

Monday, 5th March, 1951



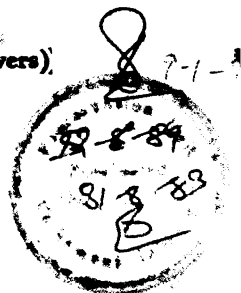
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PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT

VOLUME VI, 1951



(5th February to 31st March, 1951)

Third Session (Second Part)

of the

PARLIAMENT OF INDIA

1951

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

1915

1916

PARLIAMENT OF INDIA

Monday, 5th March, 1951

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

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

SMUGGLING OF DIAMONDS

*1902. **Dr. Ram Subhag Singh:** (a) Will the Minister of Communications be pleased to state whether it is a fact that a packet of Christmas cards received at Bombay Foreign Post Office contained diamonds worth Rs. 150,000?

(b) If so, what was the name and address of the sender, and to whom was that packet addressed?

The Minister of Communications (Shri Kidwai): (a) and (b). The question concerns the Ministry of Finance to whom it has been transferred for answer by the hon. Minister for Finance on a subsequent date allotted to that Ministry.

Paniwala MAHARAJ

*1903. **Pandit M. B. Bhargava:** Will the Minister of Food and Agriculture be pleased to state:

(a) what are the terms of the employment of '*Paniwala Maharaj*', the water diviner of Rajasthan;

(b) for what period he has been engaged; and

(c) on what basis his visits to the various areas are fixed?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) An honorarium of Rs. 1,800/- p.m. plus an allowance of Rs. 500/- p.m. is paid to him.

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(b) The appointment has not been made for any specified period.

(c) The Rajasthan Underground Water Board settles his programme and charges a fee of Rs. 150/- per day plus travelling expenses to the party requesting *Paniwala Maharaj*'s services outside Rajasthan.

Pandit M. B. Bhargava: What parts of the country have been benefited by his divine powers so far?

Shri Thirumala Rao: Rajasthan, Faridabad, Rajpura and parts of Saurashtra.

Pandit M. B. Bhargava: What percentage of his predictions have come out true?

Shri Thirumala Rao: I have not calculated the actual percentage. Almost all the places where he had divined water have been found to be correct.

Shri R. Velayudhan: May I know whether any expenditure on behalf of this *Paniwala Maharaj* is met by the State Governments?

Shri Thirumala Rao: Yes, Sir. Whenever any State wants him they have to pay at the rate of Rs. 150 per day plus first class travelling allowance.

Shri Jnani Ram: May I know the number of days he was on tour in 1950?

Shri Thirumala Rao: I want notice.

Shri A. C. Guha: Has he been able to divine any place containing petrol or other mineral oils?

Shri Thirumala Rao: He is called *Paniwala Maharaj*.

Shri T. N. Singh: May I know if any officer of the Agricultural Department either of the Central or State Government has been associated with this work?

Shri Thirumala Rao: No, Sir. I am not aware of any.

Shri S. N. Das: Is there any proposal on the part of Government to start any

centre for training to be conducted by *Paniwala* Maharaj; so that India will be able to get a sufficient number of water-diviners?

Mr. Speaker: Order, order.

Seth Govind Das: Has this *Paniwala* Maharaj visited all the provinces and, if not, is he going to be sent to those provinces which he has not so far visited?

The Minister of Food and Agriculture (Shri K. M. Munshi): He is not a touring *Paniwala* Maharaj. He has to be on the spot for days before he divines water and a well is started.

Seth Govind Das rose—

Mr. Speaker: We will go to the next question.

POSTAL SAVINGS BANK FACILITIES

*1904. **Pandit M. B. Bhargava:** Will the Minister of Communications be pleased to lay on the Table of the House a statement showing:

(a) the number of Post Offices in which Savings Bank facilities exist in Part A, B and C States and how many of them are situated in the Urban and rural areas separately;

(b) the amount deposited at these Saving Banks during the year 1950, and how this figure compares with the deposits made at these Post Offices during the years 1948 and 1949; and

(c) whether Government propose to extend the Savings Bank facilities in all its Post Offices situated in the rural area, if so by which date, and if not why not?

The Minister of Communications (Shri Kidwai): (a) and (b). The information is being collected, and will be placed on the Table of the House;

(c) The question of extending S.B. business in rural areas has been examined by the Rural Banking Enquiry Committee as well as by the Post office Savings Bank Enquiry Committee and their recommendations are under consideration of the Government.

Pandit M. B. Bhargava: Is it not known to the Government as to what is the amount deposited in these savings banks?

Shri Kidwai: The information has to be collected from a large number of offices, especially in C class and B class States. Therefore the information is not readily available.

Pandit M. B. Bhargava: What percentage of the total post offices are discharging this function of savings bank business?

Shri Kidwai: There is no fixed percentage. All the departmental offices transact this business. Some extra-departmental sub-offices also transact this business. Some branch offices have also got to do this business. Extra-departmental offices in special circumstances are permitted to do this savings bank business.

श्री द्विवेदी : मैं यह जानना चाहता हूँ कि जिन देहातों में दो हजार की आबादी पर नये डाकखाने खोले गये हैं वहाँ पर क्या यह सेविंग बैंक की सुविधा खोली गई है या नहीं, और अगर नहीं खोली गई तो क्या जल्दी यह खोली जायगी ?

[**Shri Dwivedi:** I want to know whether the facility of Savings Bank has been provided in those post offices which have been opened in the villages having a population of two thousand and if not, whether this facility is going to be provided soon?]

श्री किडवाई : यह तो हर मुकाम के हालात पर मनुहसिर है ।

[**Shri Kidwai:** It all depends on the local conditions.]

CATTLE DISEASES

*1905. **Shri S. C. Samanta:** Will the Minister of Food and Agriculture be pleased to state:

(a) the measures taken to fight the foot and mouth disease affecting cattle in India;

(b) whether this disease prevalent in India differs from that prevalent in other countries of the world; and

(c) which system of medicine is administered in India for its cure?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) The following measures are usually taken to fight an outbreak of foot and mouth disease among cattle.

(1) Foot baths in an antiseptic lotion are provided.

(2) Infected animals are segregated.

(3) Ulcers in the mouth and foot are treated. Saliva from the affected animals is rubbed on the tongues of susceptible animals to cut short the duration of the outbreak.

The above measures as also propaganda among the cattle-owners are carried out by the State Governments through the agency of their Animal

Husbandry and Veterinary Departments.

(b) No.

(c) The Government Departments use the allopathic system for preventive measures.

Shri S. C. Samanta: May I know whether the disease is contagious?

Shri K. M. Munshi: I think it is.

Shri S. C. Samanta: What is the number of cattle that die every year out of this disease?

Shri K. M. Munshi: About 4,000.

Shri S. C. Samanta: What is the loss due to mortality, reduction in working capacity and reduction in milk yield and reduction in breeding capacity?

Shri K. M. Munshi: I have not got the figures here. If the hon. Member will give notice I will have them worked out.

Dr. M. M. Das: May I know whether any research has been carried out by Government to find a proper medicine for this disease? If so, what are the results and what are the centres where this work is being done?

Shri K. M. Munshi: The Indian Agricultural Research Council has a scheme working at the Indian Veterinary Research Institute. They have for the moment evolved a vaccine but its cost is very high, Rs. 5 per dose. They are now trying to reduce the cost.

Dr. M. M. Das: What is the period of immunity given by this vaccine?

Shri K. M. Munshi: I should like to have notice.

सेठ गोविन्द दास : माननीय मंत्री जी ने शायद अभी यह कहा कि इसका इलाज ऐलोपैथिक पद्धति से किया जाता है। मैं यह जानना चाहता हूँ कि इस सम्बन्ध में हमारे यहां पुरानी पद्धतियां क्या थीं उनके सम्बन्ध में भी क्या कोई अनुसन्धान हो रहा है ?

[**Seth Govind Das:** Perhaps, the hon. Minister has just told that it is treated according to allopathic system. I want to know what were our old systems for its treatment and whether any research work is being carried with regard to them?]

Shri K. M. Munshi: There is no research work carried on but it has been

found that Ayurvedic and Unani systems are not effective.

श्री ऐन० ऐल० वर्मा : माननीय मंत्री जी से मैं यह जानना चाहता हूँ कि क्या ऐसा तरीका भी ईजाद किया जा रहा है कि किसान सहज में उसका प्रयोग कर सकें ?

[**Shri M. L. Varma:** I want to ask the hon. Minister whether any research work is being carried on regarding such a system which could be easily made use of by the farmers?]

Shri K. M. Munshi: We have not been able to find any so far.

Shri T. N. Singh: Is it a fact that the number of deaths and also disablement of cattle as a result of this disease for a long period is stated to be very high and may I know whether the figure of 4,000 mentioned relates to a particular area or for the whole of India?

Shri K. M. Munshi: So far as the mortality figure of 4,000 is concerned it relates to the whole of India. I agree that a very much larger number suffers from either reduced working capacity, reduced milk-yielding capacity or general debility.

Shri Shiv Charan Lal: Have any preventive medicines been discovered for the purpose and are they being distributed freely?

Shri K. M. Munshi: As a matter of fact it has not been possible to find anything completely suitable. But as I mentioned we have evolved a vaccine which costs about Rs. 5 a dose. What is imported from foreign countries costs even much higher and some of them are not effective on Indian cattle.

NORTH ANDAMANS FORESTS

*1906. **Prof. S. N. Mishra:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the scheme for exploiting the North Andamans forests by private enterprise has been put into operation; and

(b) if not, the reasons for the delay?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Not yet.

(b) The agreement with the party whose tender has been accepted has not yet been signed as all the documents required by Government for certain verifications have yet to be

produced by the Company and examined by Government.

Prof. S. N. Mishra: What is the area of the forest that is sought to be exploited?

Shri K. M. Munshi: The area is about 600 sq. miles.

Prof. S. N. Mishra: May I know the name of the Company?

Shri K. M. Munshi: The highest tenderer with whom negotiations are now going on is Messrs. P. C. Ray & Co. (India) Ltd., Calcutta.

Shri Kamath: Which other firms, Sir, tendered for this concession?

Shri K. M. Munshi: About six or eight firms tendered. I cannot reproduce the names of all—I remember a few but don't remember all.

Shri Kamath: Has Government called for the capital structure, the assets and the balance sheets for the last three years of this firm with whom negotiations are going on?

Shri K. M. Munshi: That is what I mentioned in my reply, that verification is going on with a view to find out the financial position of the Company and whether it has got sufficient capacity for carrying out this work.

Shri Hanumanthaiya: In having these forests exploited is it the intention of the Government to put the land to agricultural production?

Shri K. M. Munshi: No. As a matter of fact these are forest lands and new trees will be planted. It is our biggest forest and will in course of time supply the timber necessary for this country.

Shri Ramaswamy Naidu: Has any match-manufacturing company been given a concession in this forest?

Shri K. M. Munshi: I should like to have notice.

Shri A. C. Guha: May I know what kind of timber is available there, and whether any new kind of timber is experimented to be grown there?

Shri K. M. Munshi: So far this North Andaman forest has not been exploited. It has got varieties of timber of exceptional character and sometimes of great beauty,—varieties not found in any other part of the world, I understand. Of course, no new experiments are being made there.

Shri J. N. Hazarika: Will the benefits derived from this scheme of exploitation go to the refugees there or to the indigenous population?

Shri K. M. Munshi: So far as the North Andamans are concerned, there is very little population there.

Prof. S. N. Mishra: What is the period of the contract?

Shri K. M. Munshi: I am speaking from memory—it is something like 20 or 25 years.

MOBILE OBSERVATORIES

*1907. **Prof. S. N. Mishra:** Will the Minister of Communications be pleased to state:

(a) whether the Meteorological Department has arranged that ships of Indian registration or normally plying in Indian waters, should serve as 'mobile observatories' so far as weather and other conditions along the routes are concerned; and

(b) how many stations there are for receiving weather reports?

The Minister of Communications (Shri Kidwai): (a) Yes.

(b) Within India...8
Outside India...4.

प्रो० ऐस० ऐन० मिश्र : क्या मैं यह जान सकता हूँ कि इस योजना में कितना पैसा खर्च किया जाता है ?

[**Prof. S. N. Mishra:** May I know the amount of money that is being spent on this scheme?]

श्री किडवाई : इसका जबाब तो मैं इस वक्त नहीं दे सकता ।

[**Shri Kidwai:** At present, I am unable to give a reply to it.]

प्रो० ऐस० ऐन० मिश्र : क्या और दूसरे मुल्क भी इसमें हिस्सा बंटाते हैं ?

[**Prof. S. N. Mishra:** Whether other countries also contribute towards it?]

श्री किडवाई : किस चीज में हिस्सा बंटाते हैं ।

[**Shri Kidwai:** They contribute towards what?]

प्रो० ऐस० ऐन० मिश्र : यह जो आब-जख्शन का काम होता है उस में क्या दूसरे मुल्क भी हिस्सा बंटाते हैं ?

[**Prof. S. N. Mishra:** Whether other countries also co-operate in this observation work?]

श्री किदवाई : हमारे एरिया म जिन जिन मुल्कों के जहाज आते हैं उन को वह इत्तला दी जाती है और इसी तरह हमारे जहाज जो दूसरे मुल्कों की हद में जाते हैं वहां के डिपार्टमेंट हमारे जहाजों को इत्तला देते हैं ।

[**Shri Kidwai:** We give information to the ships of various countries which sail within our area and similarly when our ships sail to other countries their departments give our ships this information.]

ADVISORY BOARD OF INDIAN COUNCIL OF AGRICULTURAL RESEARCH

*1908. **Shri B. R. Bhagat:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Advisory Board of the Indian Council of Agricultural Research has recommended a number of schemes for agricultural and animal husbandry research;

(b) if so, the number and names of these research schemes; and

(c) how many of these recommendations will be implemented and in what time?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Yes.

(b) The number of schemes so recommended at the meeting of the Board held in January, 1951 is 83, out of which 46 are new and 37 are extension schemes. Two lists showing the names of these schemes are placed on the Table of the House. [See Appendix XIV, annexure No. 10.]

(c) The Governing Body at its meeting held on the 5th February, 1951 sanctioned 77 out of the 83 schemes recommended by the Advisory Board. The schemes not approved by the Governing Body are items (2), (8), (12), (19), (20) and (31) of list I placed on the Table of the House in reply to part (b) Extension schemes are sanctioned from the date of expiry of their existing term whereas sanction for new schemes will take effect from 1st April, 1951. The period for which each scheme has been sanctioned is shown in the two lists.

Shri B. R. Bhagat: May I know on what basis priority in the scheme is determined?

Shri K. M. Munshi: So far as extension schemes are concerned the results achieved and the progress made are taken into consideration. As regards the new schemes, they are first of all received from the States or from the

institutions in which the schemes are to be carried out, then they go to the appropriate Scientific Board, then studied and submitted to the Advisory Council when the Advisory Council studies them and selects those which are suitable. After that they come to the Council and the Council examines them.

Shri R. Velayudhan: May I know whether any scheme for the starting of a cattle farm in the Travancore-Cochin State is contemplated under any of these 83 schemes?

Shri K. M. Munshi: May I refer the hon. Member to the statement which I have placed before the House?

Shri T. N. Singh: May I know whether in all these research schemes including those which are to be given effect to, any direction is given by the Government to this research authority to see that only those researches are carried out as will result in immediate increase in yield from crops?

Shri K. M. Munshi: As a matter of fact, most of the researches are of practical application which might lead to immediate results, and recently they have been trying to carry out those researches which are of immediate importance.

Shrimati Durgabai: What is the total estimated expenditure in the implementation of such schemes as are recommended?

Shri K. M. Munshi: The total expenditure is Rs. 43,51,560 out of which Rs. 26,40,970 are for new schemes and Rs. 17,10,590 for extension schemes.

Shri Rudrappa: May I know whether any of the schemes have been rejected or deferred for want of funds?

Shri K. M. Munshi: I don't think that any of the schemes which have been rejected were rejected on account of lack of funds. They have been rejected partly because the States were not prepared to bear their share of expenditure. Others have been rejected because they were not of practical importance or because the parties who applied for aid were not found competent to carry them out.

Shri Shiva Rao: May I ask what practical efforts are made by the I.C.A.R. to bring the results of agricultural research to the notice of cultivators?

Shri K. M. Munshi: As a matter of fact the results are spread over the whole country through the Agriculture Departments of the States. Recently it has been decided by the Research

Board that such of the old research papers as are of immediate importance should be collated, brought up to date and published.

Shri Ramaswamy Naidu: May I know whether the 'key village scheme' of animal husbandry submitted by Sardar Datar Singh is one of the approved schemes?

Shri K. M. Munshi: The 'key village scheme' which has been prepared by the Ministry of Agriculture has been sanctioned for certain pilot schemes.

SEISMOGRAPH

*1909. **Shri Raj Kanwar:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that an earthquake lasting for about two minutes according to Press reports was felt in the Kashmir Valley on the early morning of 6th January, 1951, but as the local Seismograph was not in working condition its tremors could not be recorded;

(b) the names of the various places in India where seismographs are installed with the dates of their installation and the present condition of each seismograph; and

(c) what steps are being taken to set right the defects in the seismograph referred to in part (a) above?

The Minister of Communications (Shri Kidwai): (a) and (c). An earthquake of moderate intensity and having its epicentre in the Hindu Kush mountains was recorded at about 10.50 a.m. on the 6th January, 1951 by the seismographs maintained by the India Meteorological Department. I am not aware whether the earthquake was also recorded by the seismograph of the Srinagar Observatory which is under the control of the State Government. I may add, Sir that I have just now received information that the Kashmir Government seismograph has not yet been installed and therefore it was not possible to record the earthquake.

(b) I lay on the Table of the House a statement giving the required information. [See Appendix XIV, annexure No. 11.]

Shri Raj Kanwar: As the mechanism of seismograph requires specialised training to handle and understand it, what arrangements have Government made to impart this specialised training to suitable candidates?

Shri Kidwai: Training is given in our Workshop at Poona.

Dr. Deshmukh: How long after an earthquake takes place does the seismograph record it?

Shri Kidwai: The recording is simultaneous.

POLITICAL PENSIONERS

*1910. **Dr. M. M. Das:** Will the Minister of States be pleased to state:

(a) the number of political pensioners in India; and

(b) the different categories under which these pensioners may be classified?

The Minister of States, Transport and Railways (Shri Gopaldaswami): (a) and (b). The information is not readily available and I am afraid, the collection of the information asked for would involve time and labour hardly commensurate with its value.

Dr. M. M. Das: May I know whether the Rulers of the Native States and the last Governor-General of India are entitled to be enlisted in the category of political pensioners?

Shri Gopaldaswami: I do not think that they would be regarded as political pensioners. Rulers get certain privy purses. The ex-Governor-General will in future get a pension from us.

Dr. M. M. Das: What is the annual expenditure on political pensions?

Shri Gopaldaswami: I am afraid I am unable to give that information.

Dr. M. M. Das: May I know whether the terms "Amanat", "Zamanat" and "Saliana" are used in regard to political pensioners and if so, what do they convey?

Shri Gopaldaswami: I should like to have notice of this question.

Shri Kamath: Are Government continuing the pension granted by the British Government to those or to the descendants of those who helped them in our first war of independence of 1857?

Shri Gopaldaswami: I am not in a position to say whether all of them have been terminated. It may be that some of them are being continued.

NAVIGATION IN HOOGLY AND GANGA RIVERS

*1911. **Dr. M. M. Das:** (a) Will the Minister of Transport be pleased to state whether any scheme has been considered to make the rivers Hoogly and Ganga more navigable so that steamers from Calcutta may come up to Buxar and upwards?

(b) Is it a fact that a proposal for deepening the bed of the Ganga by six feet between Buxar and Allahabad is under active consideration of Government?

(c) How far is it possible at present during winters for steamers to come from Calcutta along the Hoogly and the Ganga?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Yes. The Ganga Barrage Scheme which is under investigation aims, among other things, at the improvement of navigation in the Ganga and the Hoogly.

(b) Surveys have established the possibility of maintaining a navigable channel 6 feet deep between Buxar and Allahabad by improving the depths in about 18 shoals. The question of making this stretch of the river navigable is under consideration in consultation with Uttar Pradesh Government.

(c) During winter only light draft steamer (Draft 4'-0") can go from Calcutta up to Kalna on the Hooghly about 50 miles from Calcutta.

Dr. M. M. Das: May I know whether any survey has been done on the upper reaches of the river Hoogly to examine the possibility of extending its navigability?

Shri Santhanam: Investigations of the Ganga Barrage project were started early in 1948 by the West Bengal Government and are still being conducted.

Dr. M. M. Das: May I know whether any scheme has been approved by Government for improving the navigability of any river in the country, so that steps may be taken soon?

Shri Santhanam: At present, the entire responsibility rests with the State Governments, but under the new Constitution it is a concurrent subject. The Central Board of Transport convened a Conference last year to consider the matter. As a result of that Conference, a sub-committee was set up and surveys were made about the navigability of the stretch between Allahabad and Buxar.

Shri A. C. Guha: Have the Government any scheme for connecting the Hoogly from Calcutta to the sea via Diamond Harbour by digging a canal?

Shri Santhanam: That scheme was considered some time ago. I think there is a lull in the consideration of that scheme.

Shri A. C. Guha: Are Government ready to take up the proposal?

Shri Santhanam: Not yet, Sir.

AIR LICENCES

*1912. **Dr. M. M. Das:** Will the Minister of Communications be pleased to state:

(a) the number of new licences so far issued by the Air Transport Licensing Board during the year 1950-51; and

(b) the expenditure incurred by Government for facilitating the smooth flying of planes along the routes along which new licences have been issued, e.g. equipment of aerodromes necessary for the new air services?

The Minister of Communications (Shri Kidwai): (a) 13 licences have so far been issued by the Air Transport Licensing Board during 1950-51.

(b) No extra expenditure has so far been incurred as the facilities required for the operation of these services had been provided at the aerodromes concerned in connection with the operation of other services established earlier. But there are proposals to incur expenditure as follows:

(i) For an Aeronautical Communication Station at Imphal:

Capital Expenditure—Rs. 13,100.

Recurring (Annual) Expenditure—Rs. 11,200.

(ii) For a radio telephone channel at Ranchi:

Capital Expenditure—Nil.

Recurring (Annual) Expenditure—Rs. 5,000.

Dr. M. M. Das: May I know whether Government have given any assurance to these new licensees to the effect that if any loss is incurred then Government will give a subsidy to cover that loss?

Shri Kidwai: No such assurance has been given nor was it asked for.

GROUNDNUT KERNELS AND GROUNDNUT OIL

*1913. **Shri R. Velayudhan:** (a) Will the Minister of Food and Agriculture be pleased to state whether it is a fact that groundnut kernels and groundnut oil had a steady increased demand and sudden rise of price unheard of in the history of the industry before?

(b) If so, what are the reasons?

(c) What steps have Government taken to stem the price for consumers in the country?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Yes.

(b) The rise in prices is attributable to such causes as the uneasy international situation which has increased the demand for exports, rise in internal demand, speculative activity and to a short crop of groundnut in 1950-51 due to failure of late rains.

(c) Government have suspended the registration of overseas sales of groundnut oil and hand-picked selected groundnut. The control over the prices of Vanaspati also operates as some indirect check over groundnut and groundnut oil prices. As the House is aware, there is also a proposal now for imposing a duty on the export of groundnut kernels.

Shri R. Velayudhan: May I know what is the total quantity of groundnut oil and kernel respectively required for home consumption?

Shri K. M. Munshi: Unfortunately, I have the percentage here and not the quantity. If the hon. Member will give me notice, I shall supply that information.

Pandit M. B. Bhargava: May I know what control is exercised by Government to curb speculative activity?

Shri K. M. Munshi: Several State Governments have taken action under the Essential Supplies and other relevant Acts. Further action in the matter is also under consideration.

Shri Ramaswamy Naidu: What is the quantity of groundnut cake that is used for agricultural manure and what is the quantity that is used for feeding cattle?

Shri K. M. Munshi: I should like to have notice.

Shri Rudrappa: Is it the intention of Government to cut short the export this year on account of failure of crop or is it their intention to cut short future export also?

Shri K. M. Munshi: As the hon. Member will see from my original reply, registration of overseas sales has been stopped for the time being.

Shri Rudrappa: Is it only for this year, or will it be even for the future?

Shri K. M. Munshi: We cannot say anything about the next year. It depends upon the situation prevailing then.

CROP CONTROL

*1914. **Shri R. Velayudhan:** Will the Minister of Food and Agriculture be pleased to state whether there is any scheme for crop control in the integrated food production plan?

The Minister of Food and Agriculture (Shri K. M. Munshi): No. The targets of additional production set under the Integrated Production Plan (for foodgrains) are to be achieved mainly by intensive cultivation schemes which are so drawn up as to provide sufficient incentive to the cultivator. As regards the additional acreage planned to be put under different crops under the plan, except for land reclamation by the Central Tractor Organisation, it is left to the State Governments to bring about the desired cropping pattern by any appropriate means.

The Sowing of Crops is controlled to some extent by the fixation of prices and the legislative restrictions imposed by some State Governments. The Integrated Production Plan however is designed to achieve the targets of additional schemes by Specific Schemes of intensive cultivation.

Shri R. Velayudhan: May I know, Sir, whether any plan for crop control was discussed in the Agricultural Economic Conference at Lucknow?

Shri K. M. Munshi: I do not know what they did: it was a non-official conference.

Shri R. Velayudhan: May I know, Sir, whether the disparity in prices in consumer goods is because of lack of control of crops in the country?

Shri K. M. Munshi: I cannot answer a question on high economics.

Shrinati Durgabai: May I know whether the hon. Minister has got any information in his possession that some of the States—Part A and Part B—have brought about certain schemes with regard to crop control? If so, which are those States and what are those schemes?

Shri K. M. Munshi: In Bombay we have the Bombay Growth of Food Crops Act, which has been recently extended to Cutch and adopted by Saurashtra by ordinance. The C.P. and Berar have got a Cultivation of Fallow Lands Act, in which production of approved crops is permitted. In East Punjab, there is the Utilisation of Lands Act. The Madras Essential Articles Control and Requisitioning Act gives power to Government to control the cultivation of specified crops and to bring under cultivation any waste land.

By ordinance the Government of India have delegated certain powers to some other States under the Essential Supplies (Temporary Powers) Act. Under this, the Madhya Bharat Crop Control Order, the Madras Land

Utilisation Order and the Madhya Bharat Land Utilisation Ordinance have been issued.

Some State Governments have attempted crop regulation by indirect incentives.

Shri Kamath: Is it a fact, Sir, that the 'Grow More Food Campaign' has lost its separate identity and has been merged in the integrated food production plan?

Shri K. M. Munshi: I do not think it is correct, because the 'Grow More Food Campaign' has been integrated not with a view that it should be eliminated, but in order that it may be strengthened.

Shrimati Durgabai: May I know, Sir, what is the total extent of the area that has been brought under control as a result of these ordinances and legislation.

Shri K. M. Munshi: I should like to have notice of that question.

Shri R. Velayudhan: Is there any country, other than India, with food scarcity, which has legislation for control of crop and food production?

Shri K. M. Munshi: I must make enquiries far and wide.

Shri T. N. Singh: The hon. Minister stated that under the integrated scheme crop control as such is not being done, but emphasis is being laid on intensive cultivation. May I know, Sir, whether it is not true that under this integrated scheme there is also a plan to regulate particular crops and their production?

Shri K. M. Munshi: With regard to intensive cultivation schemes the proposal is that they must grow a certain percentage of food grains before grants are given to them. In that way some control is being exercised.

MOVEMENT OF GOODS

*1915. **Seth Govind Das:** Will the Minister of Railways be pleased to state:

(a) the number of wagon miles covered by goods during the year 1950; and

(b) how does the figure compare with those of the last three years?

The Minister of State for Transport and Railways (Shri Santhanam): Operating statistics of Indian Railways are compiled for the financial year only and not by calendar year. The information given, therefore, relates to the respective financial years only.

(a) in terms of four-wheelers, 2,625,420,000 on Class I Railways during the financial year 1949-50.

(b) 1946-47*—2,328,104,000; 1947-48—2,210,533,000; 1948-49—2,317,866,000.

Seth Govind Das: In this increase, in which line and in which State has the increase been uppermost.

Shri Santhanam: The Railways do not act according to the States: this is all on the Indian Railways.

Seth Govind Das: My question was in reference to the lines; not alone in regard to States.

Shri Santhanam: I have not got separate figures for each railway administration.

EXPORT OF COWS

*1916. **Seth Govind Das:** Will the Minister of Food and Agriculture be pleased to state:

(a) the number of cows or oxen exported out of India during 1949-50 and during the first six months of 1950-51; and

(b) whether it is proposed to ban completely the export of cows etc., in view of the great scarcity of milk and milk products?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Nil.

(b) Export of cattle outside India is prohibited except in very special cases where the cattle asked for by a foreign country are small in number and are required for experimental or breeding purposes only.

सेठ गोविन्द दास : विदेशों को भेजने के सिवा एक स्टेट से दूसरी स्टेट को जो गायें भेजी जाती हैं, क्या उनके सम्बन्ध में भी गवर्नमेंट कोई प्रतिबन्ध की बात सोच रही है ?

[**Seth Govind Das:** Whether the Government are contemplating to impose any restrictions on the movement of cows from one State to another apart from their export to the foreign countries?]

Shri K. M. Munshi: I do not know exactly. But my impression is—I am speaking subject to correction—some States have put some kind of ban.

सेठ गोविन्द दास : क्या माननीय मंत्री जी को यह बात मालूम है कि खास कर पंजाब से, बम्बई और कलकत्ता बहुत सी गायें भेजी जाती हैं और वहाँ पर उनका दूध

*Excludes B.A. and N.W. Railways.

सूखते ही उनका बध कर दिया जाता है, क्या इस तरह का इन्सपोर्ट गवर्नमेंट बन्द करने की बात सोच रही है ?

[Seth Govind Das: Whether the hon. Minister is aware of the fact that many cows are exported from Punjab to Bombay and Calcutta and they are slaughtered as soon as they go dry and whether the Government are contemplating to stop such exports?]

Shri K. M. Munshi: This relates to inter-provincial movement. I should like to have notice of that question.

ROADS IN VINDHYA PRADESH (CONSTRUCTION)

*1917. **Shri Dwivedi:** (a) Will the Minister of Transport be pleased to state how many new roads have been undertaken to be built by the Vindhya Pradesh Government since 1948 and in what parts of the country?

(b) Have any of them been completed so far?

(c) When was the work on Chandla-Laundi Road started and how many miles of road has been completed so far?

(d) How long is it likely to take to complete this work?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Sixteen, out of which ten lie in the Baghelkhand Division and six in the Bundelkhand Division.

(b) One work has been completed and another is expected to be completed by March, 1951.

(c) November, 1950. Road metal has been collected in two miles.

(d) It is hoped the work will be completed in the year 1951-52.

Shri Dwivedi: May I know whether any amount had been earmarked for the construction of roads for each State?

Shri Santhanam: Yes, Sir. For each Part C State a certain sum of money is set apart and it is shown in the Budget.

Shri Dwivedi: What is that amount?

Shri Santhanam: The total is Rs. 22-36 lakhs.

Shri Dwivedi: May I know what is the share which Madhya Bharat, Vindhya Pradesh and Bhopal got out of this amount?

Shri Santhanam: This amount is for Vindhya Pradesh.

Shri Dwivedi: May I know if there is any programme for the coming year for the construction of new roads and the betterment of existing ones?

Shri Santhanam: The roads which have not been completed will be taken up and completed progressively.

POLITICAL SUFFERERS IN VINDHYA PRADESH

*1918. **Shri Dwivedi:** Will the Minister of States be pleased to state:

(a) the number of the political sufferers who have been given some kind of monetary aid in Vindhya Pradesh;

(b) whether any of such persons had any certificates of their sufferings from any authoritative sources; and

(c) whether any political party or organisation was consulted before giving such aid?

The Minister of States, Transport and Railways (Shri Gopaldaswami): (a) Five.

(b) and (c). The Ministry of the time is reported to have made the selection. There is no record of the basis on which this selection was made.

Shri Dwivedi: May I know the total number of applications received in this connection, and how many of them were sanctioned?

Shri Gopaldaswami: I know of five cases in which sanction was given.

Shri Dwivedi: Is it a fact that the Chief Commissioner sanctions these applications at his own sweet will and there is nobody to advise him in this matter?

Shri Gopaldaswami: On the other hand I find that in most of the five cases the grants were first given by the Ministers—some of them of the Vindhya Pradesh Government, others of the individual State Governments—and they were subsequently ratified by the Chief Commissioner.

Shri Deshbandhu Gupta: What is the amount given, may I know?

Shri Gopaldaswami: In one case it was Rs. 30 per mensem, in the second case Rs. 5 per mensem, in the third case Rs. 5 again, in the fourth case Rs. 25 per mensem and in the last case Rs. 30 per mensem.

Shri Dwivedi: May I know the names of all the recipients?

Shri Gopaldaswami: The first case was the widow of the late Shri Narain

Das Khare, a political worker of Tikamgarh, the second case was a daughter of the same person, the third case was the mother of the late Shri Madho Prasad Gupta, the fourth case was the widow of the late Shri Kalka Prasad and the fifth case was Shri Gayasilal Gupta.

Shri Deshbandhu Gupta: What is the idea of giving Rs. 5 a month?

Mr. Speaker: He could follow it if he had followed the answer. The recipient of the five rupees is the daughter of the mother who is given thirty rupees.

AGRICULTURAL INDEBTEDNESS

*1920. **Shri Kishorimohan Tripathi:** (a) Will the Minister of Food and Agriculture be pleased to state the time when the last enquiry into Agricultural indebtedness on an all-India basis was held?

(b) Is there any proposal before Government to hold a fresh enquiry into the matter and if so, when?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) In 1930, by the Indian Central Banking Enquiry Committee.

(b) No.

Shri Kishorimohan Tripathi: May I know the total volume of debt as established by that Enquiry?

Shri K. M. Munshi: I would like to have notice of that question.

Shri Kishorimohan Tripathi: May I know what steps the Government are taking, particularly in Part C States, to relieve the agriculturist classes of this indebtedness?

Shri K. M. Munshi: I do not think any particular steps are being taken, but I am not sure about it.

Shri Kishorimohan Tripathi: Is there any information with Government as to the extent of land that is being gradually transferred from the agriculturist classes to non-agriculturist classes as a result of this indebtedness?

Shri K. M. Munshi: I have not got the information.

Shrimati Durgabai: May I know whether the Rural Banking Enquiry Committee headed by Prof. D. R. Gadgil appointed by the Central Government has studied this question of indebtedness before they made their recommendations?

Shri K. M. Munshi: As a matter of fact the Rural Banking Enquiry Committee has held that there is a strong and widespread feeling, expressed both in the replies addressed to the Committee and elsewhere, that as a result of the post-war developments there has been a substantial reduction of rural indebtedness.

Shri T. N. Singh: Is it proposed that with the assistance of the Reserve Bank steps may be taken to provide credit facilities in the rural areas instead of holding an enquiry just at present?

Shri K. M. Munshi: The Report of the Reserve Bank is under consideration.

Ch. Ranbir Singh: What steps do Government propose to take so that agricultural land may not pass into the hands of non-agriculturists?

Shri K. M. Munshi: There are laws designed to prevent this taking place.

DEEP-SEA FISHING

*1921. **Shri Kishorimohan Tripathi:** (a) Will the Minister of Food and Agriculture be pleased to state what progress has so far been made in executing Government's plan for deep-sea fishing?

(b) What has been the average quantity of catch per day in experiments carried out so far?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) The progress made in executing Government's plan for deep-sea fishing was indicated in replies to Starred Questions Nos. 1281 and 260 by Shri V. C. Kesava Rao and Shri Upendranath Barman on the 22nd of March, 1949 and the 16th of February, 1950, respectively. Besides surveying and charting of fishing grounds within a radius of 200 to 250 miles North West of Bombay Harbour during different seasons and collecting other data necessary for commercial fishing around the Bombay Coast, the fishing vessels attached to the Deep-Sea Fishing Station, Bombay have brought upto the end of January, 1951 13,088 mds. and 25 seers of fish, which fetched a sum of Rs. 2,77,011-7-0 gross. In addition, training is imparted to suitable candidates in deep-sea fishing methods.

With financial assistance from the Centre, the Government of West Bengal have also started deep-sea fishing in the Bay of Bengal. Two Danish vessels purchased for this purpose have recently started operations, but these are still in the initial stages.

(b) The average catch per fishing day by each trawler up-to-date is 21 maunds. The average catch by each of the smaller vessels (commonly known as Reekie Boats) during 1949-50 season was 10 maunds, but figures for 1950-51 season are not yet available.

Shri Kishorimohan Tripathi: May I know the total number of vessels that were engaged in 1949 and that are engaged now in 1951 for these operations?

Shri Thirumala Rao: I want notice of that question.

Dr. Deshmukh: May I know if there was recently a Conference in Madras on this question and if there are any specific recommendations which the Government propose to implement?

Shri Thirumala Rao: There was a Conference held last month in Madras and after the Conference met for more than about a week they have made certain recommendations which are being considered by Government.

Shri Kishorimohan Tripathi: May I know if Government are extending these operations to inland lakes like the Chilka lake?

Shri Thirumala Rao: Yes, the State Governments are carrying on experiments with regard to fish development in inland lakes like Chilka lake, especially in Orissa, Madras and Uttar Pradesh.

Shri T. N. Singh: May I know what proportion of this fishing is done by private enterprise, what by State-aided private enterprise and what directly by the State?

Shri Thirumala Rao: Some of the State Governments are taking active interest in these matters and there is very little of private enterprise in this.

Shri Kishorimohan Tripathi: May I know if there is any documentary film on this deep-sea fishing, produced by Government and also if any has been sent out to any foreign countries?

Shri Thirumala Rao: I am not aware of it.

Shri Kamath: From reports available is deep-sea fishing more profitable than fishing in troubled waters nearer the shore?

Shri Thirumala Rao: Sir, fishing in troubled waters is the habit of politicians like my hon. friend.

Shri Kamath: I protest. My question has not been answered.

Mr. Speaker: By referring to 'troubled waters' the hon. Member himself invited that comment.

Shri Kamath: But what about the question itself?

Shri V. J. Gupta: Is it a fact that the official reports of the Fisheries Department promise very good catch of deep-sea fish at Vizagapatam and, if so, may I know what steps are taken by Government to organize an up-to-date fishing industry there?

Shri Thirumala Rao: In the beginning the Vizag port offered a very good prospect of deep-sea fishing, but from the recent reports it is found that the fish have migrated to other areas and our catches were less too.

Shri Kamath: Is it due to Ministers rather than politicians fishing in troubled waters?

Mr. Speaker: Next question.

LICENCES FOR WIRELESS SETS

*1922. **Shri M. V. Rama Rao:** Will the Minister of Communications be pleased to state:

(a) the number of licences issued for the possession of wireless receiving sets during the year 1950;

(b) the amount realised by way of fees;

(c) the amount realised by way of penalties levied for not taking out licences in time;

(d) the number of licences issued during the month of January 1951;

(e) the amount realised by way of fees;

(f) the amount realised by way of penalties; and

(g) the number of licences issued for "community" sets in 1950 and in 1951?

The Minister of Communications (Shri Kidwai):

(a) Radio Licenses.....	5,44,250
Dealers' Licenses.....	8,157
Total.	5,52,407

(b) About Rs. 59.96 lakhs.

(c) About Rs. 3.21 lakhs.

(d) to (f). Government have not been able to collect the data required; it will be laid on the Table of the House when received.

(g) 1950	3,260
1951 January	1,128

Shri M. V. Rama Rao: May I know the highest amount recovered in a single case?

Shri Kidwai: The highest amount prescribed was Rs. 50.

Shri M. V. Rama Rao: May I know whether licences are still being renewed after the close of the month of January or have all the licences been renewed in the month of January?

Shri Kidwai: Up to now the practice has been that the licences were to be renewed a year from the date it has been obtained. Under our new rules all the licences issued are renewed only up to the end of the current year, so that from next year all the licences will be renewable in January.

Shri M. V. Rama Rao: Is it not a fact that all the licences that were issued during the year 1950 were issued so as to expire on the 31st of December?

Shri Kidwai: Not all the licences but since the decision was taken, that is, in the middle of the year, the licences are being renewed only up to the end of December.

Shrimati Durgabai: May I know whether any applications from holders of community sets have been received for concessions and if so, whether any concessions are granted to them?

Shri Kidwai: I am not aware of any such applications.

Shri A. C. Guha: How many community sets have been licenced in all the States? Is it allowed in all the States?

Shri Kidwai: I think there is no discrimination between States and States.

Shri A. C. Guha: May I ask whether the facility exists in all the States?

Shri Kidwai: I hope so.

Shri Deshbandhu Gupta: Would the hon. Minister give figures for the number of licences issued for Delhi?

Shri Kidwai: No separate figures are available.

Shri M. V. Rama Rao: May I know whether the Ministry of Communications maintains any contact with the Ministry of Commerce in order to find out the total number of wireless sets imported into this country?

Shri Kidwai: No.

Sardar Sochet Singh: Are there any monthly, quarterly or half-yearly rates of licence fee in the case of those who apply during the course of the year?

Shri Kidwai: As I said, we have recently introduced it, so that we may bring all the licences from January to December.

Mr. Speaker: The point is that, supposing a man applies in July, will he be charged for the entire year?

Shri Kidwai: Up to now it used to be the entire year, but for this year we have introduced it, so that we may end the licences in December.

Shri Dwivedi: Is there a change of procedure for applying for licences and if so, what is the cause for this change?

Shri Kidwai: I have replied to that and the reason is that no reminders need be sent. Everyone will know that they will have to renew their licences in January.

Maulvi Wajed Ali: Will the hon. Minister kindly collect the information of licences issued State by State and lay it on the Table of the House?

Shri Kidwai: If the hon. Member puts down a question, the information will be collected.

Shri M. V. Rama Rao: May I know what is the method employed by the Ministry of Communications to check up whether all the sets that have been imported in this country by private owners are duly registered by taking out licences?

Shri Kidwai: The dealers are not allowed to sell any set without assuring themselves that the private owner of the set has duly taken a licence.

ASSAM RAILWAY ADMINISTRATION

*1923. **Shri J. N. Hazarika:** (a) Will the Minister of Railways be pleased to state why the administration of Assam Railway has incurred loss, if any, during the last few years?

(b) What is the extent of loss incurred during the last four years?

(c) What measures of remedy, if any, have been adopted by Government?

The Minister of State for Transport and Railways (Shri Santhanam): (a) The loss incurred was due to relatively low earnings and comparatively high expenditure.

(b) Losses during the years for which actuals are available were as follows:

1947-48	
(15-8-47 to 31-3-48) ...	Rs. 121 lakhs.
1948-49 ...	Rs. 349 lakhs.
1949-50 ...	Rs. 494 lakhs.

(c) Steps have been taken to reduce Working Expenses by effecting economies in cost of fuel and establishment

expenditure and postponing works of less urgency. Similarly measures have been taken to improve earnings by better utilisation of wagons and enforcing stricter check on ticketless travel.

Shri J. N. Hazarika: Has the Government made any attempt during the last few years to find out the most chronic causes and what steps have been taken to remove them?

Shri Santhanam: The chronic cause is the nature of the country through which the Railway passes.

SHILLONG-AGARTALA ROAD

*1924. **Shri J. N. Hazarika:** Will the Minister of Transport be pleased to state:

(a) the progress of the construction of the Shillong-Agartala Road;

(b) when it would be completed; and

(c) the percentage of expenditure to be borne by the Government of Assam?

The Minister of State for Transport and Railways (Shri Santhanam): (a) The hon. Member presumably refers to the Shillong-Jowai-Badarpur-Lowairpowa-Churaibari-Agartala road. This road is motorable up to Passi, a little beyond Jowai and from near Badarpur along existing roads to the Tripura border. About 30 miles within Tripura are also motorable with difficulty but there are large gaps between the motorable sections. Construction from Passi to the Lubha river on the Passi-Badarpur section is expected to commence shortly. Work on the Churaibari-Agartala road is in progress and it is hoped this portion of the road will be ready for fair-weather light traffic before the rains.

(b) The total work will be completed so as to be fit for light traffic by 1954 if sufficient funds can be provided.

(c) As at present estimated, only 1½ per cent. of the expenditure.

Shri J. N. Hazarika: May I know, Sir, what is the extent of loss if any due to changing the old one and making a new alignment?

Shri Santhanam: I have got the estimates for the present programme of the roads. Regarding the loss incurred in the previous project, I remember to have dealt with it in detail during the last Budget debates, in which I had some trouble.

Shri Saprawnga: May I know the approximate length of the road to

be constructed, and the approximate cost to be involved for the construction?

Shri Santhanam: The Lowairpowa-Churaibari-Agartala Road has a length of about 140 miles and Passi-Badarpur Road about 90 miles. The approximate cost of construction of the former is Rs. 235 lakhs and that of the latter Rs. 100 lakhs.

Shri Saprawnga: May I know what makes it necessary to build the roads at such a cost?

Shri Santhanam: The need for communications and defence.

Shri Saprawnga: Is there any other place in Assam similarly situated as Agartala for purposes of defence and communications?

Shri Santhanam: There may be, Sir, but we have to connect Tripura with Assam as it is entirely segregated from India at present.

Shri A. C. Guha: May I know what is the amount so far spent and whether Government is satisfied that the amount spent has been rightly spent and whether the work is progressing according to time schedule?

Shri Santhanam: At present the work is progressing very well and we have a tight control over the expenditure.

Shri A. C. Guha: What other means of communications have the people of Agartala with other parts of India?

Shri Santhanam: There is the airlift, I think.

Shri A. C. Guha: Except that, there is nothing.

Shri Santhanam: There is the usual track road for miles and cart tracks.

Mr. Speaker: I think the Question Hour is over.

Shri Raj Bahadur: There is one minute. The next question is rather important.

Mr. Speaker: Then I will call the next question.

DINING CARS ON RAILWAYS

*1925. **Giani G. S. Musafir:** (a) Will the Minister of Railways be pleased to state whether it is a fact that the service of the dining cars, attached with certain trains, in certain cases, is reserved for higher classes of passengers only?

(b) If so, what is the reason for such distinction when a passenger of

lower class is ready to pay for that service?

The Minister of State for Transport and Railways (Shri Santhanam): (a) and (b). Although dining cars are intended primarily for the use of First and Second Class passengers, the service is available to all classes of passengers inasmuch as Inter and Third Class passengers also can avail of it on payment of the difference between the Second Class fare and the fares already paid by them for the distance travelled in the dining car. On some Railways, Third and Inter Class passengers are also supplied meals and refreshments in their compartments from dining cars.

Short Notice Questions and Answers LOCUST MENACE

Sardar B. S. Man: Will the Minister of Food and Agriculture be pleased to state:

- whether a large scale locust menace is now threatening the country-side;
- if so, the area affected; and
- the arrangements made to combat the menace?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Yes.

(b) During the Summer of 1950, foreign swarms from across our western borders had penetrated into the country as far as Bihar in the east, and Madhya Pradesh and Bombay in the south, and there was a large scale breeding over an area of 80,000 sq. miles, mostly in the permanent desert breeding tracts of Rajasthan. The Summer-monsoon breeding was successfully controlled, but about two dozen swarms of late immigrants again invaded the country between September and November, 1950, visiting Rajasthan, Madhya Bharat, Cutch, Saurashtra and parts of the Bombay State. Breeding this time was confined largely to the cultivated areas, which could not be controlled very successfully owing to religious susceptibilities of the people. About half a dozen swarms, which had developed as a result of this breeding are now roaming in the Punjab, Uttar Pradesh, Madhya Bharat and Himachal Pradesh, etc. I recently learn that two swarms have come in the third week of February from Western Pakistan, one via Amritsar and the other via Ferozepur District.

(c) Since 1939, the Government of India are maintaining a permanent Locust Warning Organisation for intelligence work, which was considerably expanded in 1950, and a control wing

was added to it for organising anti-locust work in the desert breeding areas, fully equipped with motor vehicles, power-operated dusters, synthetic insecticides, etc. The vulnerable States have also set up parallel organisations for undertaking control in cultivated areas within their respective jurisdictions.

Sardar B. S. Man: When was the threat of invasion and the presence of locust swarms first brought to the notice of the Government?

Shri K. M. Munshi: First of all, in 1949, Government of India was warned that a fresh locust cycle had commenced in all the countries situated in the desert local belt extending from India to Pakistan, Middle East Countries up to West Africa.

Sardar B. S. Man: Is it a fact that this locust cycle in India began to breed in Ferozpur and certain parts of Rajasthan, and that the swarms which had come from the Persian Gulf and other Middle East countries were breeding all the time in certain parts of Rajasthan and in Ferozpur and in certain other parts of Punjab and may I know why effective steps were not taken to kill these locusts even at the hopper stage?

Shri K. M. Munshi: I have mentioned already in my reply that they were breeding over an area of 80,000 square miles and prompt steps were taken to kill them. A few swarms escaped because it was not possible to kill all of them, as I pointed out, on account of religious susceptibilities. These swarms grew and are flying over the Punjab besides the two new swarms which are coming as an advance guard of the anticipated invasion in summer.

Sardar B. S. Man: I am not asking about the swarms which have subsequently come over from the western borders or from the Middle East countries. I am asking, when the fact of this threat was brought to the notice of the Government as early as one year ago, why steps were not taken to kill them effectively at the hopper stage when they are unable to fly.

Mr. Speaker: That is exactly what he has replied.

Sardar B. S. Man: What I say is that they are now flying. I am not referring to the locusts that have recently come.

Mr. Speaker: The hon. Member has not caught the first part of the answer. The answer was that it covered a wide area of 80,000 square miles,

that all possible steps were taken and still it was not possible to reach particular areas effectively.

Sardar B. S. Man: Arising out of part (b), what has been the approximate loss caused to the crops so far?

Shri K. M. Munshi: The figures vary. In the Punjab it is placed somewhere between 10,000 and 15,000 tons; I think on certain grounds it is a bit exaggerated. It is very difficult to estimate the loss at this stage accurately.

Sardar B. S. Man: How much money does Government receive from the International Locust Fund, and how much has the Central Government spent from its own funds?

Shri K. M. Munshi: I should like to have notice; I am not sure as to what amount was received from foreign countries. There is a budget of 18 lakhs so far as locusts are concerned.

Kanwar Jaswant Singh: May I know in what places the religious susceptibilities stood in the way of the destruction of these locusts?

Shri K. M. Munshi: I do not want to mention the places; I have mentioned them on more than one occasion. It offends the susceptibilities of Members from those parts.

Shri Deshbandhu Gupta: May I know whether the Government have the co-operation of Pakistan in combating this menace?

Shri K. M. Munshi: Oh yes. At the International Locust Conference Pakistan also was represented, and I think, therefore, that they co-operate.

Thakur Lal Singh: Bhopal has not been mentioned. Am I to assume that this locust menace has not touched Bhopal?

Shri K. M. Munshi: It has.

Sardar B. S. Man: Has any arrangement been made for the provision of mobile units at the disposal of Central Locust Organisation here at the Centre or in the States?

Shri K. M. Munshi: The Central Organisation has a unit and several land rovers, power operating dusters. Some of them were immediately placed at the disposal of the Punjab Government as soon as intimation was received.

Mr. Speaker: I think we have taken a sufficiently long time over this. Let us go to the next question.

ESCAPE OF A PROSECUTION WITNESS IN THE CASE AGAINST MIR LAIK ALI OF HYDERABAD.

Shri Kamath: Will the Minister of States be pleased to state:

(a) whether it is a fact that one Colonel Hassan, an important prosecution witness in the case against Mir Laik Ali, formerly of Hyderabad, has escaped to Pakistan;

(b) whether it is a fact that he took his permit to visit Pakistan under the assumed name of "Pinto", the same as that of the President of the Special Tribunal;

(c) the date and the circumstances in which he escaped to Pakistan; and

(d) whether any enquiry is being held in the matter?

The Minister of States, Transport and Railways (Shri Gopaldaswami): (a) Yes.

(b) Yes.

(c) and (d). Colonel Hassan, who is a witness in the ex-Ministers' Case, was bound over to appear as a witness when called upon to do so, by an order of Special Tribunal IV. His personal bond for Rs. 10,000 was accepted in view of the fact that he owned a house in Hyderabad valued at Rs. 45,000. On 16-9-50 he applied to the Special Tribunal for permission to go to Bombay for medical treatment and permission was granted. He left Hyderabad on 2-11-50 without notifying the Police who came to know of it only on 7th November, 1950 and immediately alerted the Bombay Police. An Officer of the Hyderabad Police was deputed to Bombay on 11th November, 1950 and enquiries made by him revealed that Colonel Hassan and his wife left by air for Karachi on 3rd November, 1950 under the assumed name of Mr. and Mrs. L. L. Pinto. The Custodian of the Evacuee Property has been notified of the Colonel's departure to Pakistan and the Army authorities have been requested to withhold his pension and gratuity pending further orders.

Shri Kamath: Sir, may I know whether the property belonging to Col. Hassan at Hyderabad has been forfeited?

Shri Gopaldaswami: That has been declared to be evacuee property. The question of forfeiture can arise only after summons is issued to him for appearance as witness and he fails to do so.

Shri Kamath: Was there an identity check at the airport in Bombay and has any report come to Government to that effect?

Shri Gopalaswami: Whether there was a check or not, he successfully passed through to Pakistan.

Shri Kamath: Is it a fact that Col. Hassan used to be invited to Government functions and receptions in Hyderabad and was considered a favourite of Government?

Shri Gopalaswami: I do not know whether he was a favourite with the Government or not, but I imagine that, being an army officer of rank, he should have been invited to a lot of important functions in Hyderabad.

Shri Kamath: Sir, how many witnesses or accused in this Mir Laik Ali case have so far escaped from Hyderabad?

Shri Gopalaswami: As far as I know only Mir Laik Ali has escaped, amongst the accused.

Pandit M. B. Bhargava: May I know Sir, whether the amount of the surety has been recovered from the sureties?

Mr. Speaker: No, it is a personal bond.

Dr. Ram Subbag Singh: What is the number of police officers who have been sacked for their assistance or complicity in the escape of Mir Laik Ali?

Mr. Speaker: I am afraid that is going into the details of the administration in Hyderabad.

Shri Joachim Alva: Sir, in view of the great feeling prevailing in this House last March arising out of Mir Laik Ali's escape did the Centre issue any directive to the State in regard to these accused and witnesses to say that if there is any negligence or laxity, stringent measures will be taken?

Shri Gopalaswami: Mir Laik Ali was an accused person in that case. He was in custody and he escaped from that custody. Col. Hassan was only a witness in that case. What the prosecution was interested in was to secure his appearance when wanted for the purposes of the case. They took a bond from him. Originally, I think a ban was placed upon his moving outside Hyderabad, under the Public Safety Regulation of the State. That Regulation subsequently was held to be *ultra vires* by the

High Court of Hyderabad. The only thing that could be done was to take a bond from him, and that was taken.

Kumari Padmaja Naidu: Will the hon. Minister be pleased to state how many such escapes there have been either from jail or hospitals or the High Court or from house arrests, during the last two years?

Mr. Speaker: Does the hon. Member mean escapes in Hyderabad?

Kumari Padmaja Naidu: Yes, Sir.

Mr. Speaker: I am afraid it is again going into details about Hyderabad administration.

Kumari Padmaja Naidu: Is it a fact Sir, that during the last four years the expenditure on the Police has increased from Rs. 71 lakhs to Rs. 5 crores in Hyderabad?

Shri Gopalaswami: That is a fact, Sir.

Kumari Padmaja Naidu: Does the hon. Minister propose to take steps to increase the efficiency of the Police there?

Shri Gopalaswami: Steps are being taken to increase the efficiency of the Police.

Dr. M. C. Reddy: Sir, from the number of witnesses for the prosecution in the so-called Mir Laik Ali case, how many years does the hon. Minister think this trial will take and when does he expect the case to be finally disposed of?

Shri Gopalaswami: The hearing, I believe, has just been taken up before the court which has been designated for that purpose.

Mr. Speaker: I think we are going into the details of the Hyderabad administration. We shall stop here.

Shri Kamath: Only one more question, Sir.

Mr. Speaker: And that will be the last.

Shri Kamath: Have Government received reports that former high ranking officers of the Nizam's administration, such as Maj. Gen. El. Edroos and others are thinking of certain plans for escaping from Hyderabad and have Government taken any steps to tighten the watch on them as well as those connected with the Mir Laik Ali case?

Shri Gopalaswami: Gen. El. Edroos is still in Hyderabad, and I am certain

the police will look after him and others if they are preparing to go to Pakistan. I cannot say whether any special restrictions have been put on him.

Shri Joachim Alva: Sir, I would like to...

Mr. Speaker: Order, order.

Shri Joachim Alva: Sir, I had also given notice of.....

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

WRITTEN ANSWERS TO QUESTIONS

PROVIDENT AND PENSION FUNDS OF DISPLACED RAILWAY EMPLOYEES

*1940. **Shri Sidhva:** (a) Will the Minister of Railways be pleased to state the number of Railway employees who have come from Pakistan and whose Provident Funds and Pension Funds have not yet been paid?

(b) How many persons, since their arrival in India from Pakistan, have been paid these funds?

(c) What efforts have been made to expedite payment of these funds to these Railway employees?

The Minister of State for Transport and Railways (Shri Santhanam): (a) The number of railway employees who have come from Pakistan and whose Provident Funds and Pension Funds have not yet been paid is 1,348. This figure does not include those persons who had opted for Pakistan but have migrated to India.

(b) 2,428 persons have been paid their Provident Fund amounts and pensions since their arrival in India from Pakistan.

(c) A statement is laid on the Table of the House. [See Appendix XIV, annexure No. 12.]

TOURISTS TRAFFIC

*1901. **Shri Sidhva:** (a) Will the Minister of Transport be pleased to state how many tourists arrived in India during the year 1950 from foreign countries?

(b) What was the dollar gain by Government thereby?

(c) How many offices for tourists' convenience have been opened in India and what is the total expenditure incurred on these offices?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Arrangements have been made for the collection of tourist statistics at all customs ports from January, 1951. Complete statistics for 1950 regarding foreign tourists to India are not available. The returns for the period September, 1950 to December, 1950 for all ports except Bombay show that 2048 foreign tourists visited India during this period.

(b) The Reserve Bank are working out the details of a scheme by which reliable estimates for income from tourist traffic can be obtained. Meanwhile it is not possible to estimate the income from this source.

(c) Government have opened regional tourist offices at Bombay, Delhi, Calcutta and Madras. The expenditure incurred on these offices during the current financial year is Rs. 1,25,000.

रायपुर तथा बिलासपुर के हवाई अड्डे

*१९१९ जी जांगड़े : संचरण मंत्री यह बतकाने की कृपा करेंगे कि:

(क) जैसा गत आय ब्ययक सत्र में बचन दिया गया था, उसके अनुसार क्या सरकार ने रायपुर तथा बिलासपुर में हवाई अड्डे निर्माण किये हैं; तथा

(ख) इन हवाई अड्डों के निर्माण कार्य के पूर्ण होने में कितना समय लग जायेगा ?

AERODROMES AT RAIPUR AND BILASPUR

[*1919. **Shri Jaangde:** Will the Minister of Communications be pleased to state:

(a) whether Government have constructed aerodromes at Raipur and Bilaspur as was promised in the last Budget Session; and

(b) how long will it take to complete the construction of these aerodromes?]

The Minister of Communications (Shri Kidwai): (a) and (b). There are serviceable aerodromes at Raipur and Bilaspur which were constructed during the war by the late War Department and which have since been taken over by the Civil Aviation Department and provided with certain essential facilities required for Civil air transport operations.

PROTOTYPE COACHES

*1926. **Shri S. N. Das:** Will the Minister of Railways be pleased to state:

(a) whether the prototype coaches of the new design for which order was placed on Schlieren in Switzerland have been received; and

(b) if the answer to part (a) above be in the affirmative, whether these have undergone the required test under traffic conditions and if so, with what results?

The Minister of States, Transport and Railways (Shri Gopalaswami): (a) The two prototype coaches ordered on Messrs. Schlieren in Switzerland will be delivered ex-works by the end of March, 1951. They are expected to reach India in May or June, 1951.

(b) The question does not arise.

CATERING CONTRACTS

*1927. **Shri S. C. Samanta:** Will the Minister of Railways be pleased to state:

(a) the number of cases in which Railway catering contractors, both big and small, were found fault with for (i) bad food-stuff, (ii) bad service and (iii) sub-letting in the year 1948-49 and 1949-50 (year and contractor-wise); and

(b) in how many cases the contractors were displaced?

The Minister of State for Transport and Railways (Shri Santhanam): (a) A detailed statement of the information required by the hon. Member is placed on the Table of the House. [See Appendix XIV, annexure No. 13.] It has been prepared for the calendar years 1949 and 1950, for which information is readily available.

(b) Thirty.

MILK

*1928. **Shri Raj Kanwar:** Will the Minister of Food and Agriculture be pleased to state:

(a) the names of Centres in Delhi and New Delhi where retail sale of good quality pasteurised milk is effected by the Delhi Milk Supply Committee under the auspices of the Indian Council of Agricultural Research?

(b) the retail price of such milk per seer;

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(c) the maximum daily quantity of milk available for sale at each of these Centres;

(d) the maximum quantity of milk permitted to be sold at these Centres to any individual customer; and

(e) the names of the Dairy Farms from which such milk is brought into the Centres referred to in part (a) above?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Centres for retail sale of milk have not so far been opened but it is proposed to begin with two centres from the 8th March, 1951.

(b) The retail price of milk has been fixed at eleven and half annas per seer ex-sales depot for the present.

(c) The maximum quantity has not been fixed as it will vary according to requirements of customers and total availability of milk.

(d) Not fixed; but it is proposed to regulate it in relation to supply and demand after the sales depots have functioned for some time.

(e) The supply of milk has been arranged from villages in the Delhi State and a co-operative milk union in Uttar Pradesh under a scheme financed by the Indian Council of Agricultural Research.

FOOD SITUATION IN MADRAS

*1929. **Shri Rathnaswamy:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the attention of Government has been drawn to the statement made by the Food Minister of Madras in the Madras Assembly on 13th February 1951 regarding the serious situation, the Madras Government would have to face when the harvested stocks were exhausted; and

(b) what arrangements Government propose to take to enable the Madras Government to face the serious food situation which would become inevitable on the exhaustion of the harvested stocks?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Yes.

(b) Government of India have increased the import quota of Madras State for 1951 from 4 lakh to 5 lakh tons. The Government of India are closely watching the food situation in Madras and will take all suitable steps which may be found necessary from time to time.

FOOD PROCUREMENT AND ISSUE PRICES

*1930. Shri M. L. Gupta: (a) Will the Minister of Food and Agriculture be pleased to state whether it has been ascertained as to how the Bombay Government manage to maintain a difference of Re. 1 only in their procurement and issue prices when other States are having difference of Rs. 3 to Rs. 10 per maund?

(b) Can the same procedure be adopted for other States so that the complaint of cultivators is reduced?

(c) What action do Government propose to take on the representation made by the States to allow them more power and liberty to revise the procurement prices and control the movement of food grains?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) and (b). The Government of Bombay maintain a difference of only seven per cent. over the procurement price up to the retail stage in respect of the locally procured food grains. This is a theoretical figure not related to actual cost and is justified by the Government of Bombay on two grounds (i) although procurement is done by the revenue department at the purchasing centres where grain is delivered in clean condition in government godowns, the cost of procurement is debited not to the Civil Supplies Department, but to the revenue Department; (ii) the intensive system of procurement and rationing in force in Bombay involves distribution of locally procured grains generally within the same district which reduces cost of transport, shortage, etc. The difference between the procurement price and the retail issue price cannot be uniform in all the States owing to basic differences in conditions of procurement, transport, and distribution up to retail stage. The highest difference between procurement and retail issue rates allowed at present is Rs. 4/0/- per maund in case of Tripura where cost of transport is very high.

(c) Government of India have the responsibility for the co-ordination of controls and prices in the different States and for maintaining the price level. Though in practice they do their utmost to meet the wishes of the State Governments, they cannot give the States liberty to do as they like, as action by a State may adversely affect its neighbours.

FLAG STATIONS ON S. I. RAILWAYS

*1951. Shri B. Subramanian: (a) Will the Minister of Railways be pleased to state whether flag stations

on the S.I. Railway were abolished during war time?

(b) If so, how many such stations were abolished?

(c) What was the income derived per year from such stations?

(d) How many of them were re-started after the war?

The Minister of State for Transport and Railways (Shri Santhanam): (a) and (b). 14 flag stations were closed during the war.

(c) Rs. 45,934 in all per year or on an average of nearly Rs. 3,280 per year per station.

(d) All the 14 have since been restored.

CEREAL REQUIREMENTS FOR RAJASTHAN RATIONING

*1932. Shri Sardar Singhji: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the cereal requirements for rationing in Rajasthan for 1951 is 2,40,000 tons and the procurement target is only 1,80,000 tons, leaving a deficiency of 60,000 tons; and

(b) if the answer to part (a) above be in the affirmative, what steps Government propose to take to meet the deficiency?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Though Rajasthan had accepted the position that it was self-sufficient the latest estimate given by the Rajasthan Government is that their deficit in 1951 will be 70,000 tons.

(b) Government of India, while of the view that this deficit can be considerably brought down by intensifying procurement in Rajasthan, have nevertheless made allotments totalling 11,500 tons during the first three months of the year and will render all possible help within their power as occasion requires during the coming months.

SUPPLY OF ICE AND AERATED WATER ON RAILWAYS

*1933. Babu Ramnarayan Singh: Will the Minister of Railways be pleased to state:

(a) whether the attention of Government has been drawn to an article by Mr. G. H. Brown, General Manager, Thos. Cook and Sons, Limited, in the Puja Number of the East Indian Railway Magazine regarding supply of

Ice and Aerated Waters to the travelling public on Railways; and

(b) if the reply to part (a) above be in the affirmative, the steps taken to remove the allegations levelled in that article, and if no steps have been taken, the reasons therefor?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Yes.

(b) Ice and aerated waters of good quality can now be obtained in many areas and it is no longer considered necessary to allow the free carriage of these commodities for long distances to ensure the purity of supplies to passengers. Local supplies are however, permitted only from factories which have been certified by a Public Health Authority. In consequence of some complaints of unsatisfactory service, the question of whether some relaxation of the ban on free carriage is necessary, is under examination.

PRODUCTION OF SUGAR

120. Dr. M. M. Das: Will the Minister of Food and Agriculture be pleased to state:

(a) by what per cent. the sugar content of sugar-cane has declined since 1945-46;

(b) the causes of the decline; and

(c) the steps taken by Government if any, to restore the deficit?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) By one-fourth per cent.—from 10.13 per cent. in 1945-46 to 9.88 per cent. in 1949-50.

(b) The causes of the fall in recovery are:

(i) deterioration in the quality of cane supplied to sugar factories; and

(ii) slight fall in the technical efficiency of sugar factories.

The sugar in cane and the overall recovery of sugar from cane in 1945-46 were 12.50 per cent. and 80.88 per cent. respectively as against 12.24 per cent. and 80.07 per cent. respectively in 1949-50.

(c) A 5-year Sugarcane Development Scheme has been put into operation since 1948-49 in most important sugarcane-growing States of the Indian Union for improving both the yield and the quality of sugarcane. With the improvement in the quality of cane the sugar recovery should increase.

Advice and assistance are given to the sugar factories by the Indian Institute of Sugar Technology for improving technical efficiency.

Monday, 5th March, 1951



PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

VOLUME IX, 1951

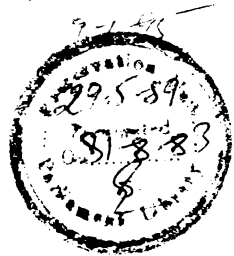
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Third Session

of the

PARLIAMENT OF INDIA

1950-51



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

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PARLIAMENT OF INDIA

Monday, 5th March, 1951

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

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(See Part I)

12 NOON

PAPERS LAID ON THE TABLE

**THIRD REPORT OF THE ESTIMATES
COMMITTEE**

Shri M. A. Ayyangar (Madras): Sir, as authorised by the Estimates Committee, I beg to lay on the Table of the House a copy of the Third Report of the Estimates Committee on the Ministry of Commerce. The following Departments of that Ministry are dealt with in the report:

The Secretariat, the Food Control Organisation, the Administrative Intelligence, the Export Control Organisation, Office of the Economic Adviser to the Government of India, Department of Commercial Intelligence and Statistics, Trade Commissioners and tea.

This Report does not cover the entire field of activity of the Commerce Ministry, but contains recommendations on the organisations I have referred to and which the Committee could examine within the time at their disposal, so far.

[Placed in Library. See No. IV. O. 1 (97).]

**RESOLUTION ADOPTED BY THE Knesseth
re. REARMAMENT OF GERMANY**

Shri M. A. Ayyangar: Sir, I lay on the Table a copy of the Resolution concerning the re-armament of Germany, adopted by the Knesseth—the Parliament of Israel—on the 10th January, 349 PSD

1951 which has been received from the President of the Knesseth with the request that it be communicated to our Parliament:

RESOLUTION

1. The first Knesseth of the State of Israel expresses the anguish of the Jewish people in the matter of the attempt to readmit Germany into the family of nations, this same Germany which has exterminated, in cold blood, according to a pre-meditated plan, and with diabolical cruelty, 6 millions of our brethren, without any regrets or remorse, and without having in any way whatsoever shown any change in its attitude or in its mentality even up to the present day.

2. The Knesseth protests vigorously against the renewed rearmament of Eastern and Western Germany, and in particular, against the tendency, growing more and more evident, of forming particular German military units.

3. The Knesseth appeals to all the countries of the world, and first of all to those who were victims of German atrocities, committed in our time, and invites them to fulfil their obligations towards humanity and towards the Jewish people by bringing about the complete demilitarisation of Germany, by executing the chastisement of the Nazi war criminals, and by preventing the delivery of arms and of other engines of war into the hands of the West Germans as well as the East Germans. We are profoundly convinced that these arms would be of a nature to imperil the future peace of the world as they were in the past.

4. The Knesseth has decided to forward this appeal to the United Nations Organisation and to all the Parliaments of the world.

THIS RESOLUTION WAS ADOPTED BY THE KNESSETH AT ITS SESSION ON WEDNESDAY, January 10th 1951 (3 Shewath 5711) IN JERUSALEM.

(Sd.) MOSHE ROSETTI,
Secretary of the Knesseth.

**INDIAN STANDARDS INSTITUTION
(CERTIFICATION MARKS) BILL**

The Minister of Commerce and Industry (Shri Mahtab): I beg to introduce the Bill to provide for the standardisation and marking of goods.

I need not give elaborate reasons why this is not at all an urgent matter and.....

Dr. Deshmukh: That is more important even than food, Sir.

**CODES OF CIVIL AND CRIMINAL
PROCEDURE (AMENDMENT) BILL**

The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to move for leave to introduce a Bill further to amend the Code of Civil Procedure, 1908, and the Code of Criminal Procedure, 1898.

Mr. Speaker: The hon. Member's object is, to invite pointed attention of the House and the hon. Minister to the scarcity now prevailing; and that is why I thought I should read it out instead of disallowing it in chamber.

Shri Hanumanthaiya (Mysore): Sir, the.....

Mr. Speaker: The question is:

Mr. Speaker: Order, order. I have said so many times that when the Speaker is on his legs, it is not in order to interfere in the midst of his remarks, and.....

"That leave be granted to introduce a Bill further to amend the Code of Civil Procedure, 1908, and the Code of Criminal Procedure, 1898."

Shri Hanumanthaiya: But, Sir....

The motion was adopted.

Shri Satya Narayan Sinha: Sir, I introduce the Bill

Mr. Speaker: Order, order. Whatever that be, he will be given a chance.

**DELHI AND AJMER-MERWARA
RENT CONTROL (AMENDMENT)
BILL**

The Minister for Works, Production and Supply (Shri Gadgil): I beg to move for leave to introduce a Bill further to amend the Delhi and Ajmer-Merwara Rent Control Act, 1947.

Now, I have said it often, and I would like to repeat it here again, that an adjournment motion is tabled when there is something new, something which is very emergent and something which has arisen very suddenly. This matter has been discussed through questions and answers. With reference to scarcity of cloth hon. Members are going to have an opportunity during the Budget discussion to speak on the matter. The situation is not a matter of sudden creation. It is certainly deteriorating. It may be important and the situation may be acute but it cannot be said to be urgent in the sense in which urgency is understood in relation to adjournment motions. Therefore I do not think it is possible for me to give my consent to the motion.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Delhi and Ajmer-Merwara Rent Control Act, 1947."

The motion was adopted.

Shri Gadgil: Sir, I introduce the Bill.

The Minister of Commerce and Industry (Shri Mahtab): Sir, since several hon. Members seem to be anxious to know about the situation regarding cloth, may I with your permission, Sir, make a statement here and now, apart from the adjournment motion?

MOTION FOR ADJOURNMENT

ACUTE SCARCITY OF CLOTH

Dr. Deshmukh (Madhya Pradesh): Sir, there is my Motion.

Mr. Speaker: Yes. I have received notice of an Adjournment Motion from the hon. Member Dr. Deshmukh for the purpose of discussing a definite matter of urgent public importance—according to him of course—namely;

Mr. Speaker: He can make a statement if he likes and I may permit him. But any statement on the merits will not be permissible at this stage. For that matter, he can make a statement tomorrow, the day after or at any time during the course of the discussions in the House. If I were to permit the hon. Minister now to make a statement, it will involve a practice of allowing a discussion on merits also after the adjournment motion has been disallowed.

"the situation created in the country by the acute scarcity of cloth and especially dhoties in most parts of India."

Shri Mahtab: I always come prepared whatever may be the questions raised in the House, even though they may be for purposes of propaganda (*Interruption*).

Mr. Speaker: If the hon. Minister had notified to me before I would have given him an opportunity earlier.

Shri Kamath (Madhya Pradesh): Will the statement bring us cloth.....

Shri Hanumanthaiya: Sir, if you have come to a decision that the adjournment motion is out of order I would not be in order to speak but if you keep your mind still open, I would like to make a few observations.

Mr. Speaker: My ruling is already there and I gave that ruling because obviously on the face of it, the motion does not come within the rules or within the practice relating to adjournment motions.

Dr. Deshmukh: May I say one sentence?

Mr. Speaker: Not now. That chapter is closed.

RAILWAY BUDGET—LIST OF DEMANDS

Mr. Speaker: Now the House will take up Demand No. 4. According to the agreement Demand No. 1 was discussed till 5 P.M. at the last sitting....

Shri M. A. Ayyangar (Madras): Sir, may I submit that in view of the speeches overlapping and also Members not being able to confine themselves to particular points relating to cut motions alone, it was felt necessary by the House that discussion on all the cut motions may proceed and once for all you may put all the motions together on the last day. On that understanding hon. Members have proceeded so far. If it is not inconvenient to the Chair we may pursue the same course.

Mr. Speaker: It is not a question of convenience or otherwise. I do not see any difference in the suggestion now made and what we were doing on the last occasion. In fact hon. Members will see that I placed Demand No. 1, because practically all Members of the House had suggested cut motions and such of them as were sought to be moved were allowed to be moved. All these were discussed together. There was one small change which was subsequently made. Instead of restricting the speeches only to the cut motions the speeches covered the whole field of the Demand and the cut motions. So far as the priority that is given by me

to the taking up of the various Demands is concerned, I believe that stands. The first Demand, Demand No. 1 was discussed for the whole of the last sitting and according to the agreement then arrived at, it was decided that the other Demands should be carried on up to 2-30 P.M. day-after-tomorrow and thereafter the unattached Members will come in.

The Minister of State for Transport and Railways (Shri Santhanam): In fact, Sir, under the Deputy-Speaker, the other day, that has been modified, so as to cover all the cut motions on all the Demands. Though the other Demands have not been moved formally the House had proceeded on the basis that all the cut motions had been moved on all the Demands and that we are to reply only on the last day and that we are not asked to reply on Demand No. 1 alone.

Mr. Speaker: I am not referring to the replies. They may be given on the last day. But each Demand on which cut motions have been moved, has to be taken separately. If all the Demands are put together today along with all the cut motions, it will be nothing more than a general discussion.

Shri Santhanam: Exactly that is what has happened.

Shri M. A. Ayyangar: Barring that, the hon. Members were not inclined to go beyond the cut motions. In exceptional cases a general discussion on all the Demands on which cut motions have been moved is permitted. The discussion here is a narrower one. The Members confine themselves to the cut motions but they do not make any distinction between one cut motion and another. Those Demands on which cut motions have been tabled and which you have noted, have been generally debated upon in the House. It has been a smaller general discussion.

Shri Naziruddin Ahmad (West Bengal): There is one aspect of the matter, Sir, which I want to bring to your notice. I had only barely moved one cut motion relating to Demand No. 1 but unfortunately I could not get an opportunity to explain. The result was that the point which I desired to make in my motion was not placed before the House at all and the debate was not confined to Demand No. 1 only. That is why we have travelled on a wider field. I request that one opportunity be given to me to speak on my cut motion at any stage. We have been debating all the cut motions in the manner of a second general discussion and I thought that exception may be made in my case.

Mr. Speaker: It is not quite clear. Is it suggested that all the Demands were placed before the House?

Some Hon. Members: Yes, Sir.

Some Hon. Members: No, Sir.

Mr. Speaker: Order, order. Let me be clear on the point. So far as all the cut motions are concerned on a particular Demand, I can understand a general discussion in respect of that demand. But if it is meant that all the Demands and all the cut motions were taken up

Some Hon. Members: Yes, Sir.

Mr. Speaker: It is a very curious procedure to which I would not like to be a party. It would be setting up a very different and ultimately, in the long run, a bad precedent in the House. The idea of having a general discussion is to have a discussion on all the points generally. Then we come to specific points and the idea behind cut motions is to draw the attention of the House to specific issues and confine the discussion to such issues. If it is now the idea to take up all the Demands together, it practically comes to having a general discussion *de novo*. If that is the wish of the House

Shri M. A. Ayyangar: With your permission, Sir, may I say that it is not a general discussion on all the Demands but it was restricted only to those Demands on which cut motions had been tabled. Instead of hon. Members being given an opportunity on each cut motion to speak they were allowed to speak on all those Demands with respect to which cut motions had been tabled. They are not allowed to go beyond the cut motions and beyond the Demand with respect to which cut motions had been given.

Dr. Deshmukh (Madhya Pradesh): No Member is able to speak more than once.

Mr. Speaker: Let us not be guided or swayed by the exigencies of the moment. We are trying to regulate our procedure and let us see which is the best course. When one Demand is taken up and all cuts are spoken to at the same time, that also defeats materially the object of moving cut motions. But still, if the House is so desirous, as I found it was, I thought it would be all right to some extent, though with much unwillingness on the part of the Chair. But to take up all these Demands together is a different thing. I understand that it is not proposed to take up all the Demands but

only those in respect of which cuts are moved. That to me does not appear to be a very proper procedure to follow. But if the House is keen and wants to follow it I must make it clear that I do not feel bound to follow such a procedure as that and in the interest of better debate let us take each Demand separately—1, 4, 9A, 15, 16 and 18. I am told they were not placed before the House.

Shri M. A. Ayyangar: They have been taken as moved.

Mr. Speaker: They were intended to be treated in that manner but have not yet been treated in that manner. That will create another difficulty. That is, apart from the discussion getting very general, Members will not get more than one chance for mentioning such points as they have in respect of these Demands. I think it is but fair that those who have tabled cut motions on several Demands should have a chance to speak on each of such Demand.

Hon. Members, in their anxiety to address the House, will have to carefully weigh the *pros* and *cons* before they decide upon these things. I do not feel like being rushed into acceptance of that kind of a procedure. In case hon. Members want to follow, as an exception for this year, what they have done till now, then I am not quite sure that the time-limit of fifteen minutes is a proper time-limit looking to the pace of the discussion

Shri M. A. Ayyangar: That has been flexible, Sir.

Mr. Speaker: Well, I do not know. Whatever is done, I have a feeling in my mind that some people will have to be crowded out. It is not possible to give a chance to every Member. If the idea of the arrangement is to give a chance to all people

Dr. Deshmukh: Everybody will get fifteen minutes under the arrangement.

Mr. Speaker: Looking through the list of forty that is before me—not to talk of others who might want to speak subsequently—it is not possible to reach them all.

Shri M. A. Ayyangar: Some hon. Members have taken only ten minutes, some have taken five or seven minutes.

Mr. Speaker: I have no desire on my part to curtail or extend the debate. But before this House adopts a procedure of that type I think it my

duty to convey to the Members the practical difficulties and also how such a procedure as this would be looked at by other legislatures in India, not to speak of legislatures outside.

Dr. Deshmukh: Because we do not want to carry any cut motions.

Mr. Speaker: May be, that is a different matter. That does not mean that the ordinary and proper procedure should be set aside.

Now I shall put Demand No. 4 and the cut motions tabled on it. The only point will be that the hon. Minister will reply to all this tomorrow.

The Minister of States, Transport and Railways (Shri Gopalaswami): So far as I am concerned, I am entirely in your hands and in the hands of the House. If you ask me to reply at once to all the cut motions I am prepared to do so. If on the other hand you want me to reply at the end of the debate to all that has been said in the House, I shall do so.

Mr. Speaker: What I meant was that to the discussion on the cut motions, he may reply at the end. What time is he likely to take?

Shri Gopalaswami: So far as I am concerned I do not think I shall take more than half an hour because a great deal is being repeated. I have dealt with a good deal during my reply to the general discussion. To this extended general discussion also I shall reply but within a more limited space of time.

Mr. Speaker: What time will the hon. Minister of State take?

Shri Santhanam: If you will give another half an hour for me, I shall try to cover the ground that is not covered.

Mr. Speaker: That means one hour. It also means that we shall be able to carry on up to 12 o'clock day after tomorrow.

Now, do I understand from Pandit Kunzru that the arrangement about reserving time for them from 2-30 to 5 P.M. does not stand now?

Pandit Kunzru (Uttar Pradesh): Since this has been treated as a general discussion and every Member has been allowed an opportunity of stating his point of view, I do not think that we need adhere to the proposal originally made by the Minister for Parliamentary Affairs.

Mr. Speaker: Let me clear this ground first. So, do I take it that the unattached Members do not propose to move any of the cuts tabled by them to any of the Demands other than Nos. 1, 4, 9A, 15 or 16?

Pandit Kunzru: What I meant to say was that a chance will be given to the unattached Members during the rest of the debate as it has been given to them so far, and consequently it is not necessary to reserve any particular period of time for unattached Members.

Mr. Speaker: My point was that they will be able to speak only on these specific Demands. It is possible that any of them might wish to speak or move his cut motion in respect of some Demand not included in the agreed list.

Shri Frank Anthony (Madhya Pradesh): I do not know with whom the hon. Minister for Parliamentary Affairs came to an arrangement—he did not certainly consult me or Mr. Massey. Both of us have specific cuts put down; mine is under Demand No. 6. I do not mind, Sir, if because of the agreement reached among Members of the Congress Party, Demands Nos. 1, 4, 5 and 9A are taken, but in the time allowed to unattached Members we should be allowed to move our specific cut motions. The only difficulty I envisage is that if Demand No. 4 is taken and then No. 5 is taken, after that Demand No. 6 is excluded and you go on to No. 9, can the House come back to Demand No. 6?

Mr. Speaker: No. I think the better course will be that he may move his cut motion to Demand No. 6 now and let the whole thing be under discussion. I shall place all those Demands before the House, of course, after having registered—I will not say my protest—but my difference on this procedure. So I shall place Demands Nos. 4, 6, 7, 9A, 15, 16 and 18 and the cut motions tabled on them. Any other Demands which unattached Members want me to place before the House?

Shri Birua (Bihar): Demand No. 1.

Mr. Speaker: Demand No. 1 has already been placed.

Shri Birua: We have not been given time.

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION.

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF.

DEMAND NO. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL).

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.

Mr. Speaker: Now these Demands are before the House and the House will start discussion on them.

Shri Naziruddin Ahmad: My difficulty is that on the previous occasion we were proceeding on the basis that we were having a second general discussion of the Budget. My cut motion is on Demand No. 1 and I could not get an opportunity to speak on that occasion. If the procedure is revised today I shall be put to a disadvantage. All that I desire is to say a few words on Demand No. 1.

Mr. Speaker: He may do that.

Shri Naziruddin Ahmad: Just now?

Mr. Speaker: Yes.

Dr. Deshmukh: Is not the hon. Member misappropriating the opportunity?

Mr. Speaker: He is appropriating it to the best use.

Shri Naziruddin Ahmad: Sir, I shall confine my remarks to Cut Motion No. 37. I have only a few comments to offer. This Cut Motion is to raise a discussion about the retrenchment of staff in the Jodhpur Railway. Considerable hardship has been caused by some order passed upon 350 Muslim and 6 Christian employees. There was some trouble in the Sind section of the Jodhpur Railway in September 1947 during the general disturbances on account of the proposed Partition. As a result of this, about 650 men came away from the Sind Section of the Railway, and the working of many Stations became impossible and some of them had to be completely closed down. The Jodhpur Government thought that they should give notice to those men who had come away and ask them to go back to their original jobs. By a general notification, they gave notice to the 650 employees who had come away. They informed them that they had "deserted" their posts when there was no real danger and there was only panic. They were asked to report themselves for duty by the 6th December 1947 and if they did not join duty by that date, the General Manager was directed to remove them from service. These

people did not join in accordance with the notification and the General Manager discharged them on the 7th December 1947. Then the Railway Authorities transferred all their Muslim staff, who were working in the Jodhpur Section to the Sind Section and were capable of undertaking line duty. They all went and traffic was partially resumed. But their number was too small to run the Section. So, the Jodhpur Railway Authorities issued a questionnaire to their employees asking them whether they were prepared to work in the Sind Section or in the Jodhpur Section or they were willing to work in any Section in which they may be posted. All the 350 Muslim employees and 6 Christian employees said, "Yes" to both. By this, they expressed their readiness to serve in the Sind Section or in the Jodhpur Section in which they may be posted. In fact, this was really a patriotic desire on their part to place their services entirely in the hands of the authorities.

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

It was understood according to the questionnaire that those who said "Yes" to both Sections must be prepared to work in any Section to which they may be "posted." It so happened that these 356 men belonged to a staff which was not suited for line duty and the Sind Section. They belonged to the office staff and workshop staff mainly. The Jodhpur Railway Authorities considered their cases and found that it was impossible to post or transfer them to the Sind Section: because that Section at the time did not need their services at all. So, they were never "posted" to the Sind Section. In the meantime, on account of the happy occasion of the birth of a son to the Ruling Prince, the 650 employees who had come away from the Sind Section were reinstated in their jobs, thus creating a considerable amount of overcrowding in the Jodhpur Section, while the Sind Section remained considerably understaffed. Then, there were rumours and misgivings about retrenchment. The Jodhpur Government declared certain "principles" to be followed in the matter of retrenchment which was one. These principles were embodied in a Jodhpur Government Council Resolution dated the 18th March, 1948. It was stated that retrenchment should proceed on principles and there should be no favouritism. In accordance with this decision, the General Manager issued a statement containing the "principle and procedure to be followed in regard to retrenchment". This was on the 21st April. He stated that in

determining who should be retrenched "seniority" should be taken into consideration, which I suppose, means only those who were comparatively junior should be retrenched. Retrenchment was thus to proceed from the bottom and not from the top. In this declaration of the General Manager, there is one important passage which would throw considerable light on the subject. This is the passage which stated that "such of the staff as had opted for both Jodhpur and Sind Sections would not be retrenched." They would be kept on, although they might not necessarily be placed in the same grade. I respectfully draw the attention of the hon. Minister to this passage. This is to be found on page 14 of the printed pamphlet which I understand has been submitted to him. So, it comes to this, that these 356 members of the staff who had opted for both the Sections and thus placed their services at the entire disposal of Government were not to be retrenched, although it was understood that they might not necessarily be kept in the same grade. Meanwhile, the General Manager in implementation of his declaration issued actual notices and persons who were at the bottom were selected for retrenchment and notices were served on them. In the meantime, the partition of the Railways took place and the Sind Section went to Pakistan. Consequently the time of the notice was extended in all cases. Meanwhile, another General Manager came. It was, I think, Mr. C. L. Kumar, who, for reasons best known to him and apparently without any reference to Government, entered into a different arrangement altogether. He withdrew all the notices of retrenchment that were given. He then selected these three hundred and fifty-six men for retrenchment and gave them notice accordingly. As I have already explained, it was assured by Government that the misgivings of these people were absolutely unfounded, and as they had exercised their option with regard to both the places, they would not be retrenched. But these were the very persons who were specially selected by Mr. Kumar for retrenchment and they have been retrenched.

I understand that at that time a distinguished Member of this House, Mr. Jainarain Vyas, was the Prime Minister of Jodhpur. He was a party to this assurance given that these people would not be retrenched, which was conveyed to them by the General Manager. So far as I could understand, there was no change of Government policy. The change in that policy was effected by Mr. C. L. Kumar alone without apparently any fresh authority.

I am told that these retrenched officers came to Mr. Harihar Nath Shastri, a Member of this House, who wrote a letter to the hon. Minister of State, Shri Santhanam. That letter is in the printed booklet. Mr. Santhanam gave a reply to this letter which appears at page 21. Mr. Santhanam, I should submit, made a mistake in saying that these people were retrenched in accordance with correct decision, namely that those who had "opted" for Pakistan section were liable to be "transferred" to Pakistan. I have no doubt that the proper materials were not placed before Mr. Santhanam, for fair-minded and just as he is, he would not have expressed this opinion. The whole case depends upon the word 'transfer'. Mr. Santhanam was of the opinion that they were really transferred to the Pakistan Section and, therefore, their discharge was not unjust. As I have already shown, they were never transferred at all. As a matter of fact they were all along in Jodhpur Section and were all along in service. Therefore, their discharge is not justified on merits. They were not to be given any notice of retrenchment; I do not know by what process or principle they were retrenched.

Then, Sir, there is a further condition that if these people at all were to be retrenched, they should be retrenched, due regard being given to seniority. As a matter of fact, these people were not retrenched on the ground that they were juniors, but merely because they belonged to a particular group. I, therefore, submit that their retrenchment was first of all not justified, in view of the assurance given, and secondly if at all they were to be retrenched, they should have been selected from the bottom. As a matter of fact, this rule was never observed in practice.

Again, the retrenched hands were clearly told that they would be absorbed in new vacancies. I understand that the Jodhpur Section of the Railway is expanding; the workshop is expanding, and that about four hundred men are going to be taken in. I see no reason why the cases of these retrenched hands should not be taken into consideration in filling these vacancies.

So the points on which I rely are: first that according to express understanding and subsequent clarification, these people were not liable to be retrenched at all. Secondly, if at all they were to be retrenched, they should have been selected from the bottom. Thirdly, they are eligible at any rate for consideration in regard to re-appointment. The Railway is going to appoint a large number of men and

[Shri Naziruddin Ahmad]

I submit that the cases of these people should be taken into consideration in making these appointments.

The hon. Minister and the Minister of State who preside over the destinies of railway people are essentially just and fair. I do not wish to pursue my cut motions. I have every confidence that they will consider these cases and do what is necessary for righting these wrongs.

Shri Jainarain Vyas (Rajasthan):
May I make a personal clarification?

About persons who were transferred to the Sind section of the Railway I have something to say. The whole thing happened during the period when I was not Chief Minister of Jodhpur State—someone else was. Unfortunately, the word used was "transfer", in place of the word 'opting' for Pakistan or India. From the record I found that the men in the workshop were told that those who opted for India would be given first preference in the matter of service and those who opted for Pakistan would not be employed here. Then, those who had opted for India and Pakistan would have second preference. As a matter of fact at that time people were very panicky and the employees who opted for Pakistan were mostly Mohammadans. There were, of course, a couple of Hindus as well. The word 'transfer' was unhappy and the report of the foreman in the workshop says that the workmen were informed that those who had agreed to transfer for Sind section would not have any right to come back to the Indian section and those who had opted for both the sections would be given second preference. According to this more than two hundred men who did not actually go to Pakistan but who had opted for both, in the words of the Foreman, were re-employed in the workshop and the Jodhpur Railway asked the Government of India to treat them as surplus and absorb them. That is the actual position.

Shri Frank Anthony: I have in my cut motion sought to focuss attention on the disabilities of railway staff. I see that my hon. friend the Minister for Railways has a rather sardonic smile on his face, probably anticipating a broad-sided attack from me. But allow me to assure him and the House that it has been my fortunate experience that more than any of his predecessors he has sought steadily to eliminate the disabilities of railway staff. What I propose to ask him in the few minutes at my disposal is to continue that goodwill. I want to

assure my hon. friend the hon. Shri Gopalaswami Ayyangar that what I am asking for is the elimination of real disabilities. I am asking for that not as a matter of concession or a matter of privilege but what I regard as a matter of right.

The first major grievance which I would bring to his attention is the classification and treatment of old staff. I regret to say that certain rules brought into effect fairly recently are being applied retrospectively to penalise old staff irrespective of their date of recruitment or the conditions prevailing at the time of their recruitment. For instance, fairly recently a Railway Board order was issued—I think it was about 1948—where certain educational qualifications were prescribed. The Senior Cambridge or Matriculation was prescribed as the equivalent of the S. S. L. C. I have no particular grievance with that. But my grievance is this that as far back as 1943, the then basis of recruitment was the Middle School—what was then known as the Anglo-Indian or European School—certificate. Staff recruited then with the Middle School certificate, which was then considered equivalent to the S.S.L.C., were appointed to posts of A Grade Firemen and they were given certain channels of promotion. But because of this new rule of 1948 these unfortunate men recruited as far back as 1943 are retrospectively penalised, their channels of promotion are taken away and they are classified as semi-literate or illiterate staff. I feel the hon. Minister with his vast experience of administrative matters will appreciate that this attempted application of these rules and this attempt retrospectively to penalise staff recruited as far back as 1943 is misconceived and untenable.

My next point is this. I feel—and I would earnestly request the hon. Minister to give this matter his sympathetic consideration—I feel that the Railways should initiate some uniform policy in the matter of suspending an employee. For instance the present general practice is that as soon as a complaint is received against an employee, almost immediately he is suspended. As soon as the police begin an investigation, he is immediately suspended. Personally I do not think that this is fair. Sometimes the police take as long as a year or two years to investigate a case. And at the end of two years they do not proceed with the case because there is not sufficient evidence forthcoming.

My own submission in this matter is that some uniform principle should be adopted. I feel that it is only after a man has been convicted by the first court that he should be suspended. Then there is a *prima facie* case for suspending the man. The hon. Minister may say that there is no real grievance or hardship because if he is suspended and if after one year's investigation the case is dropped he gets his back pay or arrears. But it is poor satisfaction to a person who has been suspended for a year and who has been tried for a period of two years and at the end of three years is exonerated, for the administration to say "Well, you get three years' arrears". The grievance is this that during the period of suspension he gets only a quarter of his salary: he is prevented not only from living but, what in my opinion is more important, from prosecuting his defence. As regards this question of when a man should be suspended I have said I feel that he should be suspended when he is convicted, because then there is a *prima facie* case for suspending him. I also feel that a man should not be removed from service immediately he is convicted in the first court. My own feeling is that he should be removed from service only after his appeal has been dismissed. In reply to that the hon. Minister may say, "Why, there is a revision still pending". I say "No". Once a man has exhausted his right of appeal, if it has been rejected by the appellate court, there is a good *prima facie* case to remove him from service. For instance there is a case which I have brought to the notice of the hon. Minister for Railways. It is the case of an Assistant Night Fireman. What happened? The court was seized of his case. A *chalan* was put up. It may have been an incomplete *chalan*, but the court was seized of his case. After the court was seized of the case a departmental enquiry was initiated. While the court case was pending the man was removed from service without even the findings of the enquiry being made known to him. Then he was acquitted by a competent court. I represented the matter to the General Manager of the E. I. Railway. I received a peremptory, and I am sorry to say the not very intelligent reply where he said that although he had been acquitted of the charge of negligence, the court of enquiry had before it certain other charges. I say that is not correct. To begin with, the results of the findings were never made known to him, and without any reasons being assigned he was removed. He was charged be-

fore it with negligence of which charge he was completely exonerated by a competent court.

I suggest that three principles arise for the consideration of the hon. Minister.

Is it fair—

when a man's case is before a court, to initiate a departmental enquiry;

while a case is *sub judice* in the court, for him to be removed as a result of the findings of a departmental enquiry—which are not made known to him;

afterwards, when he is completely exonerated of the charge of negligence by a competent court, for the General Manager to come and say that the departmental enquiry had other charges before it—which I submit is not correct—?

The tremendous hardship that arises out of this practice is exemplified in the case of an ex-P.W.I. employee, Bhattachariya. What happened in Bhattachariya's case? As soon as the investigation started he was suspended. After his investigation and his trial, lasting another year or two, he was convicted. He was immediately dismissed. On appeal he was completely exonerated. Now, what is going to happen to Bhattachariya? He was completely exonerated by the court. How can the administration make amends to this man? As soon as the investigation started they suspended him. Although his appeal was pending before the Sessions Judge, he was removed from service. I ask what amends can be made to this man? I will read only two sentences from the judgment of the Sessions Judge:

"The absurdity of the prosecution story is further obvious from the following circumstances..... It is thus obvious that the prosecution had utterly failed to prove that Bubulal did not work as a gang coolie during the relevant periods. ...The prosecution story about the conspiracy is absurd and rests on the testimony of unreliable witnesses. Bubulal himself is an accomplice whose testimony cannot be accepted without sufficient corroboration. He has revealed himself as a liar at every step and his witnesses are no better than him. The prosecution case is entirely false and fabricated."

[Shri Frank Anthony]

How, following the present practice, can you make amends to Bhattachariya? This is not an exceptional case—it is a matter of principle. I earnestly appeal to the Minister not to suspend a man merely because a complaint is received or the police begin an investigation. If he has been convicted, then suspend him. Then, after his appeal and after that appeal has been rejected, at that stage the hon. Minister would be perfectly justified in removing him or dismissing him.

Another point which I wish to bring to the notice of the hon. Minister is the treatment of staff involved in accidents. Do not let me give the impression for one moment that I am asking you to be lenient with negligent staff. By all means be ruthless with regard to negligent staff. At the same time I do enter this plea, do not make scape-goats of your staff, do not sacrifice them at the altar of uninformed clamour by the public or maybe even by Members of this House. This is what happened in a particular case. Here is a man, Butler, who has not only an excellent record of service but an ultra-exemplary record with a service of thirty years. Up till recently he used to be hand-picked in order to take specials out for either the Prime Minister or the President. What happened? Merely because there was an accident, merely because some bogies telescoped and there was an unfortunate loss of life this man has been penalised. In two lines his whole appeal has been dismissed. There was a prescribed speed limit of 10 miles. There was a speed indicator. The Guards journal shows that the man was travelling at a lower limit. A test was made but at the other end, as the rails had been uprooted. The rail pound pressure was different at the place of the test. During the test only the engine was used without any coaches being attached as when the accident occurred. At the time of the accident there was a cyclone and there was rain. The ballast, I believe, was not the same. Merely because there was loss of life, the man's whole career has been destroyed; he has been dismissed from service. I would ask the Minister to look into this case with the sympathy that it deserves.

Shri Gopalswami: What is the name that the hon. Member mentioned?

Shri Frank Anthony: Butler.

Then, Sir, I am going to make an appeal and I am certain that it will not fall on barren ground. I appeal

to the sense of chivalry of the hon. Minister for Railways. I am optimist enough to believe that since he belongs to an older generation, unlike myself and the Member for Staff in the Railway Board, Shri Neelakantan, he cannot remain unresponsive to my plea; my plea is on behalf—I feel there is a well grounded case for a concession—of women teachers.

Sir, I had approached Shri Santhanam and although we had brushes in this House, I have always found him very helpful and very understanding. As a result of that approach the nurses on the Railways were given special pass concessions. I am now making a special plea for women teachers. I approached Shri Neelakantan—I suppose he was dealing with it essentially with the attitude of an official untouched by any sense of chivalry; he said: How can we extend it to women teachers? In the case of nurses the plea can be taken that they are rendering humane service. On the same analogy can it not be said that women teachers—I am not pleading for any particular community, but for all women teachers—can it not be argued on their behalf that they are also rendering exceptional, humane service to the community? Then there is this argument also: One of the conditions of service of many of these teachers, when they joined the Railway schools, was that they would be entitled to second class travel. The Railway Minister may say: If you extend it now to teachers, how can we deny it to other women employees getting the same scale of pay? I have already said it should be on the same basis as was extended to nurses, that is, for rendering exceptional service. It was a condition of their terms of service when they joined the schools. Last but not least and I say by and large, it can be said that the teachers irrespective of their salary are drawn from—I say it without any offence—a higher stratum of society than the average women employees of the Railways. Most of them are double degree holders, all of them have to be Matriculates or Senior Cambridge certificate holders. They come from a genteel stratum of society. Merely because they belong to the worst-paid profession in the country, I say, that is no reason for denying them this concession which has been given to the nurses and compelling them to travel under conditions which essentially must be repugnant to them.

Sir, I want to say a word about recruitment. I note with regret that the paper qualifications in respect of

some cadres have been raised. I say this without any sense of resentment or without pointing a finger at any one. There is a widespread feeling among Anglo-Indians that these paper qualifications have been raised in order to exclude the further recruitment of Anglo-Indians. Before these paper qualifications were raised, the middle school certificate was quite sufficient for the position of an A grade fireman. Today the Railways require the Senior Cambridge certificate. Is it fair? A Senior Cambridge certificate is required for a lad who wishes to be an officer in the Army, a lad who is responsible for the lives of battalions, of divisions of army corps and yet the Railway Administration is now requiring the same qualification from a man in order to shovel coal. And can it be said that the middle school examination standards, which were sufficient to establish efficiency, that those standards are now too low? The Ministers themselves admitted that those standards were pre-war standards, which they have not been able to recapture. Those standards were set by men with middle school certificates from Anglo-Indian schools.

I will say the last word about confirmation. The hon. Minister of State said that there is no real grievance with regard to confirmation. All I wish to emphasize in the short time at my disposal is that with regard to Class II, this is not correct. I am not going to flay the Minister of State. I have figures here with which I could make his position embarrassing. Although he may be older in age, with regard to Railway matters I consider him to be my younger brother. With regard to Class II officers the average number of officers unconfirmed is over 70%. I have got the figures. On the E. P. Railway out of 10 sanctioned posts 7 officers with more than two years service are unconfirmed, representing a percentage of unconfirmed officers of 77.7. And I believe that is the position generally prevailing in almost all the Railways.

Shri Joachim Alva (Bombay): May I raise a point for clarification? We are much indebted to the hon. Member for his constructive criticism in regard to the Railway servants who are dismissed or suspended. I want a clarification from the hon. Minister that the employees and officers of the Railways ought to be dismissed or suspended only after the High Court confirms their conviction. This is an important point that Mr. Anthony has raised. It is not merely moral but a legal point. I would therefore like the hon.

Minister to confirm or clarify this point, namely, that the railway officers need be dismissed only after filing the pronouncement of the High Court confirming their conviction from the lower court.

Mr. Deputy-Speaker: It is One O'clock. The House will now stand adjourned to 2-30 P.M.

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

The House re-assembled after Lunch at Half Past Two of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

Shri Rathnaswamy (Madras): I have moved a number of cut motions and I therefore take this opportunity to say a few words on those cut motions.

I should warmly congratulate the hon. Minister for Transport.....

Mr. Deputy-Speaker: Hon. Members spend away a minute or two in congratulations, and then there is no time left.

Shri Rathnaswamy: ...for the efficient and profitable management of this great national concern and great public utility service. Although I say so much in congratulating the hon. Minister, still, I am constrained to say a few words about the way in which the hon. Minister for Railways has come out with his proposals for enhancing the passenger fares. The hon. Minister, in his speech, said that the proposals brought out by the Government would administer only a mild shock to the people here and to the people outside. But, I may tell you, Sir, that it has not administered only a mild shock, but certainly a very violent and terrible shock to the people, poorer classes in particular and the middle class in general. I do not know by what mysterious process the hon. Minister has formed his conclusion that the enhancement of the passenger fares will not in any way affect the inflationary forces that are at play in this country. I may tell you, Sir, that this is going to play a very vital part in worsening the economic situation in the country, particularly at a time when the prices of commodities are heading towards Himalayan heights, when to the poorer classes living has become indeed a nightmare and when the people are so much hard put to make both ends meet. When the people are finding it so difficult to balance their meagre budgets, I do not understand what justification Government can have to say that these passenger fares can be enhanced. When once the

[Shri Rathnaswamy]

fares are increased, it is a notorious fact that Government seldom revise them. I should like the hon. Minister to give a categorical assurance to the people that these fares are going to be there only as a temporary measure and will be revised as soon as the economic position of the Railways becomes better.

Then, Sir, I was very much pained to hear that a sufficient number of scheduled caste candidates were not forthcoming for the different categories of service in the Railway department. My information is that a number of applications of scheduled caste candidates are being rejected under some plea or other. I should like to suggest for the consideration of the hon. Minister that it is enough if the scheduled caste candidates possess the minimum educational qualifications. I am sure that a number of people have applied to the Railway Department; but somehow they have not found favour with the Railway Commission. I would like therefore to take this opportunity of appealing to both the hon. Ministers, deeply interested as they are in *Harijan* uplift, and particularly to Mr. Santhanam who has evinced an abiding and very great affection to the Scheduled castes. I should like to make a personal appeal to the hon. Minister to see whether a good proportion of the appointments cannot be given to the scheduled caste candidates who have applied to the various services.

Incidentally, I would like to draw the attention of the hon. Minister to the change of the time of departure from Madras of the Grand Trunk Express. Formerly, it was running at a very convenient hour in the morning. Now, that train leaves Madras very early in the morning and those that start from Madras are put to considerable inconvenience. I therefore request the hon. Minister to see whether it would not be possible for him to change the hour of departure of the Grand Trunk Express from Madras.

I would also like to say a few words about these social guides. I am afraid that these appointments look like sinecure appointments. I wonder what useful purpose is being served by these social guides. Since I feel that there is not much work for these social guides, I should venture to suggest to the hon. Minister that their services can be better utilised in propagating to the travelling public to observe rules of sanitation and hygiene, as still it is a notorious fact that most of the railway compartments are very dirty, not excluding even the first class and second class compartments.

Sir, a word about re-grouping of the Railways. I am sure the whole House will welcome this measure. But, at the same time, I should like to take this opportunity to sound a friendly warning to the hon. Minister that we should not get into the same difficulty as we did before, so that this scheme of re-grouping may not result like the classification of passenger traffic into four classes, which later necessitated the reversion to the old order. The best policy in the present circumstances would be to adopt the slow policy, as the public is legitimately apprehensive of the ultimate success of schemes undertaken by the Government, as many of the schemes undertaken by the Government in former times have resulted in colossal failure.

A word about Railway labour and I have done. Railway labour has undoubtedly been granted quite a good measure of liberal terms of employment in comparison with employees of commercial undertakings. There is a move to resort to strike and thereby retard the efficient management of the Railway Department. May I take this opportunity to appeal to those labourers that they should not resort to such unconstitutional methods as this, but that they should adopt constitutional means of getting their demands met by Government, especially at a time when the Country is passing through very difficult times.

As far as the catering service in the Railways is concerned, I would suggest to the consideration of the hon. Minister to see whether or not the consumption of supplementary food articles may be encouraged among the travelling public. It is very painful to find that the dining cars in the Railways are not kept very neat or in a hygienic condition. The quality of the food served there is not up to the mark. The prices are also exorbitant. I would therefore suggest to the Railway department to undertake this catering service by the department itself and I am sure it will introduce efficiency and economy.

I do not want to say anything more except to conclude by saying that it would be more appropriate and more humane on the part of the railway administration to revise the orders in regard to the raising of passenger fares, particularly for the third class passengers as the raising of fares would very much hit the poorer classes of the public, and I am even afraid that ultimately these measures would exterminate the middle classes.

As regards the electrification of suburban trains is concerned, may I suggest for the consideration of the hon. Minister that the electrification and

extension of the line between Tambaram and Chingleput, once taken up and later shelved for certain financial reasons, should be pushed ahead as early as possible. I may also add that if electrification of all suburban trains is brought about, that would go a long way to help the small traders and the business community in general.

Prof. K. K. Bhattacharya (Uttar Pradesh): First of all let me in my first few words congratulate the hon. Minister of Railways for introducing punctuality in the running of our trains.

Shri Hussain Imam (Bihar): And not for the Budget he has presented?

Prof. K. K. Bhattacharya: Just a minute, I am coming to that. With regard to certain other matters, I am afraid I will have to say something which may not be quite palatable to the railway administration.

Shri Sondhi (Punjab): The Railway Ministry or the railway administration?

Prof. K. K. Bhattacharya: I said railway administration.

Well, Sir, first of all, let me tell the hon. Minister that this suggested increase in fares is looked down upon by the people at large, for the simple reason that this is looked upon as the last straw on the camel's back, and it is felt that there will necessarily be an increase of about 25 per cent in the general cost of living if along with this other provisions of the General Budget are passed. Now, if the Ministry feels that this increase is inevitable as was stated by the Railway Minister, I must strongly advocate that he should see to it that overcrowding in the trains is stopped immediately. I had to travel in a train—the Janata Express—on the 24th January, 1950 to Delhi and believe me, Sir, if there had not been three or four students with me in the same compartment I could not have managed to get into the train at all, or I would have died of suffocation. I was at that time travelling in the third class in the much advertised Janata Express. I had the desire to travel always by the III class in the Janata Express, but the over-crowding is terrible and in spite of my generous impulses I had to give up this desire. This over-crowding must be stopped so as to do away with the inherent difficulties of the situation.

Sir, I would like also to tell the Railway Minister that he should immediately introduce concessions and other facilities specially for students to travel. As the saying goes, "Home-keeping youths have homely wits". The youth of our land must travel and leave off little homely traditions and

provincial ideas and broaden their outlook on life. They must travel and travel must be made easy and cheap for them. If they travel in a body...

Shri Santhanam: The hon. Member may know that students' concessions have been restored from the 1st of April last.

Prof. K. K. Bhattacharya: Yes, if they travel in bands probably, of say four or five or eight. But I say even when a student travels single with a *bona fide* certificate from an institution, he should be allowed to travel on the lower charge or rate. In England the people—and I spent two years of the best part of my life there—have such a lot of concessions. They have concessions during holidays to go to certain places. They have seasonal tickets. Even in our country we had week-end tickets and return-tickets, but these have been abolished now. I feel, Sir, that the free Republican Ministry of Railways should see to it that these concessions are immediately made available and the existing difficulties mitigated, if not completely removed, so as to make travel easy and cheap.

India is the epitome of the world and here we can attract a considerable number of tourists. But the overcrowding in our trains, the bad food that is served at the railway station stalls, these would stink in the nostrils of the tourists. If these are set right, I am quite certain that a much greater number of tourists would visit our country and increase the wealth of the land by spending the money of foreign lands in India. Let me narrate just one of my many experiences in railway trains. I was coming from Kanpur on the 22nd January last and on that day I had to taste the worst food possible, though it was served by The Ballabh Das and Company. When it was brought to the notice of the servers that I was a Member of Parliament, the dish was immediately changed. Sir, how many of our travelling public are Members of Parliament who can have their dish changed like this? If I had not been a Member of Parliament, I would have been told summarily, "No, this is the food which you are required to eat." Generally third class food is served and first class price is charged. This is just one instance of the many I have.

Let me cite another to show the general vigilance of the railway staff. On the 28th February last I was travelling in the first class with a lecturer of our university—Dr. Satya Prakash. That gentleman had to get down at the

[Prof. K. K. Bhattacharya]

Tundla Station which is touched at about 1 o'clock at night. And so he had requested the guard of the train to wake him up about that time so that he might get down. Most fortunately for him, he himself woke up in time. No guard was anywhere in sight. And even when the train was starting off the station I could not catch the sight of the guard. Sir, I had occasion to take the assistance of the guard under similar circumstances once in 1945 when I was travelling on the Assam Railway and I had to alight at a way-side station. The guard did wake me up at the previous station and came to remind me again at the alighting station.

These things have to be improved. If we make better food available, and if we can get the railway staff to be more courteous and vigilant, I am sure travel conditions will certainly improve.

There is another factor which I would like to bring to the notice of the hon. Minister and it is this. There should be classless travel in our country. There should not be any such distinctions like second class and inter-class. There should be only the third class and the first class. In England which is really the most democratic country in the world, there are only two classes, the third and the first. Those who can afford it, they go by the first class, and let me tell you, Sir, that the great majority of the public in England travel third. And if I were to compare the amenities they have there in their third class with those of our trains, it will be seen there is no comparison at all. Now that the fares have been increased, I must impress on the hon. Minister that the over-crowding in the trains must stop immediately, unconditionally and on the spot.

Sir, I would like to emphasise one or two other points. At Allahabad even in the main station or at Prayag there are no proper third class waiting rooms, nor on the O. T. Railway station at Allahabad. Pilgrims come in their millions and they live like cattle at the stations. It is a well-known fact that on account of the Magh Mela a large congregation of pilgrims takes place there to have their bath and it lasts for a whole month. Yet there is no proper accommodation there at railway stations for receiving them and keeping them for even two hours at the station. I want this state of affairs to cease.

I hail from Bengal and even there conditions are miserable. There are places of pilgrimage like Nabadwip to

which people come from all over India and yet the stations are overcrowded and there is no waiting room accommodation. These have to be attended to immediately.

I want to mention one or two things before I conclude. Mr. Santhanam went to Allahabad and there I drew his pointed attention to the fact that there was a prime necessity that the clerks should be upgraded. They were not ordinary clerks doing routine work. They were helping in issuing administrative orders. But Mr. Santhanam said that I had no *locus standi* being the President of the Ministerial Staff Association, which was not a recognised body. I want to impress upon him the fact that I am perfectly satisfied that the class from which these people come is not at all third class: that they are not doing routine work but pass orders on files, which sometimes may or may not be approved of by the officers. Also there should be proper amenities for the clerks. The hospital at Allahabad should be improved. The Railway hospital at Allahabad is not as well equipped as it should be.

Of late one hears several complaints regarding the hospital and probably Mr. Santhanam must be in the know of the situation. Therefore I ask him to see that greater amenities are provided to all classes of railway servants so that they may be able to give their best to the railway administration and make it as successful as possible. I want to see that our people should render as good an account of themselves as they could to lift up the name of our country in the eyes of the world. For that much depends upon the Railway administration and I hope the Railway Ministers will be able to succeed in the great mission before them.

Shri Birua: I fully associate myself with the remarks of the previous speaker. I would however like to make a few observations regarding the fares, especially of third and inter classes.

The Hon. Minister said in his budget speech:

"The number of passengers carried was higher than at any time previously even as compared with the larger railway system of the pre-partition period..... These upward trends have since been more than maintained during the current year, and the year 1951-52 promises to be a year of steady progress and prosperity"

Further on he says:

"On the financial front the position is not only sound but comfortably so. Our earnings will touch new heights. Control over expenditure has shown considerable improvement. We have consciously and effectively prevented an undue inflation of the capital at charge of the undertaking. The surpluses realised will be handsome. Our Reserve Funds are well stocked."

In this background I want to make a few remarks. The Budget is a surplus one. The hon. Minister called the enhancement of fares a mild shock but it is really a hard blow to the travelling public, especially the third and inter class passengers. The increment in the first and second class fares is no increment at all. The first and second class fares were 30 and 16 pies respectively during the pre-classification period and they are 27 and 16 pies respectively now. In the first class it is still less by three pies. Whereas the inter class fares increased from 5 pies to 8½ and 10½ pies and it is now nearly double than what it was. In the third class it increased from three to five pies and six pies and so it is now nearly double. The respective increases are unfair and unjust and I appeal to the hon. Minister to consider this and increase the fares proportionately.

Shri A. C. Guha (West Bengal): I have given notice of certain cut motions but I have been called upon to speak particularly on Demand No. 4, which relates to Ordinary Working Expenses—Administration. Speaking about the administration, the first thing to mention is efficiency which also includes honesty, freedom from corruption. I can say that the railway administration has improved since the advent of independence. When the British withdrew from India they left every thing in a chaotic state—almost as a scrap. There has been considerable improvement—but there is scope for further improvement yet. When the Minister of State for Railways says that corruption has been brought down almost to an irreducible minimum, there I would like to disagree with him. This is a very dangerous complacent attitude on the part of the administration to say that corruption has been brought down to the level of irreducible minimum. From the revelations made on the floor of the House by a Member only a few days ago, it would be apparent to the House that there is corruption even in the higher levels and on a major scale. The Minister of State for Railways has stated that the Railways are a

commercial concern and there also I disagree with him. The Railways should be considered primarily as a public utility service. I do not mind if it gives revenue. One of the previous speakers said that in almost all the European countries the Railways do not yield any revenue to the State. But if our railways give any revenue, I have nothing to be ashamed of. But the Railways should be considered primarily from the point of view of a public utility service and not as a commercial venture.

The working expenses of the Railways have of late been increasing.

[MR. SPEAKER in the Chair]

The figures given in the budget papers will show that the gross earning in 1939-40 was 107.77 crores and in 1949-50 it has increased to 252.63 crores, an increase of 132 per cent. The operating expenses have increased from 69 crores to 201 crores, that is an increase of 187 per cent. So the operating expenses have gone far beyond the proportionate ratio to gross earnings. The operating ratio or percentage of working expenses to gross earnings in 1939 was 64 per cent, and in 1949 it was 80 per cent. In 1942-43 it went down to 51 per cent, and it has been since rising. There have not been any signs of increase in efficiency and yet the working expenses have been increasing inordinately. Almost in every other item under working expenses there has been an abnormal increase every year.

Then coming to the proposed increase in fares, I do not mind this increase, if I had been satisfied that efficiency has been increasing and amenities to the public were increasing proportionately. It has been stated that this increase would be utilised for strengthening the general revenues of the country. That I do not mind—it has a good aspect also. It is known that the financial position of our country is not quite sound; our cash balances have been going down. So, if by having some increase in railway fares we can consolidate the financial position of the country, well I do not mind it, though it may be somewhat unconventional and unorthodox. What is worrying me is whether with this increase in railway fares you are going to give some return to the travelling public, to give them some comfort and amenities for lack of which they have been suffering now for so many years. But there I have my misgivings. The expenses have been rising inordinately. The increase in fares is bound to yield a re-

[Shri A. C. Guha]

venue; but can the Railway Minister give us an assurance that it will not be spent again to meet the running expenses of the railways? There lie the difficulties and suspicions of most of the Members.

3 P.M.

I have some particular points to mention about the railway collieries. Out of the eleven railway collieries eight are running at a loss totalling about Rs. 1.25 crores. I do not understand why they are running these collieries if they cannot do it efficiently. There are other anomalies about these collieries too. The expenses on the permanent staff on the productive side are budgetted in railway accounts, but the expenses on the temporary staff in the production side and on the distribution wing were being shown under Industry and Supply Ministry—now probably under the Ministry of Natural Resources and Scientific Research. When these collieries belong to the Railways I cannot understand why their accounts are bifurcated and these are placed under the management of another Ministry. Again, this loss on collieries has recently been enhanced by the fact that coal from these collieries is taken to the different railways not by rail but by steamer and other forms of transport. When I was a member of the Railway Advisory Council and also of the Railway Standing Finance Committee, this point was discussed several times. It was the opinion of both the Committees that coal from the railway collieries should be carried entirely by rail and that no extra expenses should be incurred on it. To come back to the collieries, I would like to point out that the average cost of raising one ton of coal in private collieries varies from Rs. 10 to Rs. 14, but in the case of railway collieries particularly for these eight losing collieries, the average cost works out to Rs. 23 per ton. So you can understand under what sort of a management those collieries are being worked I would like to impress upon the Government and upon the House that such a scandalous thing should be put a stop to immediately and that if the Railway Department or any other Ministry cannot run these collieries economically then they should either be closed down or given to some private management on contract or lease. There is no sense in incurring every year a huge loss on their working particularly so when it is preventable.

Then I come to some problems of my State. Due to partition, the railway system in West Bengal and also

partly in Assam has practically got dislocated. The northern districts of West Bengal, that is Dinajpur, Jalpaiguri, Darjeeling and Cooch-Behar have no direct connection with other parts of the State and it takes a good deal of time to reach those places. Even articles of daily necessity are not available at those places at reasonable rates. It is three years or more since we have achieved independence and since we have agreed to the partition of Bengal. By now the Government ought to have been able to do something to relieve the distress of the people there by providing proper railway facilities. Near about Calcutta there is the Barasat-Bashirhat Light Railway. I have been troubling the hon. Minister of State about this Railway for the last two years, and I have now been told that they have decided to abolish this whole system of light railway and to leave the entire area open only to motor traffic. This is a frontier region just close to Pakistan. The House may remember that only about eighteen months ago there was a raid by the communists in four or five places in this area and it is suspected that the raiders then fled to East Bengal. Such an area which is almost of strategic importance should not be left open only to motor traffic; it is absurd that there should not be any railway connection. Besides, Calcutta has been receiving quite a good quantity of its daily supplies of fish, vegetables and other articles from these areas. If that railway line is run properly it would give a good revenue. But even if the question of revenue be not considered, it is a question of amenities to the public, it is a question of strategic necessity and from the point of view of refugees who have gathered around Calcutta, particularly in the Barasat sub-division, it is a question of rehabilitation also. Further to relieve the congestion in Calcutta there should be railway connection between Calcutta and all the sub-divisions of 24-Parganas. I would request the hon. Minister to consider this question of this light railway again.

Lastly, I have been pressing in this House that as a measure of rehabilitation the East Bengal refugees should be taken in proper numbers in the Railway Department; but I have not been able to get any satisfactory reply or satisfactory information. On many occasions I was told that information was not available or was being collected. I have not got it. I do not know why, for instance, the

Chittaranjan locomotive factory should not practically be earmarked for the East Bengal refugees. I know there was a proposal in this direction some time ago but I do not know why it was not implemented. Till now only a very small number of the East Bengal refugees have been taken there. According to the adjudicator's award 15,000 refugees were to be taken in the Railway Department; but I have been told during the last session that only 2,800 or something like that number was taken, and that too I think mostly in class IV. I have not been able to get figures as to how many are in class III or in class II service. I have my own misgivings that hardly any of them would be in classes II and III. This is going against the decision of the Government that all facilities of new posts should be utilised for providing relief and rehabilitation to the refugees. In the last session I also put a question asking how many of these refugees have been given catering contracts on the eastern side of the Indian Railways. There also I could not get a reply. My information is that not a single East Bengal refugee has been given any catering contract on that side.

One more point and I have done. That is about re-grouping. I will not take long, Sir.

Mr. Speaker: I am afraid he has taken 14 minutes.

Shri A. C. Guha: I will take just one minute more.

As a matter of general policy I support the principle of re-grouping but what is rather worrying me is the proposal of abolishing the divisional system and introducing the district and above that the regional system. I am afraid it will not give economy by abolishing the division and introducing the district and the region as separate units.

Shri Massey (West Bengal): When I moved this Cut Motion during the last Budget Session, I pointed out that we had a loss of Rs. 4 crores on account of fuel. At that time the hon Minister of State stated that he had no very clear knowledge as to how things were being done and therefore was not competent to make any pronouncement as to what should or should not be done. I was hoping that this year there would be no loophole in the Railway Budget in regard to fuel, but on carefully analysing the figures I find that we are now

losing almost Rs. 6 crores on account of fuel. Fuel economy is not quite a new thing, but I do not think it is being taken seriously. Fuel as a single item of expenditure is one of the largest in any Budget and it is certainly a very large one in ours. It is over Rs. 30 crores.

In this connection, I would like to compare the 1944-45 figures and the 1949-50 figures. In my last speech I pointed out the various details of the working of the Railway and stated that our locomotives were in a much better condition in 1950 than in 1949 and therefore there was no reason why there should not be better economy in fuel. We have reached new heights, as the Railway Minister stated, in regard to traffic, but I do not think that we have moved as much traffic in partitioned India as we did in 1944-45 in unpartitioned India. Under the heading of proportion of mixed, we have very nearly 35 million gross ton miles in 1944-45 as against only 32 million miles in 1949-50, which means that we moved 3 million more miles in 1944-45. In the case of goods, we had 60 million gross ton miles in 1944-45 as against 55 million miles in 1949-50. Here again, we moved more traffic in 1944-45 than in 1949-50.

Now, let us take the actual coal consumption during the two periods. Irrespective of the rate of consumption, the total coal consumption in 1949-50 on the passenger service was 230 thousand tons more than was the case in 1944-45. In regard to goods, the figure is slightly less. But if we take the rate of consumption which is more important, we find that in 1949-50 we have used 713 thousand tons more on our passenger service and 213 thousand tons more on the goods service. The next item for consideration is the departmental mileage. According to the volume II Statistics, there has been no increase in the departmental mileage, and yet we have the colossal figure of 148 thousand tons more of coal used. In undivided India with more railway lines we had more pump houses and we moved more traffic, but here again we find that in 1949-50 we have used 44 thousand tons more of coal on our pumps with fewer number of pumps than we had in the whole of undivided India before partition. In regard to electric generating stations, I do not know whether there have been any new stations opened. Perhaps there may be a few, if any. But under this head, we seem to have gone up by about 50% of the consumption for the whole of India. The figure is 116 thousand tons in excess of the 1944-45 figure.

[Shri Massey]

As far as Class I Railways are concerned, the above is the position. In regard to Class II Railways we have not got very many statistics, but taken as a whole there has been no improvement. There has been a drop of about 10 thousand net ton miles, but the coal consumption has increased by 29,987 tons. On Class III Railways, there has been a slight increase of 15% in the traffic, but the coal consumption has increased by 50% and we have used 13 thousand tons more of coal. This means that our total coal consumption on Indian Railways is very nearly 1 million and 190 tons more now than was the case in 1944-45.

When the hon. Minister was referring to coal consumption, he was rather pleased that our figures of coal consumption are slightly better, as he thought, than 1948-49. There is no doubt that in the lbs. per 1,000 gross ton mile there has been a very slight improvement, but as one who has had to deal a lot with fuel statistics and has found the ways and means by which these are produced to suit various individuals, I would like to explain the figures of consumption to the House. For example, under miscellaneous locomotive service we have 7 thousand tons more. Under departmental service we have 40 thousand tons more. Under pumps we have 10 thousand tons more. Under pump houses we have 50 thousand tons more. And under miscellaneous other than loco requirements we have 35 thousand tons more. All this makes a total of 205 thousand tons more than 1948-49. On my recent visit to certain Railway Stations, I found that in order to please the Railway Board and bring the actual consumption to a reasonable figure—because this is always criticised in Parliament and outside—the consumption has been shifted to other heads. I will not go into the details as to how this has been done, but it is possible, if you will see it carefully, to so arrange the increase under other heads that probably there would be no increase under the engine mile. For many years, when I was on the B.N.R. we tried to insist that all Railways should have a uniform practice and in all Railway reports the annual figures should include the actual tonnage on the ground on the first of every month or on the first day of the financial year, the total purchases during the year and the total issues together with the balance on hand. These figures should also be quoted in tons and rupees and should tally with your Budget statements. Then and then only will you know what you are actu-

ally using. Today, I am not quite certain whether all these figures that are produced in the Railway Board reports are correct. From my own experience, I can say that we had two figures: one the audited figure and the other the accounting or statistical figure. In one year, there was a difference of 90,000 tons in the accounts on the B.N.R. alone. If that happened on the B.N.R., it could happen on any Railway, just because there is no coordination. You have not got the figures in rupees and tons to check up with any other figure, and I suggest that immediately this matter might be given some consideration.

I find from Vol. I, page 65, of the Railway Report that the Fuel Enquiry Committee feel that they have not been adequately represented on the Coal Advisory Board. Railways consume 35% of the total coal produced in India and I whole-heartedly agree with the suggestion that they should be given more representation on the Coal Advisory Board. I feel that the Railways are not getting the coal that they should get and that is one of the reasons for this high consumption. I do not hope that my hon. friend the hon. Minister for Railways would have already taken steps for adequate representation.

I will next take oil, because oil forms an important part of our fuel consumption. The oil consumed on our railways has increased considerably.

To make it brief, on oils alone we have lost about Rs. 40 lakhs on Class I Railways—we have not got the figures for Class II and Class III Railways. In view of shortage of time, I will just summarise the position as I have given it. On passenger services we have lost 713,197 tons; on goods 231,723 tons; on departmental services 48,780 tons; on pumps 44,691 tons; on electrical generating stations 116,667 tons, on Class II railways 29,987 tons and Class I Railways 13,298 tons, making a total of 1,198,352 tons. At the rate of Rs. 45 per ton, which is the figure given in one of the books, it works out to Rs. 5,39,23,840. Add to that Rs. 40 lakhs on oil: you get nearly Rs. 6 crores. To this may be added about Rs. 3 or Rs. 4 crores that I have shown as the general loss on the working of railways.

Shri Lakshmanan (Travancore-Cochin): I should like to avail myself of this opportunity of bringing to the notice of the hon. Minister for Railways the step-motherly treatment that has been meted out to the Travancore section of the South Indian Railway. I

am not unaware of the history behind that treatment. The South Indian Railways—as it was then,—contracted with the Travancore Durbar to construct the line in the Travancore territory with a right to exploit the line to the fullest extent for a particular period of time. That being the case, it is no wonder that they did not pay much attention to the comforts and convenience of the travelling public in those stations. But that is no justification for the continuance of that discriminatory treatment under the present set-up of things.

Anyone who travels that side of the line cannot fail to notice the rather woeful condition of the railway stations in those areas. All the stations are old, cramped and dingy. There is little or no provision for the passengers to wait for the trains. With the exception of one or two, none of the stations are electrified. Travancore is a place where we get cheap electricity, but that is not being availed of by the railway authorities. With regard to the provision of drinking water also, there used to be provision for supply of water in two or three stations. A few months ago, I was travelling along that line and at a station called Warkalai which is mid-way between Trivandrum and Quilon, where there was previously facility for supply of drinking water, I found there was none. On enquiry I found that the arrangement had recently been stopped. Warkalai is quite an important station due to its proximity to the famous temple of Janardhan which attracts tens of thousands of pilgrims from the upper and the other parts of India every year. If that is the state of affairs in a station like Warkalai, one could as well imagine the condition of the other railway stations.

Looking at the open line works programme for the budget year, one would find that there are several works now in progress and several others are to be undertaken this year. I strained my eyes through the Budget papers to find out whether there is any single item of work to be undertaken in any one of the railway stations in the Travancore section. I am sorry to say that I was not able to find any. I do not know whether the hon. Minister for Railways had ever the occasion to travel along that line before or after he accepted office. If he had, I am sure he would not allow such a state of affairs to continue in that part of the country.

Even last year, when I was speaking on the Railway Budget, I took the opportunity of pointing out to the hon. Minister for Railways that his claim

that the Indian Railways are reaching out to the uttermost corners of this vast sub-continent, cannot be justified, unless railway lines are extended to Cape Comorin. Cape Comorin is famous all the world over for its enchanting scenic beauties and exhilarating climate. From the point of view of pilgrims as well, the temple of Kanya Kumari offers very great attraction. Looking at it from the financial aspect, it would be advisable for that line to be taken up. It is quite easy also to connect the Cape with Tinneveli for the lie of the land is also a plane one and quite suitable for easy and expeditious undertaking.

This takes me on to another request that we made in this House last year during Budget discussions, namely the connecting of Quilon with Ernaculam. I take this opportunity of offering my sincere thanks to the hon. Minister for Railways for responding to that request and ordering a survey immediately. But mere survey is not going to make matters very much better, and unless work is taken up in the immediate future, nothing very good is going to happen. I would urge upon the hon. Minister the necessity of giving first priority to that line.

Coming to the last point, namely increase of third class fares, I am one of those who whole-heartedly support that increase, but my complaint is that the distinction between mail and express fares on the one hand and the ordinary passenger fare on the other is not justifiable. It may be argued that in so far as in mail and express we get more speed and more comfort a higher rate is called for. If that argument is accepted, does it not follow that in the metre gauge and narrow gauge, the charges should be lesser, inasmuch as you get lesser comfort and speed? My sincere and serious suggestion is that either of the two fares should be done away with, preferably the lesser fare, because it will bring more money to the exchequer.

Shri Abdus Sattar (West Bengal): I take this opportunity to bring to the notice of the railway authorities and the Railway Ministry the inefficiency of the railways in checking smuggling of foodgrains. Everybody knows today that West Bengal is a deficit Province and with difficulty food is procured to supply the rationed areas. But unfortunately the Railway Department instead of helping the Food Department are helping the smugglers to carry foodgrains, hundreds and thousands of maunds of them every day. Local trains from Burdwan on both lines main and chord carry rice everyday to

[Shri Abdus Sattar]

outside districts, and nowadays it has become very difficult for *bona fide* passengers to travel by local trains. I had the misfortune to travel by a local train and I could not find a place in an Inter-class compartment because the smugglers had put down maunds and maunds of rice therein. You will be surprised to hear, Sir, that the railway guards open the doors of the first-class compartments to allow the smugglers to carry their rice. Unfortunately our railwaymen are not within the jurisdiction of the provincial authority. Whenever they are questioned they bluntly say "Do you know that Delhi is far away from Calcutta? We belong to the Delhi Government" and even our Food Minister in West Bengal says helplessly "What can we do? The Railway Department is not ours". Sir, I do not like to take much time. I simply wanted to bring this matter to the notice of the railway authorities and the Railway Minister and I hope that he will not merely reply but take effective measures to check this sort of smuggling and black-marketing. These anti-social habits are creating a danger to the society. At one station, namely Pandua in the district of Hooghly, whenever local trains come, hundreds of men and women, all smugglers, with bags full of rice and paddy simply raid the railway compartments with the result that *bona fide* passengers find it very difficult to travel. On top of it they are all ticketless travellers. I personally asked the ticket checkers to take steps to stop smuggling of food grains but I was told that it is not their duty. I said "It may not be your duty to check this smuggling, but is it not your duty to check ticketless travel? Further I was told "You need not mind about our duties". Of course I did not disclose that I was a Member of Parliament and I did not discuss the matter further. But I would earnestly appeal to the Railway Minister to take effective measures so that smuggling may be checked and efficiency may be brought in railway administration.

One word more. Prior to the establishment of the Chittaranjan factory the whole place was not deserted. There were villagers living there and they had to move over. When the lands were acquired it was promised by the authorities that as a result of the establishment of the factory the children of the soil would get jobs. But I wish to bring to the notice of the hon. Minister that unfortunately the local people who have been turned into displaced persons due to requisition of their lands are not getting any jobs in the Chittaranjan factory.

Shri Krishnanand Rai (Uttar Pradesh): Before coming to my main topic I would like to have some information from the hon. Minister on an item under the head 'Pay of Officers'. It is mentioned that the pay of the Economic Adviser has been increased from Rs. 1,300 per month to Rs. 1,800 per month and the budget of last year of Rs. 16,000 has been increased to Rs. 22,000. I could not get any information as to how there had been this abrupt increase of Rs. 500 per month in this post.

Secondly, as far as I gather from the speech of the hon. Minister, he said that after the abolition of the post of Chief Commissioner the Secretaries will do correspondence work with the railway bosses and co-ordinate their work. From the details under 'Pay of Officers' I find that the railway bosses are getting pays like Rs. 4,000 and Rs. 3,000 per month while the Deputy Secretaries attached to the Railway Board are so low-paid officials as getting Rs. 600 or Rs. 1,000 per month. I do not know how much co-ordination they will be able to do in relation to the high paid officers of the Railway Board.

Then, Sir, I would like to draw the attention of the hon. Minister to the railway which passes through my region, I mean the O. T. Railway. It is not a branch railway but a main line which covers half of U.P., the whole of Bihar and half of West Bengal. In the days of the company its fares were less than those of the E.I. and other better Railways. But if the hon. Minister will not wholly depend upon the reports of his own officials and will believe me a bit, I must say that not much progress or rather the least progress has been made in this Railway from the time it was managed by the company. When I see that along with other Railways the fare in O.T. Railway has also increased I feel that it is very unjust on the part of the Railway Administration. Take the case of wagon position in the O.T. Railway. Five years have elapsed after the war, but the O.T. Railway is still not in a position to supply wagons for consigning coal and cement and even cloth and other food articles to the different regions. I had talks with rationing officials in my district in Eastern U.P. and they say that they are not able to supply even rationed commodities for the first three or four days to those to whom they give rations because they do not get wagons. The U.P. Government promised to give fifty per cent. to those agriculturists who would prepare wells and coal was given to

them to make bricks, but the railways could not provide the wagons and I must say that all those regions through which this Railway is passing are starving of all development programmes due to lack of these wagons.

As far as passenger coaches are concerned I have got at least one dozen experiences. You buy a ticket of second or inter-class or any class, but you will never be sure of getting that compartment in the train. The railway official will say "You have the option either to go by the higher class or the lower class". If you choose to go by the lower class the guard will say "Now that you are travelling by the lower class I will give you a slip and you must write to the railway authorities for a refund of the balance of fare". Eight or nine times this has happened to me but I have never written for the refund, for this reason that there is one special feature with the Railway Administration that it never believes in giving answers to the correspondence that you enter into with it.

There is a station on the E. I. Railway which is called Badora which is on the border of U. P. and Bihar. All the trade between the two Provinces passes through this station. It is a local market. There have been requests from that locality to make a railway shed there out of which the Railway Administration also could have got money for the bags. I wrote even to the Minister, to the D. T. S., the General Manager, the Traffic Manager, the Station Master etc. Of course certain lower officers replied to me saying that the matter is under consideration. But I must appreciate the democratic spirit of the Railway Minister that he did not even think it fit to say that it was under consideration. The greatest defect in the railway administration, as far as I have been able to gather, is that all the higher bosses of the railways are just responsible on a functional basis, they are not responsible on a regional basis.

I see that in the suburbs of Bombay electric trains are going to be started. When I see in my part of the country 'bullock-cart' trains running there and when I see in Bombay and other places there are electric trains and I know that the people there are going to pay the same fare as I have to pay in my local train in the O.T. Railway, I feel very much disgusted. I can assure the hon. Minister that when I get down in Benares and change to my O.T. Railway to go down to Ghazipore District, all those who enter the compartment will abuse me for having

increased the railway fare on this rotten train.

I have nothing more to say but I hope the hon. Minister will pay greater attention to all these Railways. I must admit they have not been looked after very well.

Shri Ethirajulu Naidu (Mysore): The hon. Minister for Railways said that he was administering us a mild shock by increase in fares. Whatever the intensity of the shock may be, I wish that he had provided us with some shock absorbers in the way of some more connecting links in Railways and also some more passenger amenities. In my part of the country, there is one railway link which is very badly wanted and which would be beneficial to as many as three States, the Madras State, the Mysore State and the Bombay State. As I have been repeatedly urging, the metre gauge starting South from Poona runs nearly 800 miles to Chamrajanagar and after a gap of about 100 miles, the South Indian Railway's network of metre gauge starts. The proposal for connecting this gap and making it a continuous line from Poona down to the southern-most part of India has been under consideration for 5 or 6 decades, but still it has not been connected.

There is another aspect which comes to my mind and that is the strategic importance of this Railway which I have once before impressed upon the hon. the Railway Minister and it is that it will provide an alternative metre gauge to the broad gauge that now exists. If it was of strategic importance last year, I am justified in saying that its strategic importance is all the greater today, when the international situation is definitely worsening. The importance of this link, I would impress upon the House from another stand-point also. Hon. Members may remember that when the Railway Minister was giving his reply to the general discussion on the Budget, my hon. friend, Mr. Subramaniam asked him as the last question "What about the Chamrajanagar-Satya-mangalam link. I point to this as affecting the Madras State also?" When I made this request to the Railway Minister last year, he stated as follows—I do not propose to read the whole speech but I will just read the relevant portion:

"I happen to know the lay of the land there and also that this section will serve the area which will come under the Lower Bhawani Project, and so I thought that the estimate I had received rather under-estimated the financial prospects of the line."

[Shri Ethirejulu Naidu]

In his own opinion, it was a good investment.

"It has been decided practically that we should take up this line as soon as possible. The surveys have been completed. The actual survey report is being compiled and as soon as it is received we shall take further steps. I will only promise that I shall expedite this matter as much as possible before I cease to have anything to do with these matters. I should like some beginning to be made on this line."

An year has passed and another budget has been presented to us in which unfortunately I see that no provision has been made for this line. I wish that the Railway Minister when he makes his reply to this cut motion will yet revise his view and realize the importance of this line. I want to hold him to his budget promises of last year.

Then, coming to the second shock absorber, I do not want to labour that point any further. Hon. Members on the general discussion of the Budget and on individual grants have stressed the point enough, namely, the amenities which ought to be given to the third-class passengers. They now pay over Rs. 73 crores by way of railway fare and will soon be paying about 17 crores more and yet in the list that I propose to place before the hon. Railway Minister by way of amenities called for, I shall be modest. The following are the grievances that need redress:

The first is the terrible overcrowding which calls for extra coaches. Hon. Members who have already spoken have given statistics that one ticket fetches a passenger only .25 seat. Secondly, waiting rooms may at least be provided with such furniture as benches and stools. Even these are lacking there. Thirdly, necessary arrangements are to be made for providing the passengers with good food at reasonable rates. Fourthly, a large part of the country has many hot months, and adequate provision should be made for fans in railway carriages as well as in waiting rooms. Fifthly, I would say there should be better sanitary arrangements in third-class compartments in particular and also adequate supply of water. Sixthly, there must be provision for easy purchase of tickets without forming endless queues. Finally, I would like the hon. Minister to clear one point, over which there is some confusion and this is about the concessions that would

be given to season-ticket holders. First of all, it was said that it will be confined to suburban Railways. Later on in clarification, it was said that all those who are holding season tickets will continue to get the advantage of the existing fares. I would like to know whether it is proposed to extend the same advantage to those who propose to buy the season tickets hereafter. If it is not, I would very strongly urge upon the Railway Minister that it should be extended to them also. Suppose a man gets into employment in Bombay or in some other place and buys a ticket now. Why should this facility be denied to him? This facility was offered on the ground that it is included in a man's cost of living. If that is so, I wonder why it should be denied to the man who gets into some kind of service or occupation which takes him into a particular place by train every day. Further a boy may enter a high school and in that manner begin to use the Railway. I do not see why that advantage or facility should be denied to him.

4 P.M.

श्री आर० सी० उपाध्याय : सभापतिजी, इस बात से आज कोई इन्कार नहीं कर सकता है कि हमारे देश की रेलों ने दो तीन सालों के अरसे में काफी प्रगति की है। आज हर एक यात्री जो रेल में चलता है वह यह महसूस करता है कि दरअसल अब हमारी सरकार उन को कुछ सुविधा देने का प्रयत्न कर रही है। बहुत सालों से आदमियों और जानवरों में कोई अन्तर नहीं रखा जाता था। जिस तरह से रेलों पर जानवर चलते थे उसी प्रकार तीसरे दर्जे के मुसाफिर चला करते थे।

डा० बेशमुक्त : जानवर भी उतना नहीं बरदाश्त करते थे जितना तीसरे दर्जे के आदमियों को करना पड़ता था।

श्री आर० सी० उपाध्याय : यह आप ठीक कहते हैं। मगर अब यात्री महसूस करने लगे हैं कि दरअसल हमारी सरकार ने हम को आदमी माना है। स्टाफ (staff) का व्यवहार भी अब पहले से अच्छा है यह मैंने पार्लियामेंट के सदस्य होने के

नाते से नहीं बल्कि चुपचाप बैठ कर, प्लेटफार्म पर चल कर देखा है कि उन का व्यवहार कुछ सुधर रहा है। इन सब बातों के लिये मैं ही नहीं सारा देश आप को बधाई देता है। लेकिन मुझे यह शिकायत है, और मुझे ही नहीं बल्कि जहां में रहता हूं वहां के लोगों को शिकायत है और वह दुस्त है कि जिस तरह से आप और दूसरी रेलवे लाइनों की तरक्की कर रहे हैं, उन की सहायता कर रहे हैं, उन में यात्रियों को अधिक सुविधा दे रहे हैं, उस तरह आप बी० बी० एंड सी० आई० को नहीं दे रहे हैं। सब से पहले मैं आप से यह पूछना चाहता हूं कि बी० बी० एंड सी० आई० की ब्राड गेज (Broad gauge) और मीटर गेज (metre gauge) अलग अलग लाइनें हैं लेकिन चूंकि उन के एक मालिक थे इस लिये आप उन के हिसाब और आंकड़ों को शामिल रखते हैं। लेकिन अब मैं जानना चाहूं कि आप मीटर गेज और ब्राड गेज दोनों पर अलग अलग मदों पर क्या खर्च कर रहे हैं तो मैं नहीं जान सकता। मैं आप से यह अर्ज करूंगा कि चूंकि अब दोनों रेलों आप के पास हैं इस लिये कम से कम दोनों का हिसाब और दोनों के आंकड़े आप को अलग अलग रखना शुरू कर देना चाहिये।

दूसरी बात मैं आप से यह जानना चाहता हूं कि आप मुझे वह सिद्धान्त बतायें जिस के मुताबिक आप इन रेलों में अलग अलग लाइनों पर खर्च का जो रूपया है उस को बांटते हैं। रिपेअर्स (repairs) हैं, न्यू लाइन्स (new lines) हैं, ऐमेनेटीज (amenities) हैं इन सब पर किस सिद्धान्त पर रूपया बांटते हैं। मैं ने यह माना कि किसी तरफ आपको यह देखना होता होगा कि किस लाइन को कितनी आमदनी

है, किसी तरफ आप को यह देखना होता होगा कि कितनी उस ने प्रगति की है, कहीं आप देखते होंगे कि कितनी वह लाइन पुरानी है। तो मैं जानना चाहता हूं कि आप बी० बी० एंड सी० आई० को किस सिद्धान्त से रकम देते हैं। उस में आमदनी के लिहाज से जो सब से ज्यादा आमदनी होती है लेकिन जहां खर्च का सवाल आता है उस का स्थान तीसरा या चौथा होता है। यह क्यों? मैं चाहता हूं कि वह उसूल आप बतलायें जिस प्रकार से आप रूपया तर्कसीम करते हैं और इस उसूल का आप कहां तक पालन करते हैं। मेरा यह अनुमान है कि बी० बी० एंड सी० आई० जितनी हिन्दुस्तान में रेल की लाइनें हैं उन सब में सब से लम्बी लाइन है और उस की आमदनी भी निश्चित रूप से सब से ज्यादा है। लेकिन जब नई रेलवे लाइनें बढ़ाने का प्रश्न आया तो आप ने डीसा-कांडला जो देश के लिए ही महत्व की है हमारे ही लिए नहीं उस को इस में शामिल कर लिया कि यह नई लाइन हम बना रहे हैं। यह न्याय नहीं है। दरअसल बी० बी० एंड सी० आई० लाइन हिन्दुस्तान के बड़े पिछड़े हिस्से में से जाती है वहां नई लाइनों की सख्त आवश्यकता है। उस के साथ न्याय नहीं किया गया है। वहां एक स्टेट से दूसरे स्टेट में जाने का कोई साधन नहीं था। अब वहां लाइनों की जरूरत है। जो रूपया आपने डीसा-कांडला लाइन में लगाया वह आप को इस ब्रांच में शामिल नहीं करना चाहिये था। इसे यदि अलग कर दिया जाये तो इस दिशा में कुछ भी खर्च नहीं हुआ। बजाय इस के कि आप डीसा-कांडला लाइन को शामिल करते और यह कहते कि हमने इस लाइन पर काफी

[श्री आर० सी० उपाध्याय]

रुपया खर्च कर दिया दूसरी जगह नई लाइन बनाते।

इस के बाद मैं आप से यह जानना चाहूंगा कि नई ट्रेन जारी करने में आपने क्या खर्चा किया। वह भी बहुत कम है। हमारे यहां नई रेलों की बहुत सस्त जरूरत थी। लेकिन हमारे यहां भले ही कोई छोटी मोटी रेल जारी की हो वरना कोई जरूरत की रेलें आपने नहीं जारी की।

मैं दक्षिण में भी गया हूं, ई० आई० आर० आदि में भी सफ़र किया है मगर मैं बड़े अफसोस के साथ कह सकता हूं कि जो खराब हालत बी० बी० एंड सी० आई० की है वैसी खराब हालत किसी दूसरी लाइन की नहीं है। बहुत कम ऐसी जगहें हैं जहां इंटर क्लास और सेकन्ड क्लास की बुकिंग अलग अलग होती थी। इंटर क्लास बुकिंग का तो अफ़स प्रबन्ध ही नहीं है तीसरे वाले कहते हैं कि सेकन्ड के बुकिंग में जाओ और सेकन्ड फर्स्ट वाले कहते हैं कि थर्ड के बुकिंग में जाओ। अब जब इंटर क्लास के यात्री वरावर बढ़ते जा रहे हैं तो आप को इस के लिये कोई अलग प्रबन्ध करना चाहिये। इस के अलावा अगर आप थर्ड क्लास का प्रबन्ध देखें तो आप को मालूम होगा कि रेल चले जाने के बाद भी शायद टिकट बंटता रहता है। भोले भाले अनपढ़ आदमी क्या जानें कि हमें कब टिकट खरीदना है कब नहीं। बुकिंग बहुत थोड़ी देर पहिले खुलता है, गाड़ी चली जाती है, यात्री रह जाते हैं। इस-लिये आपको चाहिये कि बुकिंग आफिस रेल के जाने के काफ़ी पहले खुलने की

हिदायत करें और पालन करावें। इंटर क्लास के बुकिंग के लिये सब जगह नहीं तो फिलहाल बड़ी बड़ी जगहों पर प्रबन्ध अलग कीजिये। वेटिंग रूम (waiting rooms) की सब जगह हालत खराब है लेकिन हमारे यहां बदतर है। वेटिंग रूम का इन्तज़ाम थर्ड क्लास के लिये तो होता नहीं है, वह तो एक प्रकारसे ओपन शेड (open shed) होता है लेकिन फर्स्ट और सैकन्ड क्लास के लिए भी ऐसी जगहें नहीं हैं जहां भले आदमी बैठ सकें और इंटर क्लास के लिए तो कहीं वेटिंग रूम है ही नहीं और यदि है तो बहुत कम है। इस में जो रुपया खर्च किया गया उसके लिए भी मुझे शिकायत है। आपने और लाइनों पर इतना रुपया खर्च किया लेकिन जिस तरह इन लाइनों पर वेटिंग रूम बनाने में किया गया है उसी तरह हमारे यहाँ वेटिंग रूम बनाने में करना चाहिए था। स्टेशनों में बिजली लगाने में मैंने देखा है कि बी० बी० एंड सी० आई० को आपने सब से पीछे रखा है। मैंने रेलवे मिनिस्टर साहब को बतलाया था कि अलवर स्टेशन पर बिजली का तार बिल्कुल रेलवे स्टेशन के पास हो कर जा रहा है, शायद एक या आठ गज का फासला भी नहीं है। इसके लिए मैंने पार साल भी अर्ज़ किया था और इस साल भी पत्र लिखा कि इस में देर नहीं लगनी चाहिये। मुझे आपने उत्तर भी लिखा कि इस साल वह उसे कर रहे हैं। लेकिन यह एक स्टेशन का सवाल नहीं है, बी० बी० एंड सी० आई० में बिजली वाले स्टेशन बहुत कम हैं। इस तरह से हम देखते हैं कि बी० बी० एंड सी० आई० को आपने हर मामले में पीछे रखा है। यह ठीक बात नहीं है। भीड़ अगर आप देखें तो हमारे यहां बहुत ज्यादा है। आप जा कर दिल्ली स्टेशन पर देख लीजिये कि हमारे यहां ओवर क्राउडिंग (overcrowding) किस

कदर है। लेकिन आपने अभी तक भीड़ कम करने का कोई प्रबन्ध नहीं किया। यहां तक कि आपने कोई जनता, जिसके लिए शायद पिछले साल गोकुलभाई ने प्रार्थना की थी, एक्सप्रेस भी नहीं चलाई है। आपने कहा है कि आपने बम्बई से बड़ोदा तक एक गाड़ी जारी की है। लेकिन आज हिन्दुस्तान की जो सब से बड़ी लाइन है उस पर एक छोटी सी जनता एक्सप्रेस जारी करना कोई बात नहीं है। हम महसूस करते हैं कि सब जगह आपने सभी लायनों में बहुत कुछ किया है तो फिर इससे हमारे यहां के लोग क्यों वंचित किये जायें। जैसा अभी मेरे एक ओ० टी० आर० (O. T. Ry.) के मित्र ने कहा कि सब जगहों के लिये आप धन दे रहे हैं, लेकिन जहां के लोग दुःख में हैं वहां आप कुछ नहीं दे रहे हैं।

आखिर में मैं आप से दिल्ली जयपुर की लाइन के बारे में कहना चाहता हूं। पिछले साल गोकुलभाई ने भी कहा था। जयपुर राजस्थान की राजधानी हो गया है। लेकिन आज दिल्ली से सिर्फ दो रेलें जयपुर को जाती हैं। एक प्रैसेन्जर है और एक एक्सप्रेस है। पहले वहां को एक डाकगाड़ी जाती थी जिसे आपने छोड़े से कोयले की बचत के लिये दूसरी तरफ डाइवर्ट (divert) कर दिया। मगर वह नहीं तो दूसरी डाक गाड़ी आपको दिल्ली से जयपुर होते जारी करनी चाहिए। अगर आप ऐसा नहीं कर सकते हैं तो कोई जनता एक्सप्रेस जारी की जाये जिससे जो ओवर क्लाउडिंग है उसमें कुछ कमी हो जाये।

अब आप देखें कि रिवाड़ी से एक लाइन हिसार को आती है, एक जयपुर से आती है, एक कृष्ण की तरफ से आती है मगर वहां से दिल्ली तक एक पटरी है। इसलिये वहां गाड़ियों को काफी इन्तजार

करना पड़ता है। इसलिये मैं चाहता हूं कि आपको रेवाड़ी से यहां तक डबल लाइन (double line) बनवानी चाहिये।

आखिर बात में आप से यह कहना चाहता हूं कि बी० बी० एंड सी० आई० के डब्बे बहुत खराब हैं। उनकी खिड़कियां टूटी हुई हैं, दरवाजे टूटे हैं। शायद ओ० टी० आर० में ज्यादा खराब हों तो मैं कह नहीं सकता लेकिन बी० बी० एंड सी० आई० के भी कम खराब नहीं हैं। आपने बहुत से नये डब्बे बनवाये हैं लेकिन हमारी रेल में आपने कोई नये डब्बे नहीं लगाये हैं। अब मेहरबानी करके इस की ओर ध्यान दें। पिछले साल तो आप इस काम को नहीं कर सके लेकिन इस साल आप जरूर करें। मुझे मालूम है कि आपका इरादा तो है मगर पूरा हो जाये तब समझो। यदि नये न लगा सके तो जब तक आप उनकी मरम्मत ही करा दें। आपने बताया है कि अंडर-फ्रेम (underframe) न होने की वजह से आप नये डब्बे नहीं बना पा रहे हैं। बी० बी० एंड सी० आई० में ऐसे पुराने डब्बे बहुत से हैं जिन के ऊपर का हिस्सा तो खराब हो गया है मगर फ्रैंड फ्रेम अच्छे हैं। आप उनको किसी वर्कशाप (workshop) में भेज कर नये डब्बे बनवा सकते हैं और इस तरह हमारी लाइन पर कुछ डिब्बे बढ़ा सकते हैं।

(English translation of the above speech)

Shri R. C. Upadhyaya (Rajasthan): Sir, no one can deny the fact that the Railways of our country have made noteworthy progress during the last two or three years. Every passenger who travels by the trains now feels that our Government are really making efforts to provide them some amenities. For the last so many years no difference was made between human beings and animals. The third class passengers travelled in the same conditions as the animals travelled in the trains.

Dr. Deshmukh: Even the animals had not to bear such hardships as the third class passengers had to bear.

Shri R. C. Upadhyaya: You are right. But now the third class passengers have begun to feel that in reality our Government is treating them as human beings. Even the behaviour of the railway staff is better than before. I have observed so, not as a Member of Parliament, but by lingering on railway platforms incognito and I have found that their behaviour is somewhat improving. For these improvements not only I but the whole country is congratulating you. But my grievance is, and it is also the grievance of the residents of my place, and this grievance is just, that as improvements are being made in other railways, and the Government are helping them for this purpose and providing more facilities to the passengers of those railways, they are not providing these facilities in the B.B. & C.I. in the same way. First of all I want to submit that the metre gauge and Broad gauge are two lines of the B.B. & C.I. but as these two lines were owned by the same company in the past, therefore accounts and figures of the both of them were jointly maintained, but now if I want to know as to what amounts of money are being spent in respect of metre gauge and broad gauge separately I cannot know them. I will request you to keep separate accounts and figures of both the lines as both the railway are now under your control.

The other thing I want to know from you is the principle according to which you divide the amount of expenditure among the different railways. What is the principle for distributing money for all purposes of repairs, new lines and amenities etc. I agree that you must be considering the income of a particular line, the progress made in that line and its length of service. I only want to know the principle according to which you allot money to B.B. & C.I. So far as the income is concerned, B. B. & C. I. has the biggest income, but when the question of expenditure arises it gets third or fourth place. Why is it so? I want you to mention the principle by which you distribute money and how far you follow that principle. My estimate is that the B. B. & C. I. is the longest railway line of India and its income is also definitely more than any other line. But when the question of construction of new railway lines came, for this purpose the Deesa-Kundla line was included on the plea that it is of

importance not only for us but also for the whole country. This is not just. In reality the B.B. & C.I. passes through very undeveloped part of India, there is great necessity of constructing new lines and justice has not been done to this line. There was no means of going from one state to another and now there is a necessity of laying new lines there. The money, which you spent on Deesa-Kundla line, should not have been credited to the accounts of this line. If this account is separated then no expenditure has been made for this railway. Any other new lines at places other than the Deesa-Kundla line should have been laid.

After this I would like to know the amount that has been spent for starting new trains. That too is a very small amount. There was a great necessity of introducing new train services. In our state, some unimportant train services might have been started, but no useful train service has been started.

I have travelled in the South and also by the E.I.R. trains but I have to say with regret that the condition of no train service is so bad as that of B.B. & C.I. There are few places where separate booking arrangements for Inter Class and Second Class exist. There are no separate booking arrangements for the Inter Class. Now, when the number of Inter Class passengers is increasing some separate arrangement should be made for Inter Class booking. Besides this if you look into the booking arrangement for third class you will find that the booking continues even after the departure of the train. The simple and illiterate people do not know when they should purchase tickets. Booking starts only a few minutes before the arrival of the train, the train departs and the passengers are left behind. Therefore, instruction should be given to open booking offices much before the train arrives and it may be seen that these instructions are carried out. If separate arrangement for Inter Class booking be not possible at all the places, at least for the time it should be introduced at important places. The condition of waiting rooms is everywhere bad but in our state it is worst. There is no arrangement of waiting rooms for third class passengers, in a way third class waiting rooms are open sheds, but even for the First and Second classes there are no such waiting rooms where the passengers may take rest. There are no waiting rooms for Inter class at any place and even if there are Inter Class

waiting rooms their number is very limited. I have also grievance about the amount spent for the waiting rooms. So much money has been spent on other lines and as the money has been spent for the constructions of the waiting rooms on other railway lines similar amounts should be spent for the construction of waiting rooms on the lines in our state also. I have marked that last place is given to B. B. & C. I. for electrifying the stations. I had told the Minister of Railways that at Alwar Station the electric wires pass nearby the railway station and perhaps there is not a difference of even one yard between them. Last year also I had made a mention of it and this year also I wrote a letter requesting that no delay should be made in this matter. I got a reply that the needful in this matter is being done. But this matter is not confined to one station only, there is very small number of electrified stations on the B. B. & C. I. line. Thus we find that in all respects the last place has been given to B. B. & C. I. This is not just. You will find much overcrowding in our line. Go to the Delhi Station and see how much overcrowding there is in the B. B. & C. I. But so far no arrangements have been made to lessen this overcrowding, so much so that not even a Janta Express has been started for which, perhaps Shri Gokulbhai had requested last year. A train service has been started from Bombay to Baroda. But these days it is not at all difficult to start a Janta Express on the longest line of India. We feel that a lot has been done on all the places and on all the lines, why then the people of this state should be deprived of these improvements. As one of my friends concerned with the O.T.R. line has just now stated that amenities to the passengers of other railway lines are being provided, but where the people are facing hardships no facilities are being provided.

In the end I want to submit about the Delhi-Jaipur section about which last year Shri Gokulbhai had also said something. Jaipur has become the capital of Rajasthan. But at present only two trains are running between Delhi and Jaipur, one is passenger train and the other is Express. Previously there used to run a Mail train which for the saving of only a small quantity of coal has been diverted to another line. But if it not be possible to start the same train, another Mail train should be started between Delhi and Jaipur, and if it be not possible even to do so, then a Janta Express should be started so that this overcrowding may be lessened.

There is one railway line which connects Rewari with Hissar, the other connects it with Jaipur, and the third one connects it with Kund, but there is only single line from Rewari to Delhi, therefore the trains have to wait there for sufficiently long time. Therefore I want that double line between Rewari and Delhi should be laid.

My last point is that the condition of the coaches of the B. B. & C. I. is very bad, the windows and doors of the coaches are broken. Perhaps the condition of the coaches in O.T.R. may be worse, I do not know, but the condition in the B. B. & C. I. is also far from satisfactory. So many new coaches are being constructed but so far no new coaches have been added to the B. B. & C. I. Kindly pay attention to it. Last year it could not be done but this year you must do it. I am aware of your intentions but I am rather doubtful about their implementation. If new coaches cannot be provided the old ones should at least be repaired so that they may be in working condition till the new coaches are provided.

It has been stated that new coaches could not be built for want of under frames. There are many such coaches in the B. B. & C. I. whose upper portions have gone out of use but their under frames are in good condition. By sending them to workshops these coaches can be transformed into new ones and some coaches for our line can be provided.

श्री ओरांब : अध्यक्ष महोदय, मेरे दो कट मोशन (cut motions) हैं लेकिन मुझे एक ही के बारे में बोलना है। वह ५९ नम्बर का कट मोशन है। मुझे उस लाइन (line) के बारे में कहना है जो कि रांची रेलवे के नाम से मशहूर है जो पुरुलिया से दोहरदगा तक आती है। वह रेलवे छोटी लाइन की है। वह १९०१ में बनी थी। उस वक्त रांची जिले की आबादी १३ लाख थी और वहां व्यापारी वर्ग नाम के लिये था। इस समय रांची जिले की आबादी बीसों लाख है और व्यापारी वर्ग पहले से कम से कम पचास गुना बढ़ गया है।

[श्री मोरांव]

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

जिस वक्त वह लाइन बनी थी उस वक्त छोटा नागपुर में घनवाद को छोड़ कर कहीं पर भी कोयले की खानों में काम नहीं होता था। इस वक्त सारे छोटा नागपुर की खानों में काम लगा हुआ है। छोटी लाइन होने की वजह से यह बाधा पड़ रही है कि लोगों का काम नहीं चल रहा है। बहुत सी कम्पनियों (companies) का काम भी हरज हो रहा है।

जहां पर यह छोटी लाइन खत्म होती है उसी के पास ही एल्युमिनियम की खान है। वहां से रोजाना एल्युमिनियम का पत्थर ले जाना पड़ता है। उसमें भी दिक्कत हो रही है। चालीस पैंतालीस बरस हुये वहां एक छोटी लाइन की आवश्यकता थी। लेकिन अब वहां बहुत तरक्की हो गई है और अब छोटा नागपुर में उस छोटी लाइन से काम नहीं चल सकता। मैंने पिछले बजट सेशन में इधर ध्यान दिलाया था और यह मांग की थी कि यहां बड़ी लाइन होनी चाहिये। उसके बाद रेलवे मिनिस्टर साहब से मिलकर भी मैंने बातचीत की थी और उनसे वह अनुरोध किया था कि यहां बड़ी लाइन होनी चाहिये क्योंकि इस छोटी लाइन से काम नहीं चल रहा है। उसका जवाब मुझे लिखकर मिला कि रेलवे बोर्ड (Railway Board) खुद इसको बड़ी लाइन करने का विचार कर रहा है। इसको भी एक बरस बीत चुका तो मैं अभी एक रोज फिर गया। रेलवे मिनिस्टर साहब के प्राइवेट सेक्रेटरी साहब मिले। उनसे कहा कि मैं रेलवे मिनिस्टर साहब से मिलना चाहता हूं। उन्होंने पूछा

कि आप क्यों मिलना चाहते हैं तो मैंने उनसे कहा कि मैं रांची की जो छोटी लाइन है उसके सम्बन्ध में कुछ दरयाफ्त करना चाहता हूं। उसके बाद मुझे लिखकर जवाब मिला कि इसके लिये बिहार गवर्नमेंट की भी मांग है कि यह बड़ी लाइन कर दी जाये और मिलिटरी (military) की भी मांग है। रांची में मिलिटरी का हेडक्वार्टर (head-quarter) होने से मिलिटरी को इस छोटी लाइन की वजह से बड़ी दिक्कत रहती है। अभी एक साहब ने कहा कि प्रान्तीय गवर्नमेंट की मांग पर रेलवे विभाग बहुत जल्दी ध्यान देता है। पर हमारे यहां तो गवर्नमेंट की मांग है, जनता की मांग है और मिलिटरी की मांग है। जब तीन तीन तरफ से यह मांग है तो हम नहीं समझ सकते कि इस लाइन पर क्यों ध्यान नहीं दिया जाता है। मैं समझता हूं कि अब इस तरफ जल्द से जल्द ध्यान दिया जायेगा क्योंकि इसकी सख्त जरूरत है और वहां पर हरजा हो रहा है। सारे छोटा नागपुर में काम लगा हुआ है, मिलिटरी को आना जाना होता है और ब्यापारियों को भी छोटी लाइन होने की वजह से तकलीफ है। उस लाइन पर तीन शहर हैं। एक पहले मानभूमि जिले में झुलदा, दूसरा रांची और तीसरा दोहरदगा। इन तीनों शहरों की आबादी पहले से बहुत बढ़ गई है। इसलिये छोटी लाइन को बड़ी लाइन करना निहायत जरूरी है और ऐसी हालत में जब कि मैं देखता हूं कि रेलवे के बजट में काफी बचत है तो मैं उम्मेद करता हूं कि रेलवे मिनिस्टर साहब वहां की जनता, गवर्नमेंट और मिलिटरी की इस मांग पर बहुत जल्द ध्यान देंगे। मैं तो कहूंगा कि तत्काल इसको बड़ी लाइन बनाने के लिये काम शुरू कर देना चाहिये।

मेरा दूसरा एक और कट मोशन है तीसरे दर्जे के पैसजरो (passengers) के बारे में। बहुत लोगों ने यहां कहा है कि तीसरे दर्जे के मुसाफिरो को बहुत तकलीफ है। लेकिन सुनी सुनाई बात का उतना प्रभाव नहीं पड़ता। इसलिये मेरा तो कहना है कि इतने कहने सुनने की जरूरत नहीं। एक मर्तबा हमारे रेलवे मिनिस्टर साहब भेष बदल कर थर्ड क्लास के पैसजरो के साथ दिल्ली से कलकत्ता, कलकत्ता से मद्रास, मद्रास से बम्बई और वहां से राजपूताना होकर टूर (tour) करें तो उनको मालूम हो जायेगा कि थर्ड क्लास के पैसजरो को कितनी तकलीफ होती है। मैं तो बराबर देखता हूँ कि वह तो बोरान्डी होकर जाते हैं और जानवरों से भी बदतर अबस्था में उनको जाना पड़ता है। मैं तो समझता हूँ कि अगर लम्बा तीन या चार दिन का टूर करना हो तो कोई थर्ड क्लास का पैसजर बीमार हुये बिना रह ही नहीं सकता।

(English translation of the above speech)

Shri Oraon (Bihar): Sir, there are two cut motions in my name but I propose to speak only on one of them, viz., No. 53. I have to speak about that section of the Railway line generally known as Ranchi Railway which serves as a link between Purulia and Dohardaga. It is a metre gauge line and was constructed in 1901. The total population of Ranchi district at that time was 13 lacs and the business community of the area then formed only a negligible entity. The population at present, however, has swelled to 20 lacs and the business community has increased fifty times.

[MR. DEPUTY-SPEAKER in the Chair]

At the time the aforesaid railway line was constructed, mining work was carried on nowhere in Chhota Nagpur except at Dhanbad. But now it is being carried on in the various mines in Chhota Nagpur. Because of its being only a metre gauge line, it

is proving a handicap in catering to the needs of the public there and consequently also the work of many companies operating in that area is suffering.

A very short distance off the terminus of this line, an aluminium mine is situated from where aluminium ore has to be transported daily to other places. A difficulty is being experienced in respect of that work too. As things then stood, the construction of a metre gauge line in that area some 40 or 45 years back was, no doubt, justified. But a considerable amount of progress has been made since then and now a metre gauge line is quite inadequate to meet the requirements of Chhota Nagpur. I had drawn attention to this fact during the last Budget session and had voiced a demand for the construction of a broad gauge line there. I had also seen the hon. Minister of Railways in this connection and had pleaded with him for the construction of a broad gauge line in that area on the ground that a metre gauge line was proving quite inadequate to meet the demand of the people. To this I had received a written reply to the effect that the Railway Board itself was considering a proposal to convert that metre gauge line into a broad gauge one. When, however, a year had gone by without anything having been done, I went to see him again. This time I approached the Private Secretary to the hon. Minister and told him of my desire to have an interview with the hon. Minister. I was asked why and in what connection I wanted to see him. On that I informed the Private Secretary that it was for eliciting some information about the metre gauge railway line at Ranchi. After that I was again communicated a written reply stating that the State Government of Bihar as well as the Military had also made a demand for converting the metre gauge line in question into a broad gauge one. Ranchi being the Area Headquarters of the Army, a considerable difficulty is generally experienced on that score. A short while back, an hon. Member had hinted that the Ministry of Railways give their prompt attention to all requisitions of the State Governments. But in this case there is a triangular demand from the State Government, the public and the Army. Keeping this triangular demand in view, one simply fails to understand why even scant attention is not being paid towards it. I may hope that, at least, now it will receive an immediate attention because the need is vital and the work is suffering.

[Shri Oraon]

much. Work is in progress in the whole of Cohnota Nagpur and the Military traffic is quite heavy. Besides the businessmen also have to suffer handicaps because of its being a metre gauge line. Three prominent towns are situated on this line. The first is Jhulda in Manbhum district, second is Ranchi, the third being Dohardaga. The population of these three towns has much increased since then, making thereby the conversion of this metre gauge line into a broad gauge one extremely necessary and particularly when I find a handsome surplus in the Railway Budget, I may hope that the hon. Minister will pay a prompt attention to this demand of the public, the Government and of the Military. I will rather like to submit that the work in respect of the conversion of this metre gauge line into a broad gauge line should be undertaken without any further loss of time.

The other cut motion standing in my name relates to the third class passengers. Many an hon. Member has dwelt on the inconveniences experienced by this class of passengers but mere heresay evidence carries no effective impression. I, therefore, suggest that we need not dilate so much on this point. The hon. Minister should undertake an incognito tour from Delhi to Calcutta, from Calcutta to Madras and from there to Bombay and finally via Rajputana so that he may have a true picture of the inconveniences suffered by the third class passengers. It is my frequent experience that those people travel under most oppressing conditions and have to suffer indignities which even the animals do not deserve. I hold that under the circumstances, no third class passenger can help falling sick after a long journey. Only a night's journey is sufficient to lay him prostrate.

Shri V. J. Gupta (Madras): Both the hon. Minister and the Minister of State for Railways and Transport richly deserve the praise of the House for the substantial improvements effected in the Railways indicated in the budget for 1951-52. Both the passenger earnings and the goods earnings have been very satisfactory and have shown a marked increase. The reason for this is quite clear. The number of passenger trains has been increased and there is also an improvement in the wagon position. This is a clear index that if we increase our rolling stock and the number of trains, railway earnings also will increase and we shall have all the comforts that we aspire for, and the Railways

will be able to afford better comforts and facilities to the people even without any increase in the fares.

In the beginning when I saw the substantial surplus on one side and the proposal to increase the passenger fares on the other I was a little puzzled, but when I heard the very convincing assurances and promises of the hon. Minister, that there would be extensive new lines and more trains and amenities to the travelling public I was delighted. I went through the development plans of the Ministry, but, sorry to say, I was disappointed—and sadly disappointed too. I find that there is not going to be any new lines or more amenities provided on the east coast, especially in the M.S.M. and the B. N. Railways. There is a very great scope in this area for the laying of new lines, leaving the question of new lines aside for the present, what about the old ones that were functioning for years and years before they were dismantled during the war? For example there used to be a line in the Vizagapatam district, a line connecting Bobbili and Salur—just a distance of about ten to fifteen miles. This was removed during the war. This is a very important link to the vast agency areas of the district. If the line is restored a lot of forest produce will flow into the district and the Vizag port also but the line has not been restored. So many representations have been made to the Minister. I am glad to say a promise was made a long time ago but I do not find anything in the programme for 1951-52.

Recently at Anakapalle station there was a big agitation, where the export trade by train is extensive and every month the earning of the railway station is not less than Rs. 1½ lakhs by way of passenger fares and railway freight. This station was constructed 55 years ago and ever since then no improvement has ever been made. There was a huge demonstration and representation from the people. The Railway Minister promised a few months ago that the whole of Anakapalle yard as well as the station would be remodelled on an extensive scale and in an efficient manner and that 3 lakhs of rupees have been earmarked for it. But I am sorry to find only a mention of Anakapalle station in the development scheme but no specific sum is noted there. I do not find even to this day any attempt to start the work and I do not know how long it will take.

If there be more lines and more trains the earnings of railways by passenger and goods traffic would be much higher. Even now there are the promises but the miserable condition in the third class is still there. The conditions in the inter class are still worse. There is practically no difference between the inter and third class in the matter of seating or other comforts except a thin cushion but the fares of intermediate are double the third class. Ordinary middle class people who cannot afford to travel by first or second class but who do not like to go by third class naturally prefer to travel by inter, with the result that there is a lot of congestion. The inter class somehow or other has been completely neglected by the railway administration. When they are not able to give better comforts, better seating or more seating, why should they increase the inter class fares, I do not know.

In the matter of catering, especially on the East Coast, I find that the arrangements are very bad. In the morning Mr. Santhanam told us that food is served in the compartments from the railway restaurant car. It may be so on the E. I. Railway but on the M. S. M. and B. N. R. no such arrangement exists. Not even on the platforms do we get good tea, good refreshment or decent food. In my opinion especially in Andhra Desha on the M. S. M. and a great portion of the B. N. R. the catering department must be completely left to South Indian Brahmins and to none else. Only they can cater to the taste of the passengers.....

Dr. Deshmukh: Ayyars or Ayyangars?

Shri V. J. Gupta: Let it be Ayyar or Ayyangar; only a Brahmin is good for that. There are so many ready to take it up. If you put it to auction and competition I know the most unwanted people will get into the business. I request Mr. Santhanam to travel from Bezwada to Waltair on any day in the morning passenger which leaves Bezwada at 9/30 in the morning and reaches Waltair at 10/30 in the night. He will find that he cannot get either tea or any food on the way. I have travelled on that section and I have starved from morning till night. The timings of the trains are known, what station a train will reach at tea time or meals time. At least at such stations I request the Minister to arrange for meals being served either by contractors or facilities being given to other people to sell food on the platforms or serve food on the trains. That will relieve the situation.

My friend was speaking about rice-smuggling in the trains. We need not quarrel with smugglers. I do not want the Railway Minister to take action against them. They are solving a problem which our Food Minister has not been able to solve. They are distributing rice to the needy at great risk to themselves. Technically they are wrong but they are doing a lot of humanitarian service. Our Ministers need not take any notice of it.

People complain about loss in transit. True, nowadays the loss of goods in transit is unimaginable and I do not know what the reason is. Wagons after wagons are broken open and the contents removed. A goods train may contain 40 to 60 wagons. You have got watch and ward people with rifles sitting at one end of the train. What I suggest is to keep a small compartment for these people in the centre of the train. You cannot expect the guard to inspect the wagons from Engine to his van and see that the seals are intact. It is impossible. They only see this side and that and return to their vans satisfied if they see nobody on either side. But the mischief is done on the way while the trains are on the move. This must be stopped and if watch and ward staff are posted in the centre of the goods train all this mischief will be prevented.

I see that a lot of improvement is contemplated for tourist traffic. It is intended for foreign tourists in India. Of course this will yield money and we may spend any amount on this, so that we may give a good impression of our railway administration to them. As a businessman I ask why do you not increase the pilgrim trains in India to get more money? It is the most simple, harmless and straightforward way of taking away money from the rich instead of resorting to increase in fares or taxation. Only those that can afford will undertake pilgrimages and they will not grudge to pay the fares. The pilgrimage craze is still there. Therefore if you increase the pilgrim trains you will get enough money for the railway administration and you will also be satisfying the needs of the people...

Dr. Deshmukh: They will also earn some *punyam*.

Shri V. J. Gupta: True; otherwise we will all go to hell.

For a very long time there has been an agitation going on to bring Coccana on to the main line. Every time our Ministers pass that way they are pressed to do this by so many people

[Shri V. J. Gupta]

there. Our friend Mr. Santhanam will not, I know, forget the demonstration at Cocanada for bringing that town on the main line, and I remember he has promised to see his way to bring it about. But even now I do not find any mention of it in the schemes which Government have adumbrated. Sir, if Cocanada is brought on the main line it will solve a lot of the hardship of passengers.

Then, according to the re-grouping and even before, fortunately or unfortunately Waltair is at the end of the railway line. Every day the Calcutta Mail passes to Madras via Waltair but at Waltair no passenger can hope to get a first—or second—class berth. They are all full even at Calcutta and the passengers from Waltair have to undergo a lot of trouble and are compelled often to travel by passenger trains. What I would suggest is that just as two third-class bogies are attached to the M.S.M. mail at Waltair and one second-cum-inter-class carriage is attached at Cocanada, if you can attach one second-cum-inter bogie at Waltair it will solve the problem. Otherwise it is an everyday problem of getting a berth at Waltair. For the B. N. R. mail there are two bogies of first, second and inter-class combined attached at Waltair. Sir, recently I had some correspondence with the Operating Superintendent of the M. S. M., Madras over this question. He complains of lack of coaches. He says he can give only one first-cum-third class combined bogie. It will not serve our purpose. Only a second-cum-inter bogie will solve our problem.

With these few remarks I resume my seat. I thank the hon. Ministers for the patient hearing given and I hope they will do everything that is necessary to give satisfaction to the railway passengers.

श्री यादव : उपाध्यक्ष महोदय, हमारे माननीय मिनिस्टर (Minister) साहब ने करेप्शन (corruption) और रेलवे के भ्रष्टाचार के बारे में बहुत ज्यादा सन्तोष प्रकट किया था। मैं माननीय मंत्री जी से कहना चाहता हूँ कि महज दिल्ली में बैठे बैठे रेलवे के भ्रष्टाचार का और बहसियत मिनिस्टर जा कर जांच करने से कि रेलवे में कितना भ्रष्टाचार है, आप पता नहीं लगा सकते हैं। बल्कि जैसा

कि मेरे लायक दोस्त ओरान साहब ने बताया कि अगर आप सच्चे तरीके से जानना चाहते हैं कि दरअसल रेलवे के मुसाफ़ि़रों को कितनी तकलीफ़ है और आप के तमाम अफ़सरों में कितना भ्रष्टाचार फैला हुआ है तो आप मिनिस्ट्री (Ministry) छोड़ कर जायें और पता लगायें कि काफ़ी वक्त नहीं है वरना मैं आप को बताता कि यह भ्रष्टाचार कितना फैला हुआ है। कम से कम आठ दस तो मेरी आंखों देखे हुए मामले हैं। मैं समझता हूँ कि रेलवे के कुली से ले कर बड़े से बड़े अफ़सर तक कहीं न कहीं किसी न किसी तरीके से भ्रष्टाचार भँ सब फँसे हुए हैं। कुली आप के ओवरक्रॉडिंग (Overcrowding) की वजह से सामान रखने के लिये अगर तीन आने पैसे लेता है तो आदमी को थर्ड क्लास (Third class) के डब्बे में फँकने के लिये दो रुपया, चार रुपया और पांच रुपया तक वसूल करता है। इसी तरह बुकिंग क्लर्क (Booking clerk), टिकट कलेक्टर (Ticket collector), टी० टी० ई० (T. T. E.), पार्सल क्लर्क (Parcel clerk), गुड्स क्लर्क (Goods clerk) सब भ्रष्टाचार करते हैं। कानपुर में आप जा कर देखिये। वहाँ गुड्स क्लर्कों में रोजाना पंद्रह पंद्रह और बीस बीस रुपये का बंटवारा होता है। आप को पता नहीं है कि उन के जो इमीडियेट अफ़सर (Immediate officers) हैं वह भी उस में हिस्सा लेते हैं। इसी तरह सब अफ़सर उस में मिले हुए हैं। आप को पता नहीं चलता क्योंकि आप मिनिस्टर की हैसियत से जाते हैं और आप से वह डरते हैं। लेकिन जहाँ उन को डर ने की ज़रूरत नहीं है वहाँ वह कुछ नहीं समझते। इस तरह से हमने तमाम चीज़ों को अपनी आंखों

के सामने देखा है क्योंकि उन को पता नहीं रहता कि मैं कौन हूँ। अतः मैं मिनिस्टर साहब से निवेदन करना चाहता हूँ कि वास्तव में अगर वह चाहते हैं, कि भ्रष्टाचार दूर हो और होना चाहिये क्योंकि दुनिया में आचरण ही सब कुछ है। जिस का कैरेक्टर (character) ऊंचा नहीं होगा चाहे जो भी डिपार्टमेंट (Department) हो, चाहे जो भी गवर्नमेंट (Government) हो, चाहे जो भी आदमी हो, जिस का कैरेक्टर ऊंचा नहीं होगा, आचरण ऊंचा नहीं होगा, वह डिपार्टमेंट कभी भी या वह आदमी कभी भी उन्नति नहीं कर सकता। आप यहां कागजों में आदर्श रखे रहा करें, लेकिन उस से आप वास्तविक आदर्श को नहीं पहुंच सकते जब तक कि असलियत का पता लगा कर ठोस प्रयत्न न करेंगे।

ओवरक्राउडिंग के बाबत हमारे लायक दोस्तों में से बहुतों ने काफ़ी कहा और यह सब को मालूम हो गया होगा कि किस तरह ओवरक्राउडिंग है। हमारे मिनिस्टर साहब को क्या पता? या तो वह हवाई जहाज से जायें या फ़र्स्ट क्लास (First class) से जायें। थर्ड क्लास से जाने का तो उन को मौक़ा आता ही नहीं। साथ ही सब से बड़ी बात यह है कि मैं तो जानता हूँ कि यह जो मिनिस्ट्री है यह महज़ एक एक्सपैरीमेंट (Experiment) और स्कीम (Scheme) बनाने की चीज़ है, वास्तव में सफल होने की नहीं है। इस के लिये पिछली बार जो चार क्लासों को तबदील किया गया था और उस का जो नतीजा हुआ वह मेरी बातों की साबित करता है कि वास्तव में यह कहां तक सफल होगी। यह तो महज़ एक्सपैरीमेंट करते जायेंगे। यह कभी रीग्रूपिंग (Regrouping) करेंगे, कभी चीफ़ कमिश्नर (Chief

Commissioner) की जगह अबालिश (Abolish) करेंगे, कभी फिर रीग्रूपिंग को हटावेंगे और जिस जगह पहले थे उसी जगह आवेंगे, चीफ़ कमिश्नर की जगह जो अबालिश कर रहे हैं वह फिर रखेंगे, यह सिर्फ़ तजुर्बा हो रहा है, महज़ तजुर्बा ही हो रहा है और उस के लिए आप पब्लिक (Public) से और मुसाफ़ि़रों से किराया बढ़ा कर रुपया वसूल कर रहे हैं। और उस में भी जो थर्ड क्लास है, और जो आर्डिनरी पैसंजर (Ordinary passenger) उस में है वह सब से ज्यादा किराया देगा। उस का किराया २५ फ़ी सदी बढ़ाया जा रहा है, यानी पब्लिक से इस तरह किराया बढ़ा कर पैसा ले कर मिनिस्ट्री में एक्सपैरीमेंट किये जाते हैं, स्कीमें बनाई जाती हैं जो कि आखिर में टोटल फ़ेल्योर (Total Failure) होंगे।

मैं समझता हूँ कि इस एक्सपैरीमेंट और स्कीम बनाने के बजाय सब से पहली ज़रूरी बात तो वह थी। जिस वक़्त हिन्दुस्तान गुलाम था, यहां पर अंग्रेज़ थे, उस वक़्त में जितनी लाइनें यहां थीं क्या हमारे मिनिस्टर साहब ने देखा कि वह लाइनें जो कि लड़ाई के ज़माने में उसड़ चुकीं थीं वह फिर रैस्टोर (Restore) हो जातीं। इस स्वतन्त्र भारत में जो हमारा सब से पहला कर्त्तव्य था वह यह था कि हमारे रेलवे के मिनिस्टर साहब उन तमाम लाइनों को जो उसड़ चुकीं थीं वह रैस्टोर कर देते। उन सब लाइनों को ठीक करके फिर आगे की स्कीम आप बनाते। उसके बाद तमाम दूसरी चीज़ें आप करते, और नई लाइनें खोलते तब आपको पूरा श्रेय होता। मगर हम देखते क्या हैं कि आज भी, जैसा कि उनके दिये हुए कागजों से मालूम होता

[श्री यादव]

है, २५ लाइनों हैं जिनको वह रैस्टोर नहीं कर सके और उसमें से भी अब आगे भी वह थोड़ी सी लाइनें ले रहे हैं। इसके लिए मैं विशेष तौर से यह भी कहना चाहता हूँ कि हमारे मिनिस्टर साहबान में एक यह भी खूबी है कि अगर कोई भूखों मरता होगा तो उससे आंख बचाकर चले जायगे और अगर कोई खाता होगी तो उसको और खाने के लिए देंगे। मेरे कहने का मतलब यह है कि इस स्कीम में भी कुछ खास रकबे हैं जिनको छोड़ दिया है तो छोड़ते ही जायंगे और कुछ ऐसे रकबे हैं जिन पर बराबर ध्यान देते जायंगे मिसाल के तौर पर मैं ईस्टर्न यू० पी० (Eastern U.P.) के इलाके को रक्षता हूँ कि किस तरह ईस्टर्न यू० पी० को हमारे मिनिस्टर साहबान ने निग्लेक्ट (Neglect) किया है। पिछली बार भी मैंने बजट (Budget) में सुल्तानपुर और जफराबाद की लाइन के बारे में कहा था कि वह लाइन नहीं रखी गई। इस साल भी वह लाइन नहीं रखी जा रही है। हमारे मिनिस्टर साहब ने अभी अपने भाषण में कहा था कि हम अपने देश की आर्थिक परिस्थिति के अनुसार जा रहे हैं। क्या आपकी यही आर्थिक परिस्थिति है कि आप इस लाइन को न लें। क्या आपने यह सोचा है कि इस लाइन से अधिक अन्न उगाओ, प्रो मोर फूड कैम्पेन (Grow More Food Campaign) में कितनी मदद मिल सकती थी। शायद अगर जानने की कोशिश की होगी तो हमारे मिनिस्टर साहब जान सके होंगे और नहीं ब्याल किया होगा तो नहीं जानते होंगे। लेकिन हम यहां के रहने वाले जानते हैं

कि यह कितनी जरूरी लाइन है। अब आप यह २५ फी सदी किराया बढ़ाकर ईस्टर्न यू० पी० की करोड़ों जनता से कितना रुपया वसूल करेंगे और फर्स्ट क्लास में तो महज दिखाने के लिए थोड़ा सा किराया बढ़ते हैं, वह दरअसल कोई बढ़ाना नहीं है। जिस तरह से कि थर्ड क्लास के मुसाफिर का बढ़ाया जा रहा है। मगर आपने इस जफराबाद सुल्तानपुर की लाइन के लिए क्या किया जो इतनी जरूरी लाइन है। शाहगंज में चीनी की फैक्टरी है। उसके लिए ईख की कमी किस तरह होती है यह तो मिनिस्टर साहब को मालूम ही होगा अगर यह लाइन बन जाती तो सबसे बड़ी बात यह होती कि वहां के खेतों से ईख शाहगंज की मिल्क को जा सकती थी। फिर पैसेजरो के लिए भी कितनी परेशानी है। हां, साथ ही मैं अपनी स्टेट गवर्नमेंट (State Government) और वहां के चीफ मिनिस्टर (Chief Minister) माननीय पन्त जी को दरअसल धन्यवाद देना चाहता हूँ क्योंकि रेलवे की जो कमी वहां थी वह तो पूरी नहीं कर सकते मगर कम से कम आधा फीसदी तो उन्होंने किया। वहां उन्होंने बस सर्विस का प्रबन्ध कर दिया जिससे दस, बीस, पचीस, तीस मील तक के लोगों को बस से जाने आने का कुछ आराम हो गया। यानी आधा फीसदी काम किया।

ऐसे ही इलाहाबाद और जौनपुर की एक लाइन है। मैंने उसके लिए पारसाल भी कहा था कि वह गाड़ी किस तरह चलती है, जहां चाहा वहीं खड़ी हो गई और जितनी देर चाहा उतनी देर खड़ी रहती है। लोग कहते

है कि उस लाइन के लिए जो सबसे पहले एक इंजन आया था वही वहां पर अब तक चल रहा है। वहां की जनता की तरफ से कई दरखवास्तें आईं मगर कुछ नहीं हुआ। कम से कम लड़ाई के पहले वहां दो लाइनें चलती थीं, इलाहाबाद जौनपुर में कितना ट्रेफिक (traffic) होता है, यह तो शायद मिनिस्टर साहब इलाहाबाद के नाम से जानते होंगे, जौनपुर के नाम से शायद मिनिस्टर साहब रीयलाइज (Realize) न करते हों।

मगर आज तक दो गाड़ियां उस लाइन पर नहीं हुईं और उपाध्यक्ष महोदय, मैं बताना चाहता हूँ कि महज अगर अक्ल लगाई जाती और कोई दूसरी ट्रेन न भी बढ़ाई जाती, तब भी वहां की जनता की मांग पूरी हो सकती थी। वह इस तरह की एक ही गाड़ी जौनपुर से जंघई दो बार ले जाते और उसी तरह से जंघई से जौनपुर दो बार ले आते और जंघई से इलाहाबाद जानें वाली गाड़ियों के समय का प्रबन्ध इस तरह से कर देते कि जंघई में दोनों का मेल हो जाता। लेकिन रेलवे डिपार्टमेंट इतनी सी अक्ल लगा कर भी जनता का फायदा नहीं कर सका जिस में कि उस का एक पैसा भी नहीं लगने वाला था, उपाध्यक्ष महोदय, मुझे इसका बहुत अफसोस है। उसी तरह देहली इक्सप्रेस १७ अप एंड १८ डाउन (Deihi Express, 17 Up and 18 Down) को देखिए उस का अस्ली फायदा बनारस और लखनऊ के बीच के खित्ते के लोगों के लिए है, लेकिन वह बंटेंगे टाइम (time) से वहां पहुंचती हैं। साथ ही मुरादाबाद से दिल्ली तक पैसेंजर गाड़ी रहती है पता नहीं क्यों वह गाड़ी मुरादाबाद से दिल्ली तक पैसेंजर बना बी जाती है।

जौनपुर से यहाँ तक लगभग ४५० मील में उस को २०-२१ घंटे लगते हैं। उस गाड़ी का अस्ली फायदा जो हो सकता था, वह बनारस लखनऊ के बीच फैजाबाद, जौनपुर के जितने खित्ते पड़ते हैं उन के लिए होना चाहिए, उन की सुविधा से छूटने और पहुंचने का टाइम होना चाहिये था। इक्सप्रेस है, तो यहां तक आने में कहीं भी उस को पैसेंजर नहीं होना चाहिये। साथ ही ईस्टन यू० पी० में ही एक लाइन अकबरपुर और टांडा थी जो लड़ाई के समय में उखाड़ी गई थी, उस को तो हमारे मिनिस्टर साहब ने पता नहीं कब तक के लिए कोल्ड स्टोरेज (Cold Storage) में रख दिया है। शायद उसके कागजात की वेस्ट पेपर बास्केट (Waste Paper Basket) में बेकार समझ कर छोड़ दिया है और उस को फिर से रैस्टोर करने का सवाल अभी तक आया ही नहीं उसे फिर से चालु करना, बहुत जरूरी है, क्योंकि जनता को बहुत तकलीफ है। जब हम यह देखते हैं कि एक नज़र से सबको नहीं देखा जाता बल्कि जुदा जुदा नज़र से देखा जाता है, तो हमें बहुत तकलीफ होती है। सारी जनता को बराबर समझना चाहिये और सारे खित्ते और सारी जितनी ट्रेनें वहां जाती हैं, सब को एक तरह से देखना चाहिये, और कोई भेद नहीं बरतना चाहिये।

जौनपुर और बनारस लाइन पर एक हॉल्ट स्टेशन (Halt Station) त्रिलोचन महादेव, पड़ता है, वहां से गांव दूर है, वहां पर फुल फ्लेज्ड (Full fledged) स्टेशन होना चाहिये, मगर उस की तरफ कोई ध्यान नहीं किया जाता। मेरा टाइम खत्म हो गया नहीं तो बतलाता कि ईस्टन यू० पी० को किस तरह से निगलेक्ट किया

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गया है और आज तक वहाँ की जनता यह चीज समझ नहीं पाई है कि अब स्वतंत्र भारत की रेलें चल रही हैं। ऐसा मालूम पड़ता है कि रेलवे मिनिस्ट्री का काम सिर्फ इन्स्पेरीमेंट करना और स्कीमें बनाना है और आखिर में सौ फी सदी फेल्योर हो जाना है।

(English translation of the above speech)

Shri Yadav (Uttar Pradesh): Sir, our hon. Minister expressed satisfaction as regards corruption in the railways. I want to tell the hon. Minister that while sitting in Delhi or making inspections as a Minister he can never know the extent to which corruption is prevailing in the railways. As my worthy friend Shri Oraon has said that if you really want to know the difficulties of the railway passengers and the extent to which all of your officers are engrossed in corruption, then you should quit the Ministry and make investigations. I am short of time, otherwise, I would have told you in detail the extent to which corruption is rampant in railways. At least, I have been a witness to eight or ten of such cases. I think that from the railway porter up to the highest officer, all of them are engrossed in some sort of corruption. If the porter charges you three annas for putting your luggage in the compartment due to over-crowding he takes two, four or even five rupees for throwing a person inside the third class compartment. Similarly, Booking Clerks, Ticket Collectors, T.T.Es., Parcel Clerks and Goods Clerks are all engrossed in corruption. Go to Kanpur and see with your own eyes. There is a distribution of fifteen to twenty rupees daily among the Goods Clerks. You are not aware of the fact that there is also a share of their immediate officers as well. Similarly, all the officers are engrossed in it. You cannot know it because you go to them as a Minister and they are afraid of you. But they care a fig for those whom they are not afraid of. I have seen all these with my own eyes, as they do not know who I am. Therefore, I appeal to the hon. Minister to eliminate this corruption and it should be eliminated as character is everything in this world. No person, department or Government can make any progress until it possesses a good character. You may keep your paper

ideals with you but you cannot achieve your real object until and unless you make enquiries regarding them and do some solid work.

Many of our friends have said enough about overcrowding and I think by now it must have been clear to everybody as to why there is so much overcrowding. How could our Minister know of it? He must travel by plane or in first class. He gets no opportunity to travel in third class. In fact, the important thing is this that this Ministry is meant only for doing experiments and preparing schemes and in reality it cannot succeed. As an example you can take the case of introduction of four classes in the railways last year and the result thereof shows that I am correct. They will continue to do experiments. Sometimes they will do regrouping, at another they will abolish the post of Chief Commissioner. But sometime afterwards they will again come to the old state of things and will revive the post of the Chief Commissioner. This is merely an experiment and for this experiment you are collecting money from the public by enhancing the fares and even for this the ordinary passengers of the third class will have to pay the highest share. Their fares are being increased by 25 per cent. It means that the experiments are done and the schemes are prepared in the Ministry at their cost by enhancing the fares and even these experiments result in total failures.

I think instead of making experiments and preparing schemes they ought to have devoted their whole attention to this. Has the hon. Minister ever cared to see whether the railway lines that were dismantled during war years when India was a slave country and was being ruled by the Britishers, have been restored. In free India the first and the foremost duty of our Minister of Railways would have been to see that all the dismantled lines were restored. You should have prepared schemes for other works only when you had restored these lines. After that you could have done other things and might have laid new lines. Then the full credit would have been yours. It is apparent from the papers distributed to us that there are some 25 such lines which have not been restored so far and even in future only few lines are being taking up. In this connection, I specially want to say that our Ministers possess one characteristic and it is that they would not even come to look at a starving person but

would provide more food to one who is already in possession of it. I mean to say that even in this scheme there are some areas which have been neglected and there are some areas which will always be attended to. For example, I put before you the case of Eastern U.P., which has been neglected by our Ministers. During the last Budget session even, I had said that Sultanpur-Zafarabad line has not yet been restored. This line has not been restored even this year. Our hon. Minister has just told us that they are moving according to the economic conditions of the country. Are the economic conditions so bad that you could not include this line in the Scheme? Have you ever imagined how much help could have been given to "Grow More Food" Campaign by restoring this line? Perhaps, if our Minister would have tried to know it he would have known it but as he has not cared to know he might not be knowing it. But, we, who are the residents of that place, know the importance of this line. Now, by increasing the fares by 25 per cent you will collect huge amount of money from the millions of inhabitants of the Eastern U.P., while, merely for show, you have slightly increased the fares of first class and not to the same extent as in the case of third class. But what have you done for this important Zafarabad-Sultanpur line? There is a sugar factory at Shahganj. I think, the hon. Minister might be aware of the fact that the mill has to face great difficulties due to scarcity of sugar-cane. Had this line been restored, sugar-cane from different fields could have been available to the mill at Shahganj. But I want to thank my State Government and its Chief Minister hon. Shri Pant that though they could not remove all those difficulties which were experienced due to the absence of railway yet they did remove the difficulty at least by half per cent. They have made arrangements of buses so that persons from ten, twenty, or thirty miles could travel by them comfortably. It means that only half a per cent of the work has been done so far.

Similarly, there is the Allahabad-Jaunpur line. Last year also I had complained about its working. The trains stop anywhere they like and remain standing as long as they desire and the people say that the same old engine still continues to work which came there when the lines were first laid. The inhabitants of the place submitted many petitions, but nothing was done. Prior to the war there used to be two lines. The

Minister might not be able to realize the amount of traffic between Allahabad and Jaunpur simply by mentioning the name of Jaunpur but I am sure he can very well do where the name of Allahabad is mentioned. But the old two trains have not been restored on that route as yet. Sir, I want to say that if some commonsense had been applied and even if no other train was to be introduced, still the demands of the local population could have been met. That could have been done like this: one train could have been run twice between Jaunpur and Janghai and *vice versa* and the timings of the trains running between Janghai and Allahabad could have been so arranged that both the trains could have crossed at Janghai. But the Railway Department could not serve the public even by applying so little common sense on a scheme for which they had not to spend even a pie. Sir, I am really sorry for this state of affairs. Similarly, take the case of 17 Up and 18 Down Delhi Expresses. It is really meant to provide facility to those people who travel between Banaras and Lucknow, but they reach there at odd hours. In addition to this they run as passenger trains between Moradabad and Delhi and I do not know why that train is made to run like that. It takes 21 hours to cover a distance of about 450 miles from Jaunpur to this place. The real advantage of this train should have been given to the people who reside in Banaras, Lucknow, Faizabad and Jaunpur regions, by arranging the timings of arrival and departure at convenient hours. If it is an express train, it should not run as a passenger train anywhere. There was another line, between Akbarpur and Tanda in Eastern U.P., and that also was dismantled during the war years. I do not know the period for which that has been put in the cold storage by the hon. Minister. Perhaps, being useless the papers relating to that line may have been thrown into the waste paper basket as the question of its restoration has never been raised. It is very essential to restore it because the public is experiencing great hardships. We feel sorry when we see that equal treatment is not accorded to all. All the persons should be treated equally and there should be no discrimination between the trains running in one region or the other.

There is a halt station, Trilochan Mahadev, on the Jaunpur-Banaras line, which is far away from the village. There should have been a full fledged station there, but nothing is being done in this direction. My

[Shri Yadav]

time is now over otherwise I would have shown how the Eastern U. P. has been neglected and to this day the public of that region is unaware of the fact that the trains of free India are now running. It seems that the work of the Railway Ministry consists in doing experiments and drawing schemes, which ultimately result in 100 per cent failures.

Shri Munavalli (Bombay): It gives me great pleasure to congratulate the hon. Minister of Railways for having placed before us a Budget which is sound in almost all respects. However, I shall be failing in my duty if I do not bring to his notice certain just demands of the public whom I represent.

When I looked into the new constructions provided for in the Budget, it was a great disappointment to me. I do not mean to say that the principle adopted by the hon. Minister in having new constructions is wrong, but in opening new lines he ought to have given more attention to have these new lines opened in backward areas. This fact ought to have been taken into consideration, but as it appears to me it is not so. For example, on my side people have been demanding the opening of a new line from Hubli to Karwar. In 1948, when Dr. John Matthai was the Railway Minister, he visited Hubli and Gadag and the people there and Karnatak Chamber of Commerce represented to him that this Hubli-Karwar line should be constructed. To that he replied that as an expert Committee was going into the matter of ports, he would look into the matter after its report. Fortunately or unfortunately, Karwar has not been recommended to be a major port and so the matter has been dropped. But in spite of this, the area to which I refer is so rich in natural resources that without communications it is not possible to tap them. We want to build our nation, and without developing the industries in the various parts where natural resources are available, it is impossible for us to build our nation and enrich the economical resources of our country. The forests of Karwar are well known for their richness in teak wood, fuel, sandal wood, bamboo wood etc. So, it will be only adding to the income of the Railways if the new line is opened. I hope that the hon. Minister will give consideration to this problem and see that as early as possible the new line is constructed between Hubli and Karwar.

As regards regrouping, I must say that it is very well planned and I would convey to the hon. Minister that the people of Karnatak have very much appreciated this plan. This idea of regrouping is not a new one. Since the last thirty years, this problem has been very much discussed and so many Committees that were appointed every now and then have carefully considered this matter and they have recommended that there should be regrouping. It is after such a long time and after having considered all the points in favour of it that this decision has been taken as it is considered to be economical and I hope that the hon. Minister will push it through with all courage.

As regards the Southern Zone, it has been said that Hubli is to be the headquarters of the northern region; but as regards the office the hon. Minister stated that it would temporarily continue either in Mysore or in Bangalore. I want to press that if Hubli is to be the headquarters, the regional office also should be located there and I wish that the hon. Minister will take every step in that direction as early as possible.

As regards raising of the fare several hon. Members have spoken for and against it. Taking into consideration the rehabilitation programme, new constructions and providing amenities for third class passengers, if we do not support this move of Government, it is hardly possible for us to expect more amenities, more carriages and more wagons and more turn-over of the wagons etc. But if only we take into consideration the amenities, comforts and facilities that the third class passengers are getting, it becomes so difficult to support this move. Sir, I am speaking mostly of the metre gauge and the inconveniences that the people travelling on those lines are put to. On the broad gauge they, i.e., the Railway authorities have made certain improvements, but on the metre gauge it has not been so. They wanted to bring about uniformity by raising the fare on the metre gauge to the level of the fare on the broad gauge. On the metre gauge we have to travel at a very low speed; the comfort and amenities are comparatively less. Still we are compelled to pay the same fare as is paid on the broad gauge. If there should be uniformity in fare, there should be uniformity all over as regards amenities to the travelling public etc. If we look to the figures of the past three years, we find that more locomotives, coaches and wagons

have been provided for the broad gauge section rather than for the metre gauge. Why this unjust treatment for the passengers travelling on metre gauge? I request the hon. Minister that this unjust treatment meted out to the public using metre gauge should not be continued hereafter at least.

Another point I want to bring to the notice of the hon. Minister is in regard to movement of goods. Last year the movement of goods on M.S.M. Railway was good and the merchants of Karnatak were happy. But I am sorry to say that this year it has become again awful. Merchants have been unable to move oilseeds, chillies and other goods. They have represented the matter to the authorities concerned through Karnatak Chamber of Commerce separately, but though the matter has been before the authorities for the last two months no reply has been received. The movement of goods has been deteriorating day by day both on Gadag-Sholapur line and Poona-Bangalore line, in Hubli District. I would request the hon. Minister to take this matter into consideration and ease the situation as early as possible, as the Mills are remaining idle with a heavy loss to the mill owners, the goods being not moved for want of wagons.

Lastly, Sir, I want to say a few words about the G.I.P. railway guards. Their grievances have been before the authorities for the past seven years. On the 1st March 1949 I had put a question and the reply of the Railway Minister was that these grievances were under his consideration. But even today they have not been mitigated. When grievances are allowed to pile up, the hon. Minister being an able administrator, knows full well what the consequences will be. About two months ago, that is, on the 21st December 1950, they have represented the matter again to the authorities and have requested them to allow this dispute to be referred to the Industrial Dispute Tribunal. But no reply has been sent to them, so far. I, therefore, request the hon. Minister to look into this matter and see that the poor guards who are strenuously working for Railways get something after due consideration of their grievances.

श्री रामराज जजवारः उपाध्यक्ष महोदय
मैं रेलवे मिनिस्टर साहब को धन्यवाद देता हूँ; जिन की कृपा से मुझे प्रेरणा मिली कि मैं चितरंजन कारखाने को देख कर उस के बारे में कुछ कहूँ। यह बड़े हर्ष की

बात है कि चितरंजन स्वाधीन भारत की रचनाओं में एक अनोखी रचना है। चितरंजन एशिया के सब से बड़े कारखानों में से एक है। इस सम्बन्ध की और बहुत सी बातें तो सरकार ने अपनी विज्ञप्ति में पूरे ज्यौरे के साथ बतलाई हैं; वहाँ की रचना घर द्वारा कैंसी सुन्दर और व्यवस्थित प्लान (Plan) से की है सड़क की व्यवस्था, प्रकाश, विद्युत और जल का प्रबन्ध कैंसी खूबी से है। शिक्षा, स्वास्थ्य और मनविनोद के साथ सर्वांग सुन्दर वहाँ का जो निर्माण का कार्य हो रहा है, उसे तो मैं समझता हूँ कि रेलवे मिनिस्टर को यहाँ के सदस्यों को दिखलाना चाहिये, वह तो एक वस्तुस्थिति की ठीक जानकारी तथा प्रचार करने का साधन है। लोग रेलवे विभाग की बहुत आलोचना करते हैं, लेकिन निर्माण की दशा में जो भाई एक बार चितरंजन को देख लें मैं कह सकता हूँ उस से उन्हें बहुत अंशों में सन्तोष होगा कि हमारी सरकार ने रचना में एक बहुत ही अच्छा कदम उठाया है और मैं तो सरकार से प्रार्थना करूँगा कि उसे ऐसे निर्माण कार्यों में बजट (Budget) के सारे वचत के रूपये को लगा कर इस काम को आगे बहुत जोर से बढ़ाना चाहिये और उस को जल्द से जल्द पूरा करना चाहिये। चितरंजन कारखाने का जो प्रोग्राम (Programme) है वह उस का पांच वर्ष का प्लान (Plan) है, लेकिन आज दुनिया की जो परिस्थिति है, उस में हम लोग पांच वर्ष तक अपेक्षा नहीं करना चाहते। जब हमारी इच्छा ऐसी है कि हम प्रगति के मार्ग में दुनिया के सामने ज्यादा तेज दौड़ना चाहते हैं, तो हमें ज्यादा शक्ति इस ओर लगानी चाहिये ताकि हम निर्माण के काम को कम से कम समय में पूरा कर सकें।

[श्री रामराज जजबारे]

और मैं तो चाहूंगा कि हम कुछ रचनात्मक काम कर के जनता की टैक्स (Tax) देने की शक्ति को और बढ़ायें, ताकि हम उन पर और ज्यादा टैक्स लाद सकें। चितरंजन के कारखाने को आप जल्द पूरा करें। अधिकारियों के द्वारा चितरंजन के सम्बन्ध में बहुत सी बातें आप की जानकारी में आ गई हैं, अब मैं समझता हूँ कि उन की त्रुटियों को यदि मैं न बतलाऊँ, तो यह हाउस (House) सम्बन्धित लोगों के साथ बहुत अन्याय होगा। पहली त्रुटि मैं यह समझता हूँ कि जब करीब करीब दस हजार कर्मचारियों को ले कर जहाँ हम स्थाई कारोबार करते हैं, वहाँ उन के बाल बच्चों के लिए दूध की कोई समुचित व्यवस्था नहीं है। मैंने रेलवे मिनिस्टर साहब का ध्यान इस असुविधा की ओर दिलाया है और वहाँ पर एक कोई डेरीफार्म खुलवाने के लिए कहा है जिस से वहाँ के कर्मचारियों को सुविधा हो सके।

दूसरी असुविधा जो तात्कालिक ही समझी जाती है वह यह है कि बिहार स्टेट गवर्न-मेंट की तरफ से कुछ एक ऐसी खाद्य पदार्थों पर प्रांतीय रुकावट हुई थी जिस के कारण वहाँ हजारों कर्मचारियों के परिवारों को तकलीफ उठानी पड़ी, तीन आने सेर के बजाय सात आने सेर सामान लेना पड़ा क्योंकि सन्निकट 'मिहीजाम' का ही एक बाजार है, जो बिहार में पड़ता है और कारखाने का बड़ा भाग बंगाल में पड़ता है।

यदि सेन्टर (Centre) सरकार के कर्मचारियों को आज आफत का शिकार होना पड़े तो मालूम नहीं कि हमारा रचनात्मक कार्यक्रम किस प्रकार प्रगति कर सकेगा। केन्द्रीय सरकार को मैं यह

ध्यान दिलाऊंगा कि स्टेट (State) की सरकार के इस प्रकार के कार्यों से उन के कर्मचारियों के मार्ग में कोई रुकावट या कठिनाई न आये, इस का ध्यान वह बराबर रखती रहें। दूसरी त्रुटि मैं लज्जा से बयान करता हूँ, मुझे दुःख है कि इतने बड़े कारखाने के लिए जिस के लिए केन्द्रीय सरकार को इतनी परेशानी हो रही है और इतना खर्च करना पड़ रहा है, वह कारखाना जिन किसानों की जमीनों पर बसाया गया है उन को अब तक उस का पैसा (फसल और जमीन का दाम) नहीं मिला है। मेरे प्रश्न के उत्तर में केन्द्रीय सरकार की तरफ से जो उत्तर मिला उस से तो यह मालूम हुआ कि वह प्रान्तीय सरकार पर टालने की कोशिश कर रही है। मैंने प्रान्तीय सरकार से भी खत-किताबत की लेकिन मुझे मालूम हुआ कि उस के बाद शायद वहाँ जाँच शुरू हुई है। और नेगोशियेशन (Negotiation) से कम्पनसेशन (Compensation) देने की बात हो रही है। केन्द्रीय सरकार का यह कर्तव्य है कि जब वह कारखाना उन के काम के लिए बनवाया गया है तो वहाँ के जमीन-वालों को उस का पैसा तुरन्त मिलना चाहिये। इस के वास्ते प्रान्तीय सरकार के कर्मचारी देरी भी कर सकते हैं लेकिन केन्द्रीय सरकार को तत्काल उस को करना चाहिये। मैं समझता हूँ कि चितरंजन के सम्बन्ध में कुछ ज्यादा न कह कर मैं आगे बढ़ूँ। जैसा मेरे मित्र ने बतलाया एक्स्टेंशन आफ रेलवे लाइन्स (Extension of Railway lines) की बहुत चर्चा है और अभी कुछ भी नहीं हो सका है। जहाँ जितनी प्रगति हो सकती है वहाँ उस को तुरन्त करनी चाहिये।

में स्टेट मिनिस्टर साहब को घन्यवाद देता हूँ जिन्होंने मेरे गत वर्ष के अनुरोध पर ध्यान दिया और प्रोग्राम बना कर राजमहल-तीन पहाड़ रेलवे लाइन का काम शुरू किया। वह १८६० की सब से पुरानी लाइन थी जिसे युद्ध के कारण उठा दिया गया था। इस साल फिर उसे शुरू करने की इजाजत हुई है वह अब ५१-५२ में चालू हो जायेगी। इस के लिए मैं अपने स्टेट और जिले के भाइयों की तरफ से आभारी हूँ। भागलपुर-मंदार लाइन के लिए भी ५२-५३ के प्रोग्राम में इजाजत दे दी है। लेकिन कुछ एक लाइन ऐसी भी हैं जहां बरसों से प्रान्तीय सरकार और केन्द्रीय सरकार के बीच में लिखा पढ़ी चल रही है और वह लिखा पढ़ी कुछ स्वीकारात्मक है जो समझी जाती है कि होनी चाहिये। साद्यसरवार ही के लिए उन की बड़ी उपयोगिता है। उन लाइनों में से कुछ को देखा तो मालूम हुआ कि उस के लिए कोसी प्रोजेक्ट (Kosi project) की तैयारी आधार समझी जाती है। सुपौल, परसामा, मधुरापुर, सिद्धेश्वर, मुरलीगंज, डुमरांव की लाइन इन में शुमार हैं इन्हें शीघ्र लेना चाहिये। और बरुआ डीह, विरमित्रपुर, पुरलिया, लोह-रदगा, अरगंडा, करणपुरा, हजारीबाग, रामपुरहाट लाइन के बारे में पत्राचार और सर्वे की चर्चा बहुत दिनों से चल रही है। मैं इन लाइनों के सम्बन्ध में विशेष रूप से जोर दे कर कहना चाहता हूँ। मालूम नहीं अंगरेज सरकार का क्या रख रहा है। एक मानव समुदाय के इतने बड़े भाग को मानव प्रकाश से अलग रखने के लिए ऐसे स्वेच्छाचारी पाप की सृष्टि की गई थी

जिस का प्रतिकार यदि स्वराज्य सरकार में न हो सका तो हमें दुःख होगा। छोटा नागपुर और सन्याल परगने के उस बड़े भूभाग को जो ऐबोरिजिनल एरिया (Aboriginal Area) के नाम से आज विख्यात है जिस का कई दृष्टियों से राजनैतिक, आर्थिक और सामाजिक सम्बन्ध, प्रकाशित भाग से, बाहर के दूसरे भाग से, और दूसरे जन समुदाय से अत्यन्त जरूरी है उस को रेलवे लाइन के अभाव में नेगलेक्ट (Neglect) किया जा रहा है। जैसा हमारे मित्र ने कहा सभी दृष्टियों से तो ठीक ही है पत्थर, कोयले, अवरख आदि खान और फौरेस्ट प्रडक्ट के लिये इस की विशेषता है। जिस से राष्ट्र निर्माण करने की सुविधा की सारी चीजें वहां मिल सकती हैं। उस के अभाव में मैं समझता हूँ कि देश कि प्रगति में गति नहीं आ सकती। इस के अतिरिक्त राजनैतिक दृष्टि से भी यह बहुत जरूरी है कि वहां पर यह लाइन आरम्भ की जाये। वहां की जनता के दिमाग में अंगरेज सरकार ने इन एबोरिजिनल के प्रति ऐसी घृणा उत्पन्न कर दी थी जिस के कारण पाकिस्तानी प्रतिक्रिया उन के दिमाग में घर कर रही थी। उस सारी अवस्था को ठीक करने के लिए उन को ठीक सुविधायें पहुंचाने के लिए, उन के विकास के लिए, जिस के लिए सरकार कहती है कि दस वर्ष में उन सारे मानव समुदाय को हमारे बराबरी में ला देंगे और सम्य मनुष्यों की श्रेणी में ला देंगे तो इन उधूलों की पूर्ति के लिए वहां रेलों का साधन सब से पहले होना चाहिये ताकि उन का सम्बन्ध अन्य दुनियां के मनुष्यों के साथ जल्दी कायम हो जाये। वह इस के वासते व्यवस्था करें और उस

[श्री रामराज जजवारे]

विकास में रेलों का हाथ होना चाहिये ।

दूसरी बात जो मैं कहना चाहता हूँ वह ऐमेनिटीज (amenities) के सम्बन्ध में है । इस के लिये बहुत कुछ कहा जा चुका है ; बराबर हम लोग शिकायत करते हैं । मुख्य चीजें यह हैं कि प्लेटफार्म पर पानीका अभाव, सफाई और वेटिंग रूम इत्यादि के बारे में प्रबन्ध किये जायें । यह सब बातें तो बराबर कही जाती हैं । मुझे ऐसा लगता है कि शायद सभी लोग इस के बारे में कहते हैं इस लिये किसी चीज पर ठीक से ध्यान नहीं दिया जाता । शायद कोई कुछ खास चीज कहे तो उस पर मंत्री महोदय ध्यान दें ऐसा हमें अनुभव होता है । इसलिए दो एक खास बातों की तरफ मैं उन का ध्यान आकर्षित करना चाहता हूँ । जर्साडीह जंक्शन, जहाँ प्रत्येक बार मेला लगता है तथा वैद्यनाथ जी के दर्शन के लिए लोग आते हैं, गत वर्ष भी मैं ने वहाँ के लिये टर्मिनल टैक्स (Terminal tax) की चर्चा की थी, मिनिस्टर साहब ने कमेटी की बात कही थी लोकल बाडीज (Local bodies) के आर्थिक जांच करने पर कमी दीखती है और रिपोर्ट भी शायद दाखिल हो चुकी है, मालूम नहीं अब क्या होगा । जेसीडीह का प्लेटफार्म बहुत नीचा है । यात्रियों को बहुत तकलीफ होती है लेकिन उन को ऊंचा नहीं किया जाता । दूसरे यहाँ लाखों यात्रियों की भीड़ स्टेशन पर होती है । जंक्शन पर एक ही रूम का छोटा वेटिंग रूम (waiting room) जो कि इंटर क्लास (Inter class) सेकेन्ड क्लास, (Second class) और फर्स्ट क्लास (First class) सब के लिए है । रेलों के यात्रियों की सुविधा

के लिए हम छोटी छोटी जगहों पर पानी का प्रबन्ध करते हैं लेकिन जहाँ लाखों के जन समुदाय के आने का सम्बन्ध है उस पर शायद कुछ ध्यान नहीं दिया जाता । पानी के लिए मैं ने गतवर्ष भी चर्चा की थी फिर भी मैं समझता हूँ शायद ही पानी का कुछ प्रबन्ध किया गया है । सरकारी रिपोर्ट में जेसीडीह में जल प्रबन्ध की सुविधा की चर्चा है । मैं पूछना चाहता हूँ कि क्या सुविधा दी गई है । मैं पूछना चाहता हूँ कि क्या प्लेटफार्म पर कोई भी पानी की व्यवस्था है ? क्या वहाँ दो एक टैंप भी लगाये गये हैं ? जहाँ हजारों आदमी शिवयात्रा के सम्बन्ध में उतरेंगे । मैं इस सब के बारे में आप से कहां तक कहूँ ?

देवघर स्टेशन पर, जहाँ दो लाख रुपये की मासिक आमदनी है, ८०,००० रुपया खर्च कर के गत वर्ष पैसेन्जरों के ठहरने के लिए उन के विश्राम के लिए स्थान बनवाया गया । उस में केवल पानी का टैंप (tap) नहीं है इस लिए वह बिल्कुल बेकार पड़ी है । न उस से कोई आमदनी होती है न उस से कोई फायदा उठाया जा सकता है केवल एक टैंप न लगने के कारण हजारों रुपये सालाना की हानी हो रही है । यही नहीं, जिस स्टेशन पर दो लाख रुपये की आमदनी है उस पर पेशाब-खाना नहीं है जहाँ औरतें या पुरुष जा सकें । तो इस प्रकार से जब हम देखते हैं तो सरकार के अंग होते हुए भी जब हम अपने क्षेत्र में पहुंचते हैं और अपने क्षेत्र में अपने लोगों से साधारण दर्जे के सुधार के लिए अपने को असमर्थ बतलाते हैं तो बड़ा दुख होता है । मैं ऐसा ब्याल करता हूँ कि जो छोटी छोटी बातें मैं ने सरकार के सामने रखी

है उन पर सरकार अवश्य ध्यान देगी। जब यह कहा जाता है कि लाईन बनाओ तो यह नहीं होता। समय और आर्थिक प्रश्न इस में विचारनीय हैं लेकिन मैं ने इस बात की कोशिश की कि पटना से कलकत्ते तक एक पैसेन्जर ट्रेन (Passenger train) बढ़ा दी जाय तो यह भी नहीं हो सकता है। हम लोगों ने खास तौर से जसीडीह (डावर ग्राम) पाकुड़ (नवीनगर गेट नं० ३६) के पास दो फ्लैग स्टेशनों (Flag stations) के लिए प्रार्थना की थी तो यह कहा गया कि यह मैनेजर (Manager) का काम है। तो इन साधारण बातों पर भी रेलवे विभाग के उच्च अधिकारियों को ध्यान देना चाहिये ताकि जिन लोगों पर टैक्स लगाया जाता है उन से हम साहस के साथ कह सकें कि सरकार आप का ध्यान रखती है। लोगों को यदि कर देने की शक्ति बढ़ गई है तो ठीक है पर सरकार को भी अपना निर्माण कार्य सहूलयत से और व्यवस्था के साथ करना चाहिये ताकि लोगों को कुछ कहना न रहे। यही हमारी आकांक्षा है। हम उस दल में अपने को नहीं रख सकते जो कहते हैं कि आजादी क्या आई है बरबादी आई है और न हम अपने को उस दल में रख सकते हैं जो यह कहते हैं कि लूट लिया है और मिनिस्टर साहब ने सारी लूट को ले लिया है। लेकिन हम देखना चाहते हैं कि जो लोगों की गाड़ी कमाई का ऐसा कर के रूप में लिया जाता है उस को व्यवस्था से खर्च किया जाये इस तरह नहीं कि ८० हजार रुपये का विश्रामग्रह केवल एक नलकी वजह से काम में नहीं आ सकता। तो सरकार को व्यवस्था की ओर ध्यान रखना चाहिये जिससे हम दृढ़ता से

कह सकें कि हमारे रेलवे मिनिस्टर साहब को जो घन्यवाद दिये गये हैं वह ठीक ही हैं। उनका उत्तराधिकारत्व भी उचित है। शायद श्री गोपालास्वामी जी के अनुभव के पके बाल ने महाराज दशरथ के ऐसा उन के कान में भी ये बातें कहीं कि:

नृप युवराज राम कह देह।

जीवन जनम सुफल करि लैहू॥

इसी तरह हम चाहते हैं कि हमारे रेलवे मिनिस्टर साहब के अनुभव को लेकर और अपनी देश भक्ति से हमारे संयानम साहब ऐसी व्यवस्था करें और इस तरह ध्यान दें कि जिससे हमारी कामना सफल हो, और लोगों के सामने हम अपना सर ऊंचा करके कह सकें कि हमारी सरकार तुम्हारे लिए यह सब कर रही है।

(English translation of the above speech)

[Shri Ramraj Jajwara] (Bihar): Sir, I am here to thank the hon. Minister of Railways who very kindly inspired in me a desire for visiting the Chitranjan Workshop and expressing my ideas thereon. It is really a matter of utmost pleasure that Chitranjan Workshop has got a unique place among other creations of the independent India. It is one of the greatest workshops of Asia. Many other things relating to this workshop have been described with full details in a communique issued by the Government. The communique deals with the construction of the buildings which is being carried on in accordance with a beautiful and well-organised plan, with arrangements for light, power and water. I think the Ministry of Railways should arrange to let the hon. Members of this Parliament see for themselves the arrangements for education, health and recreation that are being made there apart from beautiful buildings, because it would enable them to see the things in the true colours.

The Railway Department is widely criticised; but, I think, if one visits the Chitranjan Workshop at this stage, one will feel satisfied at the step taken by the Government in regard to construction work. I would request the Government to invest the entire budget surplus in this scheme and see to it that the work is completed with-

[Shri Ramraj Jajware]

in the earliest possible time. The construction work at Chitranjan is being done under a five-year plan; but in view of the present world situation it is not possible for us to wait for such a long period. If we wish to keep pace with the quick progress of the world, we should concentrate more energy to this scheme so that we may complete it within the least possible time. I for one would like the Government to do some constructive work so that people may be able to pay more taxes. The Government should complete the Chitranjan Workshop soon. The Government have come to know of many things about Chitranjan through their officers. I, therefore, feel that if I fail to describe their shortcomings in this House, it would mean an injustice to the hon. Members of the House. The first defect, in my opinion, is that although thousands of persons are employed there permanently, there is no proper arrangement for providing milk to their children. I have drawn the attention of the hon. Minister of Railways to this drawback and have requested him to get some dairy farm opened there so that the employees may be benefited.

Another difficulty is that as a result of some local restrictions imposed by the Bihar Government on foodstuffs, the families of these thousands of employees had to undergo many hardships. They had to pay seven annas per *seer* for what used to sell at three annas per *seer* for the reason that the adjacent market of Mihijam lies in Bihar while the major portion of the workshop lies in Bengal. If the employees of the Central Government would be put to such difficulties, how will it be possible to continue with the constructive activities. I would remind the Central Government to see to it that their employees are not put to any loss by any such actions of the State Governments. It is with a sense of profound shame that I am referring to the next defect. I regret to say that although the Central Government are much concerned about this big workshop and are spending a large amount of money on it, the cultivators, on whose land this workshop has been constructed, have not yet been paid the price of their lands and crop. From the answer given by the Central Government in reply to my question it so appeared that they were trying to shift responsibilities on the State Government. I also took it up with the State Government and have come to know that they have started enquiries and are proposing to pay compensation through negotiations.

In view of the fact that the said workshop has been constructed for the use of the Central Government, it is their duty to see to it that the land owners get their money soon. The employees of the State Government may cause delay in this respect, but the Central Government should take steps immediately. I think I should now leave the discussion on Chitranjan issue and proceed ahead. As my friend said, although much discussion is going on about the extension of railway lines, nothing has been done as yet. Developments should immediately be made where they are possible. I may thank the hon. Minister of State for giving attention to my request made last year and starting the construction of Raj Mahal-Tin Pahar Line. It was the oldest Railway line dating back to 1860 and was dismantled during the War. Orders have been passed this year to restore it and it is hoped that it will be completed in 1951-52. On behalf of the people of my District and State, I convey our sense of gratitude for this. Orders have also been given for the construction of Bhagalpur-Mandar line under the 1952-53 programme. There are certain lines on which the Central Government and the State Government have been corresponding with each other for years. That correspondence goes to show that it is desirable that the construction of these lines should be undertaken. They are urgently required for the purposes of food procurement. On seeing some of those lines, it was found that the arrangements for the Kosi Project were the main basis of such works being undertaken. These include Supaul-Parsama; Madhurapur-Sinheshwar and Murliganj-Dumraon lines the construction of which ought to be started soon. Correspondence and surveying of the Varuadeeh, Viramitrapur-Purulia, Lohardagga-Arganda and Karanpura-Hazaribagh-Rampurhat lines have been continuing for a long time. I wish to plead strongly for the construction of these lines. I do not know what has been the attitude of the British rulers. They had committed a sin by keeping a large section of people aloof from their fellow beings and it will really be a matter of great shame if the people's Government of the day is not in a position to undo this wanton act. The large portion of Chhota Nagpur and Santhal Divisions which is known as aboriginal area and the connection of which with the outside world is essential from several points of view—political, economic and social—is being neglected for want of railway lines. As our friend said, normally the railway line here is ne-

cessary from many points of view, but it is specifically important in view of the stone quarries, coal and mica mines and timber and other forest products found there. All the materials required for national development can be made available by means of this line. In the absence of this line the country cannot progress. Besides, the construction of this line is very essential from the political point of view also. The British rulers had made the people of that area hate their aboriginal brethren with the result that they (aboriginal people) also began to think in terms of Pakistani ideology. The Government promise to bring those backward people at par with the civilized humanity within a period of ten years. For achieving that end, for setting the entire situation aright, for providing all facilities to people and for bringing about all round development among them it is but necessary to give priority to railway connections being made so that the backward human races may soon be connected with the world outside. The Government should make provisions for developing railway lines there.

The other thing which I wish to mention is about giving more amenities to the passengers. Much has been said about it and we have been constantly complaining about our difficulties. The main grievances relate to the lack of water, absence of sanitation arrangements and scarcity of waiting rooms etc. on the platforms. All these things are often repeated. It so appears to me that because all the persons make complaints about these things, so attention is not paid to any of them. I think the hon. Minister must pay attention if someone points out any specific difficulty. Therefore, I want to draw his attention to a few important points. A fair is held every year at Jasidih. People come there for *darshan* of Shri Vaidyanathji. Last year I had submitted about levying a terminal tax at that place. The hon. Minister had referred to the formation of a Committee. On the economic enquiries made by the local bodies the Committee was formed and its report has also been submitted. It is not known as to what will follow. The platform of Jasidih Junction is very low. In spite of much difficulty felt by the passengers, it has not been made a bit higher. Apart from this, lacs of people come to the station and there is only a single-roomed waiting room for 1st, 2nd and Inter Class Passengers combined. In order to give facilities to the passengers arrangements for providing water are made on many small stations but no such step is taken in respect of this station where

lacs of persons come every year. I had referred to the lack of water arrangement last year too, but still, I suppose, little has been done in this respect. The official report deals with many amenities. I wish to ask as to what amenities have been given and what arrangements are being made on the platforms to provide water to the passengers. Have a couple of water taps been installed on the platforms of Jasidih where thousands of persons go in connection with Shiv Yatra fair? It is no use dilating on the subject any more.

Last year eighty thousand rupees were spent in constructing a waiting hall for passengers at Deoghar Station which yields an income of about two lacs of rupees every month; but on account of no arrangement being made there for water tap the place has practically become useless. Neither it yields any income, nor is it of any use. The absence of a water tap there is causing a heavy monetary loss every year. Besides, there is no lavatory either for men or for women at that station the monthly income from which is no less than two lacs of rupees. Thus, when we see such a state of affairs all around and when we being related to the Government do not find ourselves in a position to help the people of our respective constituencies in getting even the ordinary amenities, it gives us much pain. I believe the Government will certainly take into consideration several petty things on which I have diverted their attention. When the Government are asked to construct new lines, they do not pay any attention to it. While dealing with it we have to take into consideration the question of time and that of availability of funds. I made an effort to get a new passenger train service started on Patna-Calcutta section but it was of no avail. We had particularly requested the Government to make two flag stations at Dabagram (near Jasidih) and Pakur (near Nabiagar Gate No. 36). In reply to that we were told that it was for the Manager to consider it. As such the high officials of the railways department should pay due attention to these small things so that we may boldly tell the tax-payers that the Government are doing their utmost to redress their grievances.

5 P.M.

If the capability of the people to pay taxes has increased, it is all right; but the Government should also continue their construction work more efficiently and more systematically so that there may be no grounds at all for any complaints. It is our only aspiration. Neither we can associate ourselves with that school of thought which

holds that the Independence has brought about ruin, nor can we remain in that bloc which is of the opinion that the public have been looted by the hon. Ministers. What we want is that the hard-earned money of the tax-payers may be wisely spent. It should not be squandered away in a manner in which those eighty thousand rupees were spent in constructing a waiting hall which is lying useless for want of a water tap. The Government, therefore, should pay more attention towards the management of the Railway Department so that we may say that the hon. Minister of Railways has been rightly thanked. The intention of the hon. Minister regarding getting leave of his job appears to be quite proper. It is said of Maharaja Dashrath that on seeing a white hair on his head he had intended to give the throne to Shri Ram and complete the mission of his, life.

*Nrip yuvraj Ram kah dehu,
Jiwan janam sufal kari lehu.*

(The King desired to make Ram the heir to his throne and thus fulfil the mission of his life.)

Probably in the same manner Shri Gopaldaswami, having gained much experience in his life, now intends to shift the burden. We wish Shri Santhanam to take advantage of the long experience of the hon. Minister of Railways and do the things in such a manner as may satisfy our aspirations and also it may be possible, for us to tell the people boldly that Government are doing everything for them.

The House then adjourned till a Quarter to Eleven of the Clock on Wednesday the 7th March, 1951.