hon. Member that what we are insisting upon is entirely to the benefit of the factories.

Shri Sidhva: May I know whether the Salt Advisory Committee recommended that no foreign salt should be imported as large quantities of salt already existed in the country? If so, why did Government import this 40 lakh tons from Pakistan?

Mr. Speaker: He has given the reasons.

Shri Sidhva: Despite this fact, which was known to the Salt Advisory Committee, that that was not a correct statement, why did they import when there was sufficient salt in the country?

Mr. Speaker: What was not a correct statement?

Shri Sidhva: The hon. Minister stated that due to movement difficulty salt could not be sent to Calcutta and therefore it was necessary to import. My point was that this matter was discussed by the Salt Advisory Committee and despite the fact that the

Committee resolved that salt could be moved very easily to Calcutta because there was sufficient stock in the South and in Saurashtra

Mr. Speaker: The hon. Minister was referring to transport difficulties.

Shri Sidhva: The Salt Advisory Committee stated that it could be moved.

Shri Gadgil: The answer is obvious. The discussion was all right, but the experience was the other way about.

SCINDIA SHIP-BUILDING YARD

*1866. **Dr. Ram Subhag Singh:** Will the Minister of Commerce and Industry be pleased to state the number of ships for whose construction Government propose to place orders with Scindia ship-building yard in the year 1951?

The Minister of Commerce and Industry (Shri Mahtab): Three, Sir.

Dr. Ram Subhag Singh: May I know the number of ships built so far in the Vizagapatam yard on Government account, and the loss incurred by the Government of India in keeping those yards going?

Mr. Speaker: I think that was answered more than once.

Dr. Ram Subhag Singh: May I know whether the Government of India are going to take over that yard?

Mr. Speaker: That also was answered a few days back.

Shri T. N. Singh: I want to know the number of ships that are built abroad for the requirements of Indian companies or the Indian Government, and whether those ships could have been manufactured at these Scindia yards.

Shri Mahtab: Obviously it was not possible to have them built here because the yard's capacity is limited.

Dr. Deshmukh: May I know how many ships are being built in foreign countries?

Shri Mahtab: I have no idea.

Dr. Ram Subhag Singh: Have the Government of India made any provision of Rs. 10 crores in the Colombo Plan for buying ships from abroad.....?

Shri Sondhi: Sir, on a point of clarification. On the previous question the

hon. Minister said that he does not know how many ships for Indian requirements are being built abroad. The question of allowing a ship to be built in a foreign yard goes through his department, therefore, how is it that he does not know it?

Mr. Speaker: That is a different matter. He may not have information on the various points which the hon. Member wants at the moment.

Shri Mahtab: If the hon. Member wants it, I will give him that information.

DISPLACED PERSONS FROM EAST BENGAL (EXPENDITURE)

*1867. **Dr. Ram Subhag Singh:** Will the Minister of Rehabilitation be pleased to state the total amount of money so far spent by the Government of India on the displaced persons from East Bengal?

The Minister of State for Rehabilitation (Shri A. P. Jain): Rs. 16 Crores (approximately) upto the end of 1950.

लाला अचिंत राम : क्या माननीय मंत्री जी कृपा कर के बतलायेंगे कि यह जो रुपया खर्च किया गया है उस में से कितना रुपया ऐसा है जो कि घरबाधियों को कर्जों के तौर पर नहीं बल्कि मकान बनाने या मामली काम करने के लिये मदद के तौर पर खर्च किया गया है और उसको बसूल नहीं करना है ?

[**Lala Achint Ram:** Will the hon. Minister be pleased to state the amount given to the displaced persons not as a loan but for the purpose of building houses or starting small business and which is not to be realised?]

श्री ए० पी० जैन : इस सम्बन्ध में मेरे पास सन् १९५०-५१ के आंकड़े हैं, पहले के नहीं।

सन् १९५०-५१ के आंकड़े इस प्रकार हैं।

७,९४,२७,००० रुपया बतौर ग्रांट के दिये गये हैं।

५,०७,५०,००० रुपया बतौर लोन के दिये गये हैं।

[**Shri A. P. Jain:** In this connection I have with me the figures for 1950-51 and not of earlier period.

The figures for 1950-51 are as follows:

Rs. 7,64,27,000, given as grant.

Rs. 5,07,50,000, given as loan.]

Dr. Ram Subhag Singh: May I know the sum of money which is going to be given as housing and business loans to displaced persons from East Pakistan who are presently in Bihar?

Shri A. P. Jain: I have not got separate figures with me now.

Shri A. C. Guha: May I know how the total amount is distributed State-wise—West Bengal, Assam, Tripura, Bihar, Orissa, etc.?

Shri A. P. Jain: The State-wise distribution is as follows:

Grants	Rs.
West Bengal	4,82,00,000
Bihar	47,50,000
Orissa	38,04,000
Assam	19,00,000
Tripura	67,23,000
Manipur	20,000
Cachar	15,00,000
Ranaghat	63,00,000
Other States	32,30,000
Loans.	
West Bengal	4,00,00,000
Bihar	30,50,000
Orissa	22,00,000
Assam	45,00,000
Tripura	10,00,000
Manipur	3,00,000
Cachar	5,00,000

Shri S. C. Samanta: Does the amount of Rs. 16 crores include loans also?

Shri A. P. Jain: It includes both grants and loans.

लाला अचिंत राम : क्या माननीय मंत्री जी फरमायेंगे कि यह ग्रांट किस किस काम के लिये दी गई है ?

[**Lala Achint Ram:** Will the hon. Minister be pleased to state the purpose for which those grants have been given?]

श्री ए० पी० जैन : यह ग्रांट्स ज्यादातर जो लोग कम्पों में रहते हैं उनको लोन देने में खर्च की गई है, कुछ शिक्षा के बारे में दी गई है, कुछ स्वास्थ्य के बारे में दी गई है, कुछ वाकेशनल और टेक्निकल ट्रेनिंग के बारे में और कुछ ट्रेनिंग सेंटर्स के बारे में दी गई है।

[Shri A. P. Jain: These grants have mostly been spent in giving loans to those persons who are living in camps, some of them have been given for purposes of education, health, vocational and technical training and some have been given for training centres as well.]

Shri A. C. Guha: May I know how much of this amount has been spent for relief and how much for rehabilitation work?

Shri A. P. Jain: I have read out the separate figures. Grants are relief and loans are rehabilitation, generally speaking.

Dr. Ram Subhag Singh: May I know the total amount of money granted so far for constructing schools for children from East Pakistan?

Shri A. P. Jain: I have given figures more than once in this House, but I do not recollect them accurately at the moment.

IMPORT OF AUTOMOBILES

*1868. Pandit M. B. Bhargava: Will the Minister of Commerce and Industry be pleased to state:

(a) the number and value of cars, trucks, buses, lorries, chassis imported into India during the year 1950, separately the number imported from the U.K. and other sterling region and U.S.A. and other Dollar region;

(b) the number and value of vehicles of each type specified above, imported on Central and State Governments accounts; and

(c) the value of spare parts of cars, trucks, etc., imported into India during the said year, separately from Dollar and Sterling areas?

The Minister of Commerce and Industry (Shri Mahtab): (a) to (c). A statement (attached) is placed on the Table of the House. [See Appendix XIV, annexure No. 2.]

Pandit M. B. Bhargava: With respect to part (b) of the question, I want to know the number and value of the buses, cars, etc., imported on Central

Government's account, and the number and value of those imported on State Governments' account. That was my specific question. The statement does not contain that information.

Shri Mahtab: The statement contains that information.

Mr. Speaker: He says it does not.

Pandit M. B. Bhargava: It does not contain the figures of the number and value of imports made on Central Government's and State Governments' accounts separately.

Shri Mahtab: In that case these figures will be laid on the Table later.

Pandit M. B. Bhargava: May I know whether it is a fact that imports on Government account from the dollar areas were over Rs. 2 crores while imports from the sterling areas were only to the extent of Rs. 20 lakhs?

Shri Mahtab: It may be so due to availability and various other considerations.

Pandit M. B. Bhargava: Out of the 104 cars imported from sterling areas and 60 cars from dollar areas, how many were on Central Government's account and how many on State Governments' account?

Shri Mahtab: I find that contrary to what my hon. friend said, the statement does contain the information he asked for. I shall read it for the benefit of the House.

Statement showing the number and value of vehicles purchased of each type separately from sterling and dollar areas during the year 1950 on Central and State Governments' account.

Country of origin	Year—1950	
	Nos.	U. K. Value
Passenger cars	104	Rs. 9,33,389
Trucks	2	34,680
Buses	2	37,406
Lorries
Chassis	86	12,90,992
Country of origin	Year—1950	
	Nos.	U. S. A. Value
Passenger cars	60	Rs. 6,31,518
Trucks	45	7,39,212
Buses	41	12,22,542
Lorries
Chassis	1,087	1,81,01,886

Mr. Speaker: But his question was how many of these were on Central Government account and how many on State Governments' account.

Shri Mahtab: I am sorry that information is not available with me.

Pandit M. B. Bhargava: Before orders are placed with the dollar areas, may I know whether any scrutiny is made as to whether those requirements can be imported from the sterling areas?

Shri Mahtab: Obviously. So far as the Central Government orders are concerned, they are placed according to certain rules which have been laid down. So far as State Governments are concerned, I do not think we can control their purchases.

सेठ गोविन्द दास : क्या यह बात सही है कि एक खास कीमत से ऊपर की गाड़ियों का आयात डालर क्षेत्र से बन्द कर दिया गया है, और क्या इतने के बाद भी कुछ गाड़ियाँ डालर क्षेत्र से आ रही हैं ?

[**Seth Govind Das:** Whether it is a fact that the import of vehicles costing certain amount and above have been stopped from the dollar areas and whether, even after this some vehicles are being imported from the dollar areas?]

Shri Mahtab: The answer to the first part of the question is yes. About the second part, I am not aware.

Sardar Hukam Singh: Were any motor bulbs allowed to be imported during this period from dollar areas?

Shri Mahtab: I am sorry I cannot say off hand.

Shri Bhagat: How did the import duties levied last year on motor spare parts affect their import particularly in respect of quantity and value?

Mr. Speaker: It is too wide a question.

TEXTILE MILLS IN RAJASTHAN AND AJMER

*1869. **Pandit M. B. Bhargava:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of mills and factories manufacturing cloth in Rajasthan and in the State of Ajmer separately;

(b) what is their total productive capacity and how many of them remained idle during the year 1950 either

for want of cotton or due to strikes etc; and

(c) what steps Government have taken to ensure continuity of production and obtain maximum production from these mills?

The Minister of Commerce and Industry (Shri Mahtab): (a) 4 mills and 5 powerloom factories in Rajasthan; 4 mills and 1 powerloom factory in Ajmer-Merwara.

(b) Total annual production capacity, on the basis of one shift per day, is 34,032,000 yards. 4 mills remained idle for different periods.

(c) All possible assistance is being extended to mills to ensure continuity of production by allocating sufficient quotas of Indian cotton consistent with the overall supply position in the country. Permission is being granted to the textile mills to employ more spindles on staple fibre to meet the cotton shortage.

Pandit M. B. Bhargava: What is the present position in regard to the supply of cotton to the mills in Ajmer?

Shri Mahtab: The position up till this morning as I ascertained from the Rajasthan Government on the telephone is this. No mill is closed now. The Rajasthan Newar Textile Mills Ltd. was closed down for shortage of cotton from 1st February, 1951, but it re-started from 19th February, 1951. The total Rajasthan consumption of cotton is 85,000 bales, out of which 48,000 bales have been allotted to Rajasthan itself. I could not ascertain the stock position of cotton with each mill, but I have ascertained that all the mills are now working.

Pandit M. B. Bhargava: This is about Rajasthan. What about Ajmer?

Shri Mahtab: I could not ascertain the up to date position, but the Ajmer Mill is working. That is my information.

Pandit M. B. Bhargava: What is the zone from which these mills are supplied their cotton?

Shri Mahtab: For Rajasthan mills steps have been taken to have the supply from the local area, but ad hoc allotments have been made from Madhya Pradesh.

श्री एम० एल० बर्मा : क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि मीलवाड़ा मिल मालिक को राजस्थान गवर्नमेंट ने रुई बता दी थी फिर भी उसने नहीं खरीदी और दुरायह के कारण मिल

बन्द रखी। क्या उसके खिलाफ कोई सख्त कार्रवाई की गई है ?

[**Shri M. L. Varma:** Will the hon. Minister be pleased to state whether the owner of the Bhilvara Mill kept the mill closed, due to his insistence even after the Rajasthan Government had intimated to him the availability of cotton? Has any severe action been taken against him?]

Shri Mahtab: Rajasthan Government, I am told, are taking some action against this kind of conduct on the part of the mills.

Shri Jainarain Vyas: May I know what is the total number of days during which the mills in Rajasthan in the different areas remained closed on account of lock-out due to paucity of cotton?

Shri Mahtab: At least in one case, although the mill declared a lock-out on the ground of shortage of cotton, the fact was otherwise. The Maharaja Kishangarh Mills remained closed from 6th February 1950 to 16th February 1950. The Krishna Mills Ltd. remained closed from 10th May 1950 to 12th May 1950. The Vijay Cotton Mills, Ajmer, remained closed from 1st January 1950 to 10th January 1950. They gave different grounds. The Maharaja Kishangarh Mills gave the ground of cotton shortage. The other mills gave the reason of accumulation of stocks.

Shri Harihar Nath Shastri: Are Government aware that one additional and main cause of closure in regard to certain mills in Rajasthan including the mill at Bilwada was the policy of the management to effect retrenchment and also take recourse to victimisation?

Shri Mahtab: I do not know the detailed reasons, but our report is that some of the mills are closing down on account of mismanagement.

Ch. Ranbir Singh: What steps do Government propose to take against certain defaulters?

Mr. Speaker: Order, order.

IMMOVABLE PROPERTY IN EAST AND WEST BENGAL

*1872. **Shri Juani Ram:** Will the Prime Minister be pleased to state:

(a) whether the terms of Indo-Pakistan Agreement for return of migrants to take possession of the immovable property in West and East Bengal have been extended upto the 31st March 1951; and

(b) if so, what are the reasons for the same?

The Deputy Minister of External Affairs (Dr. Keskar): (a) Yes.

(b) The extension of the date became necessary on account of the delay in the promulgation of Ordinances by the Governments of West Bengal, Assam, Tripura and East Bengal, taking necessary powers for evicting unauthorised occupants of migrants' property and restoring vacant possession to the returning owners.

Shri Juani Ram: May I know the number of migrants who have taken advantage of this extension up till January this year?

Dr. Keskar: I want notice.

Shri Juani Ram: May I know if Government propose to make a further extension of this time?

Dr. Keskar: No. The extension up to 31st March is final but there is a proviso and both the Central Ministers have agreed that if a migrant owner returns after 31st March 1951 but before 31st December 1953 he may apply and claim restoration of the rights of management of his property. The Committee will examine his claim and if only it is satisfied, the property will be restored to him.

Shri A. C. Guha: Are Government satisfied that the same conditions prevail in West Bengal and East Bengal in regard to the returning migrants getting back their immovable property?

Dr. Keskar: I am not able to say off-hand with regard to the conditions prevailing in both the Bengals.

Shri A. C. Guha: Have the Government made any assessment of the immovable property left by the East Bengal refugees there?

Dr. Keskar: It is a very complicated and vast question to assess the property left, because people have been moving continuously every day and some people return daily. I do not think it is possible to assess until we get a final picture.

लाला अचिंतराम : क्या मंत्री जी कृपा कर के यह बतलायेंगे कि ऐसी जायदाद कितनी है जिसका कि कब्जा वापस जाने वालों को नहीं मिल सका है ?

[**Lala Achint Ram:** Will the hon. Minister be pleased to state how much property there is which the returning migrants have not been able to get back?]

Dr. Keskar: There have been a few cases, but it won't be possible to give the number.

Shri Hussain Imam: Will the Minister be pleased to say whether the extension of the time up to December 1953 only applies to East and West Bengal, or also to Bihar?

Dr. Keskar: It applies to all the States to which the original ordinance applied. I am not sure whether Bihar is in that.

TANNING MACHINES

*1873. **Shri S. C. Samanta:** Will the Minister of Commerce and Industry be pleased to state:

(a) how many tanning machines were imported into India in the years 1949-50 and 1950-51?

(b) how many tanning machines were working in India before 1949-50; and

(c) whether the spare parts of the machinery can be manufactured in India?

The Minister of Commerce and Industry (Shri Mahtab): (a) Tanning machines valued at Rs. 4,51,873 and Rs. 2,54,457 were imported during the years 1949-50 and 1950-51 (April to December 1950) respectively. Figures of imports by numbers are, however, not available.

(b) Information is not readily available.

(c) Yes Sir, some of them.

Shri S. C. Samanta: May I know whether there is any indigenous tanning machine manufacturing concern in India?

Shri Mahtab: There are two factories in Bengal—Messrs Bengal Machinery Corporation, Ltd., and the Shallmar Machinery Company are known to be producing some of the machines required.

Shri Rathnaswamy: Were these machines imported from the dollar area?

Shri Mahtab: I would like to have notice of that question.

Shri Velayudhan: May I know whether any small-size machine for tanning has been invented in India which can be used for cottage industry and what help Government has given for that?

Mr. Speaker: It does not arise from this question.

LOANS TO DISPLACED PERSONS

*1875. **Shri R. L. Malviya:** (a) Will the Minister of Rehabilitation be pleased to state the total amount of loan so far sanctioned and the amount actually paid to displaced persons till the end of 1950?

(b) How much amount has been paid as loan for industries, business, agriculture and housing?

The Minister of State for Rehabilitation (Shri A. P. Jain): (a) Loan sanctioned up to 31st December 1950 to displaced persons by State Governments and Rehabilitation Finance Administration amounted to Rs. 23.08 crores. The amount actually disbursed was Rs. 17.08 crores. (This does not include amounts sanctioned or paid by State Governments of Assam, Bihar, Manipur, Orissa, Tripura and West Bengal from whom information is being collected).

b) Loans for urban resettlement (including industry, business and housing). Rs. 11.37 Crores.

Loans for rural resettlement. Rs. 5.71 ..

Total Rs. 17.08 Crores

Shri Malaviya: May I know, Sir, the nature of industries for which these loans have been granted and the amount advanced industry-wise?

Shri A. P. Jain: The nature of the industries is very vast, but, generally speaking, they include only cottage industries. I am not in a position to give separate figures.

Pandit Munishwar Datt Upadhyay: By what dates are these loans to be repaid?

Shri A. P. Jain: The terms of repayment are different in different cases; in some cases it is six years, in some cases ten and in some others the period of repayment is longer.

Shri Malviya: Is there any amount paid as loan which is not recoverable and if so how much is that amount?

Shri A. P. Jain: A loan is always recoverable.

लाला अखिल राम : क्या माननीय मंत्री कृपा कर के बतलायेंगे कि कुछ हालतों में जहां कर्जा मंजूर हो चुका है लेकिन जिनको कर्जा मंजूर हुआ है उन्होंने ने उससे फायदा

नहीं उठाया है। इसका एक कारण यह है कि जिन्हें कर्जा मंजूर हुआ है उनको फाईनेंस मिनिस्ट्री और रिहैबिलिटेशन मिनिस्ट्री के आपस में कोआर्डिनेशन के न होने से दुकाने नहीं मिल सकी ?

[Lala Achint Ram: Will the hon. Minister be pleased to state whether the Government are aware of the fact that in some cases persons who have been granted loans have not been able to profit by them and one of the reasons being that those people who have been granted loans could not get shops due to the lack of co-ordination between the Finance and the Rehabilitation Ministries?]

Mr. Speaker: He has only expressed an opinion.

श्री एम० एल० वर्मा : क्या माननीय मंत्री जी यह बतलायेंगे कि उदयपुर की प्रताप कालोनी के लिए स्टाफ पर तो लाखों रुपया खर्च हो रहा है मगर अभी तक मकान एक भी नहीं बन पाया है, इसका क्या कारण है ?

[Shri M. L. Varma: Will the hon. Minister be pleased to state the reason why no house has been built so far in the Pratap Colony, Udaipur while lakhs of rupees are being spent on the staff engaged for its construction?]

श्री ए० पी० जैन : प्रताप कालोनी का मामला काफी दिक्कत तलब है। उसमें काफी गड़बड़ी हो रही है। चुनावों के बर्नमेंट आफ इंडिया के एक अफसर के जरिये हमने इन्क्वायरी करवाई है। उसकी रिपोर्ट हमारे पास आ गई है, लेकिन वह अभी मिनिस्ट्री में एग्जामिन हो रही है। मैं उसमें खूब छान बीन कर कर के काफी मुनासिब काररवाई करने वाला हूँ।

[Shri A. P. Jain: The case of Pratap Colony is a complicated one. There has been lot of mismanagement. The Government of India, had, therefore, sent one of its officers for conducting thorough enquiry into the case. We are in receipt of that report but at present it is being examined by the

Ministry. After making complete investigations, I am going to take suitable action against the persons concerned.]

COLLIERY LABOUR

*1877. **Shri E. L. Malviya:** (a) Will the Minister of Labour be pleased to refer to the answer given to my unstarred question No. 56 on the 14th August 1950, regarding bonus to colliery labour and state the percentage of labour which have received bonus, colliery-wise?

(b) What steps do Government propose to take to see that every one of the colliery labourers received this bonus?

(c) How do Government propose to utilise the amount saved by colliery owners out of the bonus?

The Minister of Labour (Shri Jagjivan Ram): (a) A statement is placed on the Table of the House. [See Appendix XIV, annexure No. 3.]

Information as available is given in regard to Madhya Pradesh colliery-wise and for the rest according to regions.

(b) Government has been popularising the scheme amongst the employees through the Inspectors. If trade unions also take similar measures, even better results will be possible.

(c) No saving accrues to colliery owners out of the bonus except when the bonus is not disbursed. Unpaid bonus is treated as unpaid wages and does not, therefore, accrue to Government.

Shri R. L. Malviya: May I know the percentage of labour which has received bonus.

Shri Jagjivan Ram: If my hon. friend looks to the statement, he will find that the percentage varies from colliery to colliery. In Bengal it is 65 per cent.; in Orissa it is 65 per cent.; in Bihar the average is between 40 and 45 per cent; in C. P. in some collieries it is as much as cent. per cent., while in others it is 80 per cent., 50 per cent., 40 per cent., 38 per cent., 39 per cent., etc.

Shri R. L. Malviya: May I know if there are any collieries which have not paid the bonus to the colliery labour at all?

Shri Jagjivan Ram: There may be a few. We have started prosecution against some of the collieries which have contravened the provisions of the Bonus and Provident Fund Act.

Shri A. C. Guha: Were there any cases in which the bonus money was withheld or forfeited from the labourers?

Shri Jagjivan Ram: I do not think so. The workers lose bonus for the quarter in which the attendance is not as prescribed under the Act or in which they take part in illegal strikes.

Shri Harihar Nath Shastri: I could not follow the answer to part (c) of the question.

Shri Jagjivan Ram: (c) No saving accrues to colliery owners out of the bonus except when the bonus is not disbursed. Unpaid bonus is treated as unpaid wages and does not, therefore, accrue to Government.

Shri R. L. Malviya: What do Government propose to do with regard to unpaid bonus?

Shri Jagjivan Ram: Government propose to do nothing at present. It is for the trade union leaders, as for Government, to popularise the scheme and if cent. per cent. of the workers take advantage of the bonus, no unpaid bonus will accrue to the employers.

Shri Harihar Nath Shastri: Is there any proposal to divert the unclaimed bonus to labour welfare fund?

Shri Jagjivan Ram: As I have said, unpaid bonus is treated as unpaid wages and accrues to the employers, at present.

Shri A. C. Guha: How is the unpaid bonus disposed of: does it accrue to the colliery-owners?

Shri Jagjivan Ram: It accrues to the employers.

Shri R. L. Malviya: Is it not a fact that while giving these concessions to labour, Government allowed an increase of Rs. 3-8-0 per ton in the price of coal. When these concessions are not allowed, what steps do Government propose to either reduce the price of coal or utilise the amount otherwise?

Shri Jagjivan Ram: The Conciliation Board's award not only covered bonus, but also took into consideration increase in wages, dearness allowance and other facilities and the price of coal was fixed taking into consideration all the items of increase in the cost of production. While calculating the increased cost of production on account of bonus a certain percentage of workers was taken into consideration. Even at that stage it was not presumed that cent. per cent. of the workers would qualify themselves for bonus and, therefore, if a certain percentage of workers do not receive bonus, it will accrue to the employers.

WRITTEN ANSWERS TO QUESTIONS

EXPORT PROMOTION COMMITTEE

*1874. **Dr. M. M. Das:** (a) Will the Minister of Commerce and Industry be pleased to state how many of the recommendations made by the Export Promotion Committee have been implemented by Government?

(b) What was the recommendation of the Committee regarding oil seeds?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). I place on the Table of the House a statement showing the recommendations made by the Export Promotion Committee including those regarding oil seeds and implementation thereof by Government. [See Appendix XIV, annexure No. 4].

DISPARITY IN PRICE OF YARN

*1878. **Shri Alexander:** Will the Minister of Commerce and Industry be pleased to state:

(a) Whether there is a great disparity in price between yarn of count 20 and 26 even though their manufacturing cost is not very much different;

(b) Whether there is any obligation on the part of the mill-owners to manufacture a fixed quota of count 20; and

(c) What steps are taken by Government to ensure an adequate supply of yarn to handloom weavers?

The Minister of Commerce and Industry (Shri Mahtab): (a) No, Sir. The prices of yarn vary from counts to counts and are fixed on the basis of the formulae suggested by the Tariff Board which takes into account the cost of raw material and manufacturing charges.

(b) No, Sir.

(c) The following steps have been taken by Government to supply adequate quantity of yarn to the handloom weavers:

(i) Issue of further licences for export of yarn of all counts have been banned from 4th January, 1951.

(ii) Free sale concession given to the mills previously has been withdrawn.

(iii) 66,000 bales of American cotton have been distributed to various spinning mills at subsidised rates for production of yarn to be made available to the handloom weavers.

(iv) Yarn of counts 80s and above of the value of Rs. 65 lakhs is being imported during the 1st half of 1951 for supply to the Handloom Industry.

(v) The new mills sanctioned under the Cotton Textile Expansion Plan have been asked to keep at least 25

per cent. of their production reserved for the Handloom Industry. Higher percentages are, however, reserved in the case of new mills in Madras and Orissa at the instance of the respective State Government.

TRADE UNIONS (MEMBERSHIP)

*1879. **Seth Govind Das:** Will the Minister of Labour be pleased to state what is the membership of the Trade Union Congress and I.N.T.U.C. in the States of Bombay, Bengal, U.P., Bihar, C. P. and Punjab?

The Minister of Labour (Shri Jagjivan Ram): By Trade Union Congress, the hon. Member is presumably referring to the All India Trade Union Congress. I lay on the Table a statement showing the membership in October 1950, as claimed by the All India Trade Union Congress and the Indian National Trade Union Congress in the States of Bombay, Bengal, the Uttar Pradesh, Bihar, Madhya Pradesh and the Punjab.

STATEMENT

Name of the Workers' Organisation	Bombay	Bengal	Uttar Pradesh
I. N. T. U. C. (Indian National Trade Union Congress)	1,21,370	4,57,075	1,55,828
A. I. T. U. C. (All India Trade Union Congress)	1,14,202	2,33,846	40,126
Name of the Workers' Organisation	Bihar	Madhya Pradesh	Punjab
I. N. T. U. C. (Indian National Trade Union Congress)	1,70,127	40,595	9,696
A. I. T. U. C. (All India Trade Union Congress)	53,546	18,079	6,485

These figures have not been verified by the Government of India.

RE-ORGANISATION OF GOVERNMENT PRINTING PRESSES

*1880. **Shri B. R. Bhagat:** Will the Minister of Works, Production and Supply be pleased to state:

(a) Whether the Government of India are contemplating reorganisation of Government Printing Presses;

(b) if so, to what purpose and on what lines;

(c) the number of Government Printing Presses existing at present;

(d) the places where they are installed;

(e) whether any new Press is likely to be installed; and

(f) if so, at what place and at what cost?

The Minister of Works, Production and Supply (Shri Gadgil): (a) Yes.

(b) It is proposed to reorganise and expand the presses with a view to increase their efficiency and rate of production. The lines on which the presses should be reorganised have been examined by an Expert Committee set up for the purpose and their formal recommendations are awaited.

(c) Five.

(d) Two in Calcutta and one each in New Delhi, Simla and Aligarh.

(e) Yes.

(f) Nasik. The cost is (i) Recurring Rs. 20,00,000 (for staff, contingencies and stores);

(ii) Non-recurring—Rs. 1,61,50,000 (approx.) (for building, including land, water, electricity and residential accommodation); and Rs. 20,00,000 (approx.). (for machinery).

Proposal for a separate Cypher Press under the control of the Ministry of Defence is also under consideration.

कुटीर उद्योग योजना

*१८८१. श्री चांगडे : क्या वाणिज्य तथा उद्योग मंत्री उन उद्योग घंषों का नाम बतलाने की कृपा करेंगे जिन का प्रशिक्षण कुटीर उद्योग योजना के अन्तर्गत दिया जायेगा ?

COTTAGE INDUSTRIES SCHEME

[*1881. Shri Jangde: Will the Minister of Commerce and Industry be pleased to state the names of occupations for which training will be given under the Cottage Industries Scheme?]

The Minister of Commerce and Industry (Shri Mahtab): The matter is being examined by a Sub-committee of the Cottage Industries Board.

STEEL

*1882. Shri Kishorimohan Tripathi:

(a) Will the Minister of Commerce and Industry be pleased to state the total quantity of steel proposed to be imported for Government purposes during 1951?

(b) Which are the countries whence the supply is expected to come?

(c) How do the rates compare with those of Indian products?

The Minister of Commerce and Industry (Shri Mahtab): (a) As imported steel is pooled with indigenous steel and allotted to various classes of consumers including Government Departments against demands received from them, it is not possible to indicate separately the quantity of steel that will be imported for Government purposes only. Subject to availability of steel at reasonable prices, we would like to import anything up to 500,000 tons.

(b) U. K., France, Belgium, Germany, U.S.A., and Japan.

(c) The landed prices of imported steel are about 60 to 100 per cent. more than the Indian prices depending on the type of steel.

STORES FOR GOVERNMENT PURPOSES

*1883. Shri Kishorimohan Tripathi:

(a) Will the Minister of Works, Production and Supply be pleased to state the total value of stores purchased for Governmental purposes during the year 1950?

(b) What was the value of surplus stores which were disposed off?

The Minister of Works, Production and Supply (Shri Gadgil): (a) Records of purchases are maintained according

to financial years and not calendar years. The total value of stores purchased by the purchasing organisations of the Ministry of Works, Production and Supply on behalf of departments of the Government of India, State Governments, foreign governments, quasi-public bodies, etc., was Rs. 1,28,73 lakhs during 1949-50 and Rs. 1,11,76 lakhs during the period April to December 1950. Separate figures of the value of stores purchased for only Governmental purposes are not available.

(b) The book value of surplus stores disposed of during 1949-50 was Rs. 57,87 lakhs, and during the period April to December 1950, Rs. 54,59 lakhs.

RADIO SETS

*1884. Shri M. V. Rama Rao: Will the Minister of Commerce and Industry be pleased to state:

(a) the total number of wireless receiving sets imported into India from different countries during the years 1948, 1949 and 1950;

(b) the aggregate value of the imported sets in each of these years;

(c) the rate of import duty levied on wireless receiving sets;

(d) the income during each of the said three years derived from import duties;

(e) the total number of wireless receiving sets manufactured in India during each of the said three years; and

(f) the aggregate value thereof?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). A statement showing the total number of wireless receiving sets imported into India from different countries during the years 1948-49, 1949-50 and the nine months of 1950 and their aggregated value is placed on the Table of the House. [See Appendix XIV, annexure No. 5.]

(c) The rate of import duty levied on wireless receiving sets is 50 per cent. *ad valorem* (Standard rate) and 44 per cent. *ad valorem* (Preferential rate).

(d) Import duty derived from wireless receiving sets in 1948-49, 1949-50

and the eight months April to November 1950 was Rs. 52,10,713; Rs. 38,95,315 and Rs. 9,56,846 respectively.

(e) The total number of wireless receiving sets manufactured in India during the years 1948, 1949 and 1950 were 3,880; 16,838 and 43,514 respectively.

(f) Their aggregate values are estimated at Rs. 7,76,000; Rs. 33,68,000 and Rs. 87,00,000 respectively.

INDO-CANADIAN IMMIGRATION AGREEMENT

*1885. **Shri Rathnaswamy:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Indo-Canadian Immigration Agreement has been concluded; and

(b) if so, what are the terms of this agreement and what is the period of years for which the agreement stands?

The Deputy Minister of External Affairs (Dr. Keskar): (a) Yes, an Agreement was signed on the 25th January, 1951, in Ottawa between India and Canada providing for the immigration of Indians into Canada with effect from the year 1951

(b) A copy of the terms of the Agreement is laid on the Table of the House. [See Appendix XIV, annexure No. 6.]

SURPLUS STORES

*1886. **Shri Raj Kanwar:** Will the Minister of Works, Production and Supply be pleased to state:

(a) the book values of surplus stores (i) Indian, (ii) U.K.'s and (iii) U.S.A.'s in the custody of the Disposals Department of Government on 1st January 1951;

(b) the approximate period during which these surplus stores are likely to be fully liquidated; and

(c) what steps, if any, are being taken to ensure the early liquidation of all stores which are surplus to Governmental requirements?

The Minister of Works, Production and Supply (Shri Gadgil): (a) Book values of surplus stores awaiting disposal on 1st January 1951 were:

American surpluses Rs. 29 crores.

Indian and U. K. surpluses

Rs. 14.5 crores.
Separate figures are not maintained in respect of the latter

(b) It is expected that the bulk of the stores will be disposed of by the end of June 1951.

(c) I would invite the hon. Member's attention to the reply given by the hon. Shri Harekrushna Mehtab to part (a) of Question No. 25 asked by Shri Sidhva on the 15th November 1950.

DISPOSALS BOARD

*1887. **Shri Raj Kanwar:** Will the Minister of Works, Production and Supply be pleased to state:

(a) the date of creation of the Disposals Board;

(b) its present personnel;

(c) the book values of surplus stores of all kinds disposed off or otherwise dealt with by this body since its creation; and

(d) the amounts realised from the sale of surplus stores referred to in part (c) above since 15th August 1947?

The Minister of Works, Production and Supply (Shri Gadgil): (a) and (b). The disposals Board was constituted on the 13th September, 1944. Its present personnel is as under:

Chairman.

(1) Secretary, Ministry of Works, Production and Supply

Members.

(2) Secretary, Ministry of Defence.

(3) Secretary, Ministry of Commerce and Industry.

(4) Secretary, Ministry of Food and Agriculture (as required).

(5) Financial Adviser, Ministry of Finance (Defence).

(6) Director General of Disposals.

A Joint Secretary to the Government of India in the Ministry of Works, Production and Supply, in charge of Disposals is *ex-Officio* Secretary to the Board.

(c) and (d). Book value of all surplus stores disposed of up to 31st December 1950, was Rs. 437.64 crores, and realisation from 1st September 1947 to 31st December 1950 was Rs. 54.18 crores. No figures are available separately for the period 15th to 31st August, 1947.

SITE FOR RESERVE BANK OF INDIA, NEW DELHI

*1889. **Shri Hussain Imam:** Will the Minister of Works, Production and Supply be pleased to state:

(a) the dates on which House No. Parliament Street, New Delhi was

vacated, dismantling started, and dismantling completed;

(b) the original cost of the building, the cost of dismantling, the estimated cost of re-building a house of the same type and dimensions;

(c) the area of the ground of this house and the area of land lying to the north across the road and to the east adjacent to the grounds of this house; and

(d) the reasons for this dismantling and the cause of delay in building up the Reserve Bank offices on this site?

The Minister of Works, Production and Supply (Shri Gadgil): (a) to (c). A statement containing the required information is placed on the Table of the House. [See Appendix XIV, annexure No. 7.]

(d) In implementation of the Government's decision to urbanise the Parliament Street, the plot of land on which the house in question stood, has been leased out to the Reserve Bank of India for constructing their multi-storied building. As regards the delay in building up the Reserve Bank offices on this site, this is mainly due to the time required in preparing the designs, the drawings and the estimates for the buildings and in collecting the building materials.

SPORTS GOODS

*1890. **Shri S. V. Naik:** (a) Will the Minister of Commerce and Industry be pleased to state how many units are working in India for producing sports goods and what is their output?

(b) What are the approximate needs of the country in respect of sports goods?

(c) What are the export and import figures for the years 1949 and 1950?

The Minister of Commerce and Industry (Shri Mahtab): (a) to (c). The information is being collected and will be placed on the Table of the House in due course.

NEWSPRINT

*1891. **Shri Kamath:** Will the Prime Minister be pleased to state:

(a) whether the Planning Commission recently examined the utility of the Nepa and Ballarpur Mills in Madhya Pradesh for the manufacture of newsprint and paper; and

(b) whether the Commission has recommended that this project in Madhya Pradesh be accorded high priority in the overall national plan?

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

(b) The projects are still under consideration.

STEEL PLANT IN MADHYA PRADESH

*1892. **Shri Kamath:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government has selected Bhilai, near Raipur, in Madhya Pradesh, as the site for the location of the new steel plant to be set up in India;

(b) if not, which is the site that has been chosen;

(c) whether the original proposal to erect a 5,00,000 ton plant in Madhya Pradesh has been modified, if so, to what extent;

(d) whether there has been any revised estimate recently; and

(e) whether the Government of Madhya Pradesh has been informed of the modification, if any, in the original proposal?

The Minister of Commerce and Industry (Shri Mahtab): (a) Yes, Sir, for one of the plants.

(b) The site for another plant has been fixed in Orissa.

(c) and (d). Two revised proposals have been received by Government and they are:

(i) the erection of a plant with a capacity of 600,000 tons of finished steel and 93,000 tons of pig iron for sale, at an estimated cost of Rs. 80 crores including working capital and township.

(ii) the erection of a plant with a capacity of 400,000 tons of finished steel at an estimated cost of Rs. 51 crores excluding working capital and township.

But Messrs. Koppers Co. while submitting the above modified proposal have suggested that the location of the plant as proposed in the modified form should be in the vicinity of Hirakud.

(e) No, Sir. The revised proposals are still under consideration.

PAPER

*1893. **Shri Sivaprakasam:** Will the Minister of Commerce and Industry be pleased to state:

(a) the target fixed for paper production in India; and

(b) whether facilities are provided to the paper industry for the easy availability of its raw materials?

The Minister of Commerce and Industry (Shri Mahtab): (a) The target fixed for 1950 was 1,10,000 tons. No target has yet been fixed for the year 1951.

(b) Yes, Sir.

MINIMUM WAGES

*1894. **Shri S. N. Das:** Will the Minister of Labour be pleased to state which of the States have fixed minimum wage in different industries according to Minimum Wages Act?

The Minister of Labour (Shri Jagjivan Ram): A statement showing the information available is laid on the Table of the House. [See Appendix XIV, annexure No. 8.]

COTTAGE AND SMALL SCALES INDUSTRIES

*1895. **Shri S. N. Das:** Will the Minister of Commerce and Industry be pleased to state:

(a) the names of States where State initiative has been taken and assistance given to promote cottage and small scale industries; and

(b) which of the states have set up statutory corporations to give financial aid to the cottage and small scale industries?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). The information is being collected and will be laid on the Table of the House in due course.

PRESS ATTACHED TO COMMERCE MINISTRY

*1896. **Shri Jagannath Das:** Will the Minister of Commerce and Industry be pleased to state:

(a) the income and expenditure during the years 1948, 1949 and 1950 on account of the Press attached to the Commerce Ministry; and

(b) the number of publications issued by the Press during the years 1948, 1949 and 1950?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). Two statements are laid on the Table of the House. [See Appendix XIV, annexure No. 9.]

TRADE AGREEMENTS

*1897. **Shri Jagannath Das:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of trade agreements made with foreign countries during the last twelve months ending January 1951; and

(b) the names of those countries?

The Minister of Commerce and Industry (Shri Mahtab): (a) Thirteen including two with Sweden.

(b) Austria, Czechoslovakia, Finland, Western Germany, Hungary, Indonesia, Japan, Norway, Pakistan, Poland, Sweden, and Switzerland.

EMPLOYMENT NEWS

*1898. **Shri R. Khan:** Will the Minister of Labour be pleased to state:

(a) the cost incurred during the years 1948, 1949 and 1950 on account of the magazine "Employment News" published by the Ministry;

(b) the number of copies printed on an average per month;

(c) the nature and scope of its circulation; and

(d) who is editing the magazine?

The Minister of Labour (Shri Jagjivan Ram): (a) The cost of printing the 'Employment News' was as follows:

Year	Cost
	Rs.
1948	30,800
1949	19,680
1950	16,600

(b) 12,640.

(c) The bulletin is issued to important employers, businessmen, educational institutions, Members of Parliament, State Legislatures, Editors of newspapers, etc., all over India.

(d) The "Employment News" is edited by the Directorate-General of Re-settlement and Employment.

PETROLEUM

*1899. **Shri K. Vaidya:** (a) Will the Minister of Works, Production and Supply be pleased to state the total quantity of petroleum consumed in India during the last two years?

(b) What is the total quantity of power alcohol required for the purpose of mixing it with petroleum?

(c) Is the required quantity of power alcohol produced in the country to meet the above requirement?

The Minister of Works, Production and Supply (Shri Gadgil): (a) The total quantity of motor spirit, which the hon. Member evidently has in mind consumed in India during 1949 and 1950 was 168,121,000 gallons and 185,631,857 gallons respectively.

(b) One-fifth our total requirements of petrol, taking an admixture of 20 per cent.

(c) No.

RETURN OF MUSLIM MIGRANTS

119. **Dr. Ram Subhag Singh:** Will the **Prime Minister** be pleased to state the number of Muslims who

migrated from U.P. to West Pakistan between the 1st February, 1950 and 31st May, 1950, who have returned to India under the special arrangements made for them?

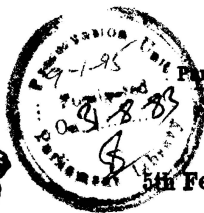
The Prime Minister (Shri Jawaharlal Nehru): About 19,500 such migrants have returned to the Uttar Pradesh so far.

Friday, 2nd March, 1951

Volume VIII

No. 1-20

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Par. S.2. VIII. 1.51

838

Monday

5th February, 1951

to

2nd, March, 1951



सत्यमेव जयते

PARLIAMENTARY DEBATES

PARLIAMENT OF INDIA

OFFICIAL REPORT

Part II—Proceedings other than Questions and Answers

CHAMBER PUBLISHED ORIGINALLY CONTENTS

Deaths of Shri A. V. Thakkar and Ch. Mukhtar Singh [Cols. 2344—2345]

Motions for Adjournments—

Preparation of Electoral Rolls in English [Cols. 2345—2347]

Demolition of houses built by refugees [Cols. 2348—2351]

Implementation of recommendations of Tariff Board re: Workers in Sugar Industry [Cols. 2351—2352]

Cut in Food Rations [Cols. 2352—2355]

President's Assent to Bills [Col. 2356]

Papers laid on the Table—

Amendment to Union Public Service Commission (Consultation) Regulations [Col. 2356]

Reserve Bank of India (Staff) Regulations, 1948 [Col. 2356]

Preventive Detention (Amendment) Bill—Introduced [Col. 2356]

Hindu Code—Consideration of Clauses—not concluded [Cols. 2356—2423]

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**THE
PARLIAMENTARY DEBATES**

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

3846

3847

PARLIAMENT OF INDIA

Friday, 2nd March, 1951.

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

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

11-45 A.M.

MOTIONS FOR ADJOURNMENT

ESCAPE OF WITNESS IN LAIK ALI CASE

Mr. Speaker: I have received notices of two adjournment motions. One is from the hon. Member Mr. Alva in regard to the—

“repeated failure of the Hyderabad Police to keep in custody important people connected with the Laik Ali case, especially the latest report of the escape of Col. Hassan, an important Prosecution witness who is alleged to have escaped to Pakistan under the assumed name of ‘Pinto’, the name of the President of the Special Tribunal there”.

I need not go into the merits of this. Obviously it is inadmissible and this point is amply covered by the very long ruling I gave when the question of Mir Laik Ali's escape came up before the House. It is therefore out of order.

Shri Joachim Alva (Bombay) rose.

Mr. Speaker: I do not propose to have any arguments over that. The hon. Member may better read the ruling.

Shri Joachim Alva: I have gone through the ruling.

Mr. Speaker: He may see me and convince me. I may say in addition that there is a short notice question
346 PSD.

on this very specific matter tabled by the hon. Member Mr. Kamath. That will come before the House in due course.

ALL INDIA PEACE CONFERENCE

Mr. Speaker: The other motion is by the hon. Member Prof. Shibban Lal Saksena:

“that the House do adjourn to discuss a definite matter of urgent public importance, viz. the refusal of the Government of India to allow the holding of the All-India Peace Conference in Delhi next month”.

Though I am clear that this is not admissible, I should like to know the facts about this matter from the Government.

The Minister of Home Affairs (Shri Rajagopalachari): It is a fact that in Delhi under the order of the Chief Commissioner there is a ban on public meetings, which originally prevailed for three years, which had been suspended during last November, but which has been renewed again in view of apprehensions in the minds of the authorities as to communal speeches and disturbances, specially during Holi. This general order as to banning public meetings and processions is, however, subject to the reservation that permission may be asked for and got for any particular meeting. This was brought to my notice by persons interested in the Peace Congress, and we have decided two points. We have no objection to Peace Congress meetings as such and they may be held elsewhere but not round about Delhi during the time of this ban on public meetings in Delhi, because we cannot make discriminations easily. We have also made up our minds in another matter that to invite international meetings at this stage in India is not in the public interest and we therefore desired that any Peace Congresses which are organized might be restricted to people interested in the movement in India and invitations should

[Shri Rajagopalachari]

not go abroad. In order that there may be no embarrassment caused to the organisers of such meetings I made it clear to Dr. Kitchlew who showed interest in the matter not to get committed by issuing invitations to outsiders.

This is how the position stands. It was necessary to make this clear because it would naturally be awkward for leading people who are interested in the movement to issue invitations and then to face difficulty. Therefore this has been told now. There is no particular ban on the Peace Congress as such. The position is as I have explained. These are the facts. As regards the policy itself, if it is desired I shall refer to it.

Mr. Speaker: I merely wanted to know whether the position about the inadmissibility may be confirmed.

Prof. S. L. Saksena (Uttar Pradesh)
rose—

Mr. Speaker: I do not propose to have any arguments because I am not going into the merits. The hon. Member will see that he will have ample occasion during the debate on the Budget to criticize the policy of Government if he wants to do so. And there is no such urgency about the matter, because, on his own showing the meeting is going to be held next month. He has ample opportunities to discuss the matter and we need not adjourn the House for that purpose—even assuming that the motion is otherwise admissible, which I think it is not.

RAILWAY BUDGET—LIST OF DEMANDS

SECOND STAGE

Mr. Speaker: The House will now proceed with the discussion on the Demands for Grants in respect of Railways. But before it does so, I wish to say something about the time-limit for speeches. The usual practice has been to fix a limit of fifteen minutes for all speakers including movers of cut motions and twenty minutes for the hon. Minister replying. I trust this will suit hon. Members.

Capt. A. P. Singh (Vindhya Pradesh): I propose that it should be reduced to five minutes. Otherwise all speakers do not get an opportunity.

Mr. Speaker: The merit lies in advancing sound arguments and not in adding to the number of speakers and I do not think that five minutes is an adequate time to cover any arguments.

I had made a suggestion last time that there might be some kind of agreement as regards the time to be allotted for the Congress Party and to the others. I have received that.

The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha): Out of three days, two and a half days are allotted for the Congress Party, and on the last day the time after lunch and before the guillotine is applied, that is two and a half hours, is for the unattached Members.

Mr. Speaker: That means out of three days that are allotted for voting on Demands for Grants, two and a half days are allotted to the Congress Party and half a day, that is two and a half hours, to the unattached Members.

Sardar Hukam Singh (Punjab): Is this the result of some agreement?

Shri Satya Narayan Sinha: Out of a total of eleven hours we are setting apart two and a half hours for unattached Members.

Shri Barrow (Madras): May I know whether there is any agreement in regard to unattached Members?

Mr. Speaker: Let us be more clear and specific. As the hon. Minister of State for Parliamentary Affairs explained, the total discussion will extend to about eleven hours. And looking to the strength of the Congress Party we shall see as to what time should be allotted to the Congress Party and to others. They are allotting two and a half hours to unattached Members. It comes nearly to one-fourth of the total time.

Shri Satya Narayan Sinha: Though the number of unattached Members is small.

Mr. Speaker: There is another advantage for the unattached Members that they can speak on the Demands as they like—provided of course their names are called and they get a chance. They can speak also on cut motions. So then we will go by a rough and ready arrangement, and I think it is not very unfair.

Hon. Members: It is quite fair.

Mr. Speaker: Then I shall put the Demand to the House.

Pandit Kunzru (Uttar Pradesh): I should like to know how this distribution will work. The Demands will come before the House one by one.

Mr. Speaker: I shall make the point clear. The Demands which are proposed to be taken up are:

Demand No. 1—Railway Board.

Demand No. 4—Ordinary Working Expenses—Administration.

Demand No. 9A—Ordinary Working Expenses—Labour Welfare.

Demand No. 15—Construction of New Lines—Capital and Depreciation Fund.

Demand No. 16—Open Line Works—Additions.

Demand No. 18—Open Line Works—Development Fund.

Pandit Kunzru: What I want to know is this. I do not know what time will be allotted to the discussion of any particular demand. Now it is quite possible and indeed it is a fact that the most important cut motions have been given notice of in connection with Demand No. 1. If a limited time, that is to say an hour and a half or two hours or 2½ hours, is allotted for the discussions of Demand No. 1, those Members of the Congress Party who have given notice of cut motions in accordance with this Demand would scarcely be in a position to move their motions. The distribution of the time therefore, though it may seem theoretically fair, may not work equitable in practice and I should request you, Sir, to consider this matter carefully and decide how we should proceed.

Mr. Speaker: I am not quite able to follow the reasoning of the hon. Member. I have been given these demands without mentioning the particular time to be allotted to each demand.

Shri Satya Narayan Sinha: We will adjust among ourselves within the time allotted.

Mr. Speaker: The point of the hon. Member is that there are six demands and the Congress Party is going to get about 8½ hours. Is it their idea that each demand should take about two hours or 1½ hours?

Shri Satya Narayan Sinha: We shall try to adjust within the allotted time.

Mr. Speaker: His point of grievance is that supposing for the Railway Board Demand a period of two hours is allotted by the Congress Party and then there is a stoppage, the result will be that Members who want to speak on an important demand, as Demand No. 1, will not get adequate time.

Shri Satya Narayan Sinha: I think the Chair can adjust this...

Mr. Speaker: Looking to the general desire of speaking on the proposition immediately before the House, I think it would be difficult to adjust. It may be that even the first Demand may take three days.

Shri Satya Narayan Sinha: May I suggest that Demand No. 1 be discussed today and the hours allotted to the Congress Party may be adjusted with the other demands.

Mr. Speaker: That means limitation of time. Then Demand No. 1, which is considered to be important, might be taken up for the whole of today. Will that satisfy Pandit Kunzru?

Pandit Kunzru: My point is this: If the Congress Party wants to take as much time as they like. I do not mind it. What I am most anxious is that the most important points of the Budget should be discussed and when these points are raised Congressmen can sit as long as they like in support of it or in opposition to it. But it is for the Chair to decide, I think, which motions should be taken up first. Are the cut motions to be taken in consideration of their importance or only in consideration of their position on the agenda?

Mr. Speaker: Well, I propose to go by general agreement on these questions because, I am not going in the order in which demands are placed in the Order Paper and I should not take upon myself to prefer a particular demand or prefer a particular cut motion for being given precedence. That was why I tried to find out the position, but I think if we reserve one day, it will be quite all right. I will now put the demand.

Pandit Kunzru: How will this allotment of one fourth of the time to the non-Congressmen be of any use to them in that case? It seems to be a great concession, but in practice it means nothing at all.

Mr. Speaker: I think the hon. Member may perhaps revise his opinion when he sees actually this arrangement working.

Demand No. 1—Railway Board.

Mr. Speaker: Motion is:

"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'."

[Mr. Speaker]

There are a number of cut motions to Demand No. 1, and I should like to know which of these cut motions are proposed to be moved. I find there are in all 74 cut motions. Which Members would like to have their motions taken up? I am talking first of un-attached Members.

Sardar Hukam Singh: I shall move Nos. 20, 21 and 22 in the supplementary list No. 1.

Shri Naziruddin Ahmad (West Bengal): I shall move Nos. 13 and 37 in the consolidated list.

Prof. S. L. Saksena (Uttar Pradesh): I shall move from Nos. 21 to 35 in the consolidated list.

Shri Kamath (Madhya Pradesh): I shall move Nos. 7 and 8 in the supplementary list No. 1.

12 NOON

Pandit Kunzru: I shall move Nos. 69, 70 and 71 of consolidated list.

Prof. K. K. Bhattacharya (Uttar Pradesh): I shall move No. 23 in the supplementary list No. 1.

Shri Sidhva (Madhya Pradesh): He is a Congressman.

Mr. Speaker: I know there are others also who can give intimation of moving their cut motions, but that is a matter between each Member individually and the Congress Party. So far as the Chair is concerned, I said whoever wanted might intimate to me. Then I am taking the motions before the House one by one. They all relate to the same demand and may be taken simultaneously, so that there will be a general debate.

Inefficiency in Administration

Sardar Hukam Singh: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Re. 1."

Reorganisation of priorities in allotting wagons to E.P. Railway

Sardar Hukam Singh: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Re. 1."

Corruption in Railway Administration

Sardar Hukam Singh: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Re. 1."

Regrouping of Railways

Shri Naziruddin Ahmad: I beg to move:

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

Retrenchment of staff in Jodhpur Railway

Shri Naziruddin Ahmad: I beg to move:

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

Corruption on Railways

Prof. S. L. Saksena: I beg to move:

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

Facilities to passengers and lighting arrangements on stations

Prof. S. L. Saksena: I beg to move:

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

Recognition of Trade Unions

Prof. S. L. Saksena: I beg to move:

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

Abolition of Railway Board

Prof. S. L. Saksena: I beg to move:

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

Recruitment, promotion and retrenchment

Prof. S. L. Saksena: I beg to move:

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

Delay in disposing of appeals of staff

Prof. S. L. Saksena: I beg to move:

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

Accidents due to Canadian engines and excessive hours of duty of staff

Prof. S. L. Saksena: I beg to move:

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

Enhancement of fares, economy and eradication of corruption

Prof. S. L. Saksena: I beg to move:

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

Running of trains to time

Prof. S. L. Saksena: I beg to move:

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

Regrouping of Railways

Prof. S. L. Saksena: I beg to move:

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

Effect of Regrouping on seniority of staff on O.T. Railway

Prof. S. L. Saksena: I beg to move:

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

Powers, functions and rules of procedure of Railway Finance Committee, Central Advisory Council for Railways and Advisory Committees on the various Railway administrations.

Prof. S. L. Saksena: I beg to move:

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

Inefficiency and Expenditure in Railway Administration

Prof. S. L. Saksena: I beg to move:

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

Catering and vending policy

Prof. S. L. Saksena: I beg to move:

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

Conditions of travel

Prof. S. L. Saksena: I beg to move:

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

Increase in passenger fares

Shri Kamath: I beg to move:

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

Decision on recommendations of Railway Joint Advisory Committee

Shri Kamath: I beg to move:

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

Enhancement of fares

Pandit Kunzru: I beg to move:

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

Future of Railway Board

Pandit Kunzru: I beg to move:

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

Regrouping of Railways

Pandit Kunzru: I beg to move:

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

General Policy for running Railways

Prof. K. K. Bhattacharya: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Re. 1."

Mr. Speaker: All these will be discussed together.

Shri Sidhva: I will take up the general administrative set-up of the Railway Board, and the question whether the Railway Board as at present constituted should continue in the new set-up. This subject has been discussed on many occasions on the floor of this House and a majority of the Members are of the view that if the Railway Board is not to be abolished, at least there should be a drastic change in the constitution and composition of the Railway Board. My hon. friend, the hon. Minister, speaking on this matter last year, said,— I shall mention the words that he used—"at the present moment" the Railway Board should be continued for the reasons that he gave in his speech. Today, I must really congratulate him. Though he has not abolished the Railway Board, at least...

Pandit Kunzru: Which motion is my hon. friend Mr. Sidhva moving?

Shri Sidhva: I am speaking generally on the Demand.

Pandit Kunzru: As my hon. friend has not moved any motion, on what is he speaking?

Shri Sidhva: I am speaking generally on the Railway Board. It is not necessary that I should move any cut motion. There are so many cut motions. If hon. Members are anxious to take a vote on the cut motions, there is opportunity for them. I do not want to move any cut motion. But, I want to draw the attention of Government to the general administrative set-up. It is quite in order.

Shri Hussain Imam (Bihar): On a point of order, Sir. In discussing a Demand for Grant, one has to particularise the item on which he is speaking. Otherwise, the Minister would not be in a position to reply. When there are a number of cut motions under discussion, he should mention to which motion he is referring.

Mr. Speaker: The point arises like this. We have permitted a large number of cut motions to be taken up simultaneously. He is entitled to speak about all the points which are covered by the cut motions.

Shri Hussain Imam: What is not covered by the cut motions, he cannot speak about.

Mr. Speaker: If that is so, the matter will stand differently.

Shri Sidhva: I may add to what you have so kindly said, Sir, that last time, you stated that the Railway Board is a very exhaustive subject and Members can discuss questions exhaustively under that head.

As I was saying, it is a thing for which we have to be grateful to the hon. Minister because, though, he has not been able to make any change in the constitution of the Railway Board, he has made a start to make a change in that he has announced that he is not going to fill up the post of the Chief Commissioner for Railways which is going to fall vacant. As far as I am concerned, and I know that a majority of the Members of this House are also of the same view, I can say that we heartily welcome this step. Also, he said yesterday in the course of his reply that instead of five members, there shall be three members.

The Minister of States, Transport and Railways (Shri Gopalaswami): Four.

Shri Sidhva: That is exactly what I wanted to know. Then, only one member will go out of office and the Board will consist of four members plus the Secretary of the Ministry of Transport, *ex-officio*. Though the change is not one of absolute satisfaction, the point is, a start has been made. The intention of the hon. Minister is quite clear. He has been stating all along that he is not prepared to abolish the Railway Board, and yesterday also, in answer to my question he said that at the present moment he feels that the Railway Board should continue. I have faith in him and I do feel that in the years to come, or probably in the next year, bit by bit, he will see that the Railway Board is abolished. I am perfectly convinced of that because he has started regrouping and also abolished the Chief Commissioner's post.

There was some kind of opposition on the part of some hon. Members to the abolition of the Chief Commissioner's post, and I was rather sorry to hear those remarks. We talk of retrenchment on so many occasions on the floor of this House. When a Minister takes a bold step in that direction, then, some hon. Members argue about the utility of that officer and the experience that is lost by the abolition of that post, and they ask: "Ministers come and Ministers go; officers are permanent; why do you retrench that officer?". I can only say that I was sorry to hear such arguments. We clamour here for retrenchment; but, when an hon. Minister comes forward with a small retrenchment,—I should say I at least am not content with a small retrenchment—instead of welcoming that, some hon. Members dishearten the hon. Minister. I must tell the hon. Minister that the majority of Members of this House are of the opinion that the step he has taken is in the right direction.

Last year, the Members who participated in the debate on this question stated that the Railway Board should be abolished or that a drastic change should be made. There are a number of Directors, Deputy Directors, Assistant Directors on this Board. I shall not go into the details. But, I do feel that the hon. Minister should bear in mind, when he further considers this question, whether some of the posts of the Deputy Directors may not be abolished.

[Mr. Deputy-Speaker in the Chair.]

The Chief Commissioner was drawing the highest salary of Rs. 5,000. I do not know whether any other officer draws such a high salary. This post has been abolished. I hope that the Financial Commissioner, who I understand will take his place, will not be put in that category of salary.

Shri Gopaldaswami: I do not think I have ever said that the Financial Commissioner was going to take his place.

Shri Sidhva: Then, I hope the position of the Financial Commissioner will be the same and that his salary will be the same. As far as the Railway Board is concerned, we all welcome the step which has been taken.

As regards regrouping, there has been some criticism during the course of the debate that regrouping is a step in the wrong direction, that financially it will not bring any benefit to the State and from the point of view of efficiency also, it would prove a failure. Speaking for myself, I was longing for the day when the hon. Minister would take a step in this direction, because those who have taken some pains to study Railway matters have been clamouring for regrouping and saying that the management of Railways, if it is controlled by certain regions, will be very efficient.

I am very glad that despite the opposition, not in this House, but outside the House, by strong bodies like the Federation of Indian Chambers of Commerce, the hon. Minister has taken this bold step. That is a great achievement, for sometimes we are carried away by the opinions of very high and substantial bodies and individuals. But in this case the hon. Minister has gone ahead and taken a decision on the actual merits of the question.

Figures are not given in this book—*Memorandum on the Formation of the Southern Zone*. So I am not in a position to state what will be the financial benefit to the State as a result of this regrouping. But on page 18 of this pamphlet we find:

"The abolition of the present independent headquarters at Trichinopoly and Mysore, and the transfer of essential administrative work to Madras will lead to a substantial reduction in the number of senior and junior Administrative posts from 41 at present to 30."

What do you say to that? That is what I ask those hon. friends who say that this regrouping is not going to bring about any financial benefit to the State. Here you see eleven posts going without touching efficiency on which we all lay great stress. Therefore, despite this, are we to say that this step is not worth taking? Should we not proceed further along this same line and see that within a short time all the railway systems are regrouped? A start has been made with one zone. I would not ask the hon. Member to go ahead with the regrouping of all our railway systems at once; but I would have liked him to take up and start with at least two. Again on page 19 the following remarks appear:

"The aggregate economies which may be expected to accrue from regrouping of the Southern Railways will thus be considerable. But it should be recognized that all these economies will not materialize immediately."

That is perfectly correct. The step in the right direction has been taken, and this year we may get about five per cent. benefit, but next year it may be 15 per cent. and following the next 20 per cent. and so on. This, let me repeat is a bold and right step that the hon. Minister has taken and from what little I know of the administration of our railways, I can tell the House that this will result in economy and greater efficiency both in regard to goods traffic and in regard to passenger traffic. At present we have various divisions as formerly we had district headquarters, though they still exist in some places in a modified form. They have been rightly criticised and I am convinced that this policy of regrouping will certainly be of benefit to the country at large, that it will lead to greater efficiency in administration and to expeditious disposals. Of course, time will show the results gradually; but personally I am quite confident that if the officers cooperate with the hon. Ministers this policy will be successful.

I was pained to hear the other day, Mr. Anthony saying that general manager after general manager saw him, that members of the Railway Board saw him and told him that this business of regrouping of the railways will not be successful, that it will all be a chaos. I should be very sorry if what Mr. Anthony said is correct. My hon. friend Shri Gopaldaswami believes in discipline and efficiency, probably even more than any other hon. Minister in this House, and I appreciate that. Recently I had an

[Shri Sidhva]

occasion to appreciate it when I brought to his notice a certain matter connected with a lady. The hon. Minister said to me, "For the sake of discipline, ask the lady to occupy the house first. We can then consider the question." I appreciated that and I acted accordingly. Believing so much in discipline, I would like to know what steps he is going to take in connection with these general managers and others. Can any official of the Railways go and meet hon. Members against a decision which has been arrived at by the Government or the Railway Ministry? I am prepared to make this allowance that they can meet hon. Members to acquaint them with the pros and cons of a question. But once a decision has been taken, will it be in the interest of discipline or efficiency for the officers to go and meet hon. Members and speak against that decision? That is what I want to know and I want to know what policy will be adopted towards them in the interest of discipline. We have to maintain discipline at the top, those at the bottom always obey orders. What steps will be taken against these big officials who, we are told, went and saw the hon. Member. My hon. friend Mr. Anthony asked the hon. Minister what experience he had. He said: "If you are going to go against the decision of officers who have experience of the subject, then the implementation of the scheme is going to fail." If that is so, then it is a dangerous thing to keep such officers in the work, particularly in the work connected with re-grouping. Of course, I am relying on what Mr. Anthony said. What will be the effect if they are put on this job? As I said, I am taking Mr. Anthony's statement and proceeding on it. I do not know whether what he said is correct or not. Anyway the concluding remarks of the hon. Minister did not mention anything on this point. If no action is taken, then I am afraid I will lose confidence in my hon. friend.....

Shri Gopaldaswami: May I intervene just for a moment? I can appreciate the spirit in which the hon. Member Shri Sidhva was making these remarks. I should consider it very unfortunate, however, if what he says leaves the impression on the House that railway officers are not acting according to discipline and are carrying on propaganda against a decision which Government have taken. No doubt, my hon. friend Mr. Anthony made certain very exaggerated statements, and in the course of his speech I intervened to say that that statement would be perfectly wrong if it was

intended to indicate that officers at high levels, a large number of them, were against this kind of thing. And when he asked me to tell him whether every General Manager had approved of this scheme, I think he really made weaker what he had stated previously. And so long as he does not mention any officer by name, I am content to believe that my officers will carry out my orders.

Shri Sidhva: I wish the hon. Minister good luck. He might have intervened, but there was no mention of this in his concluding remarks. He did not make any specific mention of this question in his closing speech. I feel, however, that he should make an enquiry into this matter. Of course, no names were mentioned. But all the same an enquiry should be conducted and if the hon. Minister is satisfied that no officer has done what he is said to have done, then I will accept the hon. Minister's word against the word of Mr. Anthony. But I must be told that his officers are not doing any propaganda of the nature we have heard, especially in view of the fact that an hon. Member has deliberately made that charge. I will be content if I am assured that his officers will not do any propaganda against a decision of the Railway Board. The adverse propaganda is done on account of this scheme touching the pockets of some of the General Managers or other officers?

I am a member of the Estimates Committee and as you know, Sir, that Committee decided that the Enforcement Police Department should be abolished in the Ministry of Industry and Supply. They accepted our advice and in accordance with the recommendation of the Estimates Committee they gave notice to those people terminating their services from the 1st April. But those people came here and met the Minister. We did not say that their services should be terminated but that they should be transferred to the Home Ministry. The Minister called a meeting consisting of half the members of the Estimates Committee. I am told, I am speaking subject to correction, that the Minister was satisfied that our report was correct and that he would follow it. However, it is not fair that the hon. Minister of Industry and Supply should have called a meeting such as the one he did. He should have brought the matter before the Estimates Committee....

Mr. Deputy-Speaker: Are we on that point now?

Shri Sidhva: I am only mentioning this point in this connection that those officers came and saw the Minister. In this case however nobody came to see me because they knew that I would not fall into their trap. Several of the high officials on the railways thought that this regrouping will affect them. In the initial stage I do not want it to be disturbed. I know it is a very good measure. Whatever might be the intention of the hon. Minister its success will depend upon the officials who work it. If the officials are not convinced of its value and they discount it, it will be very difficult to work the scheme. That is my argument. An hon. Member on this side mentioned it and I have also heard about it from other Members and I know also that some of the railway officials had been to Members canvassing against the scheme so that they may be retained in their posts. We can understand why it is being opposed. We must be definite about one thing. If retrenchment is to be made we cannot ask how Government will provide for those officers. Let Government decide the policy.

Mr. Santhanam said yesterday that we cannot make any comparison between the railways in foreign countries and the railways in India. Mr. Gopalaswami Ayyangar himself made the comparison and quite rightly too. I do not agree with Mr. Santhanam that there should be no comparison. Comparisons should always be welcome: it brings about competition, it brings to us knowledge about many things.

The Minister of State for Transport and Railways (Shri Santhanam): I am afraid the hon. Member is under a misapprehension. I am against comparing only for the purpose of raising the fares. I said that we are not doing it on the basis of comparison with other countries. In fact I should be glad if Members do make comparisons in regard to operation and in other respects so that improvements can be made here.

Mr. Deputy-Speaker: The hon. Member has already taken 23 minutes.

Shri Sidhva: Just a few minutes more, Sir. I know the railways in other countries are working at a loss. After a personal inspection of nine countries I know that except in the case of Switzerland—where the profits are meagre—all the other railways are working at a loss. In the U. K. after the Labour Government came into power the railways are being purchased by the State. Only our railways

are making huge profits. I discussed this question with a Minister of the French Government. He challenged me to show any railway which makes a profit and when I mentioned our railways he congratulated me and asked me to convey his compliments to the Government. I conveyed the compliments to Mr. Gopalaswami Ayyangar. What I am saying is not from my imagination but from what I saw in Europe. Financially we are very well off but from the point of view of comforts, the European Railways are far superior. But in European countries the railways are considered a national asset. Any loss incurred is recouped by the State and no recourse is had to increase the fares. That is the outlook of Governments in foreign countries. Whereas in our country instead of the national exchequer coming to the help of the railways the burden is thrown on the railway passengers. I am bringing this to the notice of the hon. Minister to show that in other countries the railways are considered as national assets and it is the national exchequer that pays any losses incurred on them. So being a national utility concern they must not go on increasing the fares. However that chapter is closed and I shall not dilate upon it. However I would request him to counteract the effect of the increase in fares at this psychological moment by introducing week-end tickets, travel-where-you-will tickets, monthly tickets etc. If he does that the psychological effect will be great, for they will appreciate that while the railway administration has increased the fares other concessions are being shown to the travelling public. These concessions are being given in European countries and they are being freely advertised also.

Pandit Kunzru: The hon. Speaker suggested that as a rule no one should speak on a cut motion for more than fifteen minutes. I have given notice of three cut motions. Am I expected nevertheless to finish what I have to say within fifteen minutes?

Mr. Deputy-Speaker: The Chair has never been too hard upon the hon. Member.

Pandit Kunzru: I am not speaking of the Deputy-Speaker. I was referring to what the hon. Speaker said earlier this morning.

The first question that I have to deal with is the enhancement of fares. I deal with this question during the general debate on the Railway Budget. I shall not therefore repeat what

[Pandit Kunzru]

I have already said but only add a few remarks reinforcing the points that I made the other day.

I have already placed before the House the fact that the Railway Budget even without the enhancement of fares would have been a surplus budget. I have also told the House that the figures relating to the income from upper class fares in 1949-50 and 1950-51 show that the realisations or the revised estimates, as the case may be, have been substantially less than the budget estimates. This is not a plea for allowing the upper class passengers to go scotfree. But it is necessary for us to see how much each class of traffic can bear. I wonder, therefore, whether the additional revenue of Rs. 1½ crores that is expected from upper class passengers will in fact be realised.

Shri Santhanam: Does the hon. Member include inter class also when he refers to upper class?

Pandit Kunzru: Well, I take all those classes that are included in the category of upper class in the Budget estimates.

I now come to the enhancement of third class fares. I pointed out the other day—and many other Members have done the same—that the third class fares will be raised in the case of mail trains by about 20 per cent. and in the case of other trains by about 25 per cent. My hon. friend, the Railway Minister, has advanced many arguments to justify this enhancement. One of them is that the general price level now, is, as compared with that prevailing in 1939, much higher than the level of passenger fares—even third class fares—as compared with the fare level of 1939. This is the fact, but is that the only fact that need be taken into consideration in settling this question? If today an industry, the products of which are sold at a lower price than would be expected in consideration of the present price level, were to suddenly raise its prices, would Government regard that as a good feature of our economy? Would it not cause concern to Government? And if several cases of this kind occurred would Government not be disposed to exercise some control so as to prevent the raising of prices merely on the strength of the general argument that the price level today was much higher than it was in 1939? If this argument has any force, if Government will look with disfavour on the enhancement of the prices of commodities that are selling cheap considering the general level of prices,

surely they cannot expect us to pay much attention to the argument which they have themselves advanced in justification of the enhancement of third class fares.

There is another consideration that I should like to bring forward in this connection. My hon. friend, the Railway Minister, told us in the course of his Budget speech that the factors which have contributed largely towards the increase in goods earnings are a partial resumption of trade and rail movement between Pakistan and India, and a large export drive instituted to stimulate India's earnings of foreign exchange. Now, the partial resumption of trade and rail movement between Pakistan and India had effect, so far as I can gather from the explanatory memorandum, only during the first six months of the current year. As regards the export drive, I am sure it will continue. Next year, owing to the trade agreement that has been arrived at between India and Pakistan, we may expect the trade and rail movement referred to by the hon. Minister to continue not merely for six months but for the whole year. If trade between India and Pakistan revives it is obvious that the Railways will benefit as much by it as the General Revenues. I cannot say what the extra gain to the Railways from this source will be, but it is obvious that if the trade agreement is acted upon properly it will be substantial. My hon. friend, the Railway Minister, has not referred to this fact in his speech, nor, so far as I could hear him, did he refer to it yesterday. Yet it is an important consideration that should be taken into account.

I should like to say that it is clear both from the Budget speech and the explanatory memorandum and from the remarks made by my hon. friend yesterday that the fares are being raised not for revenue purposes but in order to provide more money for capital expenditure. I shall say nothing at this stage with regard to the policy that is proposed to be followed in this connection by the Finance Minister in the coming year, but so far as the Railways are concerned, I do not think that the hon. Railway Minister can really justify the enhancement of third class fares at least to the extent that he has done merely because he wants more money in order to carry out his rehabilitation programme expeditiously. At the utmost he can ask for half the sum that he has budgeted for. I do not think that he will be justified in going beyond this to any extent.

With regard to the future policy of the Railway Ministry in regard to the Railway Board, the main points have already been discussed, but I should like to say a few words in connection with what the hon. Minister said yesterday with regard to the lack of any necessity for retaining the post of Chief Commissioner. When the Board was established, the composition of the Board, its position with reference to the Secretariat and the powers of the Chairman were all considered several times during the last forty-five years and whenever this question was considered the authorities came to the conclusion not merely that the Board should have a Chairman but that he should have adequate powers. The hon. the Railway Minister said yesterday that the need for interposing a technical man between the technical members of the Railway Board and the Minister was at the very least not as great as it might have been formerly. I do not know what he meant by this remark, but obviously the intention in having a Chief Commissioner was that Government should be in a position to receive unified advice in regard to all railway matters. Apart from this, the Chief Commissioner was not allotted any portfolio partly in order that he may have time to act as the President of the Board and partly in order that he may be able to tour and come into contact both with the public and with the General Managers and other officers of the Railways. At the present time, it is not necessary that the Chief Commissioner should act as a liaison between the Government and the public, but in regard to other matters I venture to think that the need for a Chairman with adequate powers is as great today as it was formerly. I pointed out that the effect of the abolition of the post of Chief Commissioner would be ultimately to bring the Board under the control of the Transport Secretariat. The Railway Minister told us yesterday that the Transport Secretariat actually had nothing to do with the Board beyond the fact that the Transport Secretary was a member of the Board. I am fully acquainted with that position, but what I meant to say was that if one of the members of the Board was asked to act as the Chairman of the Board and to discharge all the duties that the Chief Commissioner is discharging now, he will either be unable to look properly after his technical portfolio or to discharge adequately his duties as Chairman and if he is unable to discharge his duties properly then notwithstanding the intentions of the Railway Minister the inevitable tendency will be for somebody else to take his place. Matters that he

cannot properly look into will naturally have to be examined carefully by others and where will this agency for the careful examination of railway matters come from? It will obviously be the Transport Secretariat. There is therefore a real fear that the step that the Railway Minister is determined to take may enable the Transport Secretariat to lay its dead hand on the Indian Railways. The Railway Board was established, broadly speaking, in order that nobody should intervene between the Indian Railways and the member of Council at the head who was not intimately acquainted with railway questions. In view of these things, the reply that my hon. friend the Minister of Railways gave yesterday seems to me to be wholly inadequate. He told us, so far as I could understand him, that he was dealing with each member separately or that it had been the practice in the past for persons in his position to deal individually with the members of the Railway Board. I do not know what the practice of the previous members was, but the rules certainly require that the Chief Commissioner should be the sole adviser to Government on all technical matters and he should alone give advice to Government on any questions that they may refer to him. It is possible to weaken the position of the Chief Commissioner by dealing with members of the Railway Board individually, but is it desirable to do so in the interests of the Railways and the public? Besides, every Minister cannot be as fortunate as my hon. friend in possessing administrative experience. Yet, he will be subject to all the disadvantages entailed by the system that the Railway Minister wants to put into effect from 1st April next.

I do not want to say much in connection with the question of regrouping. I discussed it at some length in connection with the amalgamation of the Southern Railways. Nothing that my hon. friend the Minister of Railways has said on that point has shaken my position. He has said as regards the general regrouping of railways, that the experience to be gained from the creation of the Southern Zone will determine what shape the regrouping of the railways over the rest of India is to take. It may be so, but even before he undertakes regrouping beyond the minimum extent rendered necessary by the fact that the railways which formerly belonged to the Indian States have become the property of the Government of India, he must give us a fair idea of what, in the opinion of the Government, the optimum size of a railway should be. I should like to know whether this question has

[Pandit Kunzru]

been properly considered. Are Government in a position to say that they have, in consultation with their advisers, come to the conclusion that a railway administration can function with the maximum efficiency if it is of a certain size? If they have not decided this question, the very foundation of regrouping is lacking. Apart from this, before any general regrouping is undertaken, we should be satisfied that the deterioration that had taken place during war-time and that continued for at least two years even after 1946-47 has been made good.

Mr. Deputy-Speaker: May I inform the hon. Member that he has taken twenty-seven minutes. He must conclude at least within three minutes.

Pandit Kunzru: I am coming to the conclusion. I hope the House will realise that I have spoken as briefly on these important questions as I possibly could. I have not used one unnecessary word, nor repeated one argument that I used in the previous discussion.

Mr. Deputy-Speaker: The House is certainly anxious to hear the hon. Member; but there are other Members who are anxious to speak.

Shri Sidhva: Otherwise, each can speak for one hour.

Pandit Kunzru: I do not want to take anybody else's time and I shall finish very quickly. But I want to say in my defence that I have not repeated any arguments formerly used by me.

Even if the claim that the trend towards improvement exhibited in the year 1949-50 continues, we have to go a long way before we can say that we have completely overcome the disadvantages that we suffered owing to the deterioration caused by the war. Now, if we have difficult problems arising out of deterioration to consider, is it wise to take on our hands a problem of great magnitude and complexity? I think that prudence and the interest of the railways require that we should concentrate our attention first on bringing about adequate improvement in the working of the railways and then undertake new schemes which will make a large demand on the time and energy of the responsible officers. It is unwise to deal with two difficult problems at one and the same time.

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

The House reassembled after Lunch at Half Past Two of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

Shri Sidhva: No Minister is present in the House, Sir.

Shri S. C. Samanta (West Bengal): On a point of order, Sir. Can an hon. Member proceed with his speech when there is no one present on the Treasury Benches?

Mr. Deputy-Speaker: Hon. Members can throw out the Demand. The hon. Member may go on.

Shri Hussain Imam: Sir, it is the privilege of the House that a Government Member should be present in the House when the discussion goes on.

Mr. Deputy-Speaker: There was a lunch party this afternoon.

Hon. Members: He has come.

Shri Santhanam: I beg your pardon, Sir.

Shri Sidhva: There was going to be an *ex parte* decree.

मास्टर नन्द लाल : मैं यह अज्ञ करना चाहता हूँ कि पार्टीशन (Partition) के बाद तीन हज़ार मील का टुकड़ा हिन्दुस्तान के हिस्से में था। इस तीन हज़ार मील के टुकड़े के लिये जितने आफिशियल्स (officials) बाज़ काम कर रहे हैं अगर ५५ हज़ार मील का टुकड़ा होता तो उस के लिये काफी थे। जो रेलवे के आफिसर्स हैं आप उस का इस से मुकाबला कर सकते हैं। अब जो रिटरेन्चमेंट (Retrenchment) हुई उसमें ज्यादातर कुछ गरीब क्लर्कों और सोशियल गाइड्स (social Guides) को निकाला गया, किसी आफिसर को नहीं निकाला गया, हालांकि जितने आफिशियल्स हैं उनमें से अगर एक तिहाई आफिशियल्स को भी निकाल दिया जाता तो भी इस तीन हज़ार मील लाइन का इन्तज़ाम बखूबी हो सकता था।

इस के अलावा मुझे यह शिकायत है कि नांगल तक लाइन बना दी गई। जोनल के लोगों ने शिकायत की कि

यह लाइन वहाँ तक बढ़ा दी जाये। रेलवे बोर्ड को दरखास्त दी गई, लेकिन रेलवे बोर्ड ने यह कहा कि आप हमारे पास दरखास्त नहीं का सकते। आप अपनी प्राविशियल गवर्नमेंट से कहें, हम प्राविशियल गवर्नमेंट की बातों की कंसीडर (consider) करते हैं, डाइरेक्ट (direct) कंसीडर नहीं करते हैं। मैं नहीं समझता कि अगर रेलवे बोर्ड जनता की शिकायत बराहुरास्त नहीं सुन सकता तो उस रेलवे बोर्ड की जरूरत ही क्या है। रेलवे बोर्ड उन को चाहता तो समझ सकता था कि उनकी बरखास्त प्राविशियल गवर्नमेंट के पास भेज दी गई है, उस के बाद उस पर गौर किया जायेगा। पर कुछ नहीं किया गया। मैं नहीं समझता कि अगर दस मील का टुकड़ा और बढ़ा दिया जाता तो क्या हर्ज था। जब आप नांगल से मंडी तक एक लाइन बना रहे हैं तो वह ओनल तक भी जा सकती थी। जब नांगल पर लाइन खत्म हो रही है तो वह दस मील का टुकड़ा और बना कर ओनल तक ले जाई जा सकती है।

अब मैं आनरेबिल मिनिस्टर की तबज्जह हरियाना प्रान्त की तरफ़ दिलाना चाहता हूँ। पार्टीशन के बाद और पार्टीशन के पहले भी हरियाना प्रान्त का हिस्सा नज़र-अन्दाज़ किया जाता है। अंग्रेज़ी गवर्नमेंट को बजा तौर पर कह सकती थी कि वहाँ से उस को भरती लेनी है, इसलिये उस इलाक़े को कि जहाँ से भरती मिलती है, नज़रअन्दाज़ किया जाये। मगर अपनी हुकूमत बनने के बाद भी उस की वही हालत है जो पहले थी। बल्कि हमको उम्मीद थी कि जो लाइन लड़ाई से पहले उठा की गई थी, हम को यकीन दिलाया

गया था, सबालों में सन् ४८ में भी और सन् ४९ में, कि यह लाइन फिर बिछा दी जायेगी। सन् ४९ में इस के लिये प्राविजन (provision) भी किया गया मगर यह लाइन रोहतक से पानीपत तक अभी तक नहीं बिछाई गई। हरियाना प्रान्त में सब से ज्यादा अनाज भी इस इलाक़े में होता है, वहाँ सड़कें भी अच्छी नहीं हैं। अगर वहाँ रेलवे लाइन हो जाये तो अनाज भी बहुत जल्दी और अच्छी तरह वहाँ से ले जाया जा सकता है।

(English translation of the above)

Master Nand Lal (Punjab): Sir, India had a share of three thousand miles of railway track after partition. The number of officials that are working for this portion of three thousand miles would have been sufficient for a track of five thousand miles even. The retrenchment that took place, for the most part axed some poor clerks and social guides. It did not affect any officer, although the management of these three thousand miles of track could have been equally efficiently done even if one third of these officials were removed.

Besides I have a complaint regarding the railway line that has been constructed upto Nangal. The people of Onel had appealed that it should be extended up to that place. An application was made to the Railway Board but they said that no application should be brought to them, but it should be sent to the Provincial Government instead, for they do not consider any direct application but only those that come through the Provincial Governments. I cannot understand what is the need of the Railway Board if it cannot hear the grievances of the people. They could have explained to them that their application has been sent to the Provincial Government, and shall afterwards be considered. But nothing was done. I wonder what would have happened if a track of further ten miles would also have been laid. When you are already constructing a line from Nangal to Mandi, it could have easily been extended up to Onel. When the line is terminating at Nangal, it could have been taken further up to Onel.

[Master Nand Lal]

Now I would like to draw the attention of the hon. Minister towards the Hariyana province. Since partition and even before that, Hariyana has always been ignored. The British Government could well say that as they had to recruit people from that area and as such that area should be ignored. But the same condition prevails even now when we have our own Government. As a matter of fact, we were hoping, and we were assured during the question hour in 1948 and 1949, that the railway lines that were dismantled during the war, would be laid down again. Provision was also made for this purpose in 1949. But the line from Rohtak to Panipat has not yet been reconstructed. This part of Hariyana also produces the largest quantity of foodgrains. The roads there also are not in good condition. If it is linked with a railway line, foodgrains can be easily and promptly transported from and to that place.

Shri Santhanam: There is another Demand for new construction of lines in which all these things may be taken. If this point is also taken at this stage it may be very difficult for me to reply to the whole lot of points.

Master Nand Lal: I think the other point will also come under 'Railway Board'.

Mr. Deputy-Speaker: There are cut motions in respect of other Demands also. I shall just read them. Hon. Members will kindly make a note of them so that there may be no overlapping and the same arguments are not adduced over and over again. The cut motions are in respect of:

Demand No. 1—Railway Board.

Demand No. 4—Ordinary Working Expenses—Administration.

Demand No. 9A—Ordinary Working Expenses—Labour Welfare.

Demand No. 15—Construction of New Lines—Capital and Depreciation Fund.

Demand No. 16—Open Line Works—Additions.

Demand No. 18—Open Line Works—Development Fund.

These are the Demands. Now the hon. Member has started. Hereafter hon. Members will say whatever they have to say on the Railway Board and reserve their remarks on Labour Welfare, New Construction etc. to the appropriate Demands.

Dr. Deshmukh (Madhya Pradesh): The trouble is that no one Member is going to have more than one chance. From that point of view it should be allowed.

Mr. Deputy-Speaker: I think we are not going Demand after Demand or cut motion after cut motion. All the cut motions are deemed to have been moved. Therefore if any Member feels there are points he has to adduce on any other Demand, I think he may do so.

Shri Santhanam: I have no objection, Sir. But my difficulty is that I shall merely have to say that we shall take them into consideration.

Mr. Deputy-Speaker: He may note down all the points made and once for all reply at the end.

Dr. Deshmukh: It does not matter what he replies!

Shri Satya Narayan Sinha: In view of the large number of Members wanting to speak I think this procedure may be adopted.

Mr. Deputy-Speaker: This will be converted more or less into another general discussion. I believe the Speaker said that these cut motions shall be deemed to have been moved. So there will be a discussion on all the cut motions. The only limitation is do not go beyond these cut motions.

Shri Satyanarayan Sinha: May I also request you, Sir, to see that the time-limit is not exceeded?

An Hon. Member: Make it five minutes.

Mr. Deputy-Speaker: I think with a time-limit of ten minutes all persons can have an opportunity. I am not for five minutes. It is too short.

Shri Kamath: Why this discrimination?

Shri Hussain Imam: This discussion on 'Railway Board' deals with policy. It would be better if we confine ourselves to the cut motions that have been moved. There is no cut motion for construction of new lines, among the cut motions moved.

Mr. Deputy-Speaker: There is 'New Constructions'—not under this. Hon. Members instead of asking for another opportunity to intervene, may say whatever they want to say on these cut motions. The hon. Member will go on.

मास्टर नंब लाल : मैं तो यही समझता हूँ कि रेलवे बोर्ड सब से ज्यादा इस के लिये जिम्मेवार हैं। हमारा हक है कि जो कुछ हमें शिकःयत हो वह हम रेलवे बोर्ड से कहें। फिर आप कैसे कह सकते हैं कि यह रेलवे बोर्ड के अन्दर नहीं है। हम तो समझते हैं कि रेलवे बोर्ड सब रेलों के लिये जिम्मेवार हैं। यह पानीपत और रोहतक रेलवे के बाबत आप ने प्रावीजन रखा, लेकिन उस लाइन को फिर दोबारा नहीं बिछाया गया। यह नयी लाइन नहीं है, यह पुरानी लाइन है। अब इस लाइन को फिर से बिछाने पर इस से लोग काफ़ी फ़ायदा उठा सकते हैं, और गवर्नमेंट भी इस से फ़ायदा उठा सकती है। फ़ूड प्रोक्योरमेंट (food procurement) में भी फ़ायदा पहुंच सकता है। लेकिन उस को नज़र-अन्दाज़ किया गया। रेलवे बोर्ड ने उसे नज़रअन्दाज़ किया। उस के पास दर-ह्वास्त आई कि भिवानी को जो दिल्ली से लाइन निकलती है वह बेरी और कज़र की तरफ़ से निकले। मगर उन की कुछ परवाह नहीं की गयी। मैं तो कहता हूँ कि रेलवे बोर्ड अबाम की आवाज़ को सुनने के लिये तैयार नहीं होता।

इस के अलावा मुझे एक यह शेरणा है कि सोशियल गाइड्स जो कच्चे कपड़े की एक बच्ची पीड़ की जो कि रेलवे ने शुरू की। कच्चे बर्कट (workers) सोशियल गाइड्स रखे जायें। इस से रेलवे में जनता की तकलीफ़ों को दूर करने की कोशिश की गयी। लेकिन ज्यों ही उन लोगों ने काम करना शुरू किया रेलवे वालों को होश आया और उन्होंने महसूस किया कि यह हमारे काम में मदास्रलत

है। और उन्होंने कोशिश की कि सोशियल गाइड्स से किस तरह पीछा छुड़ाया जायें। अपने आप को इस तरह जाहिर किया कि सोशियल गाइड्स को आखिर गवर्नमेंट ने, रेलवे बोर्ड ने, सोशियल-गाइड्स को कम करने का तरीका विल्कुल बदल दिया और सोशियल गाइड्स को रिट्रेनचमेंट में ले लिया गया। लेकिन हालत यह है कि जो पुराने सोशियल गाइड्स हैं, वह तमाम के तमाम निकाल दिये गये और नये आदमी, अपने आदमी, उन अफ़सरान के उन की जगह रख लिये गये हैं। और पुराने सोशियल गाइड्स की कोई परवाह नहीं की गई है। पिछली मर्तबा मेरे नोटिस में यह आया है कि एक लेडी टिकट कलेक्टर फ़िरोज़पुर की निकाल दी गयी, उस की जगह एक जूनियर औरत को रखा गया है। मैं दरह्वास्त करूंगा अपने धानरबुल मिनिस्टर से कि इन गरीब शरधारियों सोशियल गाइड्स के हालात को अपनी नज़र के सामने रखिये और उन के साथ इन्साफ़ कीजिये और उन आदमियों को जो डिस्पलेस्ड (dis-placed) नहीं हैं, उन को इन पर तरजीह नहीं देना चाहिये।

इस के अलावा पिछले साल भी मैं ने बर्त किया था और अभी भी मैं बर्त करना चाहता हूँ कि कुश्नेत्र लाइन एक ऐसी लाइन है, जिस में हजारों नहीं लाखों इंसान साधा के लिये जाते हैं। लेकिन उस लाइन पर प्लेटफ़ार्मों पर किसी तरह के शेल्टर (shelter) का कोई निशान नहीं है, न पानीपत में है, न करनाल में है, और न ही कुश्नेत्र में। इन तीनों जगह गरमी में, वर्षा में लोगों को बहुत तकलीफ़ होती है। यह तीनों

[मास्टर नंदलाल]

जगहें ऐसी हैं, जिन से गवर्नमेंट को काफ़ी रेवेन्यू (revenue) मिलता है। इस सम्बन्ध में कितनी दफ़ा रिप्रेजेंटेशन (representation) किया गया, लेकिन उस की कोई परवाह नहीं की गई। जो रेलवे के मुलाजमीन उस जगह पर उस लाइन पर काम करते हैं, उन के मुतालिक़ जब शिकायतें की जाती हैं तो उन पर कोई सुनवाई नहीं की जाती। मैं समझता हूँ चायद आनरेबुल मिनिस्टर साहब कोई बात मानने को तैयार नहीं हों, क्योंकि आप को याद होगा कि सन् १९४८ में हम ने तीन मामले आप के सामने रखे थे और आप ने तहकीकात का चायदा भी फ़रमाया था, लेकिन बावजूद रिमाइन्डर (reminder) देने के आप ने किसी क बारे में इतिला नहीं दी कि हम ने उस के मुतालिक़ क्या किया है। और बाख़िर मुझे मजबूर होकर डी० ऐस० के पास जाना पड़ा और मेरी शिकायत रफ़ा हो गई जो मैं आप से कराना चाहता था। अब मैं समझता हूँ कि ऐसा इन्तज़ाम होना चाहिये ताकि जनता अपनी तक़लीफ़ों को आप के पास पहुंचा सक और उन की शिकायतें रफ़ा हो सकें। आज जनता आप के पास शिकायत करती है, रेलवे बोर्ड के पास जाती है, लेकिन रेलवे बोर्ड किसी की बात सुनने को तैयार नहीं है और अबाम जो रेलवे के छोटे छोटे मुलाजमीन के खिलाफ़ शिकायतें ल कर जाता है, उन का कोई इन्सदाद नहीं किया जाता। तो मेरा यह निवेदन है कि इस का माक़ूल इन्तज़ाम हो।

(English translation of the above)

Master Nand Lal: I hold that Railway Board is largely responsible for

this state of affairs. It is our right to make our complaints to the Railway Board. How can it be said that it does not come within the jurisdiction of the Railway Board? I understand that it is responsible for all the railways. You made a provision for the Rohtak-Panipat line but that has not been constructed. It is not a new line, it is the same old line. If it is reconstructed, both people and the Government will be benefited. Food procurement will also be expedited. But it was ignored. Railway Board ignored it. An application was made to them that the railway line from Delhi to Bhiwani should be via Beri and Jhajjar. But it was not cared for. I would say that the Railway Board is not prepared to hear the voice of the people.

Then, the appointment of the social guides made by the Railway was a good thing. Good workers should be kept as social guides. Their employment was an endeavour towards eliminating people's hardships. But as soon as they began to work, the railway officers awakened and realized that it was an interference in their work and they tried to get rid of the social guides. The Government or the Railway Board showed that they had entirely changed their policy and the social guides were brought under retrenchment. But what actually happened was this that while all the old social guides were turned out, new men, who were their own men, were recruited in their places. Last time it came to my notice that a lady ticket collector of Feruzepore was removed and a junior lady was appointed in her place. I would request the hon. Minister to keep in view the conditions of these poor refugee social guides. The persons who are not displaced should not be given a priority over them.

Moreover, last year I had drawn attention, and want to draw it again, towards the fact that not thousands but lakhs of pilgrims travel over the Kurukshetra line. But no shelters of any kind are found on the stations of that line—neither at Panipat, nor at Karnal nor even at Kurukshetra. At all these three places travellers are very much inconvenienced during summer season and rains. Government gets sufficient revenue from these places. A number of representations were made in that regard but they went unheeded. No attention is ever paid to the complaints made against the railway employees working on that line. It seems to me as if the hon.

Minister is not ready to accede to any of the requests, for he must be remembering that I had put three cases before him in 1948 and he had also promised to hold an enquiry into them, but in spite of reminders he did not inform what had been done in the matter. At last I was compelled to go to the D. S. and my complaint, which I had desired to rectify through him, was removed. I think such an arrangement should be made that people may be able to apprise their grievances to you and the same may be redressed. Today people send their complaints to you or go to the Railway Board; but the Railway Board is not prepared to hear them and no steps are taken to make any enquiry into the complaints made by the public against the subordinate staff of the railway. So my request is that proper arrangements should be made.

Shri J. R. Kapoor (Uttar Pradesh): Sir, in view of the changed procedure that you have been pleased to suggest, enlarging the scope of the discussion covering all the Demands and all the cut motions, would it not be more advisable not to put any Demand to vote today but put all the Demands simultaneously on the last day?

Mr. Deputy-Speaker: We will consider.

Shri P. Kodanda Ramiah (Madras): I have heard attentively the hon. Railway Minister's speech and read with meticulous care the various booklets circulated to hon. Members of Parliament in connection with the Railway Budget. I have been following the trend and drift of the speeches of those hon. Members who approve of the proposed increase in fares and the re-grouping envisaged in the present Railway Budget. In spite of my sincere desire to accept the collective wisdom of so many experienced legislators, I am unable to see eye to eye with them in regard to the increase in third class fares. Permit me to enumerate the doubts that prevent me to concur with so many experienced public workers who know the economic conditions of the country.

Even according to the admission made in the Budget, the share of profit contributed by the third class passenger traffic in the total profit amounting to Rs. 19 crores is nearly Rs. 18 crores. The present Budget instead of giving relief to those that have contributed the lion's share of profits imposes an additional quantum of burden. The hon. Railway Minister says that the budget will ease the ways and means position which is becoming acute day by day. This can give but

Job's comfort to the common man for whose welfare the Government claims to administer the country. It passes all understanding why the fares of third class have been increased when the financial position of the Railways is not only sound but comfortable. The Railway Minister's claim that the Railway fares have not been raised more although the prices of commodities have increased four-fold, assumes that it is a crime to run a public utility service like the Railways at a low cost. Profit motive should not be the only motive in a nationalised industry. If higher fares are the price that people have to pay, they will say without dissent, let there be no rehabilitation now and here with the food prices and cloth prices already up, the rise in Railway fares will increase the inflationary forces at work in our economy and will not act as a disinflationary influence. There is great need for balancing of sacrifices with prospective benefits and Government should demand sacrifices from classes that can make them.

The proposed grouping of Railways cannot be said beforehand that it is advantageous. Previously some tinkering with classification was made and the public lost to the tune of Rs. two crores. The financial implications have not been worked out. The stakes involved here are larger. The present condition of the country can ill afford to take such risks as are involved in this proposed change. The proposed change is from King Log to King Stork. The plan as drawn up at present breaks up the zone into three operational regions to provide an intermediate co-ordination. As against three railways, with three headquarters, there will be one zonal headquarters, three regional headquarters and districts. Whether this three-tier system will make for greater efficiency appears doubtful. There will be apparently increased staff. The difficulty aimed at by the change will be more than offset by increased expenditure. Where it is remembered that the Transport Minister and the Railway Board are very doubtful about the results, there appears great need for caution.

श्री अश्विनी राम : माननीय डिप्टी
स्पीकर साहब, कल आनरेबुल मिनिस्टर
साहब ने अपनी जवाबी तक्रूर कर रहे हुए
एक बात कही थी कि उन्होंने मेम्बरान को

[लाला अर्चित राम]

एक माइल्ड शाक (mild shock) दिया है और उन का ख्याल है कि माइल्ड शाक जो है वह अब एब्सोर्ब (absorb) कर लिया गया है, ऐसी बात उन्होंने कही थी। मेरा ख्याल है कि मिनिस्टर साहब को इस के बारे में थोड़ी गलतफ़हमी है, शायद यह मेम्बर साहबान तो इस शाक को कुछ एब्सोर्ब करें या न करें, लेकिन मैं आपको यकीन दिलाता हूँ कि जनता ने यह शाक एब्सोर्ब नहीं किया है, आप प्रेस को जा कर देखें कि प्रेस इस बारे में क्या कहता है, और लोग क्या कहते हैं। आप इस गलतफ़हमी में न रहें यह मेम्बर जो हैं यह तो पार्टी की डिसिप्लिन (discipline) में बंध है और उसकी सीमा में काम करते हैं। इसलिये मुमकिन है कि वहां पर शाक एब्सोर्ब हो गया हो, लेकिन मेरी आपसे दरखास्त है कि अगर आप जनता की बात जानना चाहते हैं तो मैं बहुत अदब से आप की खिदमत में अर्ज करूंगा कि जनता ने शाक को एब्सोर्ब नहीं किया है और जब तक आप उस सतरह करोड़ से थर्ड क्लास वाली जनता के लिये इस तरह से न चले जिस से उन्हें खुश कर सकें तब तक वह शाक एब्सोर्ब नहीं हो सकता। और इस शाक का असर खास कर ऐसे वक्त पर कांग्रेस पर चुनाव के मौके पर बहुत भारी पड़ेगा।

दुनों के ठीक वक्त पर चलने और अपने डेस्टिनेशन (destination) पर पहुंचने के बारे में आप की बहुत तारीफ़ हुई है और मंतरलीम करता हूँ कि यह चीज सही है और मैं दिल से इस के लिये आप की तारीफ़ करता हूँ। और रेलवे विभाग ने इस सम्बन्ध में अपना नाम पंदा किया है। हर एक आदमी जो सफर करता है, तो वह देखता है कि वह आज ठीक

वक्त पर जहां उस को जाना होता है, पहुंच जाता है। इस वास्ते आप के डिपार्टमेंट की बहुत नेकनामी हुई। लेकिन अब जो आप ने यह शाक देने का काम किया, तो इस का ताल्लुक सारे हिन्दुस्तान से है और हर एक आदमी जब सफर करेगा और जब उस को पच्चीस फ्री सदी ज्यादा किराया देना पड़ेगा, तो उस को दर्द होगा और उस वक्त वह किस को गाली देगा और किस को नहीं देगा, यह आप खुद समझ सकते हैं। और कोई आश्चर्य नहीं अगर जनता से कांग्रेस और गवर्नमेंट को कोई शाक मिले। इस वास्ते मेरी प्रार्थना है कि ज़रा संभल कर चलिये। और इस सिलसिले में दो बातें मैं अर्ज करूंगा। एक तो यह है कि आप किराया एक दम से जल्दी से इतना न बढ़ाइये। आप आधी पाई बढ़ाइये जिस से शाक थोड़ा रुक जाये घीमा पड़ जाये। दूसरा तरीका यह है कि जो आपने तीसरे दर्जे की ऐमैनिटीज (amenities) के लिये रुपया रखा हुआ है, उस को बढ़ाइये, तीन करोड़ की रकम को ५-७ करोड़ बढ़ाइये और उन की सङ्कलित बढ़ाइये, क्योंकि जब आप यह करेंगे तो उन के दिल में यह ख्याल होगा कि हां भाई किराया बढ़ा है लेकिन साथ ही हमारी सङ्कलित के लिये यह चीजें भी बढ़ी हैं। मेरा ताल्लुक ज्यादातर ईस्ट पंजाब रेलवे से है और दो साल हुए मिनिस्टर साहब के साथ मैं वहां गया और जालन्धर में वहां पर रेलवे स्टेशन के नज़दीक जब बारिश होती थी, तो पानी बहुत भर जाता था, और उस समय उन्होंने बायदा भी किया था इस को ठीक करने का, लेकिन कोई नतीजा नहीं निकला, स्टेशनों पर पानी का और नहाने का कोई इन्तजाम नहीं

है। पंजाब के मामूली स्टेशन छोड़ दीजिये, पानीपत का तो जंकशन स्टेशन है, वहाँ पर नहाने का कोई इन्तज़ाम नहीं है। तो जो मामूली पैसेन्जर्स हैं उन की बिक्रतें रफा नहीं होती इसी तरह दूसरा जंकशन भटिंडा का है। मैं अक्सर जाता रहता हूँ, वहाँ पर यर्ड क्लास की टट्टियों का बहुत बुरा इन्तज़ाम है। इसी तरह अगर आप को दिल्ली से जगरावां का टिकट लेना है, तो वह टिकट देगा लुधियाने का।

अगर मुसाफिर कहे कि हमें जगरावां का टिकट दिया जाये तो वह उसे कभी नहीं मिलेगा क्योंकि वह मेन लाइन पर नहीं है। यह सिर्फ इसलिये है कि जो आफिसर (officer) हैं वह मेहनत करने के आदी नहीं हैं।

अब एक छोटी सी बात है। मैं सभी रेलों पर सफर करता हूँ, सभी जगह डब्बों की हालत अच्छी है। लेकिन यहां पर हालत यह है कि डब्बे ई० पी० आर० के बहुत छोटे हैं। मुझे इस बात की खुशी है कि ई० आई० आर० में कहीं कहीं म टूटी रक्खी होती है। हर एक आदमी अपने हाथ साफ करना चाहता है लेकिन हर एक के पास तो साबुन नहीं होता है। यहां कम से कम मिट्टी तो होती है जिस में जो चाहे स्टेशन पर हाथ धो सके। लेकिन पंजाब में वह भी नहीं है यह एक छोटी सी बात होते हुए भी पब्लिक के आराम के खयाल से बहुत जरूरी है। इस के अलावा आप स्टेशन पर कोई चीज खरीदना चाहें तो उस में भी बड़ी तकलीफ होती है। आप को शायद यह पता नहीं है कि जो शरबत पीने वाला है उस को शरबत तो मिल जायगा लेकिन जो पानी पीना चाहता है उस को पानी नहीं मिल सकता है। जब तक उस के

पास शरबत के लिये चार आने पैसे न हों वह प्यासा ही बैठा रहेगा। इसी तरह से अगर आप दूध मांगें तो आप को स्टेशनों पर दूध नहीं मिल सकता है, चाय मिल जायेगी। बेचने वाला समझता है कि एक सेर दूध की चाय देने से हमें चार रुपया मिल सकता है लेकिन दूध देने से बहुत मंहगा पड़ेगा। और अगर यह मान लें कि देते भी हैं तो एक पाव का तीन छटांक ही देंगे। छोटी छोटी बातें हैं यह लेकिन उन्हें अर्ज करते हुए मुझे बड़ी तकलीफ होती है। जब हमारे मिनिस्टर साहब जालंधर गये, वहां उन्होंने बड़ी मेहरबानी कर के कहा कि यहां पर शेड (shed) बनना चाहिये क्योंकि इस के बिना वहां बड़ी तकलीफ थी। कुछ रुपया खर्च कर के वहां पर शेड बनाया गया। लेकिन जब गाड़ी आती है तो वह शेड से बाहर जा कर खड़ी होती है। जब मैंने इस की शिकायत की तो कहा गया कि वहां इसलिये खड़ी होती है कि वहां पानी मिलता है। मैंने कहा कि इस बात के लिये बड़ी शिकायत है तो जबाब मिला कि पैसेन्जर्स (passengers) को कोई खास तकलीफ नहीं होती है और अगर होती भी है तो क्या है शेड से वहां चले जायें। यह अजीब बात है कि शेड नहीं है तो भी पैसेन्जर चल कर जायें और शेड हो तो भी चल कर जायें। तो फिर इस शेड से फायदा ही क्या हुआ। आप जिधर भी देखें इस तरह की बातें हैं। पानी की बड़ी दिक्कत होती है। नहाने के लिये पानी चाहिये तो उस की गुसलखानों में बड़ी दिक्कत है स्टेशनों पर दिक्कत है यह बातें मैं गिले के तीर पर नहीं कह रहा हूँ मैं तो सिर्फ उन के नोटिस में यह बातें ला रहा हूँ। मुझे तो बड़ी खुशी हुई जब कि

[लाला अचित राम]

मिनिस्टर साहब ने कहा कि वह हर चीज को बहुत फर्मली (firmly) करेंगे। मुझे अपने मिनिस्टर साहब की विल पावर (will power) पर भरोसा है, और मैं समझता हूँ कि वह मजबूती के साथ इस को चलायेंगे। आज तो शायद उन के बयान से बहुत लोगों के दिल के अन्दर डर पैदा हो गया होगा। लेकिन मुझे खुशी है। खास तौर से इसलिये कि जो रिफ्यूजी पब्लिक (refugee public) है वह बहुत खुश है इस फर्मनेस (firmness) से क्योंकि इस वक्त प्रैक्टिकली (practically) उन्हें जो लास्ट होप (last hope) है वह हमारे ट्रान्स्पोर्ट मिनिस्टर साहब है क्योंकि इस वक्त जो कम्पेंसेशन (compensation) का मामला है वह उन के जो बर्ड्स (words) हैं उन पर ही हिज (hinge) करता है। आल होप्स आर रेस्टिंग अपॉन हिज बर्ड्स इन ए वे (All hopes are resting upon his words in a way)। अगर वह अपने अल्फाज पर बने रहते हैं तो शायद रिफ्यूजीज को कुछ कम्पेंसेशन मिल जाये। अगर जैसा वह कहते हैं कि वह छोड़ कर चले जायेंगे इस साल तो रिफ्यूजीज का बड़ा नुकसान होगा। इसलिये मैं आप से यह दुर्वास्त करना चाहता हूँ कि आप किसी और आदमी के कंधों पर बोझ डालने की कृपा न करें। आप की जो बेहरबानियाँ हैं उन को हम अच्छी तरह से जानते हैं। आप ने सन् १९४८ और ५० में ऐलान किया था कि पाकिस्तान से हमें कम्पेंसेशन मिलेगा, कम्पेंसेशन फ्रॉम आल सोर्सेज (compensation from all sources), आइदर फ्रॉम दि गवर्नमेंट आर फ्रॉम पाकिस्तान (either from

the Government or from Pakistan)। आप के इस इरादे के साथ हमारी सब की दुआयें हैं कि वह पूरे हों।

इस के अलावा मैं दो एक बातें और कहना चाहता हूँ। खास तौर से इस बात पर कि जैसा कि मैं ने कहा कि आप किराया थोड़ा बढ़ाइये और ऐमेनिटीज (amenities) ज्यादा। तो जहाँ मैं आप की तारीफ करता हूँ वहाँ पर एक बात है करप्शन (corruption) के मुतल्लिक। इस बारे में आप ने और हमारी गवर्नमेंट ने बहुत से नेक काम किये हैं। लेकिन अब तक करप्शन और ब्लैक मार्केटिंग (black marketing) खत्म नहीं हुई है। आप का ब्लैक मार्केटिंग से तो कोई मतलब नहीं है, लेकिन जहाँ तक करप्शन का सवाल है, आपने कोशिश तो की है और इस से कुछ हद तक इस में कमी भी हुई है लेकिन साथ ही साथ स्थाल रखिये कि अभी भी करप्शन बहुत ज्यादा है। आप ने इस के लिये एन्टी करप्शन कमेटी (Anti-Corruption Committee) बनाई है लेकिन वह धाज कल बहुत परेशान है। वह कहते हैं कि उन का काम चलने नहीं पाता। अगर पब्लिक इस बात को कहे तो कोई बात नहीं, लेकिन जो कमेटी के अफसर हैं वह कहते हैं कि ऊपर के अफसर उस के काम को चलने नहीं देते। एन्टी करप्शन कमेटी इज डिस्टेबल विद इट (Anti-Corruption Committee is disgusted with it)। इस लिये मैं कहना चाहता हूँ कि जब आप ने रुपया बर्च कर के कमेटी बनाई है तो उस के काम को चलाइये।

इस के अलावा मैं डिस्प्लेस्ड पर्सन्स (displaced persons) के बारे में भी कुछ कहना चाहता हूँ। पार्टिशन (Partition) का असर खास तौर से पंजाब पर हुआ है। और बहुत से ऐसे आदमी हैं जो पाकिस्तान से यहां पर आये हैं, और यहां पर उनका कन्फर्मेशन (confirmation) रखा हुआ है। इसका कारण यह है कि उन की सर्विस बुक (service book) पाकिस्तान से नहीं आई है। लेकिन इस में उन बेचारों का क्या कसूर है। मैं इस्वास्त करूंगा कि आप उनकी सर्विस बुक के न आने का ख्याल न करके उन को कन्फर्म कर दें। पार्टिशन का असर उन के कन्फर्मेशन, इन्क्रियेन्ट (increment) और प्रोमोशन (promotion) पर नहीं पड़ना चाहिये। इसी तरह से जो वेन्डर्स (vendors) पाकिस्तान से यहां पर आये हैं उन को जगह नहीं मिली है। बहुत से वेन्डर्स बेचारे ऐसे हैं जो पाकिस्तान से आये हैं लेकिन उन को अच्छा काम नहीं मिला है जैसे अमृतसर में है। इस पार्टिशन का असर जहां कलकों, और और भाइयों पर पड़ा है वहां वह वेन्डर्स और गाडियों पर भी हुआ है। अच्छी गाडियां वहां रह गईं और बुरी गाडियां यहां आ गईं जिस में आम तौर पर हम लोगों को नुकसान ही उठाना पड़ता है।

एक चीज अब मैं कुलियों के बारे में कहना चाहता हूँ। मैं समझता हूँ कि आप अपने स्टाफ (staff) का ज्यादा ख्याल रखते हैं। मैं कहना चाहता हूँ कि आप कुलियों का भी कुछ ख्याल कीजिये। जब कमी हम रेलों पर जाते हैं तो कुली छः या आठ आने मांगते हैं जब कि उनका रेट आप ने तीन आने मुकर्रर किया है। आप उन को कुछ मासिक दीजिये, आप उन को किसी तरह से डिसिप्लिन में ले

आइये। उन के अन्दर इतनी डिसिप्लिन होनी चाहिये जिस में कि पैसेन्जर्स उन से मदद हासिल कर सकें।

(English translation of the above speech)

Lala Achint Ram (Punjab): Sir, in the course of his reply yesterday the hon. Minister was pleased to remark that he had caused a mild shock to the Members and that he hoped it has been absorbed. I think the hon. Minister is labouring under a misapprehension on that score for the Members may or may not have absorbed the shock but the public, I assure you, has not done so. You just turn to the press and see what the press and the people have to say about it. You must not go on labouring under that misapprehension for the Members are bound by party discipline and have to act within certain bounds; it is possible, therefore, that they might have absorbed the shock. If, however, you would like to know the reaction of the public then let me tell you very respectfully that they have not been able to absorb the shock and it is not going to be absorbed unless you so proceed to spend the seventeen crore surplus as to win the goodwill of the third class passengers. This shock is specially going to affect the Congress most adversely at the time of the elections.

You have received a good deal of praise on the punctual departure and arrival of trains. All that is true, I admit, and I sincerely admire it. The Railway Department has, in fact, gained a good reputation on that score. Any one who travels these days appreciates the fact that he does reach his destination in time. This has brought a good name to your department. But this shock that you have now given is going to have its repercussions throughout the length and breadth of India. Every passenger would feel the pinch when he is called upon to pay twenty-five per cent. extra in fares, and you can very well imagine who would, then, come in for blame and whose would be the praise. And, no wonder if the Congress and the Government were, in their turn, to receive some sort of shock from the side of the people. Hence, I would ask you to act a little cautiously. There are two submissions that I would make in this connection. In the first instance, you should not increase the fares to such an extent so abruptly. You might increase it to the extent of half a pie so that the shock might be

[Lala Achint Ram]

lessened a bit and become milder. Secondly, you should raise the amount that you have set apart for providing amenities to third class passengers. You might, for instance, increase the sum of three crores to five or seven crores and give them more facilities for that would make them think that with the increase in the fares there has also been an increase in their amenities. I am concerned largely with the Eastern Punjab Railway. Two years ago I accompanied the hon. Minister on his tour of that Railway in the course of which he visited Jullundur. There was a place near the Jullundur Railway Station where water accumulates during the rains. The hon. Minister had promised to have it set right but then nothing came of it. There are no arrangements at railway stations for water for drinking and bathing. Leave alone small stations in the Punjab, even Panipat which is a junction station has no bathing arrangements. Thus nothing is being done to alleviate the hardships of the ordinary passengers. Bhatinda is another such junction. I often have to go there. The third class lavatories there are in a wretched state. Similarly if one asks for a ticket from Delhi for Jagraon, one is given a ticket for Ludhiana. If the passenger insists on being given a ticket for Jagraon he would never get it, for Jagraon is not on the main line and the officers are not accustomed to exerting themselves.

I shall now refer to a trivial matter. I have travelled by all the railways and observed that the coaches everywhere are of a good type. On the other hand the coaches of the E.P.R. are too small. I was pleased to observe that at some places on the E.I.R. one could find earth provided. Everybody wants to clean the hands but everybody does not carry soap. They have at least provided earth to enable people to wash their hands with at the station if they so desire. But even that has not been provided in the Punjab. This is a trivial matter in itself and yet it is extremely important from the point of view of public comfort. Also, one experiences a lot of difficulty in purchasing things at the station. I wonder if you know that the man who wants *sherbat* can have it but the one who wants water cannot have it. Unless he is in a position to spend four annas for the *sherbat* he must go thirsty. Similarly, if you want milk you would not get it at the station but of course you can always have tea. The vendor knows that by selling tea made out of a seer of milk he can make four rupees while

milk sold as milk is not paying. Even when they are prepared to sell it they give you less than the requisite weight. These are small things and I am pained to mention them. When the hon. Minister visited Jullundur he was kind enough to observe that the construction of a shed there was essential as its absence was causing a good deal of inconvenience. A shed was constructed at considerable expense but the train, when it comes, stops some distance away from it. When I complained about it I was told that the reason for its halting away from it was that water was available there. When I said that the people were being put to a lot of trouble I was told that there was no hardship caused to the passengers and that even if it was they could walk over from the shed to that place. It is strange that the passengers had to walk over when there was no shed and must walk over now also that a shed is there. What is the good of this shed then? Things like that you come across everywhere. There is great scarcity of water. Water is not available for bathing purposes either in the bathrooms or at the station platforms. I am not saying all this by way of complaint but just bringing things to the hon. Minister's notice. I was very much pleased when the hon. Minister observed that he would do things with firmness. I depend upon his will power and believe that he is going to do things with a steadfast purpose. His statement today might have inspired some people with fear but I am glad. The refugees especially welcome this firmness for their last hopes now are practically rivetted on the Transport Minister and the compensation affair hinges solely on his words. All hopes are resting upon his words in a way. If he sticks to his words the refugees might perchance get something by way of compensation. If, however, he lays down his charge this year, as he declares, the refugees would suffer a great loss. I would therefore request him not to shift over the burden to other shoulders. His kindnesses we fully appreciate. In 1948 and 1950 he was pleased to declare that we would be awarded compensation for our losses in Pakistan, compensation from all sources, be it from this Government or from the Government of Pakistan. We all pray that he may succeed in his resolve.

There are a few things more. As I have submitted you should make a lesser increase in the fares but a greater one in the amenities. So while I give

you all praise there is something that I wish to say in regard to corruption. Although you and our Government have done a lot of things that are commendable, corruption and blackmarketing have not been eradicated yet. You are not concerned with blackmarketing but in the matter of corruption although you have striven and reduced the evil to a certain extent it still persists to an appreciable degree. You have constituted the Anti-Corruption Committee but it finds itself in a pretty fix. They allege that they cannot carry on. If the complaint were to proceed from the public it would have been a different matter but, in the present case, it is the Members of the Committee themselves who say that the higher officers have made it impossible for them to carry on. The Anti-Corruption Committee is disgusted with it. Hence, I would say that since you have constituted a Committee at considerable expense you must see to it that they make a success of their job.

I wish also to say a few things with regard to the displaced persons. Partition has especially affected the Punjab. There are a number of people who have come over to this side from Pakistan but whose confirmation is held up. The reason given is that their service books have not yet been received from Pakistan. But, then, those poor fellows are not to blame for that. I would request you not to wait for their service books and to confirm them. The Partition must not be allowed to affect their confirmation, increment and promotion. Similarly, vendors come over from Pakistan have not yet secured a foothold here. Some of them have got some work but it is not good enough, as is at Amritsar. Whereas the Partition has affected the clerks and others it has also affected the vendors. We have also lost in the matter of coaches. Good coaches have been retained there and the bad ones sent over to us. We have thus suffered on that score as well.

I wish also to say something with regard to the coolies. Since you are doing so much about your staff I would ask you to pay some attention to the coolies as well. We often find in the course of our travel by rail that the coolies demand six to eight annas whereas the rate fixed by you is only three annas. You should pay them something by way of monthly remuneration and somehow or the other bring them under your discipline. They must have enough of discipline to be able to render assistance to the passengers.

Shri Jnani Ram (Bihar): The hon. Minister of Railways has, with a great sense of pride, spoken that the Railways in India are doing better and will do better and better in the future. We, who with a greater sense of pride, have supported his proposals, would, at the same time, like to give a correct and vivid picture of the state of travelling in the Railways today.

In this House, year in and year out, Members have vehemently criticised the conditions of railway passengers in the third class; but no heed is being given to that. There is no railway passenger in the third class, in any season, who does not feel suffocated. People are simply dumped like luggages.

In India during the last ten or fifteen years the population has increased by about ten crores and this increase of population means more of activity in commerce and industry, for they cannot be accommodated on agriculture. And more of trade and industry means more demand for railway lines. But as things now are, there is no great hope of any such increase in the railway mileage in our country. The hon. Minister has told us that our Railways have just now recovered from the difficulties of partition days. There are many trains which are badly needed and which are not being restored. For example there were two trains between Gaya and Howrah and another from Gaya and Moghal Sarai and there is no hope of getting these trains restored in spite of so many engines having been imported as has been mentioned in the Kunzru Committee's report.

3 P.M.

Now I come to the subject of administration. Let me say at once that our Railway administration is horrible, and that little or no attention is being paid to the third class passengers, specially. The ways of the old bureaucratic rule seem to be still there. The railway staff seems to imagine that the old bureaucracy has only been replaced by Congressmen. Little do they know that we have a master to whom we have to explain, who possesses power sufficient not only to dismiss them, but also dismiss us. It is the duty of the staff to see that proper facilities, amenities and courtesy are given to the passengers.

[MR. SPEAKER in the Chair]

The Railways are a public utility service, but I am sorry to say there is no sense of public service on the part of the railway employees. Recently I saw at the Delhi platform a person

[Shri Jnani Ram]

being pushed out of the gate by a railway employee. They do not have a polite word to the passengers. I would request the hon. Minister and the Railway Board to see that a sense of public service is inculcated in the railway employees so that the people may also feel that the Railways are theirs, that they are their concern and that the days of bureaucracy are over.

The time at our disposal is short and I would only make a few more remarks. I happen to be connected with some railway colliery Unions being the president of some of them and I have to state here that in some of the collieries the labour is not given the facilities that they demand. Some time ago I had been to Bhurkunda and there the labourers wanted some corrugated sheets to put up a shed but they were not allotted to them. Formerly there was the system of working the collieries by contract arrangement. Two or three years back this system was changed to the system of directly working the collieries. But I find that at present the reports are that the output from the collieries has declined because the labourers are not given sufficient implements. There seems to be a desire to restore the old system of contracts and hence this development.

A week or so back, in reply to a question, the Deputy Minister of Food, Shri Thirumala Rao said that a lot of property was being lost in the Railways in transit—about Rs. eight lakhs worth of property. Of course Mr. Santhanam refuted it; but the fact remains that there is theft in our Railways. I would like to ask this simple question: How has it become possible for such huge quantities of property belonging to the public being stolen? While coming to Delhi a gentleman, named Mr. Inder Chand Jain, showed me a commendation at Hazaribagh Station because he had detected a man who had stolen 30 bags of grain from the wagon and kept hidden near a station. How can such a thing happen without the connivance of the Railway employees? I fear that is not possible—theft of as much as 30 bags of grain from a railway wagon—without the connivance of the Railway staff. There seems to be regular gang engaged in this work of stealing property from our trains, and here we are voting and budgetting and sanctioning lakhs and lakhs of rupees for our Railways. Let me sound a note of warning that these matters should be carefully looked into and the Railway employees should be made to feel that they have a public duty to discharge, that they must behave properly to the passengers and they should make them-

selves useful to the general public. A month back I found a station master higgling with a man over a pie or two when buying vegetable. The train time was approaching and he went to the booking office only some five minutes before the arrival of the train, thus putting the passengers to a lot of hardship and trouble. Such things should not be allowed to happen.

The hon. Minister gave us comparisons between our Railway fares and those current in foreign countries. How can there be any such comparison? There in foreign countries they have amenities and conveniences which we do not have. In fact we are some three or four decades behind them in these matters. There they have underground railway lines. We have none. We can have them at least in such big cities like Bombay, Calcutta, Delhi and Madras.

Previous speakers have touched upon the question of having return tickets. I would also like to emphasise this point. We should have such return tickets, week-end tickets and holiday concessions for long vacations and so on. These will not decrease our earnings from the railways. On the contrary there will be increased receipts and more persons will be tempted to undertake a railway journey if there are such concessions as I have just now mentioned.

Sardar Hukam Singh: I have three cut motions to my credit and I will try to finish them all within the time allotted to me.

I want to press the first one which is about inefficiency in administration and the particular point that I want to bring forward is the neglect that I find in attending to the mails, communications or requests from the public or submissions from customers. Of course, our Railways are a commercial concern. But I am reminded of one incident when an Inspector of Co-operative Societies was sacked by the Registrar. When the Inspector enquired as to what fault he had committed for which he was being awarded the severest punishment, the Registrar—Mr. C. F. Strickland—replied that the English administration depended entirely on the movement of mails in proper time. "If all papers were to stand where they were for 24 hours", he said, "English administration would crumble and fall altogether." That was the importance that an Englishman attached to communications and correspondence. But today even urgent applications or essential requests are not attended to for over a fortnight. I will give an instance in illustration.

Walnut is produced in abundance in Kashmir and is exported to Australia, U.K. and Canada bringing substantial amounts of dollar and sterling exchange. On the 26th January 1951 one firm offered 475 cases of walnut kernel to be booked to Bombay from where it had to be shipped abroad. Booking was not allowed because there were certain classifications and preferences like A, B, and C. A must have included foodgrains which must have top priority. Walnuts came under category B which included hay and timber as well. The consignor was informed that unless instructions were issued from Ferozepore the walnut could not get any priority. He got the consignment registered as having been offered for booking. Between the 26th January and 6th February he sent four telegrams and five letters and it is interesting to note that none of them brought forth any reply from the Railway authorities, not even an acknowledgement. I will read a paragraph from his letter to the Chief Administrative Officer on the 6th February which will indicate his mental reaction:

"We beg to state that we offered 475 cases of walnut kernel and 60 bags of walnuts for wagons requisitioned for 26th of January 1951. The goods were not accepted for lack of allotment from Ferozepore. Since then we have sent several urgent telegrams and letters to D. S. Ferozepore (as per copies attached) without getting any response.

It is consistent with business practice to reply letters whether affirmatively or negatively according to the policy of the moment. However if four telegrams and four letters do not bring any reply one is left to wonder whether the office is functioning at all."

I want to bring this to the notice of the hon. Minister. If a customer doubts whether the office is functioning at all, what better treatment can he expect under the circumstances? Even when the Chief Administrative Officer was addressed, it did not bring from him any reply. On the 14th February the firm gets a reply and the reference given there is to the letter of the 6th February. The officer had taken eight days to reply. It is significant that when one reads the reply he will see that it was not a matter which required any consultation of books, any conferences among officials or any study of the rules or documents. It was a stereotyped reply:

"Please contact the Station Master Pathankote in this connec-

tion and your consignments will be cleared in their turn subject to rules in force."

That was the reply after eight days to a communication addressed specially to the Chief Administrative Officer. Altogether it has taken 20 days to get this reply, which does not mean anything at all. If the firm had been given this reply in the first instance they would have made other arrangements for transport by road or other means. Nowadays it is peculiar that no attention is paid to letters as an ordinary businessman would do of giving as expeditious a reply as possible.

My second cut motion relates to the reorganisation of the allotment of wagons. Even though old rules are being followed no imagination is exercised to see which things require greater attention and priority.

Shri Hussain Imam: When did he get the wagons?

Sardar Hukam Singh: Never. He had to send his consignment by road transport to Bombay and the Railways lost Rs. 2,000.

I was speaking about the reorganisation in the allotment of wagons. There were three classifications. Of course foodgrains came first. Timber, hay and walnut kernel along with 27 other items came under B. Timber and hay are very valuable products and may have to be given preference in the case of military exigencies, when accelerated movement might be required to give relief to consumers in places where there is scarcity of such goods. That is how priority for timber was given.

Shri Santhanam: I do not know if the hon. Member is quite right. There is no such priority organisation now. Except foodgrains and one or two other articles which are given special priority in movement, there is no priority system in force.

Sardar Hukam Singh: I have got letters from your Board as well. This consignor was not given wagons because timber was being booked. Articles brought for booking under category B have to be registered and they would be booked in the order of their receipt. They are registered on the platform as and when received. There might be some articles which might not stand any delay and they will deteriorate. There are others which can wait without any risk.

Shri Santhanam: That is what I was trying to explain. Except one or two articles which should move first, they have no option but to move things as and when delivered in their order. The priority system has ceased to exist for a long time. In this particular case I would like to know the facts, if the hon. Member could give. But the whole argument seems to be based on a system which has lapsed long ago.

Sardar Hukam Singh: I am talking of January 1951 and I am giving particulars of a particular case. I do not know what has happened after 6th February. This is a case which has happened recently and I am bringing it to your notice. They may not give preference to the consignment. The consignor was informed that he could get wagons only in order of registration at the station. This is a letter from the Ferozepore circle and I cannot doubt the veracity of this.

There was no discretion with the Railway officials that they could book the walnut kernel before the timber that was there and had been registered before the walnut arrived at the station. I was submitting that commercial considerations should have weighed in such cases. When comparison is made between the two articles one is subject to decay and deterioration whereas the other can stand delay. There should be some discretion vested in the station master or the men on the spot so that they could exercise their discretion and see that the customer is not put to any loss. And in this case I will tell the House what loss the Railway has suffered in that particular consignment. This is how the consigner, the Upper India Exporters Association wrote to the Railway Board:

"The export trade at present is badly handicapped by the Railway bottleneck in closing booking for several days and enforcing priority booking in order of registration with which goods meant for export are huddled up.

It leads to inordinate delays in the booking of goods and then late arrivals at the port delaying shipments and vitiating contracts.

Besides the loss to the trade the priority booking and preferential grouping of Railways seem to be unsound from commercial notion and lack proper horizon to see things in the real perspective. I therefore venture to give below a comparison . . ."

Then it says that if timber had been delayed for a day or two and if walnut had been booked, the Railway would have gained very much and the country as well would have gained considerable foreign exchange. Because, one wagon load of timber could carry 500 maunds and the freight rate was Rs. 1-7-6 per maund amounting to a total of Rs. 744-6-0 for the whole wagon. The total value of that commodity was Rs. 5,000 and no foreign exchange would have been earned. On the other hand, if walnut kernel had been booked, the same haulage would have carried 412 maunds, that is about 500 cases, and the freight at Rs. 4-14-11 per maund would have come to Rs. 2,034-10-0. The value of the commodity was Rs. 40,000 and it would have earned £3,000 or \$9,000. This would especially have been a valuable gain at this time when we are in such great need of foreign exchange. I need not say that it is no business proposition to delay this consignment which would have brought this gain to the country as well as to the Railway, and to give preference—though in the order of registration—to timber which could easily wait for a day or two.

I conclude with the third cut motion that I moved, about corruption in the administration. I would give only one instance and sit down. On the 21st February last I happened to go to Patiala. I bought a second class ticket at the railway station and went in as the train was about to start. I asked the booking clerk or whoever he was for a berth. The train was the *Kashmir Mail* because there were special compartments for Patiala. Anyway, I asked the clerk for a second class berth to Patiala. He looked up and said: "All full, no second class." Then I asked for a first class berth and got one. When I sat there in the first class compartment, I saw there was a second class coupe just by my side. I examined it and found a label was put saying, "Mr. So-and-so with his wife", but I found the train was going to start and nobody had arrived. I reported the matter to the Station Superintendent. "What was this? I was told the second class was full but now I am told this is empty". He looked into that label and said, "This seems to be a bogus one." Then all along my journey I got up two or three times during the night—I could not sleep before telling this story to the hon. Minister. I found that that coupe travelled empty from Delhi to Patiala, but it was not given to me or to anybody else.

Shrimati Jayashri (Bombay): Last year I had moved a cut motion to ventilate the grievances of the women travelling in the third class. I am glad to find some improvement in this matter though I must say there is still much to be fulfilled. My sister Shrimati Kalavati Dixit also spoke on the grievances of women travelling in the third class.

Yesterday we were told by the hon. Minister, Mr. Santhanam, that Janata Expresses have been introduced which will relieve congestion in the third class. But I would like to draw the attention of the hon. Minister to the fact that as far as I have observed, the Janata Expresses are not very popular. I may read out the statement made by Mr. H. P. Hira, General Manager of the G.I.P. Railway in Bombay on 26th February:

"The Bombay-Delhi Janata Express service was not so popular as was hoped."

I myself observed when once I was waiting on the Baroda platform for the Gujarat Mail.....

Shri Santhanam: May I explain that the idea of the General Manager was that it was not sufficiently crowded?

Shri Sidhva: You want overcrowding?

Shrimati Jayashri: I want to draw the attention to the fact that it was not crowded but that it was empty. I am told that tickets for mid-stations are not issued and that was why I found that the whole train was running practically empty. If we want to give relief to the third class passengers, I think it is our duty to see that they are allowed to travel even by these Janata Expresses. I would like to request that if we want to make this Janata really serve the common man, the Janata, then instead of having it an express we should make it a *Janata gadi* because there are so many other fast mail trains wherein passengers travelling short distances are not allowed. There are very few slow passenger trains. So if we want to relieve this congestion in third class I think this Janata Express should be made a *Janata gadi* and not a Janata Express.

Yesterday the hon. Minister stated that the Madras Janata was popular, but I may say that the Janata Expresses on the G.I.P. and B.B. & C.I. routes are not so popular.

I wanted to move this cut motion to draw the attention to this particular

fact. We are losing revenue because the compartments are running empty. Our object is to have as many seats as possible for the third class passengers but if these trains go empty then actually we are depriving the third class passenger of that much space which we can give him and thus help to relieve congestion.

Another thing to which I would like to draw the attention of the hon. Minister is about the hardships suffered by women passengers. Two months ago there was a conference in Gujarat at Nadiad and I was informed there that some of the third class compartments were put at the end of the trains and they did not stop near the platform. They were beyond the platform and women passengers found it very difficult to climb up and down. So, I was requested to bring this to the notice of the hon. Minister and suggest that these compartments should be put in the middle, so that they may stop near the platform.

These are the two things which I wanted to bring to the notice of the hon. Minister and I hope he will do the needful.

Shri S. C. Samanta: First of all I would speak on the cut motion moved by my hon. friend Prof. Shibban Lal Saksena about the catering system on the Railways. Since 1949 I have been putting questions and also carrying on correspondence with the hon. Minister of State for Railways about the policy behind vending contracts. The hon. Minister once told me that Government had seen allegations to the effect that contractors sub-let their vending contracts and that the revised policy now in force was intended to prevent sub-letting. In other words, he was aware that contractors sub-let their contracts and earned money thereby, with the result that the poor man who has got a sub-let contract cannot supply good food and the service is bad. As a result of the revised policy, 113 stations have been taken away from the monopolists and given to local professional men on different Railways. In view of this, what is the difficulty in taking away all the small stations, leaving alone the big stations, and entrusting them to local professional men and refugees? Government have taken a decision, but I cannot see the reason why it is not being carried out for so long. These monopolists cannot do well, as will be evident from an incident which I shall relate to you presently. I referred this particular matter to the hon. Minister and he has

[Shri S. C. Samanta]

taken steps, but the steps taken are not what I wanted: I wanted more. On 11th November last, I, my colleague Shri B. K. Das, Dr. H. C. Mookerjee, a high official of the Posts and Telegraphs Department and a lady (wife of an Engineer at Meerut) were travelling in a compartment. At Kanpur, we were served with lunch. We wanted a special dish called *ranjan curry*. The bearer served the dish to us. Then, when the train was starting, another bearer jumped into our compartment and said, "Please pay". I asked him, "What is the amount of bill?" He said, "Rs 14-8-0 for three plates." I was astonished. How could it be so much? Generally, the charge is Rs. 1-8-0, Rs. 1-12-0 or at the most Rs. 2-0-0. Or, if you like, a special dish may be charged at Rs. 2-0-0 or Rs. 2-8-0. But how could it be Rs. 14-8-0? He said, "Please take the bill". I took the bill. On it were written "Rs. 9 for three plates" and other things. I said, "I cannot pay Rs. 14-8-0 for these three plates." In the meantime, the train came to the next station. There, he suddenly went out and called the Conductor Guard. The Conductor Guard came. By this time, I carefully examined the bill. It bore the date of a month ago. I told the Conductor Guard, "Just have a look". The Conductor Guard told me, "Please do not let him go." Then he went away and the train started. Meanwhile, I found that the bearer wore a turban bearing No. 16 and had on him a belt bearing No. 7. He called himself Ram Singh. I said, "How is it that you are giving me an old bill, and you are wearing two different numbers?" He then said, "You will not have to pay anything, Sir. Please give me back the bill." I said, "I shall pay you Rs. 14-8-0, but not now. Let the next station come and I shall pay the amount to the Manager there in the presence of the Conductor Guard." Then he tried to snatch the bill away from me and in this process the bill was torn into two pieces. Then I became angry with him. After that, he gave me back those pieces. At the next station, I called the Conductor Guard, but in the meantime this fellow fled away. I talked to the Conductor Guard and then went to the Manager in that station and asked him what I had to pay. He said "Rs. nine" and I paid Rs. nine, gave the torn bill to him and took another bill. This was the incident. Before this incident itself, the friends who were travelling with me told me that they were being put to similar difficulties. The lady said "These bearers extort money every now and then. They say, 'Pay Rs. two or three and I had to pay many times.' These are

the complaints and it is for this reason that I was pursuing the matter with the hon. Minister. When I brought this incident to his notice, he referred the matter to the E.I.R. authorities. They have fined the company Rs. ten and the manager of the company came to me and requested me to talk to the Minister so that he need not have to pay this amount. He asked me to withdraw my complaint even. Such is the state of things. That is why I say that each station should be given to an individual person, especially small stations. Otherwise, the travelling public will not get the benefit of the vending system which prevails now. I know of many instances on the B.N.R. where contractors who have been fined on many occasions for bad service and bad stuff of food are still allowed to continue their business. Why should this go on? Notices are issued that such and such stations will be taken over; but soon after, such notices are withdrawn. Why should not the Railway Board, in consultation with the Advisory Council, proceed in such a way as will make things easier for the travelling public? So my humble request to the hon. Minister is that they should look into the complaints I have mentioned and take suitable action. I can narrate many more instances, but time does not permit my doing so.

I come to the education of the children of the railway staff and also medical facilities for railway servants. The hon. Minister of State recently visited Khargpur. He visited every nook and corner of the place; but I do not know whether he could find time to visit the school and hospital. The school has a strength of 1,400 students; about one hundred names of children are on the waiting list. These are all the children of railway servants. There is only one Indian high school; the other is meant for Anglo-Indian children and it has only a strength of three or four hundred children. I, therefore, wish to bring it to the notice of the hon. Minister that another school should be opened there at once, either with the help of the Railway, or with the help of the State Government.

The other institution which requires the immediate attention of the Government is the hospital at Khargpur. The hon. Minister himself would have seen the congestion there. It may perhaps be said that this is a provincial subject and the Central Government is not concerned with it. But the fact has to be borne in mind that the residents of this place are mostly railway servants

and owe their primary allegiance to the Railways and next only to the Provincial Government. It is therefore only fair that the Central Government should provide for the health, and education of these people.

Then, I come to the question of opening of new lines. It is of the utmost necessity that a line should be opened from Panchkura via Tamruk to Contai, and thence to Contai Road Station and from Panchkura to Ghatal.

Before I sit down I want to make a mention of a unique invention of an Indian scientist which makes electrical automatic locking of trains and wagons possible. The hon. Minister and the Railway Board are examining this device and experimenting on it. Some of us—including my friend Mr. Sidhva—feel that this is a very efficacious device and if fitted in wagons will eliminate pilfering and save a lot of money to Government. I request that the experiment may be made on B.N.R. running wagons.

Prof. S. L. Saksena: There are sixteen cut motions standing in my name and I moved them all this morning. The first among them is to discuss the extent of corruption on the Railways.

Yesterday, the hon. Minister in his reply, said:

"Let me tell him that that refusal was based upon the decision at a conference at which this very Inspector-General was present in addition, I believe, to the Home Secretary, and they all agreed that the transfer should not be made. That is why the Railway Board refused the transfer."

I may tell the hon. Minister that he has been supplied wrong facts. The Railway Board member went over his head to the Home Secretary and persuaded him that the case should not be proceeded with further. This is obvious from the letter which the Railway Board member himself wrote to Mr. Bambawale—he did not even wait for the Home Secretary himself to write. This is what he wrote:

"Dear Bambawale,

... The case of so and so has been reconsidered in the light of the principles agreed upon at the recent meeting with Home Secretary. Normally this would be a case in which, in accordance with these principles, no objection would be raised to the S.P.E. pursuing the investigations. In view, however, of the fact that Dr. Chachhi has

had an excellent reputation all along and the case not only appears to be unimportant but also most likely capable of a very rational explanation, the Board suggests that the S.P.E. need not pursue the investigation. On the information available, departmental investigations will be undertaken to ascertain if any action is necessary.

I have discussed the case with Iengar, Home Secretary, and he agrees that the case need not be pursued further by the S.P.E. I shall be glad to be informed that the Police have dropped further proceedings."

It is, therefore, obvious that the I.G.P. was not present at the conference and the decision was taken over his head.

Shri Gopalaswami: May I interrupt the hon. Member? There appears to be some confusion about the cases that were mentioned by the hon. Member yesterday. I thought he was referring to a case where an application for transfer of officers has been made by the Police—according to him. I was referring to the disposal of that particular application. He is reading out now particulars of a case whose merits were canvassed between the Railway Board and the Home Ministry and a letter issued to the S.P.E. I was referring to a case for an application for transfer. That was a different case.

Prof. S. L. Saksena: I have only tried to show and establish what I said yesterday. I think it was improper on the part of a Railway Board member to have taken particular interest in a case where a transfer was demanded by the S.P.E. It is all the more so that he should have gone above the head of the Inspector General and said that this should not be pursued further.

Shri Gopalaswami: May I say there is no going over the head of the I.G.P.? The Railway Board member deals with his equal in the Home Ministry who is the Secretary to Government.

Prof. S. L. Saksena: In that case I would like to point out that he should not have directly written to Mr. Bambawale but to the Home Secretary. But, as I said, he was so interested that he wrote a personal letter to Mr. Bambawale about this particular case. I think the whole thing is very fishy.

Shri Gopalaswami: I repudiate that suggestion. I do not think there is anything fishy about it. I should like to know how the hon. Member got hold of these official papers.

Prof. S. L. Saksena: The Chair has yesterday ruled that there is no right for the hon. Minister to ask me how I got those papers.

Shri Gopaldaswami: I should be content with the answer that the hon. Member is not willing to disclose it. I shall not take exception to that reply.

Prof. S. L. Saksena: I must say that it is contrary to the confidence of this House for a Minister of Government to say that facts which are so fishy should not be brought before the House and the country. He has no right to do so. And this is not the only case. There are many such cases. There were five cases to which I referred and over which I had correspondence with the hon. Minister. I gave him the papers also in which the S.P.E. definitely said...

Shri Gopaldaswami: Perhaps he would read the last of the communications in the set of papers he has given me—as regards the conclusion arrived at by the Home Secretary himself.

Prof. S. L. Saksena: I should like that he should himself read that out.

Anyway, I was just pointing out that this is not the one single case. The cases are so many that I thought it fit to bring the matter to the notice of the House. There are about five cases and this is what the Assistant Inspector-General of Police says, after referring to the five cases:

[MR. DEPUTY-SPEAKER in the Chair]

"It will be seen from Deputy Superintendent of Police, C.I.A.'s report that the Chief Administrative Officer, E. P. Railway, is not willing to let the Special Police Establishment investigate this case in spite of our having met his grounds on each point. The Chief Administrative Officer has only been shifting his data in order to explain away the enormous loss caused to Government by the responsible officers who ignored the procedure laid down for their compliance.

In spite of all that the Chief Administrative Officer has said, there is a good *prima facie* case under section 420/120-B and Section 5(2) of Act II of 1947 for thorough investigation. But, such an investigation is not possible unless the officers mentioned in para. 1 above are removed from E.P. Railway and transferred to some other Railway. It must be remembered that these officers have

had ample warning of this enquiry against them and have already started their efforts to frustrate the police investigation. The truth cannot be elicited until the witnesses are assured that there will be no victimisation.

In view of the attitude of the Chief Administrative Officer, E.P. Railway, it is clear that he will not accede to our request for transferring these officers. Without their transfers a fair investigation is not possible. The case is, therefore, reported to the Ministry of Home Affairs for taking up with the Railway Ministry, if they consider it worth while doing so. This is one of the cases which was prominently referred to in the letter addressed by Shri Shibbanlal Saksena, M.P. to the Hon'ble the Deputy Prime Minister and other Ministers of the Cabinet, perhaps at the instance of Mr. so and so."

I told you there are a number of cases. I have particularly mentioned five. In this letter of Mr. Bambawale he has said:

"Following my request for the transfer or removal of the Chief Engineer, B. N. R., whose influence was likely to affect the investigation of the case against his brother, a District Engineer, also on the B. N. R., the Railway Board have been contesting the right of the Special Police Establishment to insist upon the transfer of the Railway Employees against whom criminal cases are under investigation by the Special Police Establishment."

Then there are other cases and he goes on to say:

"As a result of these revised instructions, cases of refusal to comply with the Special Police Establishment's request for transfer are multiplying. In the case of so and so, an officer of the East Punjab Railway he was granted leave instead of being transferred, and in another case the Chief Engineer, East Indian Railway has declined to transfer a subordinate Engineer on construction for administrative reasons. I do not wish to refer to minor cases where adjustments were obtained after correspondence or personal contacts. Nevertheless, the delays thus caused either hampered investigation or destroyed possible evidence."

These are the observations of the person in whom this Government has thought fit to repose the entire

machinery of anti-corruption. The whole country is seething with complaint about corruption, and here in this House also we have heard it in every debate and we shall hear again about cases of corruption. But when we bring these things to the notice of the House I am surprised that the hon. Minister should come forward and ask how I got those papers. He must admire my resourcefulness in having found out how things are administered. It is his purpose to find out.....

Shri Gopalaswami: I take my hat off to my hon. friend for his resourcefulness.

Prof. S. L. Saksena: I thank you. Parliament must know that the whole thing is rotten. And if these things are not rooted out at the top there is going to be no rooting out of corruption and the whole State shall go down. I am really surprised and feel sorry that the hon. Minister should think of the matter so light-heartedly.

There are other cut motions also. I will say only a word about them. There is one cut motion about the delay in the disposal of appeals of staff by the Railway Board. I have seen cases in which years are taken to dispose of appeals. I think that there should be some time-limit by which these appeals should be decided and I hope instructions will be issued that they should not be kept pending for so much time. This causes not only so much uneasiness to the employees concerned but also loss to the Railways. Sometimes they have to pay allowances during the suspension period and it is a loss to the Railway. Therefore these appeals should be decided soon. I know of a case where for two years a man was suspended. He was paid one-fourth salary and dismissed. In another case the man had to hang on for three years. I therefore like to say that whatever is done should be done quickly and there should not be this delay.

I was surprised to find in the speech of the hon. Minister a reference to the O.T.R. Express accident and he has said that it was due to sabotage. I was personally present when the accident occurred and I found that even the Government Inspector said that it was due to the negligence of the A. S. M. In fact he has been prosecuted and the Judge has made remarks that he has been negligent first of all and at the end of his duty he slept off after giving the line-clear. The driver did not see and went on, and there was a collision. I think there is a mistake where it has been said that the accident was due to sabotage. It was clearly the duty of the staff...

Shri Gopalaswami: To which accident is the hon. Member referring?

Prof. S. L. Saksena: The accident to the O. T. Railway Express. I am referring to the hon. Minister's statement at page 30 (para 53) of his speech.

Shri Gopalaswami: The facts are given in my speech.

Prof. S. L. Saksena: It is not a case of sabotage. The judgment has shown that it is a case in which the Railway employee was negligent and slept off after giving the line-clear with the result there was a collision.

Shri Santhanam: I think he refers to some case against a Railway employee in which the matter might have come in a very subsidiary manner, but there was no judicial enquiry in that case to support that. It was the Government Inspector's finding that it was due to sabotage.

Prof. S. L. Saksena: It is an accident where 36 persons were killed and so many injured and I would request him to look into it again. I think there is a mistake in that statement.

Mr. Deputy-Speaker: Shri M. Naik.

4 P.M.

Captain A. P. Singh: On a point of information, Sir. Is the rule of catching the eye dropped now?

Mr. Deputy-Speaker: The eye of the Chair is always open.

Shri M. Naik (Orissa): So many things have already been said about the recovery of the Railways that I cannot help saying something here. Our Railways, I must say, so far have not been able to recover themselves. Many of the Railway train services have not yet been restored in several lines, as stated by one of the previous speakers. I speak of the B.N. Railway and I must say that there are still several trains which were suspended during war days that have not yet been restored. For instance the Tanagar-Budanpahar and Kharagpur-Bhadrak local trains which were running during the pre-war years have not yet been restored. In this connection, it is worth while mentioning that the proposals put forward by the hon. Minister regarding the regrouping system are rather too early. We know the fate of the recent conversion of compartments into three classes and then again reconversion into four classes. These drastic changes have involved lakhs and crores of expenditure and we know that with these partial systems, we have not been able

[Shri M. Naik]

to restore our train services to the pre-war level. I do not think at this stage when the ways and means position of Government is far from satisfactory, we should indulge ourselves in these costly experiments. In respect of other aspects of our Railways, so much has been said that practically no room is left for me to say much but I cannot help making a reference to the policy underlying enhancement of fares, particularly the increase in the third class passengers' fares.

It has been said and factually too that our Railway earnings show a surplus and if our Railways have given us so much satisfaction, then I do not see any reason why this heavy burden is imposed on the common man who is already seriously pinched regarding his cloth, cereals and other essentials of life. An argument has been put forward that this is an anti-inflationary measure. If the cost of living is definitely going to be raised by this means, I do not understand how this can at all be anti-inflationary. I for one cannot appreciate the argument that we should have deferred benefits rather than have immediate benefits. The burden of taxation to me appears to be quite out of all proportion. We must see that the common man's burden should be something within his capacity to pay.

If you look at a Railway map, you will find the ex-State areas in Orissa and Madhya Pradesh are just a patch of barren land. That is, there are no railway systems there. This in my opinion is due to the negligence of the previous Railway Companies. Now that the Railways are under our own national Government, Government must come forward to open up lines in those areas where mineral resources are particularly in abundance. This will not only help the pace of industrialization of the country but will bring in further extra earnings to the public exchequer. With regard to the construction or extension of those Railways practically nothing has been provided in the Budget estimates. I would like to draw the hon. Railway Minister's attention to this fact and I would suggest that some immediate steps be taken towards the development of those areas so far as Railway communications are concerned. I need not dilate on the fact that much of the earnings in that area are going to private bus owners and if, these railway lines are opened, I think, that will certainly go towards increasing the Railway earnings and add to our public exchequer.

Shri Frank Anthony (Madhya Pradesh): I seek your permission, Sir,

to correct what I have just seen in the papers. Mr. Sidhva—I do not know whether inadvertently—raised the impression that I had said in this House that the General Managers had carried on propaganda, in the sense that they had come and seen me. It is very unfair to the General Managers. I met them in the course of my tours. I had discussed the problem with them. Unfortunately the hon. Minister is not there in his seat. He said I had exaggerated. I merely asked the hon. Railway Minister to state categorically to the House whether every General Manager approved of it. This places the General Managers in a very wrong light.

Shri Alagesan (Madras): I shall briefly touch one or two points. Speaking about the retiring Chief Commissioner for Railways, the hon. Minister of Railways paid a well deserved meed of tribute to that officer, and praised the services that he has rendered to the country. From the way in which very eulogistic references have been made in the House by other hon. Members, one can easily understand how great was the service of that particular officer. I too know him though not to the extent which the hon. Minister and other hon. Members may claim. I have seen him at work and he has been of very great help in dealing with the various questions connected with Railways. But I feel that this matter involves a very large question of principle. I am not very happy about the precedent that is being sought to be created in this matter. As far as the present case is concerned, nobody need take exception to it. All the parties concerned are happy about it. The officer concerned can perhaps better his prospects and he will serve the country though under a private concern in a different field. Government want to retrench the post of the Chief Commissioner; they can only be happy about it and also the House. The private concern that is going to have the good luck of securing the benefit of the services of that particular officer will be certainly happy about it. So I do not mean the present case; but I should ask the House and Government to ponder a little deeper over the principle that is involved in this. Here, the particular officer goes with the blessings of the House if I may say so, and with the blessings of the hon. Minister concerned. But, recently, there had been a case of another officer who had not done anything to merit the blessings of Government or the House, but who was condemned outright on the floor of the House, and who was shown the displeasure of

Government and discharged. He also has been taken over by a private concern. In the recent past, there have been instances where high officers have been taken into the service of private concerns on their retirement. It is now time that Government consider what this means.

We have the instance of High Court Judges being prohibited under the Constitution from practising any more in the courts or before any authority. That is being done in the interests of justice in this country. Again, the Constitution provides in the case of the Comptroller and Auditor General and the members of the Public Service Commissions that they should not accept any employment under Government. Why is such a provision made? It is because we want to ensure the independence of the members that serve in these Commissions and the persons who hold the office of Comptroller and Auditor General. It is provided that they should be free from any obligation to the Executive and they are prevented from accepting anything under Government after they cease to hold their positions. Similarly, high officers of Government have been entrusted with vast powers. They have got large fields of discretion where they will have to deal with private firms and others. If these officers are to be employed by private concerns at the end of their terms, then, may I not ask whether that will not lead to the attachment of some blame, rightly or wrongly, to that particular officer concerned? Even in the interests of saving the honour and good name of the officer concerned, shall we allow such things to go on? Shall we connive at or consent to such things?

There is another aspect to the question too. There are many who serve under these high officers when they are in service. Many of these subordinates will continue to serve even after they leave service and get employed elsewhere. Naturally, in the position that they will hold in another private concern, when it comes to a matter of dealing with Government, their former position is bound to have some influence on their ex-subordinates. This also has to be taken into consideration. So, I would urge on Government to consider whether it is not time to review the terms of contract of these officers, whether it is right, and whether it will be beneficial in the interests of purity of public administration, and the high standards that we want to associate with public administration, that we should impose some restrictions on this kind of private employment. There are not only Indian firms;

346 P.S.D.

we know the Tatas. There are many foreign firms too. Naturally, they will be interested in getting the services of our efficient and eminent administrators. Who can say that they will not throw baits and that they will not try to tempt our officers while they are in the employ of Government and try to secure their services after they retire?

In order to prevent all these things, to put the level of administration beyond even a shadow of doubt, is it not time for Government to consider whether they should not place some restrictions on employment by private concerns of Government servants who are retiring because they will still continue to draw their pension.

Shri Sidhya: For a period of at least five years.

Shri Alagesan: For a certain period. I think in the case of I.C.S. officers of Government,—I do not know for certain, but I am so told—there is some restriction for a certain period prohibiting them from seeking service elsewhere.

An Hon. Member: For two years.

Shri Alagesan: I shall only touch on the other point and that is the regrouping of Railways. Very vigorous criticisms have been voiced on the floor of this House by hon. Members who have got longer and wider experience of these matters, against the introduction of this scheme. We cannot praise a principle and yet stand in the way of translating that principle into practice. My hon. friend Mr. Frank Anthony promised and prophesied all sorts of dire consequences if this regrouping is undertaken. When the evil prophet is a person of Mr. Anthony's experience and standing, really, one gets fearful of the consequences that may perhaps flow from this scheme. He not only did that, but confronted us with the authority of all the General Managers in the country and of the members of the Railway Board.

Shri Frank Anthony: That was incorrect. On a point of explanation, Sir, I said that I discussed this with certain General Managers. I asked the hon. Minister to tell us categorically whether every one of them approved of it and whether the members of the Railway Board approved of it.

Shri Gopalaswami: Perhaps I might...

Mr. Deputy-Speaker: We have been hearing this argument. Is it necessary

[Mr. Deputy-Speaker]

before the hon. Minister comes to a conclusion that every one of the subordinates, the General Managers, clerks, superintendents and every one should agree? I cannot understand this argument. Let there be no interruption. The hon. Member has said what he has said. It is open to other hon. Members to interpret it.

Shri Alagesan: When he was unfolding this story, I was reminded of the village *vaidya* who used to tell the parents of an ailing child that the child would survive, and tell the neighbours that it might not survive, so that in any case, he proved to be right. I was thinking that Mr. Frank Anthony was placing our eminent administrators in such a ridiculous position. He has now explained the position further and we learn that it is not as if all of them had told him like that and we are relieved to hear that.

In considering this subject of regrouping we have to consider this major fact that all our Railways have tended in the past to develop peculiarities. These peculiarities have been to a degree minimised but they have to be removed altogether. We cannot allow these systems to develop in ways peculiar to them, in which case, they will always obstruct any attempt to merge them together. We have also to remember in this connection the labours and efforts put in by the Joint Advisory Committee. They have done very valuable work and very patriotic and patient work and the Committee should be congratulated on this. The Chairman of that Committee said about this very point that they have been charged with the task of dealing with the anomalies that have arisen out of the implementation of the Central Pay Commission scales of pay in the Railways and the Chairman remarks like this:

"we have also created uniformity in scales all over India, standardised categories and generally rationalised the whole system."

And yet my hon. friend Mr. Frank Anthony very seriously tells us and threatens that all sorts of problems and difficulties will arise out of regrouping and that we will not be able to encounter them. Here, addressing the members of the Committee at the close of their labours at the last meeting, the hon. Minister of Railways promised that he would utilise the machinery of this Committee for tackling further difficulties that may arise in future, as for instance when cases relating to the

State Railways newly taken over come up. He said he would surely utilise the experience of this Committee. Similarly in regrouping, if anomalies arise, we have this ready machinery at hand and their experience to be utilised and these anomalies too can be removed. When two seemingly opposite things are brought together some undesirable results are produced and anomalies are also given birth to. But if we are to be deterred by the very possibility or existence of anomalies, then we can make no progress in any direction. Therefore, I submit that this principle which has been accepted in this House and accepted even by Members who had opposed the scheme, deserves to be given a trial, and we will not have occasion to regret it. People who have gone into this subject have come out with the report that there will be savings to the tune of at least Rs. ten crores on capital account and about Rs. 17 lakhs under depreciation and other accounts. So it is not as if we are not going to derive any benefit.

Moreover, the Railway empire that the Southern zone will represent will be bigger than any political empire that had existed in the South. It will transcend all State barriers, and it will transcend all linguistic barriers and we should be proud of such a system. This was not approved by the Central Advisory Council in any haste. It is only after going into the question thoroughly and after weighing all the pros and cons that they have agreed to it. They have also asked the Ministry to give a balance-sheet at the end of one year about the results that have accrued from the implementation of this zonal system. So there is, I think, no need to feel doubtful over the bold step that has now been taken.

Shri Kamath: Whatever may be said in favour of him and that is why Minister, one thing must be said in favour of him and that is that he has been absolutely honest and frank and straight about what he wants to do. He has not concealed his intentions from us, but has put all his cards on the table. He has, if I may say so, invited the Finance Minister, or rather he has agreed to the Finance Minister temporarily misappropriating his hard-earned fortune. He has concived at this temporary misappropriation by the Finance Minister. And in the Indian Penal Code, so far as I know, it is an offence. This temporary misappropriation is an offence as much as any other misappropriation.

Shri C. Subramaniam (Madras): The hon. Member may read the Indian Penal Code once again.

Shri Kamath: I think I know more about it than my hon. friend, and at least in that matter I do not want any lessons from him.

Now, the position therefore is rather unique. The Railway Minister in his speech says categorically and definitely that these revenues earned from the enhanced fares will go into our earmarked funds and will be held to our credit. We may not use immediately the additional funds that will be raised. Of course they will earn interest from General Revenues, but until they are made available to the Railways they will serve to help the ways and means position; and the Minister takes pride in the railway user lending a helping hand to the tax-payer, forgetting that the railway user is at the same time a tax-payer also, that he is not merely a railway user, but also a tax-payer in another capacity. In fact the policy of enhancing the fares and crediting the income to the general revenues and expecting something in the future amounts to this. It is a post-dated cheque on the bank of a caretaker government.

An Hon. Member: What Government?

Shri Kamath: Caretaker Government. The Prime Minister some time ago, some months ago, if I remember aright, referred to the present Government as a caretaker Government. And some malicious wag somewhere has referred to the same thing as an "undertaker Government". In a sense that is correct, because this Government has given the burial to the old regime, it dealt the *coup de grace* to that regime. Therefore in that view it is correct to say that it is an undertaker Government. Whatever that may be, there is no gainsaying the fact that the Prime Minister himself observed that it is a caretaker Government and this amounts, I say, to a post-dated cheque on the bank of a caretaker Government. How far the public will have the faith and the confidence to accept the guarantee or assurance that at no distant date—or am I wrong, and is it at some distant date?—this will be made available to them in some form or other, is the question. So many things have been promised to the public in recent years, and many of them have turned out to be a mere will-o'-the-wisp.

Shri GopalaSwami: May I invite the attention of the hon. Member to the

fact that he is trying to cast suspicion on the general tax-payer of this country? It is on the general tax-payer that the railways lean so far as this matter is concerned. If Finance Ministers are found not to carry out their promises, I bank upon the faith I have in the general tax-payer and his representatives in Parliament like the hon. Member to see that the Railway's confidence is fully justified.

Shri Kamath: So ultimately it is a matter of faith and we live by faith, and indeed we will continue to live by faith so far as the future also is concerned. Man does not live by bread alone; he needs faith also to sustain him. I am proud that the Railway Minister has abundant faith in the representatives of the people here, what he called the patriotic, intelligent and understanding House.

The other day when he was referring to this "mild shock" in the Budget, my friend Babu Ramnarayan Singh interjected "Loot, loot" and the Railway Minister was kind enough to invite us to share in the loot. I am sure that this very patriotic, intelligent and understanding House will not refuse his invitation to their share in the loot, provided that loot is made available not only to the Members of this House here but also to the millions who are eagerly waiting to take a share in the loot. That will certainly wipe out the odium that might be attached to the loot otherwise.

Dr. Deshmukh: They are already taking their share.

Shri Kamath: Soon after the Railway Budget was announced here I understand the Financial Commissioner of Railways told pressmen here that after all the railway fares in India, particularly the third class fares, were the cheapest in the world, and therefore this increase would not cast any heavy burden on the rail-going people. It is a well-worn argument that the third class fares in India are the cheapest and it was often used in the bad old British days also. But I wish the Financial Commissioner had also referred in passing at any rate, if not in detail, at least casually to the amenities provided for third class passengers in other railways and also the per capita income in the various countries. In the U.K. the per capita income is 773 American dollars (in rupees it will be four or five times that figure). In the U.S.A. it is 1,453 dollars per capita and in India it is 57 dollars per capita. The third class fares in the U.K. are 26.04 pias, in the U.S.A. 21.96 pias and in India it is five pias.

Shri C. Subramaniam: Is this argument necessary in view of the fact that the hon. Minister has said that he is not justifying the increase on that account at all? Is it necessary to go back to that?

An Hon. Member: It is a matter of opinion.

Shri Kamath: I can advance arguments why they were not justified on other grounds also. The Railway Minister said that the price level in the country is now over 400.....

Mr. Deputy-Speaker: It is open to the hon. Member to imagine outside objections and answer them in the House.

Shri Kamath: Yes, Sir, it needs imagination which is an uncommon commodity. The Minister referred to the price level in the country saying that it has risen to 400 compared to 100 in 1939. The hon. Minister is very frank, brutally frank at times and I do not know why he overlooked or forgot to refer to the comparative wage levels, also per capita incomes and comparative fares in other countries in his speech.

Shri Gopaldaswami: Because I was quite satisfied that on the hon. Member's argument which he has been adducing today, that kind of comparison would not conclude the question.

Shri Kamath: I am sorry that, that cannot conclude the question. I am sure that the Railway Minister, so far as he himself is concerned, has come to a conclusion, right or wrong. But certainly he cannot think that the argument on which his conclusion is based has the same justification to every other Member of the House or to people outside. That is my point.

It appears that the Railway Minister is of the view that a public utility like the Railways need not necessarily be available to the people at a very low cost. If it is possible of course he will give it cheap, but considering today the ways and means position and the general financial situation in the country he thinks that if people are made to pay a little more they will bear it with joy for the sake of the future of our country. The present generation is paying for what posterity will get. There is a saying attributed to some cynical wise man, "What has posterity done for us that we should do something for posterity?" I understand that Government cannot act according to that....

Shri Santhanam: Has not our posterity given us the privilege of having us as its ancestors?

Mr. Deputy-Speaker: Some of us have not erred in that direction.

Shri Kamath: If my hon. friend the Minister of State wants to aspire to an ancestral position I think he will have plenty of opportunities to aspire to and attain the position which he thinks is enviable and he is welcome to it. But will posterity be proud of all its ancestors? We act in the living present, but sometimes, perhaps more often than not, we think of posterity more than of the present generation. The hon. Minister said that this money will be available for stabilisation, expansion and rehabilitation. Amenities have been promised for a very long time to a long suffering and very patient people. In answer to a question last year in this House the Railway Minister, not the Minister of State, answered that the people have been waiting for amenities for the last half a century. Whether it was said in jest or in earnest I do not quite know, but he rarely jests in the House, he is always in earnest, and meant what he said that the people have been waiting for amenities for fifty or more years. All these amenities have been dangled before third class passengers like the proverbial carrot before the donkey and I do not think that the people will mind waiting for five or ten years more to get the amenities, if they can be saved from further burdens. Unfortunately the position is that even as regards the increase in fares the upper classes are taxed less than the lower class. The increase is 12 to 14 per cent. in the case of the first and second classes and 20 to 25 per cent. in the case of the third class.

The financial condition of the country has come to this pass because of various instances of squandering, to which attention has been drawn in this House on more than one occasion. There are many projects on which crores have been wasted, and if that had not happened I am sure our condition would have been much better than it is today. Then, Sir, I would ask the Railway Minister whether—not he, but—the Government of which he is a member has at all considered certain alternative proposals for raising finance to improve the ways and means position. Proposals have been made which would have cast the burden on a fraction of the population and not on millions of the masses as is being done today—proposals for a capital levy, proposals for introducing

a death-duty—there was a Bill in this House about this but it is postponed from time to time, it is not coming up at all. Well, these things would have cast the burden upon those people who would have been able to bear them. This is not being done and various curious arguments are advanced to say that people will be able to bear this burden in the interests of the nation. Therefore, I feel that this increase in fares, especially for the third class and even the inter class, is not justified. Government should find other ways and means of fortifying the ways and means position.

Before I sit down I would refer to one more subject in passing, to which my hon. friend, Prof. Shibban Lal Saksena referred yesterday.

Mr. Deputy-Speaker: He spoke yesterday and continued today.

Shri Kamath: Not today so far as I know. There have been certain grievances among the railway ministerial staff. Quite a good number of them have been classed as routine clerks while actually they do work other than routine. This matter must be looked into. When the Association wrote to the Minister the other day about their grievances, the Minister answered them as follows:

“The ministerial staff being one of the most intelligent sections of railway services, it is not desirable to allow them to get segregated from the rest of the workers.”

This is about the recognition of the Association. But he admitted that they are one of the most intelligent sections of railway workers. The answer is signed by Mr. Santhanam.

Shri Santhanam: That was in reply to a demand that they should be recognised as a separate association. It has nothing to do with their salaries.

Shri Kamath: He recognised them as one of the most intelligent sections of railway workers, but he does not want to consider their case for being classed as non-routine clerks and getting higher pay though they are the most intelligent section of the workers. Finally he says that a class III worker gets a minimum dearness allowance of Rs. 45 thus making his emoluments Rs. 100. He says:

“If this minimum can be secured to the other sections of the population who belong to the same category of the society as class III employees, this country will be much better than it is today.”

I am glad he has put a Rs. 100 wage including dearness allowance as a fairly decent wage, but when he says that they are the most intelligent section of railway workers, I would have expected that they would have been entitled to as much pay as persons of the same intelligence, of the same calibre, get in other services. Anyway I would expect the Minister to look into this matter more closely and see whether the categorization as routine clerks of some of the workers is justified.

There is a complaint about discrimination in the matter of pay between Indian teachers and Anglo-Indian teachers on the Bengal-Nagpur Railway. That has been a long-standing complaint and I do not think that that sort of a discrimination in the Railway schools is justified as between Indian and Anglo-Indian teachers.

One of the grievances referred to by Prof. Saksena was that of the lower services, Class II, that is the lower gazetted services. This must be looked into at the earliest opportunity so that it may conduce to efficiency among the railway services. I am sure the Minister has all along his tenure of office been aiming at efficiency of the services as a whole, and so long as the efficiency of each servant and each category of servants is not looked after, the entire service cannot be expected to be as efficient as it should be in our Sovereign Democratic Republic of India, that is Bharat.

Shri Hussain Imam rose—

Shri Sidhva: May I know, Sir, whether you have definitely decided that the hon. Minister will reply on all matters on the third day?

Mr. Deputy-Speaker: I think once for all the hon. Minister may reply.

Shri Gopalaswami: That is what I told the House this morning.

Shri Santhanam: The same points are sometimes touched over and over again so that it is better to reply to them all at once.

Shri Naziruddin Ahmad: On a point of information, Sir. I have a cut motion standing in my name. I do not know where I stand. May I take it that my cut motion is acceptable to the hon. Minister without a speech?

Mr. Deputy-Speaker: Formerly the hon. Member was sitting in the front bench and therefore he was always catching the eye of the Chair, but now that he sits behind, it is difficult. I certainly noted his name because he was one of the three Members who

[Mr. Deputy-Speaker]

had tabled a cut motion and certainly I wanted to give him an opportunity. But I would leave it to my hon. friend, Mr. Hussain Imam. If he would give in he may speak.

Shri Hussain Imam: He can speak on Monday, Sir.

Mr. Deputy-Speaker: All right, he will take the next chance.

Shri Hussain Imam: The hon. Railway Minister has exposed himself to a dilemma. Either he was negligent in the past or he is too stingy at present. If the post of Chief Commissioner was redundant it was his duty to have axed it in the past. If it was fulfilling any purpose then it seems to me that he is being stingy in axing it without any rhyme or reason. Is it a fact that a member in charge of a special Department has got so little work that he can do the full-time job of the Chief Commissioner as well as his own work?

Shri Gopaldaswami: May I say I have already contradicted that statement? I never said the Minister—whether it is myself or my hon. colleague—was going to do the work of a Chief Commissioner.

Shri Hussain Imam: I say the functional member, that is one of the three functional members has got so little work of his own that he can do that work as well as the work of the Chief Commissioner.

Shri Sidhva: Who said that?

Shri Hussain Imam: That is a dilemma in which he has placed himself.

Shri Gopaldaswami: There is no dilemma at all.

Shri Hussain Imam: The second point which I want to urge for his consideration is that the papers that come to us really go through the Railway Board. I find a little bit of difficulty in following them and therefore I would like to draw the attention of the hon. Ministers to this fact, so that in future they may be improved. I refer to the Demands for Grants. Here I do not find any mention as to which Demands are to be met from capital and which from the Depreciation Fund. The construction of new lines—capital—and Depreciation Fund are combined. Now that we have got three kinds of expenses—revenue expenses, expenses from reserve fund and expenses from the capital, it is necessary that there should be new headings so that the papers might be in a form in which they can be easily understood by all.

This is a technical matter and I hope the hon. Minister will see to it that it is done.

Shri Gopaldaswami: Does the hon. Member suggest that from the papers circulated to him he cannot get the figures he wants?

Shri Hussain Imam: I am referring to the Demands for Grants which we have to pass. The items from 1 to 9A are revenue items. Item 11 is appropriation to Depreciation Fund. In some cases you have mentioned from which Funds the expenses are taken out. For instance, you have mentioned items 13 and 14 as being appropriation to Development Fund and appropriation to Revenue Reserve Fund respectively. But there is no mention as to which part of the expenses are going to be debited to the capital in the shape of Demands for Grants.

Shri Santhanam: The Demands from items 12A to 18 are items which are financed from all the three Funds. I do not know whether the hon. Member suggests that each of these items should be given in the form of three Demands showing how much is made up from capital, how much from Depreciation Fund and how much from Development Fund. I do not know whether he wants these particulars to be given against each item in the Demand itself.

Shri Hussain Imam: Take Open Line Works. In 12A you have mentioned that it is from revenue. In 12B also you have mentioned it. But in regard to items 16, 17 and 18 which refer to Open Line Works (additions, replacements and development), you have not mentioned the source.

Shri Santhanam: I accept the correction from 13 to 18.

Shri Hussain Imam: You have mentioned the source in some cases, but in some others you have not mentioned it. I am not asking that it should be done now, but this is a suggestion for improvement in the method of presentation for future years.

Shri Santhanam: Every item that is met from capital is shown as capital and every item from other revenue items is also similarly shown.

Shri Hussain Imam: But not in the body of the Demand for Grants. I suggest that in the Demand for Grant itself the House should be told how much it is sanctioning from capital account. It should not have to be referred to in the papers, but it should be put in the shape of a Demand.

Shri Santhanam: If the hon. Member will turn to page 19 of the Explanatory Memorandum, he will find that the whole thing is analysed in the manner that he wants.

Mr. Deputy-Speaker: He wants it to be mentioned as a Demand. That is his suggestion.

Shri Hussain Imam: I should like to mention one more item. Item 17 relates to Open Line Works (replacements). It comes to Rs. 40 crores. The outgo from the whole of the Depreciation Fund is Rs. 38 crores, whereas here item 17 is for Rs. 40 crores. How is this?

Shri Gopalswami: May I give a simple explanation for that? In the Demand we have mentioned the total expenditure. Out of this total demand of Rs. 40 crores, Rs. 38 crores will be debited to the Depreciation Fund and this is shown in the other place.

Shri Hussain Imam: I could not put this intelligent interpretation.

Mr. Deputy-Speaker: What is the difficulty of the hon. Member? This is not a supplementary Budget. This is the original Budget itself. So many papers have been circulated. There are explanatory memoranda also. Can he not understand the position from the papers? What is his exact difficulty, may I know?

Shri Hussain Imam: When the House votes a Demand, it should vote it after understanding whether it is going to be debited to revenue, capital or to the Depreciation or Development Fund. The voting of the Demand does not show how much new capital is being voted for. I suggest that in future this should be done. The hon. Minister gave an explanation. Now, a part cannot be bigger than the whole. Item 17 is for Rs. 40 crores. That is the total. But the total Depreciation Fund is only Rs. 38 crores.

Shri Santhanam: If the hon. Member would refer to Demands for Grants page 141, the thing is given there. Rs. 38 crores and 37 lakhs and odd will be met from the Depreciation Fund and the rest from capital. Because these two amounts are to be spent on the same item, the Demand is given as one. We cannot come before the House and ask for two Demands for the same item.

Shri Hussain Imam: I am mentioning this to him only because in regard to Open Line Works he has mentioned the details. If he can make it in one case, it is not too much to ask that in the other Demands also he may give the sub-heads like A and B, showing

how much is from capital and how much is from Reserve Fund. It is open to Government to accept my suggestion or not. That is not very material. I only want that the House should have a better picture. Mr. Santhanam is a past master in the art of giving his informations in a manner which though technically correct can yet be wrong in substance. He mentioned in his speech, for instance, that 2224 units of coaching stock were to be added this year. A very interesting picture indeed. But my trouble is that I find from his own papers that the amount of money which is going to be spent on additional coaches for passengers is the very magnificent sum of Rs. 6,45,000. It is given on page 431 in the works machinery and rolling stock programme.

Mr. Deputy-Speaker: Only rupees six lakhs and odd for 2224 coaches?

Shri Hussain Imam: No, Sir. It is not that. What he is doing is only replacement, and coaching stock does not mean only passenger carriages but parcel vans, luggage vans and all those things. He has very carefully chosen the words "coaching stock". That is why I admire him that he is so careful in his words that you can never catch him.

Shri Santhanam: Does the hon. Member suggest that all but this expenditure of Rs. six lakhs is for parcel vans? What I stated was the accurate figure. Of course, the other point is correct that part of this coaching stock is for replacement and part is an addition. But the entire thing will be new stock put on line.

Mr. Deputy-Speaker: All the 2224?

Shri Santhanam: Yes.

Shri Hussain Imam: The proposed new coaching stock which we really need is new passenger coaches; but we are only being given a small number of additions. That is my point. You are asking the railway user to pay a huge sum of Rs. 100 crores for the III Class and you are spending only Rs. six lakhs and odd for new additional carriages. This is a very glaring example of how things are done and how the public is as much disregarded today as I must say in the good or bad old days, although in a different manner.

My time was mostly taken up by interruptions and I hope you will give me a little more time.

Mr. Deputy-Speaker: At five o'clock we have got the other business.

Shri Hussain Imam: Then shall I continue on the next day?

5 P.M.

Mr. Deputy-Speaker: No, he may finish now.

Shri Hussain Imam: Mr. Massey gave some interesting figures and I want the Railway Board to examine them and see if his facts are correct and whether replacements during the last five years have been at a rapid pace. If so, the pace of replacement should be slowed down and the items that come in newly should be in addition to the existing stocks. What I am trying to convey to the House is, that you need not necessarily scrap the present stock merely because you have got these things from the Depreciation Fund.

Shri Gopalaswami: May I tell the hon. Member that the present stock, some of which is to be replaced by this new stock, is not going to be scrapped. Most of them are still used on the line. That is why you see often on certain Railways a large number of old stock still moving about.

Shri Hussain Imam: In future, I should like that we should get some information on this subject. We should know how many of the old stock are being used still. When you use the word 'replacement' it conveys the sense that the stock is being scrapped. In this connection, I should also invite the attention of the House to the fact that the income from the stocks that are scrapped is not shown in any detailed manner. You have only shown it in your capital head as a minus entry. This is a big item and it should find a place by itself, so that the House may know what is the price of the stocks which are being scrapped and how much is being recovered so that in future we may have a more detailed and a better picture.

[MR. SPEAKER in the Chair]

ENQUIRY RE: FERTILIZERS TRANSACTIONS

Shri Sidhva (Madhya Pradesh): This discussion has arisen out of my Starred question No. 1231 of 7th February regarding import of fertilizers. The question was so important and serious that you were kind enough to say during supplementary questions: "I shall allow more questions, but Members should put them one by one." You were good enough to give sufficient time, but even that time was not sufficient and therefore I requested you to give me an opportunity to get more information to which you kindly agreed.

In connection with this matter, as we all know, one Mr. Swami has been dismissed. I would like to know whether he has made any statement—oral or written—and whether he has implicated in that statement any other person. As he has accepted punishment and willingly submitted to departmental punishment, may I know whether Government have considered the possibility of prosecuting him. The case may not stand in a court of law, as my hon. friend Mr. Munshi stated; it is just possible that witnesses may refile from giving evidence. Despite this, in view of the seriousness of the matter and the fact that there is a *prima facie* case, will Government examine the possibility of prosecuting this man after the C. I. D. investigations? Are they prepared to hand over the papers to the C. I. D.?

I would also like to know something about the agent who handled the distribution and storage of the fertilizers at Bombay. It was stated that he did not credit Rs. 4.41,000 to the Government treasury for six months, but subsequently steps were taken and the amount has been paid. I would like to know how he was connected. Is it a fact that one of his employees who was subsequently dismissed made a report to the hon. Minister or his Ministry that he received from his agents some lakhs of rupees which were given to Mr. Swami and other officials. I would like to know how far this is correct. Why was no action taken against this agent who was responsible for keeping State money with him for six months and refunded it only after he was threatened with prosecution? Is his name still in the contractors' list, or has it been put on the black list? Is it correct that he has been manoeuvring for some contracts?

Then, regarding the Joint Secretary, we were told that the displeasure of Government was communicated to this officer. In reply to a question as to whether communication of displeasure was enough and why this officer who bungled immensely in the finances of this transaction should not be dismissed, the hon. Minister stated: "I shall look into this matter in the light of what the hon. Member says, we may reconsider the decision." I want to know whether Government have reconsidered their decision. We would naturally be interested to know whether this officer is now working.

I understand that he is no more here and has reverted to Madras. Is he still in the service of that State? In reply to my question: "May I know whether Mr. Swami was alone directly responsible for this, or were there other officers also? Have Government taken note of this?" my hon. friend Mr. Munshi replied: "I have to enquire. I cannot say at the present moment." May I also have an answer to that—has he enquired and if so what is the position?

Then Mr. Sondhi asked: "In view of the fact that over-indenting was done, how is it that the amount was paid for the over-indenting fertilizers? As you know, the system is that unless a certain amount is passed and sanctioned by the Finance Department, no payment can be made. How was the payment made in this case, and who was responsible for this over-payment?"

To this Mr. Munshi replied: "Mr. Menon's report is silent on that point. I will ascertain."

I want to know why Mr. Menon's report was silent on that. Mr. Menon is the gentleman who made the enquiry. Why was this enquiry not pursued and may I know whether he has enquired and what the position is.

Then Mr. Tyagi asked: "According to the rules, is it not necessary that when the Industries Ministry wishes to make any purchases, it should obtain a certificate that the purchase can be made and if so, was such a certificate obtained in this case from the Finance Ministry?"

And Mr. Munshi said: "No certificate was obtained".

In view of this categorical statement that no certificate was obtained I want to know whether Government still consider that their displeasure was sufficient.

When Prof. Ranga put the question: "Was it not the duty of the Finance Ministry to ascertain whether its sanction had been obtained or not before the money was paid out, and would Government consider the advisability of getting this matter enquired into by someone who is not connected with the Finance Ministry?", the Minister said: "So far as this suggestion is concerned, I did not apply my mind to it. All that I did was to get Mr. Menon to enquire into this matter through my hon. colleague the Finance Minister."

In view of this statement may I know whether the hon. Minister now

proposes to have this enquiry made by an independent gentleman not connected with the Ministry?

According to the statement placed on the Table by the Minister strictures were passed by Mr. Menon who made the enquiry:

(a) That there was over-indenting of Sulphate between July 1949 and December 1950;

(b) That this indenting took place without the approval of the Ministry of Finance;

(c) As required by the rules, proper indents bearing a certificate that the approval of the Finance Ministry had been obtained were not placed on the buying Ministry of I. & S.;

(d) This over-indenting resulted in a loss to the consumer inasmuch as purchases were made at a time when prices were high and inasmuch as avoidable expenditure was incurred on storage, etc.

In view of this statement made by the Secretary of the Ministry of Finance may I know whether Government still do not consider that this is a fit case where greater exposure will be made in a court of law, even if the case does not stand in the court of law—it may even result in an acquittal, I say—but would it not be proper to have this man prosecuted so that more information could be brought to light through a court of law instead of hushing up this matter? This Mr. Swamy definitely stated "I am prepared for any punishment, but please do not ask me for an explanation." That fact in itself should have made the Ministry to prosecute this man instead of dismissing him. I want to Swamy definitely stated: "I am prepared to consider the matter seriously, so that it may have a good effect in future at least upon the officers who are entrusted with lakhs of rupees for these purposes. Here is an officer from the Finance Ministry who was appointed but he hopelessly failed to do his duty. He did not..."

Mr. Speaker: I may suggest to the hon. Member in the interest of having more information and also giving chances to other Members to put their questions that, he may limit himself to asking points of information instead of making comments. He has already taken ten minutes. If he has finished, I propose to request the hon. Minister to intervene at this stage and give the information and then I shall call upon hon. Members who have notified me of their desire to participate in this debate. Has he any other point to put forward?

Shri Sidhva: I am certainly very anxious to hear the hon. Minister and I want to close my speech as early as possible so that the time may not be up. What I want to know is whether before this decision was taken on this matter the hon. Minister informed the Prime Minister. The matter was very serious and I want to know whether the Prime Minister agreed to all these punishments that have been meted out and whether he felt that this was just. Although the hon. Minister is justified in taking action, the matter being so serious, I want to know whether his attention was drawn to this. These are the points on which I would be glad to hear the hon. Minister.

The Minister of Food and Agriculture (Shri K. M. Munshi): Naturally my hon. friend has mixed up the several stages of this affair and I request you, Sir, to permit me to state the facts from the beginning. Naturally he is not aware of the whole thing. Immediately on my being called to the office, an informant gave in writing that Mr. Swami had taken bribes not only from him, but had taken bribes from some other firms as well, giving the details of the amounts that had been given. So far as he was concerned, though he gave it in writing, he made it clear that he would not be prepared to say in a court these facts. He simply left it to me to make an enquiry. On that the matter was handed over to the Inspector General of Police. Then after some enquiries were made by him, the Inspector General informed me that he had tried to make enquiries but that nobody was coming forward to give any further evidence. This happened before I took office and then I invited a person connected with that trade to find out if he possibly could find out whether this was true or not. This gentleman in a friendly way collected the information and gave me the transactions in respect of which these monies—at least one, two or three items—had been paid. That being so, the matter was again placed in the hands of the Inspector-General of Special Police. We were confronted with this that the first informant was not prepared to go into the witness box. As regards the second gentleman who made enquiries and brought the details of the transaction, his evidence was necessarily hearsay and inadmissible in evidence. The question that we were faced with was whether to file a prosecution with a certainty of the man being discharged and as hon. Members know several officers have been prosecuted but they have been acquitted and Government had to pay their salaries

for all the time that the prosecution had gone on and they had to be reinstated. These are cases on record. As this was the first case, it was thought that if necessary, immediate and decisive action should be taken. So after full consultation with the Inspector General and the various officers in the Ministry, we decided that it would be much better to set up a departmental committee. The departmental Committee was set up and when the allegations were handed over to Mr. Swami by the enquiring departmental committee, he declined to enter a positive plea but said that he would accept whatever punishment was recommended to him. My hon. friend will agree that there is no way of making him say yes or no. He simply said: "Do what you like. I do not want to call witness." On that we had to say one thing or the other and the only thing that the Committee could say was to suggest his dismissal.

These papers were put before the Public Service Commission; they agreed and Mr. Swami was dismissed. That was so far as Mr. Swami is concerned. The papers are still.....

Shri Raj Bahadur (Rajasthan): May I ask whether that did not amount to a confession?

Mr. Speaker: Order, order. The hon. Member has not given notice of his intention to put any question.

Shri K. M. Munshi: The papers have not been taken out from the Inspector-General and still they are with him. If any further enquiry resulted in finding any new facts, it is open to Government to take action. So far as this case is concerned, it is a matter of few months. So far as I know no information has come to my Department that any further facts have been elicited. That is the position so far as Mr. Swami is concerned. It is not right to say as my hon. friend did—I suppose without meaning it—that there was a question of hushing up the matter. It was done openly; it was known to all; it was even published in the papers that on account of certain allegations and corrupt practices, Mr. Swami was dismissed. So there was no question about it. As regards this dismissal, he was a subordinate officer and there was no need for my referring the matter to the Prime Minister.

Shri Sidhva: I asked whether the whole incident was referred to the Prime Minister.

Shri K. M. Munshi: The whole incident arose only later.

At that time, I also thought that it was necessary that the whole matter of the purchase of these fertilisers should be enquired into. I requested my hon. colleague the Finance Minister to give me a senior officer of his Department who would go through the files and report on it. On that, Mr. K. R. K. Menon was placed in charge of this enquiry. I have already mentioned the report which has been made by Mr. K. R. K. Menon. The two incidents are different and need not be mixed up. When this report came, the matter was referred to the Joint Secretary Mr. Krishnaswami to give his comments. All that he did was, he did not answer directly the charge that no financial sanction was obtained; he said, to put it shortly (a) that the matter was very urgent and we had to take risks and secondly that Mr. R. K. Patil, who was then the Food Commissioner and his immediate superior, knew about it. On that, I put it to Mr. R. K. Patil. He told me that it became necessary to increase this quantity of fertilisers because though there were no orders from the States in respect of this quantity, it was anticipated that there would be a greater demand. That is how the position stands with regard to the Joint Secretary. If there is any further question, I am prepared to answer.

Shri Sidhva: I wanted to know about.....

Mr. Speaker: Order, order; let the hon. Minister finish.

Shri K. M. Munshi: On the last question, I referred the matter both to the Finance Ministry as well as the Ministry of Industry and Supply and their replies have been received. So far as the Finance Ministry is concerned, the reply is that they are making enquiries from the Accountant General concerned to see whether any rule at this end was broken or whether there is a lacuna in the rules which permits payment to be made without previous check as to whether the necessary financial sanction has been taken. At present, it may be stated that the question is under scrutiny and it is a matter in which the Finance Ministry proper does not come in, the question being one of accounting and audit.

As regards the Ministry of Industry and Supply, enquiries were made and this is what they say as regards procedure:

"(a) It is the duty of the D.G. (I&S) acting as the agent of the indenting officer, to ensure that the latter has obtained financial concurrence to the indent;

(b) the payment is made by the A.G., F.R.S., not on the basis of a specific financial sanction but on the basis of the contract entered into by the D. G. (I & S);

(c) it is only the Accounts Officer of the indenting officer who can say whether purchases have been made without financial concurrence, and that too only after he has received information of payment from the A. G., F.R.S."

So far as the indenting officers are concerned, their statement is this:

"It is assumed that as the requests come from responsible officers of the Ministries, they would have hammered out their end of the transaction."

They further say that very often these orders are received without indicating whether financial concurrence has been obtained. But, the Joint Secretary Mr. Roy says:—

"The prescribed form of the indent certifies that financial concurrence to the indent has been obtained, but this certificate is signed not by a Finance Officer, but by the indenting officer himself."

In this case, there was no such indent; that is what I understand from the officer just now. I got this paper just now. Further, he says:

"In regard to this particular case, I may add that almost every case of purchase was shown to the Agriculture Ministry and Mr. Krishnaswami assured me on the telephone that everything was all right in his Finance end."

This is what Mr. Roy states. And they further say.....

An Hon. Member: Would the hon. Minister please repeat the last portion?

Shri K. M. Munshi: It is this:

"In regard to this particular case, I may add that almost every case of purchase was shown to the Agriculture Ministry, and Mr. Krishnaswami assured me on the telephone that everything was all right in his Finance end."

I have received this only just now and I have not had the time to go more into it. They further say:

"The I. & S. Ministry, therefore, had at no time any reason to think that the Ministry of Agriculture did not have financial concurrence for the requirements which they asked the I. & S. Ministry to buy, or that indents in the usual form would not follow."

[Shri K. M. Munshi]

"While orders placed on the D.G.I.&S. have to be supported by a formal indent in the prescribed form after obtaining the necessary financial concurrence, it is not usual to insist on this formality as a prior condition when any Ministry of the Government of India requests the Ministry of I. & S. to purchase stores urgently required."

This matter has been submitted to the Cabinet and the matter is coming before the Cabinet with regard to the whole matter and whatever action may have to be taken will be taken by the Cabinet on this question.

As regards the other question, as I pointed out on the last occasion, when Mr. Menon's report was placed before me, the question arose as to what action should be taken against the Joint Secretary against whom the charge was that of ordering out this fertilizer without financial concurrence. And in consultation with the hon. Minister of Finance I issued orders that the displeasure of Government be conveyed to him. He is now on leave. He has not joined the Government of India or the Government of Madras; but as I pointed out just now, the matter is before the Cabinet. The only charge against him is that he placed orders without financial concurrence.

Then as regards Messrs. Vika and Company, the contractors, that is an entirely independent matter, and.....

Shri Sidhva: If he does not mind, will the hon. Minister give the name of the contractors?

Shri K. M. Munshi: I am afraid I do not have it here. It is a limited company and.....

Mr. Speaker: If the hon. Minister is prepared to mention the name, I can give him the name. It is the Vika Company.

Shri K. M. Munshi: Yes, Sir, it is called Messrs. Vika Chemicals.

Shri Sidhva: Who are the proprietors?

Shri K. M. Munshi: I do not know the names of the proprietors.

Well, after Mr. Swamy's dismissal, I was inclined to go into this matter further and I can assure the hon. Member that this matter was done more as a matter of persistence on my part and not as a matter, really speaking, of taking it outside or out of the hands of the officers in charge of it,

because I felt myself that something very wrong was there and therefore it must be personally enquired into. I personally went to Bombay and deputed the Deputy Secretary and the Accounts Officer to go to Vika Chemicals to make enquiries. What was found there was that a sum of about Rs. 4,41,000 was due to the Vika Chemicals by the Government. On the other side they had sold fertilizers worth about Rs. 4,41,423 and not made payments in the nearest treasury as they were bound to do. Then on making enquiries as to how they could sell goods that belonged to Government when they were merely custodians, I was told that there was an agreement under which they were entitled to sell certain quantities. When that agreement was sent for it was found that though the agreement was made on the 1st of July, 1949 no document had been executed till the date of this enquiry by me. Then the only thing that could be done was to set off one amount against the other and take the payment and then the contract was got executed. When tenders were invited next time the Vika Chemicals happened to send the lowest tender but as they had been blacklisted, their tender was not accepted. That is how the position stands. If there are any other questions I am prepared to answer them.

Shri Sidhva: I want to ask whether this firm offered 4½ lakhs of rupees to various officers for distribution. Has the hon. Minister any statement to make on that matter?

Mr. Speaker: I have not been able to trace any such thing.

Shri T. T. Krishnamachari (Madras): I would like the hon. Minister either to confirm or refute what is contained in that statement, whether a change-over of the year from July-to-June to July-to-December the following year, which was made so that the following years would fall within the calendar years was agreed upon by the Finance Ministry. I would also like to know whether the Finance Ministry had sanctioned an expenditure of four lakhs in the original year, July 1949-50? And if that was so, what did the Finance Ministry propose to do in regard to the half year which is supposed to be included under the new scheme? Whether there has not been some kind of tacit understanding between the various Ministries—Finance, Agriculture and I. & S. at some kind of conference which usually takes place—and whether it is not a fact that now

that the matter has come to light each Ministry wishes to shake off its responsibility? Again I would like to ask whether the I & S. Ministry itself found it necessary to place the orders for all the five lakh 48,000 tons all at one time? Whether they were not responsible for the prices paid, if at all they were over-paid? Lastly I would also like to know if the full price was realised from the consumers for the quantities sold and whether the Government made any profit over the entire deal?

Mr. Speaker: There is no time to answer any long questions.

Shri Kamath (Madhya Pradesh): May I ask whether throughout the fertiliser transaction the files on the subject passed directly from the Director of Fertilisers to the Joint Secretary and back, but not through any intermediate or proper channel, whether it is a fact that the I.C.S. Joint Secretary with 20 or more years service, was one with full knowledge of the rules as regards secretarial procedure, whether the financial adviser to the Ministry was at all apprised of this transaction at any time, whether the persons who in the course of the enquiry were established or proved to have offered bribes to the Director of Fertilisers have been blacklisted in the matter of supply contracts to the Government of India, whether the Minister is prepared to order an impartial enquiry by a High Court judge into this affair in view of the things said in the course of the debate in this House, and fix the responsibility not only on the Director of Fertilisers but also how far on the Joint Secretary of the Agricultural Ministry, who seems to have played a fishy part.....

Mr. Speaker: Order, order. The only alternatives left are either to close the discussion or Members might put their questions very shortly.

Shri Sidhva: Could you not extend the time by 15 minutes?

Mr. Speaker: I am afraid I cannot do that.

Dr. Ram Subhag Singh (Bihar): I want to know whether the services of the agents who had collected four lakhs of rupees without crediting that amount to Government treasury have since been discontinued.

Mr. Speaker: He said that they have been.

Shri A. C. Guha (West Bengal): The reply is not categorical as to whether that firm has been black-listed for all Government contracts. The Minister only said that for handling purposes that firm has been black-listed. He said that other firms also had been paying bribes to that officer. I want to know whether the Government have made enquiries into the accounts of those firms and what action Government have taken about those firms. Have they also been black-listed? It was stated that enquiries have been made. How were the enquiries made? Were the accounts of any of these firms looked into or their premises searched? If so, in what areas of the country were these searches and enquiries carried out and what action have Government taken as a result of these enquiries? The hon. Minister may kindly also state what was the total amount of bribe alleged to have been given to this officer by the firms.

Prof. S. N. Mishra (Bihar): The hon. Minister said that the only fault on the part of the Joint Secretary was that he defaulted in not taking financial concurrence. I want to know whether any attempt has been made to enquire whether there was any *mala-fide* intention on the part of the Joint Secretary and whether he was not in collusion with Mr. Swami? Has any attempt been made to enquire into that aspect of the matter?

Mr. Speaker: As the time is up I would make a suggestion. In view of the importance of the matter, if the hon. Minister is agreeable, he can have a copy from the transcript of all the questions put. I would suggest that the replies may be prepared and laid on the Table of the House in due course so that Members may have them.

Shri Kamath: On Monday.

Mr. Speaker: Not necessarily on Monday—on any day.

Shri K. M. Munshi: I am much obliged to you, Sir. I could not take notes because the questions were so many and so rapid.....

Mr. Speaker: The Parliament Secretariat will supply him with a copy.

The House then adjourned till a Quarter to Eleven of the Clock on Monday, the 5th March, 1951..