

Tuesday, 27th February, 1951



PARLIAM. LIBRARY

250 (3)
4. 6. 62.

PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT

VOLUME VI, 1951

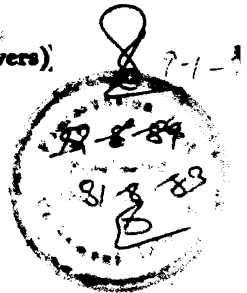
(5th February to 31st March, 1951)

Third Session (Second Part)

of the

PARLIAMENT OF INDIA

1951



CONTENTS

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

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

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

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

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

1751

1752

PARLIAMENT OF INDIA

Tuesday, 27th February, 1951

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

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

EXPORT OF JUTE GOODS

*1735. **Shri A. C. Guha:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total quantity of jute goods exported in the year 1950; and

(b) its price in Indian coin?

The Minister of Commerce and Industry (Shri Mahtab): (a) 678,284 tons.

(b) Rs. 119,032 crores.

Shri A. C. Guha: May I know how far the American price was higher than the Indian price?

Shri Mahtab: I have given the figures. The export price and the Indian price.....

Shri Sondhi: He wants the American price.

Mr. Speaker: Order, order. He has understood him all right. The hon. Member wants to know the difference between the Indian and American prices.

Shri Mahtab: I can lay a statement on the Table giving the prices. The American prices are much higher. The list is a long one which I can read out if desired. If the suggestion is that the American price is much higher than the controlled price here, it is a fact.

Shri A. C. Guha: Taking into account the export duty, what would be the excess amount still left? How far is the gap covered by the export duties and other charges?

Shri Mahtab: I am sorry those figures are not available.

332 PSD

Mr. Speaker: The hon. Member is only following the same question differently.

Shri A. C. Guha: Have the Government taken any steps to see that the gap between the Indian and American prices is fully utilised for our dollar reserve?

Mr. Speaker: I think this question was thoroughly discussed when the House had a discussion on the Bill.

Shri A. C. Guha: My point is that even after the imposition of Rs. 1500 export duty, there is a gap.....

Mr. Speaker: That aspect of the question can be the subject matter of argument and not of questions.

Shri V. J. Gupta: What steps have been taken by Government to provide the hessian required by an important industry of Gur in Madras State for storage and export?

Shri Mahtab: This is a very important point and complaints from various local industries have been received by Government. We are looking into the matter.....

Mr. Speaker: I think we are entering into an argument.

Shri Hussain Imam: I want to know whether the price that the hon. Minister has given is F.O.B. including the duty or the price of hessian alone without including the duty?

Shri Mahtab: It is the export price without the duty.

Shri Munavalli: What was the total quantity of jute goods produced in 1950?

Mr. Speaker: This has also been answered on another question and it has been covered during the debate too.

Shri A. C. Guha: Sir, will the hon. Minister be pleased to lay on the Table the statement that he mentioned?

Shri Mahtab: Yes, Sir, I shall be glad to do so.

CENTRAL BOARD FOR UNATTACHED WOMEN AND CHILDREN OF DISPLACED PERSONS

*1737. **Shri Sidhva:** (a) Will the Minister of Rehabilitation be pleased to state whether the Government of India have set up a Central Board to look after unattached women and children of displaced persons?

(b) If so, what is the number of such displaced persons who are being looked after?

The Minister of State for Rehabilitation (Shri A. P. Jain): (a) A Central Advisory Board has recently been set up to advise Government on matters concerning the care and maintenance of displaced unattached women, and the aged and infirm and their dependants and orphan children.

(b) 45,400.

Shri Sidhva: What is the composition of this Board and what will be their functions with respect to the unattached women?

Shri A. P. Jain: Shrimati Rameshwari Nehru is the Chairman of the Board. Mrs. John Mathrai has been nominated by the Government of India on the Board.

Shri U. M. Mirchandani, I.C.S., Member, Nominated by the Government of Bombay.

Shrimati Premvati Thapar, Member, Nominated by the Government of Punjab.

Shrimati Purnima Banerji, Member, Nominated by the Government of U. P.

Shri N. R. Malkani, Member, Nominated by the Government of Rajasthan.

Sardar K. L. Budhiraja, Member, Nominated by the Government of PEPHU

Shrimati Manmohini Sahgal, Member, Nominated by the Chief Commissioner, Delhi.

Shri Nakul Sen, I.C.S., Member Secretary, Nominated by the Government of India.

The functions of the Board will be to advise the Ministry on the following matters:

(1) Scale of rations, clothing and cash doles to be given to the inmates of the homes.

(2) The strength and location of homes.

(3) Policy relating to new admissions in the homes.

(4) Amenities to be provided in the homes.

(5) Uniformity in administration and in the provision of medical, educational and other facilities.

(6) Vocational training for and provision of suitable gainful employment to the inmates.

(7) Coordination of production and marketing.

(8) Dispersal from homes and the grant of necessary financial assistance for the rehabilitation of those displaced.

(9) Transfer of inmates from a home in one State to another.

Shri Sidhva: The hon. Minister stated the number of the unattached women. I want to know whether they are located at one place or are distributed at various places.

Shri A. P. Jain: They are located in a large number of places, twenty, thirty or more.

काला अचिंत राम : क्या माननीय मंत्री जी कृपा कर के बतायेंगे कि ऐसी अनब्रैटेड औरतें जो कि आश्रमोंमें दाखिल होना अपनी बेइच्छता समझती हैं उन के रहने के लिये और गुजारे के लिये क्या इन्तजाम किया गया है ?

[Lala Achint Ram: Will the hon. Minister kindly state what arrangements have been made for the maintenance of such of these unattached women who regard the admission into these homes inconsistent with their social dignity?]

श्री ए० पी० जैन : जो कि होम्स में रहना बेइच्छता समझती हैं वह आज खुद रहती हैं। और जो होम्स में दाखिल चाहती हैं, उन्हें वहां दाखिल कर लेते हैं।

[Shri A. P. Jain: The women who think that way, live on their own and those desirous of admission into homes are admitted.]

Shri A. C. Guba: From the list of persons composing this Advisory Board it seems that there are no representatives from West Bengal, Assam, Tripura and also Bihar. Are we to understand that the East Bengal displaced persons are not covered by the Central Board?

Shri A. P. Jain: That is so.

Shri A. C. Guba: Are the Government considering any steps to set up a similar body for the rehabilitation of unattached women from East Bengal?

Shri A. P. Jain: As soon as the position is more stabilised there.

Shri A. C. Guha: Even now is it not a fact that there are a large number of unattached women and children in West Bengal and Assam?

Shri A. P. Jain: That is so.

Shri A. C. Guha: What steps have the Government taken.....

Mr. Speaker: The hon. Member is proceeding with a cross-examination.

کہانی جی۔ ایس۔ مسافر: مانلیہ
ملکٹی صاحب سے مہن دیوانت کرنا
چاہتا ہوں کہ جیسا کہ لالہ اجلت
رلم جی نے کہا ہے عورتی کا - وال اگر نہ
بھی ہو مگر ان عورتوں کی حالت
ایسی ہو کہ وہ آشرم میں نہ رہ سکتی
ہوں - جوان لڑکیاں ہوں اور ان کے کوئی
کمانے والا نہ ہو - ایسی لڑکیاں جو
آشرم میں نہ رہ سکتی ہوں ان کے لئے
کیا انتظام کیا جاتا ہے ؟

[**Giani G. S. Munsafir:** Even if there be no question of any indignity or disgrace as referred to by Lala Achint Ram. I want to know it from the hon. Minister what arrangements have been made for such unattached women whose position does not permit them to seek admission into these homes? For instance, what arrangements exist for such young girls who have no earning member?]

श्री ए० पी० जैन: जवान लड़कियाँ बलुशी आश्रम में रह सकती हैं, वहाँ आश्रम में तो औरतें ही औरतें रहती हैं।

[**Shri A. P. Jain:** Young girls can easily live in those homes as there would be nobody else than women.]

लाला अचिंत राम: मैं माननीय मंत्री जी से यह पूछना चाहता हूँ कि जो आश्रम में रहना बेइच्छती समझती हैं और गुजारा नहीं चला सकतीं, उन के लिये क्या गवर्नमेंट सोचती है कि जो रुपया उन के ऊपर आश्रम में खर्च हो उस से कम अलाउंस उन्हें गुजारे के लिय दे दिया जाय ?

[**Lala Achint Ram:** I want to enquire whether Government are considering to give even less than such monetary

help as would have, otherwise, been spent on them in case of their joining the homes by way of maintenance allowance to those unattached women who regard admission into these homes disgraceful but at the same time are unable to support themselves.]

श्री ए० पी० जैन: मैं स भवन के अन्दर कई बार बतला चुका हूँ कि अलावा बीमन्स होम्स के और दूसरे तरीके भी हैं। मैटिनेन्स अलाउंस का एक तरीका है, दूसरा तरीका यह है कि वह किसी ट्रेनिंग सेंटर के अन्दर कुछ काम सीख लें और फिर अपना रोजगार चलायें। लेकिन जिन की हम पूरी जिम्मेदारी लेते हैं, खिलाने की, कपड़े की और रहने की, उस के लिये तो हमारी यही स्कीम है और उन को हम होम्स में ही रखते हैं।

[**Shri A. P. Jain:** I have stated it many times in the House that apart from these women's homes there are other methods also. Maintenance allowance is one such method while the other is that after receiving training in some particular vocation in some training centre they earn their own livelihood. But for those in respect of whom we assume full responsibility of their feeding, clothing and residence, this is the only scheme and we generally keep such women in these homes.]

Pandit Munishwar Datt Upadhyay: What is the estimated expenditure on the working of this Board?

Shri A. P. Jain: This Board has not started functioning as yet. The Board has been appointed and the necessary staff for this Board will be set up. I am not today in a position to state what will be the expenditure.

Shri Sidhya: What is the total financial liability involved in maintaining all these 45,000 women?

Shri A. P. Jain: Very roughly speaking the average expenditure comes to about Rs. 25 per head per month.

Shri Kesava Rao: rose—

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

Shri Kesava Rao: On a point of order, Sir. I want to know whether this microphone is preventing you from seeing me.....

Mr. Speaker: It is no point of order. Hon. Members who are getting up every now and then lead themselves into believing that the microphone is coming in my way. Nothing comes in my way.

WORKMEN PROVIDENT FUND BILL

*1738. **Shri Sidhva:** (a) Will the Minister of Labour be pleased to state when Government intend to bring a Bill for provident funds for workers as promised by the Minister when my bill (The Workmen Provident Fund Bill) was presented?

(b) What is the cause of delay?

The Minister of Labour (Shri Jagjivan Ram): (a) and (b). The attention of the hon. Member is invited to the answers given to the unstarred question No. 67 printed in the Debates of Parliament of the 14th August, 1950 and to the starred question No. 393 on the 23rd November, 1950. The salient features of the proposed legislation were also discussed subsequently at the Labour Ministers' Conference held in January 1951. The matter is still in progress.

Shri Sidhva: What is the cause for the delay in bringing forward this Bill? The hon. Minister, in replying to the debate when my Bill was presented, had stated that Government will take immediate steps to introduce their own Bill. May I know what is causing the delay in this matter?

Shri Jagjivan Ram: Immediate steps were taken and the preliminaries for the preparation of the Bill are being undergone. In the first instance, the proposal was placed before the Indian Labour Conference and the Conference suggested that draft legislation should be prepared. Then a memorandum was prepared and circulated to all the State Governments and their comments were invited. The matter was placed last month before the Labour Ministers' Conference and the Conference has decided that legislation should be undertaken. The concerned Ministries here are being consulted and the legislation will be undertaken as soon as the consultation is over.

Shri Kamath: Has, Sir, the Standing Committee of Parliament for the Ministry of Labour been taken into confidence in this matter? Has the draft Bill been placed before the Standing Committee?

Shri Jagjivan Ram: Not yet. That stage has not come as yet.

Shri R. Velayudham: May I know whether this matter was placed before the Tripartite Committee?

Shri Jagjivan Ram: I have just now answered that.

Shri Sidhva: May I know whether it is likely that this Bill will be presented to the House in this session?

Shri Jagjivan Ram: No, I am afraid not during this session.

INDIA'S TRADE IN 1950.

*1739. **Dr. Ram Subhag Singh:** Will the Minister of Commerce and Industry be pleased to state the total value of India's trade during the calendar year 1950?

The Minister of Commerce and Industry (Shri Mahtab): I place on the Table of the House a statement giving the required information. [See Appendix XIII, annexure No. 10.]

Dr. Ram Subhag Singh: May I know whether there is any increase in the trade value of 1950 over the trade value of 1949?

Shri Mahtab: There is considerable increase in the trade value of 1950 (January to November) over the trade values of 1948 and 1949.

Dr. Ram Subhag Singh: May I know the total value of the manufactured and raw goods which we exported last year?

Mr. Speaker: Does the hon. Member want the figures separately?

Dr. Ram Subhag Singh: Yes, Sir.

Shri Mahtab: I am sorry separate figures are not available. The total figure is here.

Dr. Ram Subhag Singh: May I know the total value of re-exports for last year?

Shri Mahtab: It is given in the statement. It is Rs. 20.02 crores.

Shri R. Velayudham: What were the dollar earnings of India in 1950 as compared with previous years?

Shri Mahtab: I can give the entire figures if the hon. Member wants information on that. We had a favourable balance of Rs. 14.51 crores during January-November, 1950, as against the adverse balance of Rs. 9.8 crores during the corresponding period of 1949.

Dr. Ram Subhag Singh: May I know the extra value which we paid on our imports due to devaluation?

Shri Mahtab: It is because of devaluation that our trade position has improved.

Dr. Ram Subhag Singh: I want to know how much extra we had to pay on our imports because of devaluation?

Shri Mahtab: Those figures are not available with me here.

SILK INDUSTRY

*1740. **Pandit M. B. Bhargava:** (a) Will the Minister of Commerce and Industry be pleased to state which States in the Indian Union are the main silk producing areas?

(b) What was the total production of the Indian Union in yardage and

value of the silken cloth and yarn during the years 1948, 1949 and 1950?

(c) What is the number of factories engaged in silk industry?

(d) What is their productive capacity and the total annual output in yardage and value?

(e) What facilities and encouragement are given by the Governments of the States or the Government of India for the development of silk industry?

(f) What was the total yardage and value of silken goods and yarn imported into India during the years 1948, 1949 and 1950 as also the total yardage and value of silken cloth and yarn exported out of India during these years?

The Minister of Commerce and Industry (Shri Mahtab): (a) Mysore, Madras, West Bengal and Jammu and Kashmir.

(b) By silken yarn, the hon. Member, presumably means raw silk. A statement showing production and value of both silken cloth and raw silk during the years 1948, 1949 and 1950 is placed on the Table of the House. [See Appendix XIII, annexure No. 11.]

(c) There are about 400 factories engaged in silk industry which are producing both silk and art silk fabrics.

(d) The total productive capacity of both silk and art silk fabrics is about 350 million yards per annum. The annual production of pure silk fabrics and their value is given in the statement laid down on the Table of the House.

(e) The Government of India have constituted a Central Silk Board which is looking after the development of the raw silk industry in the country. The Government of India gives grant-in-aid to the Board and financial assistance is given by the Board to the various States on the approved schemes prepared by them for the development of the Sericulture Industry. To safeguard the interests of the indigenous raw silk industry, protection is given by levying a protective import duty and restricting imports to the extent demand cannot be met from indigenous production.

(f) A statement is placed on the Table of the House. [See Appendix XIII, annexure No. 12.]

Pandit M. B. Bhargava: May I know what portion of the production comes from cottage industry and what from others?

Shri Mahtab: By cottage industry I presume the hon. Member means the handloom industry?

Pandit M. B. Bhargava: Yes.

Shri Mahtab: I am sorry separate figures are not available with me here.

Shri A. C. Guha: What is the number of cocoons produced in India in three consecutive years?

Shri Mahtab: I am sorry I cannot give that figure.

Shri Shankaraiya: May I know how many silk-weaving handlooms there are in India?

Shri Mahtab: The figures of handlooms exclusively working on silk are not available, but handlooms generally work both on silk and cotton.

Shri A. C. Guha: Is it true that the production of cocoons is going down in India?

Shri Mahtab: No, it is going up. From the statement placed on the Table the hon. Member will see that production is going up.

Maulvi Wajed Ali: Is the State of Assam one of the silk-producing areas, and, if so, what is the quantity produced in Assam?

Shri Mahtab: I have got the figures year by year but not State-wise. Assam is a silk-producing State.

Shri T. N. Singh: What are the special varieties of silk—superior quality, etc.—which are allowed to be imported, and what is the quality of silk which is most popular for export purposes?

Shri Mahtab: With regard to the normal working of the industry we have to import a large quantity of raw silk from abroad. I am not aware of the qualities and no separate figures also are available.

STAFF FOR CONTROL AND DISTRIBUTION OF CLOTH

*1741. Pandit M. B. Bhargava: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of staff, gazetted and non-gazetted, temporary and permanent, in the employment of the Government of India in the control and distribution operation of cloth, cement, iron and steel, etc., and the total expenditure incurred by the Government in this concern during the years 1948, 1949 and 1950; and

(b) the number of staff, gazetted and non-gazetted, temporary and permanent, in the employment of Parts A and B States as well as other Centrally Administered Areas in the control and distribution operation of cloth, cement, iron and steel, etc., and

the total expenditure incurred by the States Governments concerned during the years 1948, 1949 and 1950?

The Minister of Commerce and Industry (Shri Mahtab): (a) A statement giving available information is placed on the Table of the House. [See Appendix XIII, annexure No. 13.]

(b) Government have no information about Part A and B States. So far as Centrally Administered Areas are concerned, a statement giving the available information is placed on the Table of the House. [See Appendix XIII, annexure No. 14.]

LOAN TO DISPLACED PERSONS IN WEST BENGAL

*1742. Shri Barman: Will the Minister of Rehabilitation be pleased to state:

(a) the amount of loan given to urban displaced persons in West Bengal since 1947;

(b) how many are businessmen, medical men, lawyers and students and what is the amount spent for each class; and

(c) the amount of loan given to agriculturists in the rural area and the total number of such agriculturists receiving loans?

The Minister of State for Rehabilitation (Shri A. P. Jain): (a) Rs. 1,55,64,000.

(b) and (c). A statement is laid on the Table of the House.

STATEMENT

b) Category	No. of Persons	Amount Rs.
(i) Business men- (Small).	6,608	45.48 lakhs
Business men (R. F. A.) (large scale).	891	90.00 "
		approx.
(ii) Medical men and Lawyers.	999	5.62 "
(iii) Students.	3,900	13.09 "
(iv) Artisans and Craftsmen	1,183	1.45 "
		155.64 "

(c) Rs. 137.54 lakhs.

39,000 families approximately.

Shri Barman: Has the Government decided upon the amount to be given to West Bengal D. Ps. in the year 1951-52?

Shri A. P. Jain: The figures are as follows:

	Rs.
Business men (small)	25.67 lakhs
Business men (through R.F.A.)	90.00 lakhs
Medical men and lawyers	2.50 lakhs
Student	1.97 lakhs
Artisans and craftsmen	0.70 lakhs
Total	1,20.84 lakhs

These figures are up to the end of November, 1950.

Shri Barman: What is the principle that guides the rehabilitation loan to displaced students?

Shri A. P. Jain: The scheme for advancing loan to displaced students has now been discontinued and instead of loans we are giving stipends. But according to the new scheme a student who was already receiving loan, if he so chooses, is allowed to continue under the old scheme.

Shri Barman: Would Government give favourable consideration to those displaced students who have no other resources in West Bengal and have lost their everything in East Bengal?

Mr. Speaker: It is a suggestion for action.

Shri A. C. Guha: Will the hon. Minister be pleased to state how much of this loan has come through the Rehabilitation Finance Administration and how much through Government's small loan scheme?

Shri A. P. Jain: I have already given the figures.

Shri A. C. Guha: Has any loan been given to the agriculturists through the Rehabilitation Finance Administration?

Shri A. P. Jain: The R.F.A. does not deal with loans to agriculturists.

Shri A. C. Guha: Are not big farms included in its scope?

Shri A. P. Jain: The R. F. A. Act confines its scope to two fields only, namely, business and industry.

काका अक्षय राम: क्या माननीय मंत्री जी कृपा कर के बतलायेंगे कि उन के नोटिस में ऐसी शिकायत आई है कि गवर्नमेंट इन

किसानों का कर्जा मंजूर करती है, लेकिन बैंक ने लोयर्सों की ओर से को रिश्वत देने को तैयार नहीं है, इस वास्ते उन के कर्जों की भदायगी नहीं होती, जैसे कचरापाड़ा के इलाक में ?

[Lala Achint Ram: Will the hon. Minister kindly state if complaints have been brought into his notice that after the sanction of these loans by the Government, they are not disbursed to the agriculturists because of their unwillingness to bribe the S.D.O. as has been in the case at Kachrapara.]

Mr. Speaker: Order, order.

Shri Sondhi: The hon. Minister mentioned a figure of Rs. 90 lakhs as being the loan given through the Rehabilitation Finance Administration. Is it loan sanctioned or amount paid?

Shri A. P. Jain: Amount sanctioned.

DISPLACED Patwaries FROM PUNJAB (PAKISTAN)

*1743. Shri Bahmiki: (a) Will the Minister of Rehabilitation be pleased to state how many displaced patwaries came from the Punjab (Pakistan), Sindh and Baluchistan just after 1947?

(b) How many of them have been given alternative jobs?

(c) How many of them are still without work?

The Minister of State for Rehabilitation (Shri A. P. Jain): (a) to (c). Labour and expense involved in the collection of these statistics would not be commensurate with the results.

TRADE DELEGATION TO SOUTH EAST ASIA

*1744. Shri Jnani Ram: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that recently a trade delegation was sent to South East Asia;

(b) if so, the personnel of the delegation;

(c) the countries they visited; and

(d) the result of their tour?

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

(b) The delegation was led by Mr. P. A. Narielwala and was composed of Messrs. C. M. Kothari, B. T. Thakur, Kaka Bhagwant Roy, B. S. Bugga and K. L. Chaudhury and Mr. A. P. Mathur, an Officer of the Commerce and Industry Ministry, was Member-Secretary.

(c) The delegation visited Indonesia, Singapore, Malaya, Thailand and Burma.

(d) As a result of the visit of the trade Delegation to South East Asia, a trade Agreement between India and Indonesia was signed. The Delegation has also submitted a report on possibilities of expansion of trade with South East Asian countries. As a result of the visit of this delegation, a great deal of interest in trade with India has been aroused already.

Shri Jnani Ram: As a result of the recommendations of this delegation, what attempts are being made to enter into trade pacts with countries other than Indonesia?

Shri Mahtab: All efforts are being made, but except this agreement no other agreement has been entered into.

Shri Jnani Ram: What commodities have been agreed to be imported from Indonesia?

Shri Mahtab: I am placing a copy of the agreement on the Table for the information of the House. [See Appendix X, annexure No. 20.]

Shri R. Velayudhan: In selecting the non-official members of this delegation, was the Indian Federation of Chambers of Commerce and Industry consulted?

Shri Mahtab: I do not exactly know, but this delegation had the confidence of the trading section in the country.

Shri Rathnaswamy: What was the cost of this tour?

Shri Mahtab: Most of these gentlemen were non-officials and only one was an official. The non-officials were given the usual T.A. but I could not get the figures about the total amount.

Shri Rathnaswamy: Are Government satisfied that the achievements of this delegation are commensurate with the expenditure incurred?

Mr. Speaker: Order, order. He is asking for an opinion.

Shri Kamath: Excepting Indonesia, have Government invited any persons from the other South East Asian countries to follow up the talks with our representatives as regards trade in those countries?

Shri Mahtab: Invitations are being sent and many of them are coming and discussions are going on.

MANUFACTURE OF MATCHES

*1745. Shri R. Velayudhan: (a) Will the Minister of Commerce and Industry

be pleased to state what is the estimated maximum capacity for the manufacture of matches yearly in the country?

(b) What have Government done to supply the raw materials in larger quantities to the industry?

(c) Has the cost of production increased since last year?

The Minister of Commerce and Industry (Shri Mahtab): (a) Attention of the hon. Member is invited to the reply given by me to part (f) of Pandit M. B. Bhargava's Starred Question No. 1645 on the 22nd February, 1951.

(b) Attention of the hon. Member is invited to the reply given by me to parts (d) and (f) of Pandit M. B. Bhargava's Starred Question No. 1646 on the 22nd February, 1951.

(c) There has been a slight increase owing to a rise in the price of sulphur.

GOVERNMENT-OWNED CONCERNS

*1750. Shri T. N. Singh: Will the Minister of Works, Production and Supply be pleased to state what is the amount of money spent on each of the Government-owned concerns so far and the estimated further expenses before they go on to production?

The Minister of Works, Production and Supply (Shri Gadgil): Government undertakings now in the process of erection or construction through the Ministry of Works, Production and Supply are:

- (1) The Fertilizer Factory, Sindri.
- (2) Factory for the manufacture of Penicillin, Sulpha and Antimalarial drugs.

These exclude the Telephone Instrument Factory being erected by the Ministry of Communications, and the Ordnance Factory at Ambernath being erected by the Ministry of Defence.

Expenditure actually incurred on the two former undertakings is:

- (1) Fertilizer Factory, Sindri: Rs. 17.5 crores approximately to end of November, 1950.
- (2) Factory for the manufacture of Penicillin, Sulpha and Antimalarial drugs Rs. 3.23 lakhs approx.

The estimated further expenses on capital account likely to be incurred before they go on to production are:

- (1) Fertilizer Factory, Sindri Rs. 5.5 crores.
- (2) Factory for the manufacture of Penicillin, Sulpha and Antimalarial drugs: Rs. 3.47 crores.

Shri T. N. Singh: May I know what are the other factories besides the two mentioned by the hon. Minister and will he give details about them?

Mr. Speaker: I think a list of all Government factories was given more than once by the Finance Minister.

Shri T. N. Singh: My question was in relation to the amount spent already and the amount likely to be spent hereafter in regard to these factories. With regard to the Penicillin factory, may I know if it is a fact, as reported in the papers, that the W.H.O. has had some negotiations with the Government on the subject of its administration, control and production?

Shri Gadgil: The position is that the W.H.O. was approached for certain help and they have made a counter-offer. The same, along with other matters, is under consideration.

Shri T. N. Singh: Is it likely to result in the control of the factories passing from Government to the W.H.O.?

Shri Gadgil: The whole thing is under consideration. But I can assure hon. members that in no case will the Government of India agree to control passing out of their hands.

Shri Sidhva: Is one of the items of the counter-offer of the W.H.O. that control of these factories should be vested in that organisation?

Shri Gadgil: That was not.

Shri Deogirikar: May I know where these penicillin, sulpha drugs and anti-malaria drug factories are to be located?

Shri Gadgil: It is in Dehu Road, near Poona.

Dr. V. Subramaniam: Will the fixation of the prices of penicillin and the sulpha drugs produced at these factories be done on cost basis or profit basis?

Shri Gadgil: As far as I am able to say, Sir, this being a Government factory, the prices will be fixed on no-profit basis.

Shri A. C. Guha: Can the hon. Minister give us the original estimate of this factory and the subsequent revised estimate?

Shri Gadgil: The estimate of the penicillin factory is Rs. 3.47 crores, of which up till now only 3 lakhs have been spent.

Shri T. N. Singh: May I know when the production of penicillin is likely to

start in this factory? What is the position in regard to manufacture of sulphur drugs?

Shri Gadgil: If the negotiations that are going on come to a speedy conclusion, it is expected that production will start two years hence.

COIR MAT SHEARING MACHINE

*1751. **Shri Alexander:** (a) Will the Minister of Commerce and Industry be pleased to state whether Government have received any representation from the Travancore Coir Mats and Matting Manufacturing Association, Alleppey or other bodies requesting that Coir Mat Shearing Machine be placed in O.G.L. and if so, when?

(b) Is it a fact that the same were placed in O.G.L. before and if so, why were they removed from O.G.L.?

(c) Are coir mats shearing machines and component parts manufactured in India and if so, how much?

(d) What is the amount for which such machines and component parts were imported into India during 1949 and 1950?

(e) What are the total amounts of exports of coir mats during the years 1949 and 1950?

The Minister of Commerce and Industry (Shri Mahtab): (a) In August 1949 a representation was received from the Travancore Coir Mats and Matting Manufacturing Association, Alleppey requesting the inclusion of Coir Mats Shearing Machine in the O.G.L.

(b) O.G.L. No. XI in which this item was included was cancelled on the 5th May, 1949 because of the serious position regarding the country's balance of trade.

(c) While some of the component parts are manufactured in India, neither the complete machine nor main parts such as ledger blades and spiral cutters have been manufactured in the country so far.

(d) The information is not available as imports of Coir Mats Shearing Machine are not recorded separately in the Sea and Air-Borne Trade Accounts of India.

(e) The total amount of exports of coir mats in the years 1949 and 1950 are as follows:

	Quantity (000) cwts.	Value (Rs. lakhs)
1949	355.8	249
1950	382.8	277

Shri Alexander: Will the Minister be pleased to read out the names of

firms which are manufacturing component parts of shearing machines?

Shri Mahtab: There is only one firm in Mysore—the name of which I forget at the moment—which manufactures these component parts.

Shri Alexander: In view of the fact that spare parts of modern jute manufacturing machines have been placed on the O.G.L., and in view of the fact that coir manufactures are dollar earning items, do Government propose to reconsider the position and include coir mats shearing machines in the O.G.L.?

Shri Mahtab: I shall look into the matter. There seems to be a case in their favour.

INDO-FINNISH TRADE AGREEMENT

*1752. **Shri B. R. Bhagat:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether a new Indo-Finnish trade agreement has been ratified;

(b) if so, for what period; and

(c) the volume and specifications of trade under the agreement?

The Minister of Commerce and Industry (Shri Mahtab): (a) to (c). India has not entered into a formal trade agreement with Finland but has arrived at a trade arrangement with that country for the year 1951 for promotion of direct trade between the two countries. No quantitative commitments have been made. Copies of trade letters exchanged to that effect have been placed in the Library of the House.

Shri B. R. Bhagat: Has any agreement regarding the mode of payment been entered into?

Mr. Speaker: There has been no agreement. There has only been certain exchange of letters, copies of which are placed in the Library.

Shri T. N. Singh: In regard to the arrangement that has so far been made, may I know if there is any provision for import of newsprint from Finland?

Shri Mahtab: If the hon. Member goes through the correspondence, he will see that this has been included.

Shri Kamath: Do the letters of trade which have been exchanged show that there are difficulties or obstacles or any hitch in the way of entering into an agreement with Finland?

Mr. Speaker: The hon. Member should go through the letters first.

Shri Kamath: I have gone through them. Why this delay?

Mr. Speaker: It is a matter of opinion.

LAND RIGHTS OF INDIANS IN BURMA

*1753. Seth Govind Das: Will the Prime Minister be pleased to state how has the question of land rights of Indians in Burma been settled?

The Deputy Minister of External Affairs (Dr. Keskar): There has been no development whatsoever since the position was stated in reply to part (d) of the Starred Question No. 369 of Shri K. Hanumanthaiya and Shri T. Channiah asked on the 14th August, 1950. The Government of Burma have assured the Government of India that Indians will not be discriminated against in the implementation of the Burma Land Nationalisation Act, 1948.

सेठ गोविन्द दास : तो क्या माननीय मंत्री जी का इस सम्बन्ध में यह कहना है कि जो जमीन भारतवासियों के पास बढ़ा में थी, वह अभी भी उन के पास है और इन सम्बन्ध में कोई झगड़ा नहीं रह गया ?

[Seth Govind Das: Does the hon. Minister's reply imply that the Indians still possess the proprietary rights of their holdings in Burma and no dispute exists about this issue now?]

डा० केशकर : मेरा इस बारे में कोई भी कहना नहीं है। मैं तो खाली आन्दोलन सम्बन्ध का ध्यान इस बात की तरफ़ दिखा रहा था कि जो डेलीनेशन यहाँ से गया था, उस ने जो बार्ने ब्रह्मा गवर्नमेंट से की थी, उस में ब्रह्मा गवर्नमेंट ने कहा था कि इस कानून के मुताबिक जो कुछ कार्यवाही की जायेगी, उस में हिन्दुस्तानी और बर्मी के बीच में कोई भेद नहीं किया जायेगा।

[Dr. Keskar: I have nothing to add. I have merely to draw the hon. Member's attention to the fact that a delegation from this country visited Burma in this connection and in the course of their talks with the Government of Burma, that Government promised that no action taken in accordance with the provisions of this legislation will make any discrimination between an Indian and a Burmese.]

INTERNATIONAL LABOUR CONFERENCE

*1754. Seth Govind Das: Will the Minister of Labour be pleased to state what proposals of the International Labour Conference, presided over by the hon. Minister of Labour of the Government of India are to be given effect to?

The Minister of Labour (Shri Jagjivan Ram): The only proposal adopted at the 33rd session of the International Labour Conference calling for immediate action is a Recommendation concerning Vocational Training of Adults including Disabled Persons. This is being examined in consultation with the State Governments and a statement indicating the action proposed to be taken by the Government on the recommendation will be laid on the Table in due course.

सेठ गोविन्द दास : इस प्रस्ताव के सिवा क्या कोई और भी ऐसा प्रस्ताव इस कान्फ्रेंस में हुआ है जिसके कि सम्बन्ध में विचार चल रहा है भारत सरकार का या भारत सरकार के द्वारा प्रादेशिक सरकारों का ?

[Seth Govind Das: Was any other proposal adopted at this Conference which be at present under the consideration of the Government of India or through them under the consideration of the State Governments?]

श्री जगजीवन राम : जी नहीं, वहाँ पर और कोई प्रस्ताव अभी पास नहीं हुआ। बहुत तो बहुत से मामलों पर हुई थी, लेकिन वहाँ कोई प्रस्ताव या रिक्मेन्डेशन पास नहीं हुई बल्कि अधिवेशन में होगा और जब हो जायगा तो उस पर विचार किया जायगा। एक और प्रस्ताव वहाँ पर पास हुआ था अनइम्प्लायमेंट के सम्बन्ध में, I.L.O. की गवर्निंग बाडी (Governing Body) उस के सम्बन्ध में विचार कर रही है और जब वहाँ से वह निश्चय कर लेंगे, तब यहाँ की सरकार उस पर विचार करेगी।

[Shri Jagjivan Ram: No, Sir, no other proposal has been adopted there so far. Discussions, no doubt, took place on many other topics but no proposal or recommendations were adopted. These will be discussed at the next session of the Conference and

will be taken into consideration after that. A proposal in respect of un-employment was also adopted there. At present it is under the consideration of the Governing Body of the I.L.O. and on their reaching a decision this Government will also take it into consideration.]

सेठ गोविन्द दास : जगली कान्फ्रेंस का जो रिजल्ट अभी किया, तो वह जगला अधि-
बेक्षण कब होने वाला है ?

[Seth Govind Das: With reference to the next session, when is it likely to be held?]

श्री जगजीवन राम : वह तो प्रत्येक वर्ष जून के महीने में होता है ।

[Shri Jagjivan Ram: It is held in the month of June every year.]

RESIDENTIAL ACCOMMODATION FOR GOVERNMENT EMPLOYEES

*1755. **Shri Kishorimohan Tripathi:**

(a) Will the Minister of Works, Production and Supply be pleased to state the number of Central Government employees who are on the waiting list for getting residential accommodation?

(b) To which categories of service do the said applicants belong?

(c) What are the numbers under each category?

(d) How many of the applicants have been on the waiting list for more than five years?

The Deputy Minister of Works, Production and Supply (Shri Buragohain):

(a) The hon. Member has apparently in mind residential accommodation under the control of the Estate Officer at Delhi and New Delhi. If so, the number of Central Government employees on the waiting list who are eligible for residential accommodation and who are without any Government accommodation (other than hostel accommodation), is 33,542.

(b) and (c). The categories and their numbers are:

(i) Officers drawing Rs. 500 p.m. and above—511.

(ii) Officers drawing less than Rs. 500 per month—23,733.

(iii) Class IV employees—9,298.

Total 33,542.

(d) The number of officers on the waiting list, whose priority date is 31st December 1945 or earlier is 6,236. This does not include Class IV employees to whom allotments are made by Ministries concerned, on *pro rata* basis.

Shri Kishorimohan Tripathi: Arising out of the answer to part (d) of the question, can the hon. Minister give the number of Class III and Class IV employees who are on the waiting list for more than five years?

Shri Buragohain: With regard to Class III officers, they are included in the figure I have just given, namely 6,236.

Shri Kishorimohan Tripathi: I wanted to know the number of Class III and Class IV employees.

Shri Buragohain: As I have already stated, this figure does not include Class IV employees in the waiting list.

Shri Kishorimohan Tripathi: May I know if any private houses were requisitioned during the last two or three years for providing accommodation to Class III and Class IV employees?

Shri Buragohain: I should like to have notice of that question.

Shri Dwivedi: What is the number of buildings or quarters for employees that are under construction every year?

Shri Buragohain: That is a separate question altogether.

Shri Kishorimohan Tripathi: Is there any programme and plan before Government for building houses specially for Class III and Class IV employees?

The Minister of Works, Production and Supply (Shri Gadgil): Yes. As per that programme, in the course of the last eighteen months 2,500 units were built for Class III employees and 1,000 for Class IV employees. For the next year the programme is to build another two thousand.

Pandit Munishwar Datt Upadhyay: What is the number of applicants provided during the last five years?

Shri Buragohain: I have not got the figure with me just now.

Shri Kishorimohan Tripathi: May I know the total amount of rent realized from Government employees?

Shri Buragohain: That also, Sir, is a separate question and does not appear to arise out of this.

Shri S. C. Samanta: May I know what is the basis of the procedure adopted in allotting out-of-turn accommodation?

Shri Buragohain: This question came up once before in this House. Only in hard cases out-of-turn allotments are given.

Shri Dwivedi: May I know how many employees are likely to be accommodated in the coming year?

Mr. Speaker: I think the figure was given—two thousand.

Shri S. C. Samanta: Sir, I wanted to know the basis of the procedure by which out-of-turn allotments are made.

Shri Buragohain: As I stated, a detailed reply was given to a question of that kind in the House.

Mr. Speaker: Let us go to the next question.

SEALING OF 'B' ZONE IN BERAR

*1757. **Dr. Deshmukh:** (a) Will the Minister of Commerce and Industry be pleased to state the number of protests, letters, telegrams and representations received by the Ministry of Industry against the order dated the 29th December 1950 of the Textile Commissioner sealing the 'B' zone in Berar?

(b) How long were all transactions in all the Cotton Markets in the zone suspended?

The Minister of Commerce and Industry (Shri Mahtab): (a) Yes, a number of protests were received.

(b) The order did not suspend transaction in kapas or ginning operations but suspended transactions in cotton between dealers *inter se* and between dealers and mills. Bonafide transactions in cotton entered into before 29th December were permitted to be fulfilled between merchants *inter se* or between merchants and mills. It is not possible to state exactly for how long transactions in the three districts concerned stood suspended. Textile Commissioner was, however, informed that all markets in the three districts opened on the 29th January, 1951.

Dr. Deshmukh: Sir, the hon. Minister has stated that a number of protests were received. I have asked for that number. Is it not possible to calculate the number of protests received?

Shri Mahtab: A number of protests were received personally by me, some by the Secretary, some by the Textile Commissioner. It is very difficult to calculate all these. And I would suggest that there is no necessity of raking up past things when in consultation with the hon. Member himself the matter has been satisfactorily settled.

Dr. Deshmukh: Has this sealing of the zones been effected in any other area apart from this 'B' Zone? Has any other zone been sealed similarly?

Shri Mahtab: One zone has been sealed in East Punjab and one in Madhya Pradesh.

COTTON OF BARI AMERICAN VARIETY

*1758. **Dr. Deshmukh:** (a) Will the Minister of Commerce and Industry be pleased to state the ceiling prices per *khandi* of cotton of Bari American variety?

(b) What is the price paid per *khandi* for the cotton imported from (i) Pakistan, (ii) Egypt, (iii) Sudan, (iv) America and (v) British East Africa?

The Minister of Commerce and Industry (Shri Mahtab): (a) Rs. 900 per candy for the basic quality (i.e. fine 7/8" staple) and Rs. 1,015 for top quality (i.e. choice 1" staple), for Buri (and not Bari) American variety 1950-51 crop.

(b) A statement showing the market prices as on the 8th February 1951, for the different cotton is placed on the Table of the House. [See Appendix XIII, annexure No. 15.]

Dr. Deshmukh: Is the hon. Minister aware that the variety called Cambodia produced in Berar is being sold at prices which are regarded as unsatisfactory by the farmers and have any protests been received with regard to that?

Shri Mahtab: Protests have been received because when the price is compared with the prices abroad some discontent starts. But the price which has been fixed by Government seems to be remunerative for the agriculturists.

Dr. Deshmukh: In view of the prices that have been stated with regard to the cotton that will be obtained from Pakistan, will there be any change as a result of the Trade Agreement and the exchange ratio that has been decided upon?

Shri Mahtab: The Trade Agreement came into force only yesterday and these points have not yet been thought of.

PURCHASE OF COTTON BY TEXTILE MILLS THROUGH NOMINEES

*1759. **Shri D. S. Seth:** Will the Minister of Commerce and Industry be pleased to state:

(a) why the Textile Commissioner insists on mills having quotas buying from nominees and no one else; and

(b) the reasons why nominees have been appointed without taking the advice of the Advisory Board?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). Except in the districts of Buldana, Akola and Amraoti in Madhya Pradesh and Ferozepur in the Punjab, mills are free to buy cotton from the ginners. Akola, Buldana and Amraoti Districts in Madhya Pradesh and Ferozepur District in the Punjab were sealed off because mills, to whom quotas were allotted, from these districts, complained of the non-availability of cotton at controlled prices.

LAND ALLOTMENT IN THE PUNJAB

*1760. **Lala Achint Ram:** (a) Will the Minister of Rehabilitation be pleased to state whether it is a fact that there is a certain percentage of displaced persons who have been allotted in the Punjab uneconomic units of land after applying a cut of 25 per cent. to their holdings in Pakistan?

(b) If so, do Government propose to start Training and Work Centres in rural areas where such displaced persons live in large numbers, so that they may get supplementary work and stick to rural life?

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

(b) No.

लाला अचिंत राम: क्या गवर्नमेंट ऐसे आदिमियों के लिये जिन के पास जमीन बौड़ी है कोई कर्ज का इन्तजाम कर रही है ताकि वह सप्लीमेन्टरी काम कर सकें जैसे कोल्हू या दूध वगैरह बेचने का ?

[**Lala Achint Ram:** Are the Government making some arrangements for the grant of loans to persons who have inadequate holdings so as to enable them to undertake some other supplementary works like working of a *kolhu* or sale of milk to supplement their incomes?]

श्री ए० पी० जैन: गवर्नमेंट की तरफ से वोकेशनल और टेकनिकल ट्रेनिंग के कितने ही केन्द्र खुले हुए हैं जिन में कि करीब करीब १५ या १६ हजार आदिमियों को हर साल ट्रेनिंग दी जाती है। जो ट्रेनिंग पायेंगे और खुद अपना काम करना चाहेंगे उन को कर्जा भी दिया जायगा।

[**Shri A. P. Jain:** There are many vocational and technical training centres opened by the Government all over the country in which some 15 or 16 thousands of people receive training every year. Those who are desirous of starting their own work after the completion of their training will also be granted loans.]

लाला अचिंत राम: क्या स्पीकर साहब ऐसा इन्तजाम करेंगे कि जो सवाल किया जाये, उस का जवाब मिल सके। मैं यह अर्ज कर रहा हूँ कि जो आदिमि: देहात में रहते हैं और देहात की जमीनों से फ़ायदा उठाना चाहते हैं फिर भी जमीन की कमी की वजह से उठा नहीं सकते

[**Lala Achint Ram:** Will the hon. Speaker kindly see that replies are given in respect of the questions that are actually put? My submission is that those who live in the villages and want to reap full benefit from their lands but who are unable to do so because of their inadequate holdings.....]

श्री ए० पी० जैन: यह आरेबल मेम्बर के समझने की गलती है, जो लोग ट्रेनिंग पाते हैं उन में से कितने ही ऐसे हैं जो गांव में जाकर बसते हैं। उन में से कम और ज्यादा जमीन रखने वाले दोनों ही होते हैं।

[**Shri A. P. Jain:** The hon. Member has misunderstood me. A majority of those who receive training in these centres settle down in the villages. They include persons both with adequate and inadequate holdings.]

लाला अचिंत राम: और जो आदिमी जमीन भी नहीं छोड़ सकते

[**Lala Achint Ram:** And those who cannot give up their lands.....]

Mr. Speaker: The point is whether arrangements are made for any supplementary industries for agriculturists.

श्री ए० पी० जैन: अब तक कोई ऐसी स्कीम नहीं है लेकिन जहां जहां पर यह मुमकिन हो सकेगा इस की कोशिश की जायेगी।

[**Shri A. P. Jain:** So far there is no such scheme but efforts will be made to open them at places where it is possible to do so.]

लाला अचिंत राम : कब तक वह स्कीम जारी हो जायेगी ।

[Lala Achint Ram: By what time that scheme is expected to be launched?]

श्री ए० पी० जैन : जितनी जल्दी मुमकिन होगा ।

[Shri A. P. Jain: As soon as possible.]

Shrimati Velayudham: May I know whether Government is allotting lands to displaced persons who had no lands in Pakistan?

Shri A. P. Jain: Yes, we are allotting lands to those persons who had no lands in Pakistan but who were doing actual agriculture.

LAND ALLOTMENT IN THE PUNJAB

*1761. Lala Achint Ram: Will the Minister of Rehabilitation be pleased to state the number of displaced persons whose lands were subjected to a cut of 25 per cent. and are allotted only uneconomic units of less than ten acres of land in the Punjab?

The Minister of State for Rehabilitation (Shri A. P. Jain): The number of allottees who have been allotted 10 acres or less each is 3,19,099.

लाला अचिंत राम : क्या माननीय मंत्री जी फरमायेंगे कि ऐसे किसानों को जिन के पास जमीनें बहुत थोड़ी हैं और जिन की संख्या तीन लाख के करीब है आप और जगहें दिखा सकेंगे ताकि वह अपना गुजर कर सकें?

[Lala Achint Ram: Will the hon. Minister kindly state whether he will be able to get further units of land allotted to those persons having inadequate holdings and numbering more than 3 lacs, so as to enable them to maintain themselves?]

श्री ए० पी० जैन : जिन लोगों के पास जमीनें थोड़ी हैं वह तीन तरह से अपना काम चलाते हैं, वाली वहीं पर नहीं जहां पर पुरुषार्थी आबाद हुए हैं बल्कि बाकी हिन्दुस्तान में भी । उन में से बहुत से आदमी तो छोटी दुकानदारी करते हैं, और पंजाब के अन्दर सास तीर से ऐसे आदमी हैं जिन को बेन्दान कबरा मिल रही है, और बहुत से ऐसे हैं जो दूसरों की जमीन बतौर काश्त-

कार के लेते हैं । और पंजाब से हवें जो रिपोर्ट मिली है उस से मालूम होता है कि वहां पर काश्तकारोंकी बहुत ज्यादा जरूरत है और जमीनें वहां पर मिल सकती हैं ।

[Shri A. P. Jain: Persons with inadequate holdings maintain themselves in three ways not only at those places where the displaced persons have been resettled but in the rest of India as well. A considerable number of such persons are engaged in petty shop-keeping and in the Punjab in particular a large number of people are receiving pensions and again there are many who take on lease lands from others. From the reports received from the Punjab it is learned that there is a great demand of cultivators there and lands are also available there for that purpose.]

लाला अचिंत राम : क्या माननीय मंत्री जी बतलायेंगे कि जिन को कोई पेन्शन नहीं मिलती है और जो दुकानदारी करना चाहते हैं, उन की दुकानों के लिये कर्ज का इन्तजाम गवर्नमेंट कर रही है ?

[Lala Achint Ram: Will the hon. Minister kindly state whether the Government are making some arrangements to grant loans to those persons who receive no pensions but want to engage themselves in shop-keeping?]

श्री ए० पी० जैन : आनरेबुल मेम्बर को मालूम है कि कर्ज की स्कीम है दुकानदारी के लिये और उस में जो कोई आयेगा उस को कर्ज दिया जायेगा ।

[Shri A. P. Jain: The hon. Member is aware that the Loan Scheme is meant for starting business and that a loan will be granted to those who fall in that category.]

लाला अचिंत राम : मैं देहातों के लिये अर्ज कर रहा हूँ ।

[Lala Achint Ram: I am speaking in respect of villages.]

श्री ए० पी० जैन : जो कोई भी स्कीम कर्ज की कारबार के लिये है वह पेशे पर है ।

[Shri A. P. Jain: All schemes for grant of loans are in respect of certain classes of business and professions.]

लाला अचिंत राम : जब तक ऐसा कर्जा कितना दिया गया है?

[Lala Achint Ram: What is the total amount of such loans that have so far been granted?]

श्री ए० पी० जैन : मेरे पास बजट का कोई आंकड़ा नहीं है।

[Shri A. P. Jain: I have no separate figures.]

लाला अचिंत राम : आप कब तक यह आंकड़ा दे सकेंगे।

[Lala Achint Ram: When will it be possible for you to give these figures?]

श्री ए० पी० जैन : उन का इकट्ठा करना बहुत मुश्किल है।

[Shri A. P. Jain: It is very difficult to collect them.]

लाला अचिंत राम : क्या जब तक यह मिनिस्टर हैं तब तक इकट्ठे हो जायेंगे ?

[Lala Achint Ram: Will it be possible to collect them in his tenure of office as Minister?]

Mr. Speaker: Order, order. Next question.

EXPORT AND IMPORT TRADE ON BARTER SYSTEM

*1762. Shri Jhunjhunwala: (a) Will the Minister of Commerce and Industry be pleased to state what is the total average volume in quantity and value of export and import trade done on barter system and its percentage, when compared with the total volume in value of export and import trade?

(b) What was it in the year 1948-49 and 1949-50?

(c) What is the total value and percentage of import of capital goods?

(d) Is any capital goods imported on barter system?

The Minister of Commerce and Industry (Shri Mahtab): (a) The figures of trade on barter basis available for the two financial years 1948-50 show that the average yearly exports were 83,000 tons and yearly imports 5,78,500 tons and their average value was 18.17 crores of rupees. Barter exports represent 4.15 per cent. of the total exports and barter imports 3.35 per cent. of the total imports in these years.

(b) and (c). A statement is placed on the Table of the House. [See Appendix XIII, annexure No. 16.]

(d) The answer is in the negative.

Shri Jhunjhunwala: May I know which are the countries with which barter trade is carried on and in what materials?

Shri Mahtab: Argentine and U.S.S.R.

Shri Jhunjhunwala: What materials have we exported and what have we imported?

Shri Mahtab: For instance, from Argentine we get wheat, barley, maize in exchange for hessian; similarly we get wheat in exchange for raw jute, tea, castor oil, etc. from U.S.S.R.

Shri Jhunjhunwala: Was any barter trade completed with France for jute? We imported steel and exported jute?

Shri Mahtab: I am not aware of it.

Shri Jhunjhunwala: Was any attempt ever made by barter trade to import capital goods in exchange for our raw materials, especially when we contracted our raw materials at a very low price?

Shri Mahtab: That is not a fact. Our raw materials, I think, are obtaining the market price abroad, but so far as the capital goods are concerned, the import policy is well known but there the import of capital goods is by a different method altogether, and no attempt has yet been made to introduce the barter system of trade, in this case.

Shri A. C. Guha: Has there been a barter trade between India and China?

Shri Mahtab: Not yet.

Shri A. C. Guha: Was there any exchange of jute for rice there?

Shri Mahtab: There has been no barter trade.

SIKH MISSIONARIES VISITING FOREIGN COUNTRIES

*1763. Giani G. S. Musafir: Will the Prime Minister be pleased to state whether Government have imposed any restrictions on Sikh Missionaries visiting foreign countries, including South and East Africa?

The Deputy Minister of External Affairs (Dr. Keskar): No, Sir. But in view of the fact that after the visit of some religious preachers some communal incidents took place in East Africa, Government felt that some control over the visit of religious preachers was essential for the good

name of our country and our citizens staying there.

No restrictions are however placed in the way of religious preachers or other citizens proceeding there in pursuit of their normal avocations.

Shri Kamath: Have any complaints or representations been made to Government that the movements or activities of our missionaries or religious preachers have been restricted or otherwise adversely affected owing to the secular character of our State?

Dr. Keskar: I have not understood the question.

Mr. Speaker: I have understood the question. He need not reply.

Shri Kamath rose—

Mr. Speaker: Order, order. No argument over that.

Dr. Ram Subhag Singh: May I know the policy of the Government in regard to religious missionaries coming into and going out of this country?

Dr. Keskar: I made it very clear that Government has no objection whatever to religious missionaries or any other citizens going out but in this particular country—East Africa—there are a lot of Indian citizens staying there. After the visit of certain religious missionaries, communal incidents on the Indian model began to take place and from that time Government thought it necessary that some control or check should be exercised. In spite of that, we try to stop as few people as possible, who go for religious preaching.

Shri Kamath rose—

Mr. Speaker: The hon. Member is putting questions which are full of insinuations.

Shri Kamath: I must protest against that. Whatever may be your ruling...

Mr. Speaker: Order, order. He may take his seat.

Dr. Ram Subhag Singh: Sir, I wanted to know the policy of Government in regard to the religious missionaries coming into this country and this point of my question was not replied to.

Dr. Keskar: In India there is religious liberty. The missionaries can come but if any such things such as happened in East Africa do begin to happen, due to certain missionaries, Government would certainly take action against them.

FOREIGN PUBLICITY

*1764. **Shri Kishorimohan Tripathi:** Will the Prime Minister be pleased to state the total annual expenditure incurred by the Government of India in connection with foreign publicity?

The Deputy Minister of External Affairs (Dr. Keskar): The External Publicity Division of the Ministry of External Affairs was established in 1948. During the financial year 1948-49 a sum of Rs. 25,35,210 was spent. In 1949 the figure was raised to 33,51,200 because of greater activities of the Division and increased participation of India in international affairs. For the current year 1950-51, a sum of Rs. 33,51,200 was provided for in the Budget and we hope that with economy, which will, no doubt, affect the work of the Division, the total expenditure will not exceed Rs. 32,57,200. This will mean a saving of over 1,00,000 of rupees.

Shri Kishorimohan Tripathi: Is it a fact that the amount of expenditure so far incurred yearly is quite inadequate to the needs of publicity in foreign lands?

Dr. Keskar: Yes, Sir. Government itself considers that the sum allocated is inadequate.

Shri Jnan Ram: May I know the country where the largest amount has been spent on this head?

Dr. Keskar: This question has been answered a number of times and in detail on the floor of this House and I think the Budget debate is coming next week in which all these questions will be discussed in detail. I hope my hon. friend will not mind waiting for a few days more.

Shri Kishorimohan Tripathi: The hon. Minister himself stated that the amounts spent are inadequate. May I ask if Government propose to increase the amounts next year?

Dr. Keskar: If next year, fortunately the budgetary position improves, Government will certainly try to increase it, but as long as the present economic stringency lasts, I am afraid, there is very little hope of our being able to increase the amounts spent on publicity.

Shri Rathnaswamy: May I know if it is a fact that there is much ignorance about Indian problems, particularly the Kashmir problem, in spite of the publicity given by our Government?

Dr. Keskar: We have tried to give as much publicity as it is possible with our limited means, but there is no

doubt that there is a lot of ignorance about Indian problems and even about Kashmir, but I do not think it is possible for us to dissipate all that ignorance quickly, as we would like to do.

Shri T. N. Singh: May I know if this sum of Rs. 32 lakhs relates only to expenditure incurred by the publicity department outside or does it include the expenditure which has been incurred in India on publicity abroad, in the form of literature etc.?

Dr. Keskar: This refers to expenditure of the External Publicity Division of the Ministry of External Affairs, whether in India or outside.

WRITTEN ANSWERS TO QUESTIONS

RELAXATION OF RESTRICTIONS ON COTTON IMPORTS

*1736. **Prof. S. N. Mishra:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have relaxed some of the restrictions on cotton imports; and

(b) if so, the reasons therefor and the countries from which there is possibility of securing substantial quantities of cotton?

The Minister of Commerce and Industry (Shri Mahtab): (a) Import of cotton is limited only by availability from exporting countries rather than by any restrictions imposed in India.

(b) The first part of the question does not arise. The bulk of imports are expected from United States of America, Egypt, and East Africa.

STANDING COMMITTEE MEETINGS

*1746. **Shri Raj Kassar:** Will the Prime Minister be pleased to state the number of meetings of the various Standing Committees of Parliament attached to different Ministries of the Government of India held during the years 1949-50 and 1950-51 (up till now)?

The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha): A statement showing the number of meetings of the various Standing Advisory Committees of Parliament attached to the Ministries and Departments of the Government of India for the year 1949-50 was placed on the Table of the House on the 29th March, 1950. A supplementary statement for the same year was laid on the Table on the 17th April, 1950. The statements also included information about the members who attended the meetings and the subjects discussed.

332 PSD

A similar statement for the year 1950-51 will be laid on the Table of the House next month.

INDIAN WORKERS IN CEYLON

*1747. **Shri R. L. Malviya:** (a) Will the Prime Minister be pleased to state what is the number of Indian Workers employed in Ceylon after 1st July 1948, and what steps have Government taken or propose to take to protect such workers?

(b) What is the total number of Ceylon workers employed in India, and those employed after 1st July 1948?

The Deputy Minister of External Affairs (Dr. Keskar): (a) No figures are available. The hon. Member presumably wants to know the action taken by the Government of India to protect the interests of those persons who have been discontinued from employment as a result of the implementation of the agreement recently signed between the Ceylon Government and the Indian Mercantile Chamber of Ceylon. If so, the agreement being essentially a private affair, they have not pursued this matter. However, if a person is discontinued from employment, he is paid an adequate compensation and passage free to India by the employer. Every endeavour is made by the High Commissioner for India in Ceylon to obtain compensation for such persons where any complaint in regard to its non-payment by the employer comes to his notice.

(b) No figures are available.

MICA-MINE LABOUR OF BHILWORA (RAJASTHAN)

*1748. **Shri R. L. Malviya:** (a) Will the Minister of Labour be pleased to state whether it is a fact that the Mica-mine labour of Bhilwora (Rajasthan) made any representation to Government against distribution of mica blocks to tenderers?

(b) What were the grievances of the workers and what steps have Government taken to remedy them?

(c) Is there any legislation in force in Rajasthan to regulate the wages, grain concessions and working conditions in the Mica mines there?

The Minister of Labour (Shri Jagjivan Ram): (a) Yes.

(b) The grievances of the workers relate to wages, dearness allowance, bonus, leave with pay and share in the joint Mica Mission Bonus. An ad hoc Industrial Tribunal has been appointed by Government for adjudication of the workers' demands.

(c) All Central Labour Acts were extended to Rajasthan.

MACHINE TOOL FACTORY

*1749. **Shri R. L. Malviya:** (a) Will the Minister of Works, Production and Supply be pleased to state whether it is a fact that Government propose to set up a machine tool factory in the country with the assistance of a Swiss firm?

(b) If so, what will be the cost of its establishment and what tools will it manufacture?

(c) What are the main terms of agreement with the Swiss firm?

(d) How will the proposed factory affect the existing machine tool factories in the country?

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

(b) The capital cost of the factory is estimated at Rs. 8.37 crores.

The factory is expected to manufacture General purposes machine tools, viz.—

- High Speed lathes,
- Heavy Duty Drilling Machines,
- and
- Milling Machines.

(c) A copy of a note containing the salient features of the agreement is placed on the Table of the House. [See Appendix XIII, annexure No. 17.]

(d) The proposed factory will not affect the existing machine tool factories in the country in any way, because it is intended to be complementary to them and not competitive.

BANKS' AWARDS (NON-IMPLEMENTATION)

*1756. **Shri Venkataraman:** Will the Minister of Labour be pleased to state:

(a) the number of cases of non-implementation of the Banks' Awards relating to interim relief, victimisation of employees and the final award of the All-India Industrial Tribunal (Bank Disputes) reported to Government;

(b) the number of prosecutions launched against the Banks for such non-implementation; and

(c) the results of those proceedings?

The Minister of Labour (Shri Jagjivan Ram): (a) Implementation of the awards of the All India Industrial Tribunal is secured by the Industrial Relations Organisation. Officers of that organisation report that the Banks have generally implemented the awards. Complaints of non-implementation are being investigated through them and prosecutions launched in established cases. It may be mentioned that some of the important

banks filed petitions before the Supreme Court challenging the main award. The Court had granted orders staying the implementation of the award in respect of certain issues viz. bonus, provident fund, gratuity, and applicability of award to officers. The Court has not so far passed final orders.

(b) Prosecutions have been launched in nine cases. Of these, three relate to interim relief award, five to victimisation awards and one to the main award.

(c) Except one, all the other cases are pending before the Courts. In one case the Court has acquitted the Bank concerned.

DEVELOPMENT OF COTTAGE INDUSTRIES

*1765. **Shri M. V. Rama Rao:** Will the Minister of Commerce and Industry be pleased to state:

(a) the amount of expenditure incurred during the year 1950 by the Government of India on the development of cottage industries;

(b) the particular cottage industries which have been enabled to develop during the year and the regions selected for their development; and

(c) the nature and extent of the assistance furnished by Government in the case of each of these cottage industries.

The Minister of Commerce and Industry (Shri Mahtab): (a) Rs. 8,82,329.

(b) and (c). The development of cottage industries is mainly the concern of the States. The Central Government has given financial assistance to some of them and also to a few non-official organisations for the development of cottage industries in general and for the marketing of cottage industries' products. Funds have not been ear-marked for the development of any particular cottage industry.

DISPLACED PERSONS IN ASSAM

*1766. **Shri J. N. Hazarika:** Will the Minister of Rehabilitation be pleased to state:

(a) the number of Hindus rehabilitated in the State of Assam upto date;

(b) the number of Hindu displaced persons in Assam still to be rehabilitated;

(c) the number of displaced persons provided with services in the Assam Railways;

(d) the number of displaced persons employed in other Government of India services in the State of Assam; and

(e) the number of displaced persons provided with services in the State of Assam?

The Minister of State for Rehabilitation (Shri A. P. Jain): (a) 1,68,870 persons have received rehabilitation benefits from the State.

(b) 6,727 persons who are still living in camps will need State aid for rehabilitation. The situation in Assam being fluctuating, it is difficult to say how many more persons will require State assistance.

(c) 1299.

(d) 161.

(e) Information is not available.

BLACK MARKETING BY TEXTILE MILL

*1767. **Master Nand Lal:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that one textile mill in the Uttar Pradesh was detected in black marketing in cloth about a year back; and

(b) whether the Mill has been prosecuted?

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

(b) The case is already in Court.

SALT

*1768. **Shri Raj Kanwar:** Will the Minister of Works, Production and Supply be pleased to state:

(a) whether payment of compensation for stopping the manufacture of salt which was being paid to the former Princely States for the past several decades is still being continued; and

(b) if the reply to part (a) above be in the affirmative, what is the amount involved and to how many states compensation is still being paid?

The Minister of Works, Production and Supply (Shri Gadgil): (a) No.

(b) Does not arise.

RELEASED CLOTH AND QUOTA CLOTH

*1769. **Shri Kshudiram Mahata:** Will the Minister of Commerce and Industry be pleased to state:

(a) what is meant by released cloth and quota cloth;

(b) the percentage of both kinds referred to above out of the total production of a Mill;

(c) whether there is any margin fixed for released cloth to be charged from a consumer; and

(d) the quantity of quota cloth per head of population?

The Minister of Commerce and Industry (Shri Mahtab): (a) The term "Released cloth" refers to that portion of the mills' production on which the Government of India do not exercise distribution control but which has been permitted to be disposed of through ordinary trade channels.

The term "Quota Cloth" applies (i) to cloth bought by the State Governments against release orders or purchase authorities issued by the Textile Commissioner, Bombay, and (ii) in the case of States other than Bombay which have composite mills within the respective zones, to that portion of the mills' production which the Textile Commissioner has placed at their disposal as part of their quotas.

(b) The percentage of both kinds of cloth referred to above is 33½ and 66½ respectively.

(c) The entire production of cloth for consumption in India by mills is subject to price control. Therefore, irrespective of whether the distribution is through controlled channels or normal trade channels the retail margin permissible is 14 per cent. over the ex-factory prices. Both the ex-factory and the retail prices are stamped on all varieties of cloth.

(d) The cloth quotas due to the States fixed by the Government of India in 1948 are calculated at 18 yards, 15 yards and 12 yards per capita for city, urban and rural population respectively.

QUOTA CLOTH AND RELEASED CLOTH FOR BIHAR

*1770. **Shri Kshudiram Mahata:** Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of quota cloth and released cloth sent to the State of Bihar during last six months separately; and

(b) the percentage of Dhoti and Saree out of the stock sent during last six months?

The Minister of Commerce and Industry (Shri Mahtab): (a) The despatches of cloth to Bihar during the period July to December, 1950 amounted to 55,070 bales through controlled channels and 9,539 bales

through normal trade channels. These figures are exclusive of the entire production of about 240 bales per month of two mills in Bihar placed at the disposal of the Bihar Government under the All India Distribution Scheme.

(b) Details regarding the varieties which make up the figures given in answer to part (a) are not available. However, a total quantity of 3,109 bales of dhoties and 5,598 bales of sarees were released to Bihar during July/December 1950. These quantities do not include (i) 713 bales of dhoties and 400 bales of sarees produced by the two mills in Bihar during July/December, 1950, whose production has been placed at the disposal of Bihar Government, (ii) dhoties and sarees procured by Bihar nominees from the Bombay and Ahmedabad non-selected mills on purchase authorities issued by the Textile Commissioner, Bombay, and (iii) dhoties and sarees which would have moved to Bihar through normal trade channels out of the "free-sale" cloth of mills.

YARN ALLOTTED TO BIHAR

*1771. **Shri Kshudiram Mahata:** Will the Minister of Commerce and Industry be pleased to state:

(a) the method of yarn distribution to each State; and

(b) the quantity of yarn allotted to Bihar during the later half of 1950?

The Minister of Commerce and Industry (Shri Mahtab): (a) Under the yarn Distribution Scheme mills have been linked to each State for the supply of specific quantities of yarn which would approximate to the State's quota, in specific counts month by month on a running basis. The mills offer the quantities covered by these running release orders to the State Textile authorities or their nominees by the 7th of each month on the basis of their anticipated production and the State authorities are required to intimate their acceptance of such offers to the mills within 7 days of the receipt of such offers or 14th of the month whichever is later and enter into contracts for purchase and lifting of the bales within 7 days thereafter.

(b) Against Bihar's quota of 4,835 bales of yarn per month, allocations on mills averaged 5,127 bales per month during the period July to December 1950. The quantity of yarn delivered by mills against these allocations, however, averaged to 1,595 bales per month during this period.

TRADE AGREEMENT WITH SPAIN

*1772. **Shri Sivaprakasam:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that India and Spain will shortly sign their first Trade Agreement in Madrid; and

(b) if so, what are the articles that will be imported into India under this agreement?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). India and Spain exchanged letters on the 13th February, 1951 at Madrid conveying the approval of the respective Governments to the Agreed Minutes of trade discussions with the Spanish Trade Mission which visited India in October, 1950. Copies of the Agreed Minutes of Discussions have been placed in the Library of the House.

INTERNATIONAL ENGINEERING EXHIBITION

*1773. **Shri D. S. Seth:** Will the Minister of Commerce and Industry be pleased to state:

(a) why Czechoslovakia is not represented at the International Engineering Exhibition Delhi; and

(b) whether steps are being taken to include Czechoslovakia in the Industrial International Fair at Delhi or Bombay?

The Minister of Commerce and Industry (Shri Mahtab): (a) The Czechoslovakian National Committees for the World Power Conference and the International Commission on Large Dams were invited by the Indian National Committees to participate in the Exhibition. Invitation was also issued by us to the Government of Czechoslovakia. Both the Czechoslovakian National Committees and the Government of Czechoslovakia expressed their inability to participate.

(b) No Industrial International Fair is proposed to be held at Delhi in the near future. The Fair to be held at Bombay this year is organised by private enterprise viz. the Engineering Association of India, Bombay.

HANDLOOMS IN HYDERABAD STATE

*1774. **Shri S. V. Naik:** Will the Minister of Commerce and Industry be pleased to state:

(a) how many working handlooms there are in the State of Hyderabad and what is the quantity of yarn required to keep them working to their capacity;

(b) what percentage of this Government are now supplying and what

steps are being taken to supply adequate quantities; and

(c) whether there is any difference as to the quality and prices between the yarn supplied to the State and other parts of the country?

The Minister of Commerce and Industry (Shri Mahtab): (a) There are 1,40,000 handlooms in the Hyderabad state out of which 1,38,000 looms are active and 57 per cent. of these active looms viz., 79,584 are working on cotton yarn. The requirements of the looms amount to 4,350 bales of yarn per month.

(b) The yarn quota for Hyderabad State was fixed at 3,865 bales per month in November, 1948, on the basis of yarn consumption as estimated by the Fact Finding Committee. Against this, yarn delivered by mills to that State during the period September to December, 1950, averaged 2,147 bales per month. The Textile Commissioner, Hyderabad, had estimated in 1946 that out of the supplies of the yarn received by the State 90 per cent. was being allotted to the handloom industry. On this basis, on an average about 1,932 bales per month would have been allotted to the handloom industry during September to December, 1950. In order to make available more yarn to the Industry the Government of India have totally banned the export of yarn and have withdrawn the free-sale concession given to the mills. 60,000 bales of American cotton have been supplied to the spinning mills at subsidised rates for production of yarn for supply to the handloom industry. Yarn of counts 80s and above to the tune of Rs. 65 lakhs is being imported during the first half of 1951 for the purpose.

(c) The specifications in regard to the count-lea strength product and the ex-mill prices prescribed by the Textile Commissioner in the Yarn Price Schedule apply to the production of such counts of yarn by all mills in India. There is thus no difference in the quality and prices of yarn supplied by mills to the Hyderabad State and to other parts of the country, except that mills which obtain not less than 75 per cent. of the motive power by burning coal and/or fuel oil are permitted to increase the maximum ex-factory price prescribed at 2½ per cent. as compensatory coal and/or fuel oil allowance.

JUTE STOCK

*1775. **Shri Himatsingka:** (a) Will the Minister of Commerce and Industry be pleased to state the quantity of jute which is in stock with the jute mills in Bengal and outside Bengal?

(b) Is the stock in hand together

with what is expected to come from the Indian Union regarded as sufficient till the next crop?

(c) What steps, if any, do Government propose to take to increase the supply of raw jute to the mills?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). The exact information is not available. Even if it is available, it will not be in the best interest of the country to disclose it.

(c) Efforts are being made to grow more jute and secure jute from where it is available.

"BHULI TOWNSHIP" CONSTRUCTED FROM COAL MINES WELFARE FUND

*1776. **Shri Himatsingka:** (a) Will the Minister of Labour be pleased to state whether a township known as the "Bhuli Township" has been constructed from the Coal Mines Welfare Fund to house coal miners?

(b) If so, how many houses have been built in the township and what are the amenities provided?

(c) What is the accommodation contained in each house and what is its cost of construction?

(d) What is the total cost of the Township?

(e) On what rent have the houses been let out to the workers?

(f) How many houses have been so far occupied by the workers and how many are vacant?

(g) Are the authority concerned and the workers satisfied with the working of the Township?

The Minister of Labour (Shri Jagjivan Ram): (a) Yes.

(b) 1566 houses have been built. The amenities provided are community latrines, street lighting, dispensary, miners' institute for providing educational and recreational facilities to men, women and children, primary school, post office, night school for adults, outdoor games like foot ball and volley ball, reading room and information bureau. Water supply and sanitary arrangements have so far been provided in 432 houses.

(c) Each house has two rooms, front verandah, back verandah-cum-kitchen, court-yard with compound wall and bath room.

The average cost of construction of each house works out to about Rs. 3,200.

(d) About Rs. 56 lakhs.

(e) Rs. 2 per mensem per house.

(f) Of the 432 houses which have been provided with water supply and sanitary arrangements, 420 have been allotted to the neighbouring collieries for the use of workers.

(g) Yes.

EXPORTS OF BENGAL Desi COTTON

*1777. **Kaka Bhagwant Roy:** (a) Will the Minister of Commerce and Industry be pleased to state the quantity of Bengal desi cotton exported to foreign countries out of the total crop of 1950/1951 season?

(b) What is the exporters' purchase price in India and sale price in the foreign countries?

The Minister of Commerce and Industry (Shri Mahtab): (a) 5503 bales up to the 14th February, 1951.

(b) Information regarding the exporters' purchase price in India or the sale price in foreign countries is not readily available. Its current market price in India plus the export duty, however, amounts to Rs. 1/12/6 per lb., while sales have been made to foreign countries at prices ranging between Rs. 2/1/11 and Rs. 2/3/9 per lb.

HANDLOOM WEAVERS AT GUNTUR

*1778. **Shri Kamath:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a deputation of handloom weavers waited on the Minister at Guntur during his visit there in January last;

(b) if so, whether they represented to him their difficulties and grievances; and

(c) if so, what were the assurances given to them by the Minister?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). The answers are in the affirmative.

(c) I assured the weavers that yarn position would improve from January and more allotment would be made to the States.

REHABILITATION OF EAST BENGAL DISPLACED PERSONS IN MADRAS

*1779. **Shri Sivaprakasam:** Will the Minister of Rehabilitation be pleased to state:

(a) whether it is a fact that a new batch of 10,000 displaced persons from East Bengal is being sent to Madras State for rehabilitation; and

(b) whether the Government of India have suggested any new scheme to the Madras State for rehabilitating these displaced persons?

The Minister of State for Rehabilitation (Shri A. P. Jain): (a) Not immediately.

(b) The Madras Government have submitted two schemes for the settlement of 200 displaced families of fishermen and 300 displaced families of agriculturists in Madras State. These schemes, which are under consideration, will be implemented only if the required number of families are found willing to go to Madras.

EXPORT TRADE IN HIDES AND SKINS

*1780. **Shri Sivaprakasam:** Will the Minister of Commerce and Industry be pleased to state:

(a) the value of export trade in hides and skins the Government of India are having at present; and

(b) which are the countries to which these hides and skins are mostly sent?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). There are no exports of hides and skins on Government account. A statement showing exports of hides and skins on private account and the countries to which they were exported in the last three years is placed on the Table of the House. [See Appendix XIII, annexure No. 18.]

IMPORT FROM PAKISTAN

*1781. **Giani G. S. Musafir:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have allowed at present imports from Pakistan of any articles under a general licence or a special licence; and

(b) if the answer to part (a) above be in the affirmative, what are the names of a few important articles for which such a licence has been issued?

The Minister of Commerce and Industry (Shri Mahtab): (a) Yes, Sir. The Government has allowed imports from Pakistan of certain commodities both under general and special licences.

(b) A statement furnishing the requisite information is laid on the Table of the House.

STATEMENT

List of important commodities recently allowed to be imported from Pakistan under a General licence or a special licence.

(1) Fresh fruits and vegetables by land and air.

(2) Fresh fish; also dry and salted fish into Tripura State and Assam and dry fish from East Pakistan into West Bengal.

(3) Fresh milk and its products (fresh and not preserved or tinned)—by land only.

(4) Raw hides and skins.

(5) Eggs.

(6) Poultry from East Pakistan into West Bengal, Assam and Tripura State.

(7) Gram.

(8) Betel leaves and Betel-nuts from East Pakistan into Tripura State.

(9) Dried chillies and onions from East Bengal into Assam.

(10) Kapok from East Pakistan.

(11) Cotton seed.

(12) Coriander seeds from East Pakistan.

SHORTAGE OF SALT

*1782. **Shri Ghule:** (a) Will the Minister of Works, Production and Supply be pleased to state whether it is a fact that a shortage of salt is being experienced in the city of Gwalior for the last two months?

(b) If so, what are the reasons?

The Minister of Works, Production and Supply (Shri Gadgil): (a) There was a temporary shortage in January, 1951. A sufficient quantity of salt was despatched and salt is now freely available in Gwalior.

(b) The reasons for this temporary shortage were late receipt of indents from the salt nominees by the Government salt sources at Sambhar coupled with shortage of wagons to clear the rush of indents towards the close of 1950.

CENTRAL ENFORCEMENT DIRECTORATE

*1783. **Shri Naziruddin Ahmad:** (a) Will the Minister of Commerce and Industry be pleased to state the strength of the Central Enforcement Directorate and how it functions?

(b) How many cases of black-marketing have been detected by the Directorate, how many cases have been prosecuted and with what result and how many are pending investigation?

The Minister of Commerce and Industry (Shri Mahtab): (a) The strength of the Central Enforcement Directorate is 7 Gazetted and 48 non-Gazetted Officers. The main function of the Central Enforcement Directorate is to enforce control orders regarding cotton textiles and iron and steel, and to detect contraventions in respect of the control orders.

(b) 1075 cases have been detected by the Central Enforcement Directorate during 1949 and 1950. 295 cases have

been prosecuted, out of which 128 have been convicted, 43 acquitted and 124 are still under trial. 190 cases are still pending inquiry.

RETRENCHMENT IN BURMA EVACUEE DEPARTMENT, CALCUTTA

*1784. **Shri Chattopadhyay:** Will the Prime Minister be pleased to state:

(a) whether the temporary staff attached to the office of the Burma Evacuee Department at Calcutta have been served with notices of discharge from the 1st March 1951 though some of them have been working in the office for more than seven years;

(b) whether any alternative employments have been offered to them;

(c) whether they are eligible for permanent absorption under the new scheme; and

(d) what is the length of service after which a temporary employee is not to be discharged from service according to the present rules?

The Deputy Minister of External Affairs (Dr. Keekar): Presuming that the hon. Member has in mind the staff under the Government of West Bengal for work connected with evacuees from Burma, Malaya, etc., the answer is as follows:

(a) and (b). The Government of West Bengal have served notices of discharge on some staff with effect from the 1st March, 1951, and are making arrangements to absorb them in other Departments of the State Government.

(c) and (d). As the staff are employees of the Government of West Bengal, the new scheme of the Government of India does not apply to them.

PRICE OF TYRES

*1785. **Shri M. V. Rama Rao:** Will the Minister of Commerce and Industry be pleased to state:

(a) the reasons for the increase in the price of tyres by 15 per cent. since January 1951;

(b) the gross value of tyres made in India during a year and the increase therein due to higher prices;

(c) the gross value of raw rubber produced in a year in India at the controlled prices;

(d) the gross value of raw rubber produced in India in a year at open market prices now prevailing; and

(e) the estimated stock of rubber available for supply in India at present?

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

manufacturers have to use a certain amount of imported rubber over and above the quantity of indigenous rubber available to them. As the prices of imported rubber has increased considerably, the cost of production has also gone up, and so the prices of tyres had to be increased by 15 per cent.

(b) Rs. 10 crores approximately; increase due to higher prices is Rs. 1.5 crores approximately.

(c) Rs. 2.97 crores approximately.

(d) Rs. 11.63 crores, on the basis of the prices prevailing on the 14th February, 1951.

(e) Stocks available with the rubber growers and dealers on 1st February, 1951 were approximately 3,600 tons.

PRODUCTION OF WOOD AND METAL FURNITURE

*1786. Shri Kanmamwar: Will the Minister of Commerce and Industry be pleased to state:

(a) how many factories are in India which produce metal furniture; and

(b) what protection Government propose to give to the producers of wood furniture?

The Minister of Commerce and Industry (Shri Mahtab): (a) About 33 factories.

(b) No request for any special protection has been received by Government.

IMPORT AND EXPORT LICENCES

*1787. Shri Jagannath Das: Will the Minister of Commerce and Industry be pleased to state:

(a) the total number of import and export licences issued for the period July to December 1950 and the total amount for which they were issued;

(b) how these compare with those issued for the period January—June 1950;

(c) the maximum amount for which single import and export licence was issued during July—December 1950 and the name of the party who got it; and

(d) what is the proposed ceiling figure for import and export licences for the period January—June 1951?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). For July—December 1950, 78,782 import licences were granted for the total value of Rs. 3,23,33 lakhs, as against 40,815 licences for a value of

Rs. 2,55,45 lakhs for January—June 1950. Export licences issued during that period were 64,583 against 64,979 export licences issued during January—June 1950. Information regarding the total value of export licences issued during these two periods is not available, as export licences are mostly issued on quantitative basis.

(c) During July—December 1950, the maximum amount for which a single import licence was issued was Rs. 5,35,00,000. This licence for import of art silk yarn was granted to Messrs. Silk and Art Silk Mills Association Ltd., Poddar Chambers, Bombay, to cover the requirements of all their members. Similar information in respect of the highest value of any export licence is not available, as export licences are not issued normally on a value basis.

(d) The estimated export earnings for the period January—June 1951 are Rs. 230 crores whereas the estimated expenditure on commercial imports is Rs. 290 crores. These estimates relate to all items of import and export trade whether they need export and import licences or not. It is not possible to give separately ceilings for those articles for which import and export licences are required.

OFFICE OF THE ECONOMIC ADVISER

*1788. Shri Jagannath Das: Will the Minister of Commerce and Industry be pleased to state:

(a) the present strength of the Office of the Economic Adviser attached to the Ministry of Commerce and the cost incurred on its maintenance;

(b) the publications issued by the above office in the years 1949 and 1950; and

(c) what steps Government propose to take to improve the statistical side?

The Minister of Commerce and Industry (Shri Mahtab): (a) and (b). Two statements are laid on the Table of the House. [See Appendix XIII, annexure No. 19.]

(c) With the transfer, with effect from the 1st February 1951, of the main portion of the statistical work to the Cabinet Secretariat, the Economic Adviser's office is now left with statistical work connected with the New Wholesale Price Index, Sample Survey of Retail Trading and Re-classification of Foreign Trade Statistics. It is hoped that the Economic Adviser's Organization will now be able to devote more time to this work.

QUOTA OF CLOTH TO UTTAR PRADESH

*1789. Shri Shiv Charan Lal: (a) Will the Minister of Commerce and Industry be pleased to state what was

the quota of cloth given to Uttar Pradesh in the year 1949 and 1950:

(b) What is the quota given for 1951?

(c) Are Government aware that the cloth supplied to the State is quite insufficient to meet the demands, if so, how do Government propose to meet the demand?

(d) Has the Uttar Pradesh Government made any representation in the matter?

(e) By what time do Government propose to restore the cut in the quota of cloth to that State?

The Minister of Commerce and Industry (Shri Mahtab): (a) The monthly gross quota of Uttar Pradesh was fixed in December 1948 at 43,100 bales inclusive of the estimated hand-room production of 10,500 bales per month. The net mill cloth quota of the zone is, therefore, 33,200 bales per month. From September 1949, the Government assumed responsibility for the distribution of only two-third of the mill's production for civil consumption, the balance of one-third being allowed through normal trade channels. Thus the present mill cloth quota of Uttar Pradesh is 22,133 bales per month. During the year 1949, 476,310 bales of mill cloth were made available to Uttar Pradesh and 320,777 bales during the year 1950, that is to say, that the zone received 39,693 bales per month during the year 1949 and 26,733 bales per month during the year 1950. Ad hoc quotas of cloth amounting to 27,055 and 3,000 bales were granted to Uttar Pradesh during the years 1949 and 1950, in addition to their normal quota of 22,133 bales per month.

(b) The quota referred to above, viz., 22,133 bales a month is likely to continue during 1951. The revision of zonal quotas is likely to be taken up after the 1951 census figures are available.

(c) Government is aware that it has not been possible to supply the States due quota during the year 1950. In order to meet the demands of the States, the Government have now issued a directive to the mills to reserve 60 per cent. of their total monthly packings for civil consumption.

(d) The Uttar Pradesh Government have drawn the attention of the Government of India to the fact that the cloth supply position in that zone is unsatisfactory. In order to assist the zone to some extent, the Textile Commissioner has granted an ad hoc quota

of 1,000 bales in February 1951. In addition, the mills in Uttar Pradesh have been directed to deliver their February production to the nominees of Uttar Pradesh as and when they pack it instead of waiting for distribution in the month following the month of production.

(e) During 1950, due to the fall in production of mill cloth on account of the non-availability of suitable cotton, and strike in mills in greater Bombay certain cuts had to be imposed on the quotas of all States. It is not possible to say when a position will be reached which would obviate the necessity to impose any cuts. Now that a directive has been issued to the mills to reserve 60 per cent. of their packings for civil consumption, the situation would be watched and the original quotas of the States restored as soon as mills' packings for internal consumption improve.

ENFORCEMENT DIRECTORATE

*1790. Babu Gopinath Singh: Will the Minister of Commerce and Industry be pleased to state whether it is a fact that notices of termination of services have been served on the staff of the Enforcement Directorate?

The Minister of Commerce and Industry (Shri Mahtab): Yes, please. But again it has been suspended for the time being.

IMPORT LICENCES

*1791. Shri D. S. Seth: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have prescribed a minimum turn-over of Rs. 50,000 per annum for the applicants applying for import licences as "New-Comers";

(b) whether Government are aware that some persons classed as "political sufferers" are not in a position to invest money in the various businesses run by them so as to secure the minimum turn-over of Rs. 50,000 per annum for import licences; and

(c) whether Government propose to exempt, in deserving cases, the "political sufferers" applying for import licences from the minimum turn-over of Rs. 50,000 per annum and if not, why not?

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

(b) Yes, Sir.

(c) No, Sir. Without a minimum of financial resources, no one can really expect to establish himself in the

foreign trade of the country. It has therefore not been considered desirable to waive this condition in the case of any class of applicants. I would add, however, that there are many articles required for the agricultural and industrial development of the country, or for the maintenance of public health which are on Open General Licence for import and can therefore be imported by anybody. Then again, a large number of items are licensed to actual users. It is only in cases where imports are somewhat severely restricted that certain minimum conditions are prescribed for determining the eligibility of an applicant to receive an import licence.

DISPLACED PERSONS FROM EAST AND WEST BENGAL

112. **Shri A. C. Guha:** Will the Prime Minister be pleased to state:

(a) whether Government are maintaining the daily or periodical figure of displaced persons passing between West and East Bengal; and

(b) if so, the monthly total number of displaced persons passing from East Bengal to West Bengal and vice versa from January, 1950 to December, 1950?

The Deputy Minister of External Affairs (Dr. Keskar): (a) and (b). It has not been possible to maintain daily

or periodical figures of displaced persons only passing from West to East Bengal and vice versa. Daily figures of passengers passing from West to East Bengal and vice versa by train via the border stations of Banpur and Bongaon are, however, being maintained from the 7th February, 1950. They include displaced persons, normal travellers and others. The attached statement gives the monthly totals of all Railway passengers for the period 7th February to 31st December, 1950. [See Appendix XIII, annexure No. 20.]

GRAIN FOR INDIA HELD UP IN PAKISTAN

113. **Shri Sivaprakasam:** (a) Will the Minister of Commerce and Industry be pleased to state whether it is a fact that nearly 65 wagons of grain due for India are held up in Pakistan?

(b) If so, why and what steps are being taken to bring them into our country?

The Minister of Commerce and Industry (Shri Mahtab): (a) So far as Government of India are aware, no wagons of grain due for India are held up in Pakistan.

(b) Does not arise.

Tuesday, 27th February, 1951

Volume VIII

No. 1-20



PARLIAMENTARY DEBATES

PARLIAMENT OF INDIA

OFFICIAL REPORT

Part II—Proceedings other than Questions and Answers

CHAMBER PUBLISHED ORIGINALLY CONTENTS

- Deaths of Shri A. V. Thakkar and Ch. Mukhtar Singh [Cols. 2344—2345]
- Motions for Adjournments—
- Preparation of Electoral Rolls in English [Cols. 2345—2347]
 - Demolition of houses built by refugees [Cols. 2348—2351]
 - Implementation of recommendations of Tariff Board re: Workers in Sugar Industry [Cols. 2351—2352]
 - Cut in Food Rations [Cols. 2352—2355]
- President's Assent to Bills [Col. 2356]
- Papers laid on the Table—
- Amendment to Union Public Service Commission (Consultation) Regulations [Col. 2356]
 - Reserve Bank of India (Staff) Regulations, 1948 [Col. 2356]
 - Preventive Detention (Amendment) Bill—Introduced [Col. 2356]
 - Hindu Code—Consideration of Clauses—not concluded [Cols. 2356—2423]

Price Six Annas

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

3678

2579

PARLIAMENT OF INDIA

Tuesday, 27th February, 1951

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

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

11-45 A.M.

**REPRESENTATION OF THE PEOPLE
(No. 2) BILL**

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

The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to move:

"That the time appointed for the presentation of the Report of the Select Committee on the Bill to provide for the conduct of elections to the Houses of Parliament and to the House or Houses of the Legislature of each State, the qualifications and disqualifications for membership of those Houses, the corrupt and illegal practices and other offences at or in connection with such elections and the decision of doubts and disputes arising out of or in connection with such elections, be extended up to the end of March, 1951."

Mr. Speaker: Motion moved:

"That the time appointed for the presentation of the Report of the Select Committee on the Bill to provide for the conduct of elections to the Houses of Parliament and to the House or Houses of the Legislature of each State, the qualifications and disqualifications for membership of those Houses, the corrupt and illegal practices and other offences at or in con-

nection with such elections and the decision of doubts and disputes arising out of or in connection with such elections, be extended up to the end of March, 1951."

Shri Sondhi (Punjab): I would like to know the reasons why the Committee has not been able to finish its work.

Shri Satya Narayan Sinha: The Select Committee has not been able to finish its work in spite of the fact that so far five meetings of the Select Committee have been held. The Select Committee started work on 2nd February. The Bill consists of 163 clauses and so far we have been able to dispose of 33 clauses. By the end of March, we will try to finish.

Shri Deshbandhu Gupta (Delhi): May I know whether you have fixed any date for private Members' resolutions?

Mr. Speaker: Not yet; I will do so.

Shri J. R. Kapoor (Uttar Pradesh): May I know what was the original date fixed for this report?

Mr. Speaker: End of February.

Shri Hussain Imam (Bihar): This Bill was referred to the Select Committee at the fag end of the last session in December. The difficulty was that in the interim period, between the close of the last session and the beginning of this session, no meeting could be held. I simply wanted to draw the attention of the House to the fact that if Select Committees are formed and no meetings are held in the interim period, it would always lead to difficulties and we will be behind time. The usual process should be that meetings should be held in the recess and not during the session of Parliament itself.

Mr. Speaker: The question is:

"That the time appointed for the presentation of the Report of the Select Committee on the Bill to
340 P.S.D.

[Mr. Speaker]

provide for the conduct of elections to the Houses of Parliament and to the House or Houses of the Legislature of each State, the qualifications and disqualifications for membership of those Houses, the corrupt and illegal practices and other offences at or in connection with such elections and the decision of doubts and disputes arising out of or in connection with such elections, be extended up to the end of March, 1951."

The motion was adopted.

RAILWAY BUDGET—GENERAL DISCUSSION

FIRST STAGE

Mr. Speaker: The House will now proceed with the general discussion of the Railway Budget. Before that discussion commences, I have to announce to the House that I fix the maximum time-limit for speeches as 15 minutes for each hon. Member excepting the hon. Minister of Railways for whom 45 minutes or more will be allowed if necessary. In view of the large number of speakers, I would request hon. Members to make their remarks to the point and see that they finish their speeches within time, to enable as many hon. Members as possible to have an opportunity to have their say. We will now start. Mr. Shastri.

Shri Kamath (Madhya Pradesh): Before the general discussion starts, I would make one request to you. That is, I would request you not to confine yourself exclusively to the list of Speakers on this subject which I presume,—subject to correction,—has been handed over to you by the Chief Whip a little while ago, but to cast your eyes all around the House and let the Members catch your eye as usual.

Mr. Speaker: I have made it clear more than once that so many names come *suomotu* to me from Members and so many lists come, and even complaints that perhaps this mike prevents me from seeing Members; but I do not go by any particular list. I am entitled to have my own choice and generally I am doing according to my choice.

The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha): May I know, whether it is not a practice in other Parliaments also that names are submitted?

Shri Hussain Imam (Bihar): The Whip hand?

Mr. Speaker: Anybody can give me a list.

Shri Harihar Nath Shastri (Uttar Pradesh): As during previous years, I propose mainly to confine my remarks to the labour aspect of the Railway Budget. Before I do so, however, I should like to take this opportunity of offering my sincere, not conventional, congratulations to the hon. Railway Minister for the all-round improvements that the Indian Railways have registered since they were put under his able charge. The hon. Minister also deserves congratulations for the precious gift that this House has bestowed on him in the person of my esteemed friend Mr. Santhanam, whose untiring efforts and intelligent handling of the affairs of the Department have to no mean degree been responsible for this unique success.

Speaking for labour, I do not dispute the earnestness of the two Ministers in promoting the well-being of the employees put under their charge. All the same, I shall be failing in my duty if I do not voice the sentiment of Railway men in regard to some of the matters that vitally affect them and to which reference has been made by the hon. Minister in his Budget speech. His attitude in regard to the demand for increased dearness allowance is unsatisfactory and unconvincing. As the House may be aware, it was in 1948 that a dearness allowance of Rs. ten per month was announced by the Central Government. It was accompanied by an assurance that every effort was being made to bring down the cost of living index. Not only has that hope not been realised, but on the contrary, the cost of living index has been constantly rising. The situation now has undergone a still further deterioration during recent months. The abnormal rise in the prices is inflicting acute hardship on the workers. In several sectors of industry, as you may be aware, the workers are granted dearness allowances in relation to the rise or fall in the cost of living. But, the situation is not so in the Railways in spite of the recommendations of the Central Pay Commission. The present position is getting increasingly untenable, and the Government which is expected to be a model employer, should, it is very desirable, no longer shut their eyes to the present position of their employees.

Apart from the demand for the increase in the dearness allowance, I should like to make one concrete suggestion for the consideration of the hon. Minister. At present about 35 per cent. of the employees are enjoying the grain shop concessions. As for the rest of them—65 per cent. of the employees

—my proposal is that they should be supplied grain from the grain shops of the railways at controlled rates as existing before the 25 per cent. increase took place. That is my suggestion for the moment, barring the question of the increase in the dearness allowance which I hope will receive attention.

Now, the second point which is of no less importance than the question of dearness allowance is the question of housing. The situation which was already acute has been further accentuated after the partition causing acute hardship and privation to the employees, particularly in those railways where the refugee staff both from Western and Eastern Pakistan had to shift to other railways. I would also observe that not only on humanitarian grounds, but also to ensure the health and the efficiency of the staff, the question of housing has to get first priority. It was stated by the hon. Minister that about Rs. eight crores have been provided for amenities to the staff. I have very minutely gone into these figures and I find that out of this sum Rs. eight crores, Rs. 3,59,00,000 have been allotted for housing, including repairs and alterations to existing houses. Now, suppose a sum of Rs. 59 lakhs is taken up for repairs and alterations, then Rs. three crores are available for new quarters. Calculating roughly on the basis of one house built at a cost of approximately Rs. 5,000, the total number of houses likely to be built with this stipulated amount would be about 6,000 which means that housing amenities would come to only less than one per cent. of the employees. I feel this will not give much of a relief to the employees and I appeal to the hon. Minister to consider the desirability of enhancing this amount to a reasonable proportion in keeping with the gravity of the situation.

Reference was made by the hon. Minister to the Joint Railway Advisory Committee's recommendations. In this regard, the first point, of course, is that there are certain categories to whom these recommendations as implemented by the Government have been a matter of disappointment. Now, there are genuine cases amongst them also and our organisation is taking them up separately with the Government, and I will not make any reference to them here. As for the rest, there is no doubt that as regards a large category of employees, these recommendations have been beneficial. The only point that is left or that deserves attention is that there are complaints from various quarters and from various railways that there is undue delay in the implementation of these recom-

mendations and I would urge this point and invite the attention of the Minister to this reasonable grievance.

Now, coming to the question of re-grouping. It was last year that I had the privilege as the spokesman of one of the main organisations of railwaymen, to meet the Railway Minister, and there we had offered our support in general to the principle of re-grouping. At that time we had wanted an assurance—and it was given to us—that while this question was finalised, the railway labour should be taken into confidence. As I said, this assurance was given. Now that the plans are already ready in regard to the creation of one zone, I do hope that that assurance will be implemented.

12 Noon.

In this connection there are only three points which I referred to then, and I want to repeat them here also. In introducing this re-grouping, three factors have to be taken into consideration; firstly that all railwaymen in the various railways should be confirmed; secondly, no transfers, except where housing amenities are available, should be affected; and thirdly service conditions should not be adversely affected as a result of this re-grouping.

There is one last point in regard to the labour aspect of the Railway Budget which I want to emphasise here and I want to do so because I attach very great importance to it, not only from the point of view of labour, but also from the larger view-point of the success of this national enterprise. I mean the question of labour management and relationship. I should like to submit that the situation in this regard is not as satisfactory as has been made out by the hon. the Minister of Railways in his speech. On the contrary, it has taken a turn that deserves his careful consideration. I would restrain myself and refrain from apportioning blame or from indulging in accusations, because I feel that public criticism from me would embitter relations, and I as the main spokesman of one of the important organisations of railwaymen firmly believe that the best interest of labour and of the railways as a whole can be best served only by complete cooperation and a spirit of fellowship between the mass of workers and the administration. That spirit, unfortunately, is lacking to-day. Amongst the workers there is a growing discontent and frustration, and it is for the Railway Minister who enjoys a reputation, and rightly so, as a man of ripe judgment and profound imagination, to correctly assess the right causes of this growing deterioration and to devise ways

[Shri Harihar Nath Shastri]

and means that would bring concrete and tangible results in this direction before it is too late.

Finally, before sitting down, I would like to make one observation with regard to the Budget as a whole. The Budget as a whole, the budget aspect of it, I feel and the House will agree with me, is a sound budget and has the impress of the practical understanding on the part of the Railway Minister. I have no doubt, that with the expected substantial surplus as a result of the increase in fares, it will be possible for the Government to make headway towards the rapid rehabilitation of the railways and towards providing increased accommodation and other amenities to the travelling public and also towards effecting an all-round improvement in the working of the railways.

Shri Hussain Imam: The Budget that has been presented to this House does show that the Government is wide awake to the needs of the country; but is a little stingy in the matter of giving to labour what it preaches others to give. I refer to the fact that we have had on several occasions discussions in this House that labour should share in the profits, that we should have profit-sharing schemes, and we have had, almost every day here, quarrels between labour and Government on the question of bonus. Every good industry today gives at least two months' wages as bonus to the workers, so much so that even the income-tax department now allows deduction for bonuses up to 60 days' salary, to be deducted as cost and not as gratuitous payments. But it is strange that with the prosperity of the Railways, Government is not following what it preaches others to do, and is not making the labourer share in the benefits derived and the improvements made in the income of the Railways. I personally have been advocating even in the Council of State—and I had my differences with Mr. Gopaldaswami Ayyangar on the subject—that the financing of the replacements should not be debited to capital but to revenue. I may remind him of the discussions that we had in 1945. It is found on page 122 onward of the debates of Council of State. Even then I had advocated that the cost of replacement of assets irrespective of changed prices should not go to capital. The older system was that the element of improvement or inflationary rise in price was debited to capital and thereby the revenue debits were smaller. What we did in 1945 was that we debited the inflationary element to the revenue and thereby made a huge reduction in the

surplus which was to accrue to general revenue. Mr. Gopaldaswami Ayyangar had then advocated that this was wrong accounting. He had urged that whatever was paid to the general revenue should be reduced from the capital at charge. I think that was a very good and laudable object. Whatever we pay to the Central Government in excess of their interest charges and a share in the profits must go towards reducing the capital at charge.

In this connection I was very glad that one of my suggestions has been accepted, which was made as long ago as 1945—which can be found on page 122 of the Debates. Regarding interest accruing to depreciation fund and the Railway Reserve Fund, I had urged that it was wrong technically to credit those to the revenue account. I am glad to see that during this year and in the coming year these interests are to be credited to depreciation fund. I am glad that at last wisdom has come to Government to separate the interest on Depreciation Fund from the revenue account.

The Minister of States, Transport and Railways (Shri Gopaldaswami): It is a very different Government.

Shri Hussain Imam: But the men at the helm are the same. My point is firstly that Government owes a duty to labour to make them share in the excess, after making provision for all the outgoings. There must be some system whereby labour could receive a share in the surplus of the Railways.

Shri B. Das (Orissa): In spite of the lion's share?

Shri Hussain Imam: Lion's share or whatever share you give I have my doubts about the absorbing capacity of railway administration. I find that the number of people employed today are far in excess of the needs of the railways. It is a wrong policy that we should try to make the railways or any other department of Government into an *ashram* where people can come in and remain without work. If the Minister of Railways will inquire into the matter he will find a large increase in the number of staff attached to each railway train. I am not referring to the distant past but if you compare the staff working on each train in 1939 with the number of staff employed on each train today, you will see that within twelve years they have more than doubled.

Shri Harihar Nath Shastri: Due to expansion.

Shri Hussain Imam: It is not a question of increase of work, rather increased work has been created. Passenger helps or guides are only different names and they are there. We

can very easily dispense with them. Labour itself is doing a bad turn by insisting that there should be more sharers in the divisible pool. If they want to have a good share only those who are necessary for the running of the railways should share in the profits. If you create surplus staff the result is what is now happening in India. We have an excess of population and we do not know how to feed them. You cannot try to make ten persons share in a yard of cloth. You must produce more. If those workers are not producing anything the railways must discharge them or reabsorb them in new lines.

I was particularly interested in two items. One is the depreciation fund. We had some discussions on this subject on the 21st December 1941 on the question of the new Convention. It must be remembered that the Kunzru Committee known as the Indian Railway Enquiry Committee had recommended the appropriation of 22 crores to the depreciation fund, whereas the Ministry insisted on keeping it low at 15 crores. Finding now that the income has far outstripped their estimates and being afraid that the workers would make a claim and demand a share in this huge surplus, the Government thought it better to hide it just as ordinary company promoters do in different shapes in order to escape giving a share to the shareholders. The same method has been adopted by Government but in a more open manner.

Shri Gopalaswami: There is no hiding.

Shri Hussain Imam: It is hiding in one respect in that you do not allow it to be known. There is an excess of 30 crores between the estimated income and the actual receipt. How to dispose of it, so that the Federation of Railwaymen and Shri Jaiprakash Narain may not pounce upon it and ask for increased dearness allowance on the lines suggested by the Pay Commission in the past? So the hon. Minister had carefully kept by 15 crores in the shape of depreciation fund.

Shri Gopalaswami: Sir, I am bound to repudiate the motive attributed to me.

Shri Hussain Imam: It may be subconscious and it may not be conscious at all.

[*Mr. Deputy-Speaker IN THE CHAIR*]
I must say that I had my differences with the railway administration; but I have no difference with them on the question that a nationalised institution must work for the prosperity of the country as a whole. Therefore I do not oppose the increase in fares, as it

is in line with the rise in the cost of living indexes, which has gone up to about 400 with 1939 as 100, whereas the railway fares even after increase will be only about 250 per cent. of 1939 as 100.

The Minister of State for Transport and Railways (Shri Santhanam): 170.

Shri Hussain Imam: It means that they are not sufficiently high. Just as I claim that the workers should get a share my complaint is that the railway passengers are getting no amenities commensurate with the increase effected. A small point is that at least one electric fan should be provided in each Class III compartment of mail and express trains where people travel long distances. If Government bring forward the excuse that they have no fans, I would remind them of the trade pact which was signed yesterday in which they have agreed to the export of electric fans to Pakistan. You have so much in excess; yet you cannot find them for the railways! You must work in such a way that you may have the willing co-operation of the travelling public. Installing fans is not a very costly affair but it is a thing which does show that you are giving attention to your passengers and that you are not treating them as they were treated in the past as mere animals to be huddled together and kept in a sort of a pen. Our compartments are not compartments—they are pens in which you just shut the people up. I would also remind my hon. friend of the peculiar position that in spite of the fact that the railways have now become one national undertaking—with no difference between the B.B. and C.I. and the E.I.—yet the standard of accommodation in the first and second classes of E.I. is very much lower than that in the B.B. and C.I., M. and S.M. or S.I. It is time now that Government woke up from the stupor into which they had fallen during the regime of the three classes—Class I, Class II and Class III. That system had reduced the amenities of the passengers. Now you have gone back to the old system of first, second, inter and third classes, yet you have not improved the facilities. You are increasing the fares enormously but you are not simultaneously increasing the amenities. Even to this day the first class tickets which used to be white are still issued in the second class colour of green, and the second class tickets are still red which had formerly signified inter-class. They have changed the class system but the colour is what it was. I do not know of the other Railways. I know only of the E.I. and there I find that the standard of amenities given to higher class

[Shri Hussain Imam]
passengers is much lower than what it was in the past and is definitely lower than that in the other Railways like B.B. and C.I. and M.S.M.

Another thing which surprises me is the expenditure side of the current Budget. We are having really a kind of windfall in the shape of increased earnings from passenger traffic. The third class passenger earnings were of the order of Rs. 73 crores in 1949-50, Rs. 82 crores in the revised estimates of 1950-51 and Rs. 100 crores in the next year which shows an increase of about 20 per cent in the gross earnings in the new Budget. That earning is not due to any increased traffic or increased train facilities—it is merely due to the increased fares. Therefore there is no justification for increased expenditure which is being budgeted for. I cannot understand the reason for this high increase in expenditure. The 'Miscellaneous Railway expenditure' in 1949-50 was Rs. 1.31 crore, Rs. 1.41 crore in 1950-51 and Rs. 1.38 crore in the present Budget. There was an increase in the revised estimate of 1950-51 of a sum of Rs. 0.18 crore which I cannot understand. Perhaps I have not been able to go through all the books. I was absent from here and I did not have time to go through them.

The Railways are not a commercial undertaking in the sense that the profits go to the shareholders. It is a national undertaking the object of which should be, firstly, to give the cheapest service because it is a monopoly service, secondly it must give amenities to the passengers, and thirdly it must make the labour share its profits. If anything is left over after these three items are covered, it should go to the general tax-payer because the more we go towards nationalisation the lesser will be the income from income-tax. We must bear in mind that nationalised undertakings are free from income-tax and as such they must contribute in another shape to the general revenues. All the same it is incumbent on Government to improve the amenities: not in the shape only of raising platforms and building waiting rooms—they are all good in their places—but something more is required to be done. The compartment must also be improved. It is a sad commentary to say that out of our capital at charge in the railways only eight per cent represents the capital on carriages. It is a very small part of the total capital. It is on good carriages that the comfort of the travelling public depends because during the time of their travel they have to be in the compartments, and the fact that we have only eight per cent of the capital at charge invested on carriages is a sad commentary. There-

fore, railway facilities must be improved. Not only is this necessary for the third class, but it is even so in the case of first and second classes. The first and second class compartments are so old and decrepit that unless something is done soon they will become wrecks. It is a common thing to find the looking-glass missing in the upper-class compartments. It is a sad commentary on our watch and ward and on our national character that even these glasses cannot remain there. The bulbs have to be enclosed in wire-mesh because otherwise people thieve them. These are strange things which we must live down if we are to be respected in the world. Then you have bars on the windows. They give the appearance as if we are travelling in a jail compartment, but they are necessary, I admit, because the conditions in which we live are unsafe.

Shri Raj Bahadur (Rajasthan): May I say that my friend has not seen a jail?

Shri Hussain Imam: I have been visiting my friends very often since 1920 onwards because so many of them were there. I had not the privilege of being a denizen, but a visitor I have been for a pretty long time.

In conclusion, I would say that the Railway Budget deserves well of the House, but the Railway Ministry must also look to the people and the labour before they can ask for the sanction of the House.

Pandit Kunzru (Uttar Pradesh): I listened with more than ordinary interest to the account that the hon. Railway Minister gave of his stewardship during the current year. We were all naturally pleased to find that the year had been a prosperous one for our Railways, and that generally speaking their financial position was thoroughly sound. We were all greatly pleased to hear that the relations between the authorities and railwaymen had improved considerably in the course of the year, that both showed a better understanding of each other's point of view, and that the railwaymen had responded to the appeals both of the Government and of the public with regard to the spirit and manner in which they should carry on their work.

It is only when all concerned realize that they are engaged in a national task that the Indian Railways can achieve full efficiency and the public can derive the maximum benefit from them.

I also listened with great interest to the remarks made by my hon. friend with regard to the operating efficiency of the Railways. He assured us that the improvement he had spoken of last year was conti-

ning. I myself was under the impression that a steady improvement in this respect was going on, and in order to find out to what extent this improvement had taken place I collected some figures that bear on this point. I was surprised to find that contrary to what my hon. friend had said, and I myself had thought, there was no substantial improvement in the working efficiency of the Indian Railways so far as it could be judged by these figures. I looked first into the figures of engines awaiting repairs. In 1946-47 there were about 18½ per cent. of the locomotives awaiting repairs in workshops and sheds on the broad gauge. This percentage was 19 at the end of September 1950. On the metre gauge the percentage was 17.4 in 1946-47 and 17.3 at the end of September 1950. It is true that after 1946-47 the position in this respect deteriorated even more than it had done during 1946-47 and perhaps when my hon. friend the Minister of Railways assured us that a steady improvement was taking place he was thinking more of the years 1948-49 and 1949-50 than of the previous year.

Then, I tried to find out what was the number of engine miles per engine day of an engine on the line. Here too I found that there was no difference between the figures for 1946-47 and those for September 1950. The figure for the broad gauge is 75 in either case and for the metre gauge it is 72. On some Railways there has been improvement, but the picture as a whole looks now as it did four years ago.

Take again the consumption of coal per thousand gross ton miles. Here too, I find no improvement between 1946-47 and 1949-50. There has been some improvement in the course of the current year in respect of the broad gauge passenger trains, but it is too early to say whether the Railways will be able to consolidate this gain. The questions both of movement and of consumption of coal are of considerable importance. The bearing of the greater speed of our trains on their ability to carry more traffic is obvious and perhaps no single factor will be of greater help in enabling us to move more traffic than an improvement in this respect. As regards economy, considering the quantity of coal that our Railways consume, even a small amount of economy in the use of coal will lead to a substantial saving as pointed out by the Indian Railway Inquiry Committee. I should like my hon. friend the Minister of Railways when he winds up the debate to tell us what the ground for his optimism in regard to the working of the Railways is. I should like to believe that the

efficiency of the Railways has risen during the last four or five years. I know that the members of the Railway Board are doing their best to see that the past deterioration in the Railways is overcome and that the Railways are able to take a further step on the road to progress.

I shall say just a word about the question of increase in fares. The Minister of Railways has shown that the current year has been one of prosperity for the Railways. If we compare the figures for the current year with those for 1949-50, keeping the amount to be credited to the Depreciation Fund at the same level, we find that the results for the current year are much better than those for the year 1949-50. Indeed, if the standard of 1949-50 is adopted, we find that there would be a saving of Rs. 17.85 crores. But even granting that the renewals and replacements will cost Rs. 30 crores and more every year, there will be a surplus of about Rs. 2.85 crores. Should we, in these circumstances, agree to an increase in fares? As regards the proposed increase in the fares for upper class traffic, I find taking the figures for 1949-50 and 1950-51 that the estimates of income have not been realised. The realisations, or the revised estimates, have been consistently lower than the budget estimates. If the fare is raised, the revenue may rise a little but at the cost of a declining upper class traffic. Take the third class passenger. His fare is to be raised from four to five pies in one case and from five to six pies in another. That is to say, on all ordinary trains it will rise by 25 per cent. Is there any justification in the present state of things for raising so substantially third class fares? I personally do not think that this is justified. I have taken fully into consideration all that the hon. Minister has had to say with regard to the desirability of speedily completing the rehabilitation programme. But, even so, I am not disposed to agree with him that it was necessary to raise third class fare so substantially. I think, even if he had wanted to raise it, not more than half a pie per mile would have done. How this could have been adjusted is a different matter. I cannot go into that, but even that would have yielded him about nine crores. I would have liked to say something more about this. I shall, however, pass on to deal with two other topics in the course of the few minutes that remain.

My hon. friend took my breath away by informing us of his decision to abolish the post of Chief Commissioner of Railways.

Shri Raj Bahadur: Why?

Pandit Kunzru: When I thought over this, I felt that this was a serious matter. My hon. friend has paid a well-deserved tribute to the present Chief Commissioner of Railways, Mr. Bakhle. His remarks showed that he seemed to think that the post of Chief Commissioner was superfluous and that the co-ordination that it is his duty to bring about could be effected at the ministerial level. In all industrial concerns, there are managing agents. But the managing agents or managing directors do not take the place of the managers of those concerns. I doubt whether any managing director would say that he was competent to look after his factory and that, therefore, the manager should be dismissed. This is a very hazardous step.

Among our nationalised undertakings the railways are the only undertakings that we can be proud of. They alone could prove of our practical and technical capacity. Is it desirable that so material a change should be made in regard to the administrative organisation of such an undertaking?

There are some other points that emerge in this connection from my hon. friend's statement. He said that the three Members of the Railway Board would carry on their technical work and that one of them could act as Chairman and as Secretary to Government. If the Chairman has to do his own work and at the same time to act as Chairman and also to perform other duties that the Chief Commissioner did, namely, touring and settling technical questions, in consultation with the General Managers, deciding works programme in consultation with them, he will have more work than one man can do. And the result will be that his work as Secretary to the Board will suffer. My hon. friend does not contemplate that the Transport Secretariat should deal with railway matters. But I fear that the natural result of his proposal will be that matters will be dealt with more and more by the Transport Secretariat and the purpose for which the Railway Board was established and the post of Chief Commissioner for Railways was created would be completely lost. Besides, it does not seem to me that the two Ministers that deal with Railways can take the place of the Chief Commissioner, because the Chief Commissioner is a technical man and can help the General Managers in a way that the Ministers cannot. If I were asked whether I would have two Ministers and no Chief Commissioner, or one Minister and a Chief Commissioner, I should unhesitatingly vote for the latter proposal.

Shri Hussain Imam: Mr. Gopalaswami is more a States Minister now.

Pandit Kunzru: I should like to say a few words in regard to amalgamation of the S.I. M. and S.M. and the Mysore Railways. I shall not say anything about the general question of regrouping, because there is no time for it. Perhaps, I shall have an opportunity of expressing my views on this question in connection with the voting of demands for grants. But as regards this particular question I find that my hon. friend has laid great stress on the economy that will accrue from the amalgamation of these three railways. The main source of economy is the pooling of locomotives and rolling stock. This, according to my hon. friend the Railway Minister, will result in a saving of 20 locomotives and 20 coaches. The Indian Railway Enquiry Committee recommended pooling. This recommendation has been accepted by the Government and the Chief Mechanical Engineers of the Railways have, broadly speaking, approved it. It seems to me, therefore, that it is clear that so far as pooling can lead to any economy, it can be achieved without any amalgamation because of the decision taken by Government already on the question of pooling of locomotives and rolling stock. It is not uncommon for through trains to be run on more than one railway line. And if pooling of engines is resorted to, it will not only lead to greater efficiency in railway working, but also to economy and without any amalgamation.

Now, take again the question of rationalisation of workshops and workshop capacity. Government have already taken action in this respect. The Annual Railway Report for 1949-50 says with regard to rationalisation of repair capacity: "It is proposed to rationalise the repairing capacity of railway workshops on an all-India basis." As regards the rationalisation of manufacture capacity it says, "further progress in the bulk manufacture of spare parts on an all-India basis was made." This matter too, therefore, is being dealt with already. Now, this being the case, the justification for the amalgamation of the Railways can, broadly speaking, be sought only in the higher efficiency that might be realized thereby.

I have no time to deal with the many other factors mentioned by my hon. friend with regard to economy, but I should like to say that the staff proposed by him is not enough. The General Manager, the Chief Engineer and the Chief Mechanical Engineer at least will each have to be provided with a Deputy. If we look at the existing organisation we are almost irresistibly driven to this conclusion. Similarly, the Chief Operating Superintendent will have to be provided with a Deputy who might help in the

movement of traffic.

I should like to say a word about the question of efficiency because this is a very important matter. What are the arrangements made by my hon. friend in order to secure greater efficiency? The line will be about 6,000 miles long. But the district system is to be retained. Whatever the experience of other countries may be, in India it has been found that when the mileage is large it is not possible for a General Manager to supervise his charge efficiently. He needs an intermediary agency between himself and the officers who might be called district officers. This was provided in the old days in the E.I. and N.W. Railways by the creation of divisions with a Divisional Superintendent in charge whose business it was to co-ordinate the entire work in his division. Now my hon. friend is going to retain the district system. On the technical side he is strengthening the system by creating regions with a senior technical officer with experience at the head of each region in respect of each kind of technical work. But so far as the responsibility of the General Manager is concerned it is not lightened in any way. His task will become more difficult. I am rather puzzled therefore by the Railway Minister's hope that this amalgamation will lead to greater efficiency. I am not against the regrouping of Railways in principle. It will have to be undertaken because the Railways formerly known as Indian State Railways are now part of the National Railways. But for reasons that I have already stated I am very doubtful whether the particular scheme put forward by the hon. Minister in respect of Southern India will yield the results that he expects of it. I think that the matter requires much greater thought. I know from the hon. Minister's speech that he appointed a committee of the Railway Board to go into this question. But the sub-committee was subject to his directive; the principle to be carried out was his; it was not that of the Railway Board. He has of course every right to differ from the Railway Board. And it is an open secret that in this matter the Railway Board do not see eye to eye with him. Perhaps that is the reason why the Chief Commissioner of Railways is retiring.

Shri Gopalaswami: I must take exception to that suggestion. I thought my speech made it perfectly clear why the Chief Commissioner is retiring.

Pandit Kunzru: I did not mean to suggest that my hon. friend had made it difficult for the Chief Commissioner to continue to serve the Indian Railways. What I meant to say was that, perhaps, finding that his views on such

a vital matter were not acceptable to Government he became disheartened and thought of finding another avenue of employment which would give adequate scope for his talents.

Shri Gopalaswami: Unless the hon. Member has any outside or inside information, (*Pandit Kunzru:* None whatsoever) I think it is wrong for him to make that suggestion in this House.

Pandit Kunzru: I have no outside or inside information on this subject. What I said was said in perfect good faith. And I do not see any reason why my hon. friend, on whom my remarks do not reflect at all, should be so excited about it. However, I shall not say a word more about it.

Mr. Deputy-Speaker: Order, order. When we are discussing a matter of policy and as a first step a particular group of Railways is being amalgamated, and when the hon. Minister had made it clear in his speech and paid encomiums and tributes to the gentleman concerned, unless it is said and there is substantial evidence for it that the person concerned is prematurely retiring or has been asked to go, it is not right, particularly when the hon. Member has nothing of that kind, to make suggestions and a sort of innuendo that the retirement must have arisen out of that. It would seriously upset the Government administration. I do not think such observations should be made.

Pandit Kunzru: Sir, if you had not been in the Chair I would have taken strong exception to your remarks. I had said nothing that cast any aspersion on the hon. the Railway Minister.

Mr. Deputy-Speaker: I am very sorry. I have got very great regard for the hon. Member who has been here and in the Legislature for a very long time. But I cannot escape the impression that it is a kind of innuendo, for which there is no support. He has been asked if he has any inside knowledge or knowledge of anything outside, and he has definitely said that he has absolutely no such information. In spite of that—to say that without the Chief Commissioner nothing can go on is another matter—but to say that a particular gentleman is retiring on account of differences etc., I am afraid, is carrying things too far. And to say that but for my being in the Chair he would have taken strong exception to my remarks does not also seem to be appropriate. It must be impersonal.

Pandit Kunzru: Sir, it is not my habit to make innuendos. I say whatever I have to quite directly, and in this case too, I have expressed myself with perfect frankness and without fear of anybody. When I spoke of the

position of the Chief Commissioner, I took ordinary human psychology into account and I say, in spite of what has fallen from your lips, that if I were in the Chief Commissioner's position, I should get disheartened. I do not know whether the Chief Commissioner got actually disheartened or not, but I put myself in his position and I tried to see how I would feel, and it was then that I made those remarks. I do not see really what there is in them that one can take exception.

Shri Gopaldaswami: What has last fallen from the lips of my hon. friend, far from justifying what he said before, has only heightened the wrongness of his original statement.

Mr. Deputy-Speaker: We have no material here, and the hon. Member
[Mr. Deputy-Speaker]

does not say that his retirement has arisen on account of this. Is the hon. Member in a position to say that it is due to this? It may equally be that in spite of the Chief Commissioner having agreed to this proposal, he might be retiring in the ordinary course. What is there to show that he has disagreed on this question and that he is going away? He may have agreed and still he may be retiring. Under these circumstances, such remarks ought to be avoided in future.

Pandit Kunzru: I am willing to accept any correction that the hon. Minister might like to make, but I do not see why I should withdraw anything. I have nothing to withdraw.

Mr. Deputy-Speaker: The hon. Member has absolutely no foundation on facts. The hon. Member himself has admitted that he has no inside or outside knowledge of the Chief Commissioner's retirement and the hon. Minister has definitely stated that there is absolutely no such disagreement and that he is not retiring on account of that.

Pandit Kunzru: I have said nothing which reflects on the honesty of purpose of the Railway Minister. I have not even hinted that he compelled any officer who did not agree with him to leave the Railway service. I have never thought like that. I have known my hon. friend too long to accuse him of any such manoeuvre, but I said what I have said entirely taking human psychology into account. My hon. friend may not like what I have said and he will be at perfect liberty to criticize me, but there is nothing that I can withdraw.

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].

کیا ہی جی - ایس - مسافر -
سبھا ہتی جی - میں بنگھر کسی
سلکوچ کے آپے ریلوے منسٹر صاحبان
کی تعریف کئے بنگھر نہیں رہ سکتا
اور میں انہیں ہارڈک مہارک باد
دیتا ہوں کہ انہوں نے ہندوستانہوں کے
متعلق ایک امپریشن (impression)
کو بدل دیا ہے - آج بھی جب ہم
ایس میں بات کرتے ہوں اور
ایک دوسرے سے کوئی رقم مقرر کرتے
ہیں تو شاید زیادہ دیر انگریزوں کی فلامی
میں رہنے کی وجہ سے ہماری زبان
سے یہ الفاظ نکلتے ہیں کہ یہ ٹائم
جو آپ مقرر کر رہے ہیں یہ انگریزی
ٹائم (time) ہے یا دیسی ٹائم ہے - مگر
ریلوں کے معاملے میں ریلوں کو ریگولر
(regular) کر کے انکو جو بروقت
پہنچانے کا انتظام کیا ہے اور جس
اچھے طور سے ان کو چلایا ہے یہ
قابل تعریف بات ہے - میں سمجھتا
ہوں کہ اس طرح یہ ایک دھبا دھو
دیا گیا ہے کہ ہم دیسی لوگ پلنچرٹل
(punctual) نہیں ہوتے - لوگوں کے
دار میں یہ خیال تھا کہ جب
ہم آزاد ہو جائینگے تو شاید ہم اس
پلنچرٹلتی (punctuality) کو قائم نہ
رکھ سکیں - ریل کے لئے یہ ایک
بلیڈی ہت ہے کہ وہ وقت پر چلے
اور وقت پر اپنی جگہ پہنچے - تو
اس معاملے میں بے شک ہمارے منسٹر
صاحبان اور باقی افسر صاحبان جن
کا اس کے ساتھ تعلق رہا ہے مہارکباد
کے مستحق ہیں - اب ریلوے وقت
پر چلتی ہیں اور وقت پر اپنی
جگہ پر پہنچتی ہیں - اور یہ
امپریشن بھی عام لوگوں کا ہو گیا ہے
ریلوں میں اور نقص ہوں مگر

جہاں تک پلنکچوئیلٹی (punctuality) کا سوال ہے اس میں ریلوے نے بڑے کامیور (improve) کیا ہے -

یہ بات تو ٹھیک ہے کہ ریلوں پلنکچرٹل تو ہو گئی ہیں لیکن اور باتوں میں جیسے ریلوں کے اسٹف (stuff) میں کوئی اتنی زیادہ تبدیلی نہیں ہوئی ہے - پورانے قے ہیں - توڑے ہوئے شیشے ہیں - بجلی کا یہ انتظام ہے کہ اکثر اسٹیشنوں پر مسٹری کو بلا کر ٹھیک کرانا پوتا ہے - خاص کر ای - پی - آر - (E. P. R.) میں تو یہ بہت ہی نظر آتا ہے - کیونکہ پارٹیشن میں ای - پی - آر - کا ورکشاپ (workshop) تو لاہور میں رہ گیا اور دوسرا ورکشاپ جس کو کہ جکا دھوی یا راجا پور میں بنانے کی اسکیم تھی وہ نہیں بن سکا - اب اگر کوئی انجن خراب ہو جاتا ہے تو اسکو تین سو میل لکھنؤ جانا پوتا ہے - پرسوں کی بات ہے کہ ہمارے ایکسٹرنل افئرس (External Affairs) کے ڈپٹی مسٹر (Deputy Minister) ڈاکٹر بی ی کیسکو صاحب کو - جالندھر سے دلی آنا تھا تو جو کوپ (coupe) ان کے لئے رزرو (reserve) کیا گیا تھا وہ چلتے وقت س قابل نہ رہا کہ ان کو ہلی تک پہنچا دے - تب سیکنڈ کلاس (second class) کی ایک ہوگی (bogie) کو فرسٹ کلاس (first class) کا نام دیا گیا یعنی اس پر فرسٹ کلاس کا نشان لگا یا گیا اور اس میں ان کو دلی تک سفر کرنا پڑا - تو یہ ایک مثال ایسی ہے جو پرسوں ہی میں سامنے آئی ہے - اس لئے میں نے آنرہبل مسٹر صاحبان کے

کوش گزار کرنے کے لئے کہہ ہی ہے کہ اس معاملے میں ابھی تک بڑی کمزوری ہے -

اور بھی باتیں ہیں - ای - پی - آر - کے متعلق میں یہ تعریف کرتا ہوں کہ بڑے بڑے اسٹیشنوں پر کھانے پینے کا انتظام بہت اچھا ہے - اور مسٹر صاحبان نے ریلوے سینٹرل ایڈوائزی بورڈ (Railway Central Advisory Board) کی اس سفارش کو مان کر بہت اچھا کیا کہ ٹینڈر (tenders) کا سسٹم (system) نہ چلایا جائے اور روٹی کو چیمپ (cheap) کر کے اس کے معیار کو کم نہ ہونے دیا جائے - تو روٹی تو اچھی ملتی ہے - لیکن چھوٹے چھوٹے اسٹیشنوں پر پانی نہیں ملتا - اگر پانی والا کوئی رہتا ہے تو وہ شائد اسٹیشن ماسٹر صاحب کے گھر کے کاہ میں مشغول رہتا ہوگا - خاص کر گرمی کے دنوں میں چھوٹے چھوٹے اسٹیشنوں پر پانی کی بڑی ہی قلت رہتی ہے -

دوسری بات جو میں کہنا چاہتا ہوں اور جسکو میں نے پچھلے سال بجٹ (budget) میں اور اس سے بھی پہلے سال کے بجٹ میں کہا تھا - وہ ان ریلوں کے بارے میں ہے جو کہ نئی بننے والی ہیں - اس سلسلہ میں ایک تو تسلی ہے کہ جو کچھ میں نے کہا تھا اس میں سے ایک بات تو لی گئی ہے کہ جو

[گہانی جی۔ ایس۔ مسافر]

مکھیریاں اور پٹھانکوٹ کی لائن کی تجویز تھی اس پر س بجت میں روپیہ پرووائڈ (provide) کیا گیا ہے اور دو کروڑ روپیہ اس کے لئے رکھا گیا ہے۔ مگر میں سمجھتا ہوں کہ اس سے بھی زیادہ ضروری امرتسر کو فہر رزرو سے ملانے کی ہے۔ اگر کسی کو امرتسر سے فیروز پور جانا ہو تو اسکو پہلے پچاس میل جالندھر جانا ہوتا ہے اور پھر واپس فیروز پور آنا پڑتا ہے۔ بارڈر (border) کے نقطے خیال سے بھی یہ تجویز بہت ضروری ہے۔ لیکن اس پر دھیان نہیں دیا گیا ہے۔ میں سمجھتا ہوں کہ لی۔

پی۔ آر میں اور بھی نئی ریلیں بنانے کی ضرورت ہے۔ نگروتا اور جوںگندر نگر پر ہی ملتی کی اسکیم (scheme) کی وجہ سے خیال رکھا گیا ہے یہ بہت اچھی بات ہے لیکن ایک اسکیم بہت پرانی ہے جو بھوانی سے دھتک تک کے لئے ہے اور جس کے لئے تین لاکھ روپیہ بھی منظور ہوا تھا اسے اب تک عمل میں نہیں لیا گیا ہے۔

Shri Santhanam: I have not caught the last point; will the hon. Member please repeat that?

گہانی جی۔ ایس۔ مسافر: بھوانی

سے دھتک کی لائن کے لئے میں نے کہا ہے کسی وقت یہ کہا گیا تھا کہ لوٹنی کے دنوں میں جو لائنیں

بلد ہو گئی تھیں ان کو جلد سے جلد جاری کر دیا جائیگا۔ اسی طرح دھتک سے پانی پت تک جو ریل لائنیں کٹی تھیں اسے بھی نئے سرے سے بنانے کی کوئی تجویز نہیں ہوئی گئی ہے۔ اسی طرح میں سمجھتا ہوں کہ پنجاب میں ایسی ایسی اور بھی جگہیں ہیں جہاں ریل کے جانے کی بہت ضرورت ہے۔ وہ بڑے بڑے زرخیز علاقے ہیں۔ ایک چمبا اور کلو کا علاقہ ہے جو کہ کسی طرح سوئٹزرلینڈ سے کم زرخیز نہیں ہے۔ اس طرف بھی اگر دھیان دیا جاتا تو بہت ہی اچھا ہوتا۔

میں اس آئٹم (item) کے متعلق اور زیادہ نہ کہتے ہوئے اتنا ضرور کہوں گا کہ بارڈر کے خیال سے فیروز پور اور امرتسر کو فوراً ملانے کی ضرورت ہے۔

ایک بات اور بھی کہہ دوں اور وہ رفتار کے متعلق ہے۔ جہاں پلنگچوٹھلی کے متعلق اسپروسمینٹ ہوا ہے وہاں رفتار کے متعلق اسپروسمینٹ نہیں ہوا ہے۔ مثالی کے طور پر اگر دلی سے اٹھانہ ریل سے جاتے ہیں تو چھ گھنٹے لگ جاتے ہیں اور اگر موٹر سے جاتے ہیں تو تھائی گھنٹے میں پہنچ جاتے ہیں۔ اس وجہ سے لوگ موٹر سے سفر کرتے ہیں اور بس سے سفر کرنا پرہیز کرتے ہیں۔ میں

خود وقت بچانے کے لئے موٹر میں سفر کرتا ہوں۔ اسی طرح آج کل مکالموں کی شدت کی وجہ سے بہت سے لوگ جو پانی پیتے تک سے دلی کے دفاتروں میں کام کرنے آتے ہیں ان کو پچاس مہل طے کرنے میں چار گھنٹے لگ جاتے ہیں۔ اس کے لئے کوئی تیز رفتار لوکل ٹرین چلانے کا انتظام ہونا چاہیئے یا چل رہی ٹریلوں کی رفتار بڑھائی جائے جو انہیں بہت جلد پچاس مہل کا فاصلہ طے کرادے اور وہ اپنے کام پر جلد آسکیں۔

ری گروپنگ (regrouping) کے

متعلق یہاں تھوڑی بہت کنٹروورسی (controversy) ہوئی تھی۔ میں تو سمجھتا ہوں کہ جو نقشہ ریلوے کے کرسچیاہوں نے تیار کیا ہے وہ بہت پسند کیا گیا ہے۔ یعنی دکشن ریلوے کا تو مکمل ہو گیا ہے۔ وہ جلدی شروع ہرنے والا ہے۔ اس پر میں کچھ زیادہ کہنا نہیں چاہتا کیونکہ سہرے پاس وقت بہت تھوڑا ہے اور اس تھوڑے وقت میں اس سارے مضمون سے انصاف کرنا سہرے لئے بہت مشکل ہے۔ مگر ایک بات میں کہہ دینا چاہتا ہوں کہ جب یہ ری گروپنگ کی اسکیم (scheme) اندر تیار کی جائے۔ ای۔ پی۔ آر تو ایک چھوٹی سی ریلوے ہے اس کو تو کسی سے ضرور ملانا ہوگا۔ تو اس وقت ای۔ پی۔ آر کے جو ملازم ہیں ان کا خیال رکھنا چاہیئے۔

مجھے پتہ ہے کہ اس وقت بھی کئی ملازم لی۔ پی۔ آر۔ میں ہیں جو آٹھ آٹھ نو نو سال سے کام کر رہے ہیں مگر کنفرم (confirm) نہیں ہو سکے ہیں۔ تو اب جب دوسری ریلوں کے ساتھ ملائے جاویں گے تو ضروری ہے کہ جو پہلے سے کنفرم ہیں وہ سینئر (senior) ہو جاویں گے اور وہ جونیئر (junior) رہ جائیں گے۔ اس لئے اس سلسلہ میں میں یہ بات ضرور کہنا چاہتا ہوں کہ ان کو بہت جلد کنفرم کر دیا جائے۔ ان کو ایلی ایلی سروس (service) کے مطابق۔

چونکہ معاملہ ہے ہاؤسنگ پرابلم (Housing problem) یہ پرابلم (problem) خاص کر کے جہاں جہاں ریفیوجیز (refugees) کا تعلق ہے وہاں بہت لیکچر (acute) ہے۔ مثلاً سیالکوٹ میں بہت ہی لیکچر ہے۔ لی۔ پی۔ آر کے متعلق مجھے پتہ ہے کہ اس وقت تقریباً ۵۰ ملازم ایسے ہیں کہ جن کے بال بچے جالندھر میں رہتے ہیں اور کام ان کیلئے امرتسر میں ہے۔ اسی طرح ۵۰ کے قریب ایسے لوگ ہونگے جن کے بچے امرتسر میں ہیں اور کام ان کا جالندھر میں ہے۔ اگر تھوڑا سا بھی دھیان رکھا جائے ان کی تبدیلی میں تو ایسا انتظام کیا جاسکتا ہے کہ جالندھر کے لوگ جالندھر میں رہیں اور امرتسر۔

[کہانی جی - ایس - مسافر]

امرتسر میں رہیں - اس کے علاوہ
میں نے کئی کیسیز (cases) ایسے
دیکھے ہیں کہ ان کی تبدیلی کی کئی
ہے مگر ان کے لئے مکان کا انتظام نہیں
ہو سکا - ایسی صورت میں بعض
کیسیز میں کئی ملازم نوکری سے
سस्पینڈ (suspend) بھی ہوئے ہیں -
یعنی ان کو بوجہ مجبوری مکان
خالی نہ کرنے پر معطل کر دیا گیا
ہے - اور بعض کیسیز میں ایسا ہوا
کہ دو مہینے کا نوٹس دیا گیا کہ
مکان خالی کرو اور اگر مکان خالی
نہیں کرو گے تو اُن سے کرایہ ۶ لاکھ اور سات
لکھ لیا جائیگا - یعنی ایسے لوگوں کو
اُوتسائڈرز (outsiders) سمجھا گیا ہے
اس لئے جس بیچارے کی ۱۰۰
یا ۱۵۰ روپیہ تنخواہ ہے تو وہ پہلے
۱۰۰ پر سینٹ (per cent) میں ۱۰
روپیہ یا ۱۵ روپیہ ماہوار دیتا تھا
اور اب اگر اس کے ۶۰ - ۷۰ روپیہ
کرایہ میں چلے جائیں تو ایسی
صورت میں آپ خود سوچ سکتے ہیں
کہ اس کے لئے کتنی مشکل ہے - اس
وقت بیشک ہاؤسنگ کے لئے اس
بجٹ میں ۳ کروڑ ۳۸ لاکھ ۶۰ ہزار
روپیہ رکھا گیا ہے جس میں سے ای -
پی - آر جالندھر کے حصہ میں ۱۰
لاکھ ۳۸ ہزار روپیہ ہے اور سیٹھ ڈویژن
ای - آئی - آر کے لئے ۳ لاکھ روپیہ ہے -
میں سمجھتا ہوں کہ یہ روپیہ تھوڑا
ہے - یہاں رفیوجیز ہیں اور اس لئے

جہاں جہاں رفیوجیز ملازم ہیں وہاں
یہ پرابلم بہت ایکٹو ہے - اس لئے
یہاں ان جگہوں میں روپیہ اور
پونانا چاہیے -

Shri Santhanam: For E.P.R. we are giving 40 lakhs of rupees. It is on page 36 of the Memorandum.

کہانی جی - ایس - مسافر: تھینکس
(thanks) مگر اسمیں کہا گیا ہے کہ ۱۰
لاکھ ۳۸ ہزار روپیہ جالندھر میں
پہلے خرچ کیا جائے گا -

پانچویں بات میں یہ عرض
کرنا چاہتا ہوں کہ ہمارے ہر ایک
کام میں مگر رہنمائی میں خاص طور
پر مزدوروں کا جو سلسلہ ہے اس
کی طرف دھیان دینا بہت ہی
ضروری ہے - کیونکہ - دہمزدور خوش دل
کنڈ کار بیسے ۲۲ اگر مزدور خوش ہوگا
تو وہ زیادہ کام کریگا - اس طرف
ابھی پورا دھیان نہیں دیا گیا - اسٹاف
نیون (staff union) کے مطالبوں
کی طرف پوری طرح دھیان دینا
ضروری ہے - مجھے ابھی پتہ لگا ہے
کہ آئی - این - ٹی - یو - سی کے ساتھ جو
اسٹاف یونین سمبندت ہے اس کے
پریسیڈنٹ (president) کاسریڈ رام
چندر کو بھوک ہوتا ہے کہ پر مجبور
ہونا پڑا - یونین کے جو کومپنری
ہیں ان نے ساتھ اچھا برتاؤ نہیں ہوتا -
مثلاً پٹھانکوٹ سے پانچ ملازموں کو
چن کا یونین کے ساتھ تعاقب تھا جو

اس یونین کے کرمچاری تھے ان کو وہاں سے تبدیل کر دیا گیا۔ وہ لوگ اسٹاف یونین کا کام کرتے تھے۔ اس کے ساتھ اپنا سہولت دہتے تھے۔ تو اس سلسلہ میں جو چھوٹے ملازم ہیں ان کے لئے بڑی مصیبت ہے۔ جو یونین کے ساتھ ہمدردی رکھتے ہیں پے کمیشن (Pay commission) نے جو ۱۹۴۷ میں رپورٹ کی تھی اس کو امپلیمینٹ (implement) کرنے میں اتنی دیر لگ گئی ہے کہ لی۔ پی۔ آر کے تقریباً ۳۵ ہزار ملازم جن پر یہ رپورٹ اثر انداز ہوتی ہے ان میں سے ۲۵ ہزار کو تو اس کے مطابق پے اور الوننس (allowance) ملے ہیں لیکن ۱۰ ہزار کو ابھی تک نہیں مل سکے۔ تین سال گزر گئے ہیں۔ یعنی اس سلسلہ میں بہت ہی سستی سے کام لیا گیا ہے۔ کوئی بھی معاملہ جلدی جلدی طے نہیں کیا جاتا۔ جلدی جلدی طے نہ کرنے کی وجہ سے کئی تکلیفیں ان کے سامنے آتی ہیں۔ جہاں تک ملازمان کی اپیل کا سوال ہے میں سمجھتا ہوں اس کے لئے زونل ٹریبونلس (zonal tribunals) بنانے چاہئیں جو کہ چھوٹے ملازموں کی اپیل کا بہت جلدی فیصلہ کر دیں۔ اس معاملہ میں ایک بات خاص طور پر یہ خیال رکھنے کے لائق ہے کہ ہاؤسنگ کمیٹی (Housing committee) سراسن کمیٹی

(ration committee) سیلگری کمیٹی (sanitary committee) اور میں یہاں تک کہونکا کہ سلیکشن (selection) کے لئے بھی کوئی نہ کوئی یونین کا پورٹی نڈہ ساتھ ہونا چاہئے۔ ان کی تسلی کے لئے تاکہ وہ مزدوروں کو اور چھوٹے ملازموں کو خوش رکھے اور ریلوے کے کام میں زیادہ ایفیشنسی (efficiency) پیدا کر سکے۔ مجھے تو اس معاملہ میں ایک مثال یاد ہے۔ یہاں دہلی کے اسٹیشن کی بات ہے۔ یہاں پر دھرم ویر نام کا ایک واچمین (watchman) تھا۔ وہ ریلوے کا ملازم تھا۔ وہ سنہ ۱۹۳۹ء میں ریٹائر (retire) ہوا۔ مگر جنوری ۱۰ تک اس کا جو کلیم (claim) تھا پروویڈنٹ فنڈ (provident fund) وغیرہ کا۔ وہ اس کو کچھ نہیں مل سکا۔ چنانچہ وہ بیماری بھوک کی وجہ سے یا اور اور تکلیفوں کی وجہ سے مر گیا۔ اور مجھے پتہ لگا ہے کہ مرنے کے بعد اس کے کفن کے لئے لوگوں نے چلندہ کر کے پیسہ اکٹھا کیا کیونکہ اس کے گھر میں کفن کے لئے بھی کچھ نہیں تھا۔ اس طرح جو ریلوے کا ملازم تھا اور جس نے اتنے سال تک ریلوے کی خدمت کی تھی اس کو اس کے ڈیوز (dues) نہ ملنے کی وجہ سے اس کی حالت یہ ہوگئی کہ مرتے وقت اس کے کفن کھلنے بھی گھر میں پیسہ نہیں تھا۔ مجھے اس وقت یہ اطلاع ملی ہے کہ ای۔ پی۔ آر میں تریب ۳۵

[گہانی جی۔ ایس۔ مسافر]

ہزاروں میں سے ۲۵ ہزار ملازم ایسے ہیں اور جن کے کچھ نہ کچھ تقریر کسی نہ کسی شکل میں دہلوانے کی طرف بتایا نہیں مگر انہیں ایکسپدائٹ (expedite) نہیں کہا جاتا۔ اس کے لئے جلدی نہیں کی جاتی۔

ایک بات مجھے عرض کرنی ہے کراہیہ کے متعلق۔ میں نے پہلے عرض کیا کہ وقت بہت تھوڑا ہے۔ لیکن کراہیہ کے متعلق میں ضرور کہنا چاہتا ہوں کہ یہ ٹھیک ہے کہ انریبل منسٹر صاحب نے ایک دفعہ تقریر کی اور پھر دوسری دفعہ اس کی بہر وضاحت کی تو اس سے کچھ نہ کچھ جو ہمارا جوش تھا وہ ضرور کم ہو گیا ہے۔ مگر مجھے تسلی نہیں ہوئی۔ میں جانتا ہوں کہ تہرہ کلاس (third class) کے سہلوانہ میں ترقی ضرور ہوئی ہے کیونکہ میں مسافر ہوں اور سفر سے تعلق رکھتا ہوں۔ اب تہرہ کلاس میں اچھے اچھے ذہنی بھی کچھ آئے ہیں۔ اور پنکھے وغیرہ بھی لگے ہیں۔ اس سے تہرہ کلاس والوں کو خوشی ضرور ہوئی ہے مگر مجھے تو ہے کہ ان کی یہ سب خوشی اسی سے ختم نہ ہو جائے جب کہ وہ یہ کراہیہ کی بات سنا لیں۔ بڑے بڑے جو دہلوانے کے افسر ہیں وہ سہلون (saloon) میں سفر کرتے ہیں۔ ہمارے منسٹر (Ministor) بھی فرسٹ کلاس (first class) کے قہوں میں چلے جاتے ہیں

تو اگر دہلوانے کے بڑے بڑے افسر بجائے سہلون کے فرسٹ کلاس میں ہی چلے جایا کریں تو کیا نقصان ہے۔ اور اس طرح اس میں سے یا کسی اور طریقے سے کچھ روپیہ بچا لیا جاتا تو اچھا تھا۔ اور یہ اچھا تھا کہ تہرہ کلاس میں کراہیہ نہ برفایا جاتا۔

اب میں ایک بات سوشل گائڈنس (social guides) کے متعلق کہنا چاہتا ہوں کہ سوشل گائڈنس نے دہلوانے کی بڑی سروس کی ہے۔ ان میں سے بہت سے سوشل گائڈنس ایسے تھے کہ جنہوں نے کلتوری (country) کی لبرڈم (freedom) میں حصہ لیا تھا۔ اب وہ ہٹاؤ گئے ہیں اور کہیں کہیں نام ماتر کے لئے رکھے گئے ہیں۔ تو میں ضرور دہلوانے منسٹر صاحب سے عرض کروں گا کہ ان کو کہیں نہ کہیں ضرور پرووائڈ (provide) کیا جائے جن کو کہ ہٹایا گیا ہے جن کو یہاں سے ہٹایا گیا ہے ان سوشل گائڈنز کا خیال کر کے جب کوئی نئی نوکریاں ہوں اور جنہیں خالی ہوں تو ان کا کیس (case) پہلے کنسیدر (consider) کیا جائے۔ پرائیورٹی (priority) ان کو دی جائے اور ان کو رکھا جائے۔ ان الفاظ کے ساتھ میں اپنی ونٹی کو ختم کرتا ہوں۔

(English Translation of the above speech)

Giani G. S. Musafir (Punjab): Sir, I cannot but pay my unreserved tribute to the hon. Minister and the hon. Minister of State for Railways and congratulate them wholeheartedly for

their outstanding ability which has belied the general impression about the Indians. Perhaps because of our long-standing subjection under the British, even now whenever we happen to make mutual appointments, we instinctively ask each other whether the time so fixed was meant to be treated as English time or Indian. But a strict enforcement of the observance of regularity in time in respect of the railways reaching their destination and their overall management are really commendable. I think this has removed the blot on us that we Indians are not generally punctual in the observance of time. People had thought that on the attainment of independence we will not perhaps be able to maintain punctuality. In respect of the railways it is a basic necessity that they must be strictly punctual in their arrivals and departures. So the hon. Ministers and other concerned officers, no doubt, deserve congratulations. Now the trains start and reach their destinations punctually. The general impression of the public has also changed accordingly. It may be that there are other defects in their working, but so far punctuality is concerned, railways have registered a considerable improvement.

It is true that there is now punctuality in the running of trains, but many other things still remain to be improved. For instance, there is no remarkable improvements in the railway stuff; there are the same time-worn compartments and bogies with broken window glasses etc. Electric arrangements are such that need repairs by a technician even at the stations when the trains are actually on the run. This is particularly a frequent case with the E. P. R. for the reason that after the partition the workshop was left behind at Lahore and the scheme for the construction of an alternate workshop at Jagadhri or Rajapur has still not been implemented. Now if an engine becomes defective, it has to run 300 miles to reach Lucknow to get the defect removed. Only day before yesterday it so happened that the hon. Dr. B. V. Keskar, our Deputy Minister of External Affairs, had to reach Delhi from Jullunder. Just at the time of start the condition of the coupe reserved for him became such that it could not be depended upon to take him upto Delhi. A second class bogie then had to be converted into a first class one by affixing a label on it to that effect. He had to travel in it upto Delhi. This is one such instance that has come to my notice only day before yesterday. I have, therefore, put it before the hon. Minister with the intention of pointing out that much slackness still exists in this respect.

There are some other things also to be said about the E. P. R. I have much praise for the excellent mess arrangements made at the main railway stations and the hon. Ministers have done very well by accepting the recommendation of the Central Advisory Board for Railway regarding the introduction of the tender system and the supply of cheap bread while not allowing its standard or quality being lowered in any way. But while good bread is now available, water cannot be had at small stations. Even if a waterman is employed then most probably he remains engaged in the domestic work of the station master. It is on such stations in particular that scarcity of water is acutely felt in the hot summer days.

I want to make yet another submission which I had made also on the occasion of the last Budget and even on the one preceding the last. It is about the new railway lines yet to be constructed. It is a matter of satisfaction to note that one of my suggestions regarding the Makerian-Pathankot line has been accepted and two crores of rupees have been provided for this purpose in the Budget itself. I, however, attach more importance to a railway link between Amritsar and Ferozepur. Any person bound for Ferozepur from Amritsar has first to reach Jullunder covering thereby a distance of fifty miles and then has to travel back to reach Ferozepur. Even from the viewpoint of its being a border region it is very important; but so far no attention has been paid to it. I consider the construction of some other railway lines on the E.P.R. also very necessary. It is good that some attention has been paid to have a railway track between Nagrota and Joginder Nagar as a result of the Mandi Hydroelectric Scheme. There is, however, one older scheme regarding the restoration of the railway line between Bhiwani and Rohtak for which three lacs of rupees were once sanctioned; but which has not been put into action as yet.

Shri Santhanam: I have not caught the last point; will the hon. Member please repeat that.

Giani G. S. Musafir: I have spoken about the railway line between Bhiwani and Rohtak. Once it was stated that the railway lines dismantled during war time will soon be restored. But no provisions have been made for the restoration of the Rohtak-Panipat railway line. Similarly I feel a great necessity of the construction of railway lines in the many other places in the Punjab. They are very fertile tracts of land. One amongst them is 340 P.S.D.

[Giani G. S. Musafir]

the Chamba Kulu region which is in no way less fertile than Switzerland. It would have been much better if some attention to that valley would have been paid.

While not speaking any more on this item, I will repeat my earlier emphasis on the desirability of having immediately a railway link between Amritsar and Ferozepur.

I want to repeat one more thing. It is about the speed. Whereas there is definite improvement regarding punctuality, there has been no improvement in respect of speed. As an instance, almost six hours are taken in reaching Delhi from Ambala, but, on the other hand, we can cover the same distance in only two hours and a half by motor. So many people travel by motor and bus and I myself do the same in order to save time. Similarly because of the acute accommodation position in Delhi a large number of people come to work in office in Delhi from such far places like Panipat. They have to spend four hours to cover a distance of fifty miles. Arrangements should be made for running fast local trains for this purpose or the speed of the existing trains should be increased so as to take much less time to cover that distance and thereby enable people to attend their offices conveniently.

There has been some controversy here over this question of re-grouping. I understand that the outline that has been prepared by the Railway employees has been much liked here. In other words the outline of the Southern Railways has been completed. Very soon it will take practical shape. I do not want to say much about it because the time at my disposal is very short and it would be very difficult for me to do justice to this subject in such a short time. But I would like to tell that when this re-grouping scheme will be finalized, we shall have certainly to amalgamate E. P. R., which is a small Railway, with some other Railway. At that time we must give due thought to the question of the employees of the E.P.R. I know there are some employees in the E.P.R. who have been working in it for the last eight or nine years and they have not still been confirmed. When E.P.R. will be amalgamated with the other Railways it is but natural that those persons who have been confirmed earlier will become senior and in this manner these poor employees will remain junior. Therefore in this connection I want to submit this thing that they

should soon be confirmed according to their length of services.

The fourth point relates to the housing problem. This problem is especially acute at the places where there are refugees. For instance it is very acute in Sealdah. In the E.P.R. I know there are about fifty such employees whose families reside in Jullundur while they are posted at Amritsar. In the same way there are about fifty such persons whose families are in Amritsar but they are employed at Jullundur. If only some attention is paid with respect to their transfers, such an arrangement can be arrived at by which persons employed at Jullundur can remain at Jullundur and those employed at Amritsar at Amritsar. Besides this I have seen many such cases in which transfers have taken place but no arrangements for their housing have been made. In this way several employees have been suspended from their services. In other words they were suspended for not vacating the houses which they kept with themselves out of their helplessness; in some cases two months' notice were given for vacating these houses and they were told that they would have to pay seven times the rent in default. Some such persons have been considered as outsiders. Therefore a man who draws a pay of one hundred rupees or of one hundred and fifty rupees, and who pays ten or fifteen rupees a month as ten per cent. of his pay by way of rent; if he has to pay sixty or seventy rupees more by way of rent, you can yourself imagine what a difficult situation it would create for him. No doubt a sum of Rs. 3,48,90,000 has been earmarked for the housing purposes in this budget and out of this a sum of Rs. 10,48,000 falls to the share of Jullundur Division of the E.P.R. and rupees four lakhs to the Sealdah Division of the E.I.R. I think this amount is very small. There are refugees at these places and whenever refugees are employees this problem is very acute. Therefore the amount should be increased for these places.

Shri Santhanam: For E.P.R. we are giving 40 lakhs of rupees. It is on page 36 of the Memorandum.

Giani G. S. Musafir: Thanks, but it says that the sum of Rs. 10,48,000 will be spent in the first instance.

The fifth point which I beg to submit is that it is essential to pay special attention to the labour conditions prevailing in every trade and especially in the Railways. Because:—“Mazdoor

khush dil kunad karbesh". (If a labourer remains cheerful he will do more work.) No further attention has been paid in this direction so far. It is necessary that the demands of the staff union should be fully considered. I have just come to know that Comrade Ram Chandra who is the President of the Staff Union affiliated to the I.N.T.U.C. has been compelled to resort to hunger strike. There is no fair dealing with the workers of the Union. For instance five of the employees from Pathankot who were connected with this Union and were its workers have been transferred. They used to do work of the staff union. They had their connections with it; so in this way it is a great suffering for the petty employees who have some sort of sympathy for the Union. The Report of the Pay Commission which was submitted in the year 1947 has taken so much time in its implementation that out of about thirty-five thousand employees of the E.P.R., who were affected by it, only twenty-five thousand employees have received their pay and allowances on the basis of this report and the rest ten thousand persons have not received anything so far, although three years have passed. In other words there has been a lot of laxity in this connection. No matter is being settled with greater speed. The result is that various difficulties confront them. So far as the question of the employee's appeal is concerned, I am of the opinion that zonal tribunals should be set up, which would dispose of the appeals of the petty employees in short time. In this connection one thing is worth to be kept in mind and that is that there should be some representative of the Union on the Housing Committee, on the Ration Committee, on the Sanitary Committee and I may say, even on Selection Committee. It should be done for their satisfaction, so that the representatives may keep the workers and the petty employees contented and produce more efficiency in the Railway work. I remember an instance in this connection. It relates to the Railway Station of Delhi. There was a watchman named Dharamvir; he was an employee of the Railway. He retired from service in 1949, but could not get his claims, his provident fund etc. till January 1951. So much so that he died of illness, hunger or due to other hardships of life; and I have come to know that after his death people collected funds for his shroud because his family was not in a position even to provide a shroud for his dead body, and in this way the condition of this Railway employee who served the Railway Department for so many years became so much piteous

because of his not getting his dues, that there was not even a single penny left in his home for his shroud even at the time of his death. I have received this information at this time that out of thirty-five thousand workers in the E.P.R. about twenty-five thousand are such who have their dues with the Railway Department in one form or the other, but they are not being expedited and nothing is being done immediately in this connection.

I have to submit one thing with respect to fares. I have said it before that the time at my disposal is very short but with all that I would certainly like to say something about fares. It is good that the hon. Minister spoke first and then explained it a second time. In this way tone of our passions has decidedly lessened. But I have not been satisfied. I know there has been some improvement with regard to third class travel because I am 'Musafir' and I am always on the move. Now somewhat better bogies have come for third class and fans etc. too have been installed in them. Third class passengers are no doubt happy on these developments but I am afraid their happiness may not end as soon as they will hear about the fares. There are big officers of the Railway Department who travel in saloons. Our Ministers too travel in the first class. If these big Railway officers were to travel in the first class instead of saloons, what harm would it result in to? In this way or by some other way if some money could have been saved, it would have been better. It would have been much better had the third class fares not been increased at all.

Now I want to submit a few things about the social guides. Social guides have done a lot of service to the Railways. Among them there were many such persons who had taken an active part in the country's struggle for freedom. Now they have been discharged from service and some have been kept nominally at some places. I would certainly request the Minister of Railway to provide these discharged persons some sort of employment. The cases of those social guides, who have been discharged from duty, should be considered whenever new posts are created or when vacancies occur. They should be given priority and should be employed. With these words, Sir, I close.

Shri Khandubhai Desai (Bombay):
At the outset I would like to pay my humble tribute to the two Ministers, the Railway Board and the Officers and men who have made it possible for us today to welcome a really good budget.

[Shri Khandubhai Desai]

When I am paying my humble tribute to the services which these people have rendered to the country I am reminded of the situation of the Railway Administration as we inherited it in 1947. I may say without any fear of contradiction that there was almost despair in 1947 well nigh up to 1948 regarding the Railway Administration and on the floor of this House we made very stringent criticisms against the administration and we did not imagine then that within short space of two or three years we should be able to congratulate the Government on the improvements that have since taken place. I had occasions in the past to criticise, criticise very adversely, the financial position of the Railways both in 1948 and in 1949 on the ground that the capital at charge being about 800 crores the depreciation which at that time stood at 75 crores was very inadequate, particularly in view of the fact that the Railway system had undergone very heavy wear and tear during the war period and it had not been possible to renovate or renew them. As a result of that deterioration which had set in for nearly five or six years there has been all round inefficiency. When a certain amount of inefficiency sets in either in a commercial concern or other undertakings those who are engaged in it generally try to shift the blame on each other. Even so it happened on the railways—the officers finding fault with the men, the men with the officers, the Railway Board finding fault with everybody and the Government in turn finding fault with all except themselves. The wear and tear during the war period has deteriorated the railways to such an extent that with the best efforts in the world they could not renovate them. Therefore the cry during the last two or three years has been that at the first opportunity they should at least set right the mechanical element and the human element will respond to it. I am glad to say that in 1951 all efforts have been made to improve the mechanical element and in the words of the hon. Minister himself the human element also from top to bottom has responded to it very creditably. We have found that improvement has taken place in efficiency, amenities and comforts though it may not be adequate or satisfactory. But we have to realise that we are on the way towards improvement gradually. Let us see how this improvement has been made possible.

According to the figures given in the budget in 1949-50, 46 crores were spent for the renewal of rolling

stock and the track. For 1950-51 provision was made only for 45 crores but as the working showed better results the capital expenses were raised to 61.31 crores. In 1951-52 they expect that the improvement will continue and they will spend 66.5 crores. The major portion of this sum, roughly speaking to the extent of 45 crores will come out of the earnings of the railways themselves. The Government also will in my opinion finance them to the extent of about 20 crores making it possible to spend 66.5 crores for the year 1951-52. The hon. Minister stated in his speech that that is all that general finance can give us. But if the rehabilitation programme is to be carried out something more would have to be taken from the earnings. Had the fares not been increased, according to what the hon. Minister has placed before us, probably this capital expenditure would have been cut down by about 20 crores. When we have seen the results of proper financial adjustment and improvements on the railways during the last two or three years I think we would be unwise not to accept this burden which is being placed on even the third class passengers, because otherwise the continuous improvement that has taken place will not only come to a standstill but what may likely happen is that there will be a reverse process. Neither in an industry nor in a commercial undertaking can you stand still. You must progress and go forward or the process of retrogression will begin. Again the human element will come into play psychologically: they will find fault with each other and the result will be cumulative discontent, cumulative finding fault with each other with the resultant further deterioration in men and machinery.

There is one other aspect which we have to consider. We have all said that the railway administration has considerably improved, which means that the persons managing it have done a better job of it. Are we then to hesitate to place at their disposal 19.5 crores for further improvement? The answer should be in the negative. We must place the amount at their disposal. If we do not, naturally they will turn round and say "What can we do? We have come before you to assist us and if you refuse deterioration will set in and it would be very difficult to get out of it."

[MR. SPEAKER in the Chair]

Something has been said on the floor of the House regarding re-grouping. This question has been on

the anvil for the last two or three years and it had to be taken up, in my opinion, particularly because some of the State railways have been merged with the Indian railway system. You cannot maintain 15 administrative units to be managed at the Centre only by one administration. Many administrative units means many administrative set-ups resulting in unnecessary waste of human ability and human efficiency. Our revered friend, Pandit Kunzru, said something about re-grouping. We generally take our lessons from such venerable gentlemen. His study of our railway problem, I must admit, is very deep. He has been the Chairman of the Railway Enquiry Committee. And what do I find in the report of that Committee? On principle, in the year 1948, he has recommended therein that re-grouping must take place, but as usual, with his line of thinking theoretically he has come to the conclusion but said, "Do not do it now", because he has not courage enough to recommend that it should be done. I do not find fault with him because at the time he was reporting the Railway administration was, as I said, in a state of chaos and deterioration. So he dare not recommend re-grouping. But I must congratulate the Ministry that in the year 1951 they think they can do it and have taken courage to put it into practice. Pandit Kunzru should, in my opinion, thank the Railway Ministry for the fact that what he has recommended in his report they are able to put into practice so early.

3 P.M.

In the morning there was some unpleasant passage-at-arms between our revered friend and our revered Minister. Of course,—for our young men it was not a nice sight to see,—it was not good. My revered friend made a reference to one of our ablest officers who for his own reasons is retiring. My friend would have been happy if Mr. Bakhle would have spared himself to us for the next four or five years, but for personal reasons—I do not know what, probably he may be able to get better remuneration there in the Tatas—he decided to leave us, with great regret of course. But to twist that issue into something else is not proper, in my opinion.

The time at my disposal is very short and therefore I will not be able to place before the House many other matters about which I wanted to place before hon. Members my own reactions. But there is one thing to

which I must make a reference. I said that the improvement in the railways is due both to the mechanical and the human elements. Unless both the mechanical and the human elements are rehabilitated, both concretely and psychologically, the improvement will not continue. When I am saying this, I know my responsibility as one who has got the honour to give advice to the railwaymen. Though the relations between railwaymen and the administration have continuously improved—I do admit that—still, further improvement is necessary. And I would, if I am permitted to do so, place before this Parliament the fact that the relations between the railway employees and the administration are to an extent far from satisfactory. I know it is no use my saying this in an abstract manner. If I have time I will place concrete facts and figures before you, but in passing I may make a reference to it and only say that this should be investigated, enquired into. We would like it to be very well with this administration which is ours. The employees of the railways are both masters and servants. In their capacity as electors of this Parliament they are the masters and therefore they are their own railways. They would like to work with efficiency, diligence, and intelligence, and, if necessary, with sacrifice also. But I would like the Railway Ministry to appoint a sort of a committee of this Parliament to go into the grievances which either railway employees, or their associations or their federations are voicing. Let that committee make definite and concrete proposals and place them before the Ministry so that the questions can be smoothed out.

My colleague, Mr. Shastri, has placed certain concrete grievances of the railwaymen before you. I associate myself with what he has said, but would also like to make an additional suggestion for your consideration. The railway employees are working under certain difficulties. They have to work at stations which are away from the metropolitan cities.

Mr. Speaker: The hon. Member has exceeded his time-limit by three minutes.

Shri Khandubhai Desai: Only two sentences and I have done. I would suggest that the education of their children is a very great problem. They are not able to send their children by high schools and colleges, and so I would suggest to the Railway Ministry that when the railwaymen are doing

[Shri Khandubhai Desai]

well it is your duty to provide for them boarding-houses and scholarships for secondary and higher education, because after all these children in the future are going to be our railwaymen.

श्री डी० ऐस० सेठ : आज की रेलवे बजट की बहस का श्रीगणेश हिन्दुस्तान की लेबर (Labour) की चोटी के लीडर और मेरे माननीय साथी श्री हरिहर नाथ शास्त्री द्वारा हुआ है। उन्होंने अपनी बहस की शुरुआत जिस तरह से की, उस से थोड़ी देर के लिये मुझे यह परेशानी सी पैदा हो गई कि आया मुझे भी इस बहस में पहले पहल-माननीय रेलवे मिनिस्टर की उन की कारगुजारियों के लिये जिन का कि उन्होंने अपनी स्पीच में जिक्र किया है, सराहना करनी होगी, उन की तारीफ़ का राग अलापना होगा, उन्हें बधाई देनी होगी, या उन्होंने माइल्ड शाक (mild shock) के नाम से हिन्दुस्तान के लाखों करोड़ों भूखे और नंगे आदमियों को जो एक जबरदस्त धक्का पहुंचाया है, या मैं यह कहूँ कि उन्होंने अपनी हुकूमत के आखिरी साल में उन को एक भयंकर विदाई ठोकर (parting kick) मारी है, उस के लिये मुझे उन की कड़ाई से और कुछ कटु आलोचना करनी होगी।

अध्यक्ष महोदय, समझदार आदमी इस बात को मानते हैं कि डेविल (Devil) को भी उसका ड्यू (due) दिया जाना चाहिये। फिर रेलवे मिनिस्टर तो हमारे अपने मंत्री हैं। उन की हुकूमत के जमाने में जो कुछ थोड़ी बहुत सुविधायें इस देश को प्राप्त हुई हैं वह स्वयं ही एक प्रकार से उन की बधाई को मान लेती हैं। मुझे यह मानने में ज़रा भी संकोच नहीं है कि रेलों में भीड़ की कमी ज़रूर है, उस में पंचबुअ-फ़्लिटी (Punctuality) भी पहले से

कछ ज़यादा हो गई है और पिछले दो चार महीनों में कोई बड़ी रेल की दुर्घटना भी नहीं हुई है। लेकिन इन सारी सुविधाओं को एक तरफ़ रख कर के जब हम यह देखते हैं कि रेलों का किराया बढ़ाया गया है, और वह किराया बढ़ाने का तरीका प्रोग्रेसिव (Progressive) तो किसी हालत में है ही नहीं, वह प्रोपोर्शनेट (Proportionate) भी नहीं है, उसके पीछे कोई उसूल भी नहीं है तो मेरी समझ में यह बात नहीं आती कि इस वक्त कौन सा ऐसा मौका था कि जिस के लिये रेलवे मिनिस्टर साहब को किराया बढ़ाने की ज़रूरत पड़ी। रेलवे मिनिस्टर साहब खुद इस बात को मानते हैं कि रेलों में मुसाफ़िरों का ट्रैफ़िक (traffic) बढ़ा है, गुडज ट्रैफ़िक (goods traffic) भी बढ़ा है, रेलों की आमदनी भी काफ़ी बढ़ी है, रेलों में वचत भी काफ़ी हुई है। तो जब बजट को बैलेन्स (balance) करने की ज़रूरत नहीं थी, रुपये की कोई खास कमी नहीं थी, रिज़र्व फंड भी काफ़ी था तो ऐसी हालत में रेलों का किराया बढ़ाना, वह भी उस वक्त में जब हिन्दुस्तान के करोड़ों आदमी भूखों के मारे तड़प रहे हैं, लोगों को ज़रूरत के लिये कपड़ा नहीं मिलता, कपड़े का दाम भी बढ़ गया है और खुराक का दाम भी बढ़ गया है, ऐसे वक्त में रेलों का किराया बढ़ाना मैं समझता हूँ कि बड़ी निर्दयता का काम था। एक ऐसा काम था जिसके पीछे कुछ भी सद भावना नहीं थी, कुछ फीलिंग (feeling) नहीं थी। अध्यक्ष महोदय, रेलवे मिनिस्टर साहब समझते हैं कि यह बड़ा माइल्ड शाक था, तो आप मुझे यह कहने के लिये क्षमा करेंगे कि जो लोग आराम से जिन्दगी बिता रहे हैं जो लोग हुकूमत की कुर्सी पर बैठे हैं और जिन का जनता से कोई सीधा सम्पर्क नहीं है उन

के लिये इस तरह का शटका मामूली शटका, भाइन्ड शाक, मान लेना आसान है। लेकिन वह जा कर देखें लोगों के दिलों को, उन की मुसीबतों को समझें तो मैं समझता हूँ कि शायद वह कभी ऐसी कल्पना भी नहीं करते। अध्यक्ष महोदय, मैं जोर के साथ कहता हूँ कि रेलों का किराया बढ़ाने के पीछे कोई उसूल तो है ही नहीं, कोई जबरदस्त दलील भी नहीं है। मैं अभी कह चुका कि जब रुपये की किसी प्रकार की कमी नहीं थी तो किराया बढ़ाने की भी कोई जरूरत नहीं थी, और किराया जो बढ़ाया गया वह प्रोपोर्शनेट ढंग से नहीं बढ़ाया गया। कहा गया है कि किराया बढ़ाने से १९ करोड़ रुपये की वसूली होगी, इस १९ करोड़ में १७ करोड़ तो सीधा आयेगा तीसरे दर्जे के मुसाफिरोँ से, एक करोड़ पांच लाख आयेगा इंटर क्लास के पैसेन्जरोँ से और कुल ४० लाख हायर क्लासेज (higher classes) से वसूल होगा। मैं देखता हूँ कि दूसरे दर्जे का किराया तीसरे दर्जे के किराये से करीब तिगुना होता है और अब्बल दर्जे का किराया तीसरे दर्जे के किराये से करीब पंचगुना होता है। अगर यह प्रोपोर्शनेट ढंग से भी किया गया होता तो सैकेन्ड और फर्स्ट क्लास का किराया तीसरे दर्जे से तिगुना और पंचगुना पड़ता है लेकिन नहीं, हमें दुख के साथ कहना पड़ता है कि एक तरफ तो हम लोग इस बात को जोरोँ के साथ कहते हैं कि आज की सरकार जनता की सरकार है, गरीबों की सरकार है, किसानों की सरकार है। लेकिन जब किसी पर हाथ डालने की जरूरत होती है तो सरकार जानबूझ कर या बने समझे बूझे गरीबों पर हाथ डालती है। तथाकथित बड़े लोगों से वह घबराती है। यह १७ करोड़ रुपया जो आज किराये की शकल में लिया जायगा अगर किसी तरह से रिलीफ (relief) की शकल में आम

जनता को दिया होता तो क्या कहना था। माननीय मंत्री साहब ने कहा था कि यह उन का आखिरी साल है। मैं तो कहता हूँ कि अगर वाकई यह उन का आखिरी साल है तो आज जाते हुए उन को रेलों के किरायों में कुछ कमी कर देनी चाहिये, इस तरह से वह हिन्दुस्तान की जनता पर, उन के हृदय के ऊपर अपना कुछ सिक्का जमा जाते और उस वक्त जब कि आम जनता चारों तरफ से मुसीबत में फंसी हुई है उन्हें कुछ थोड़ा सा सहारा हो जाता। कहा जाता है कि इस किराये को बढ़ा कर के रिहैविलिटेशन (rehabilitation) होगा, रेलवे में कुछ एक्सटेन्शन (extension) होगा, और रेलवे ऐमेनेटीज (amenities) बढ़ेंगी। अगर रिहैविलिटेशन का यह अर्थ हो सकता है कि गरीबों के पेट में जो दो टुकड़े जाते हैं उन में से एक टुकड़ा और आप निकाल लीजिये तो शायद किसी विद्वान आदमी ने यह ठीक कहा था कि गाड सेव अस आफ अवर फ्रेंड्स (God save us from our friends)। अवश्य ही वह रेलमंत्री ऐसे आदमियों के लिये कहा है। इसलिये यदि हिन्दुस्तान की जनता भी यह कहे कि माफ कीजिये, हमें रिहैविलिटेशन की जरूरत नहीं है, हमारे पेट में दो टुकड़े जाते हैं, आज हमें पूरा पेट खाना नहीं मिलता है तो यह दो टुकड़े तो हमारे रहने दीजिये। उस को क्यों आप हमसे छिन ले जा रहे हैं। कहा जाता है कि हिन्दुस्तान में किराया बाहर के देशों से बहुत कम है। हो सकता है कि दुनिया भर से हमारे देश में किराया कम हो लेकिन आज हम अपने देश का मुकाबिला अमरीका, इंग्लैंड या स्विटजरलैंड से कैसे कर सकते हैं। इन देशों का स्टैन्डर्ड आफ लिविंग (standard of living) कितना ऊंचा है और इन देशों में रेलों में

[श्री डी० एस० सेट]

कितनी ऐमेनेटीज मिलती है? कहा जाता है कि सब चीजों का दाम तिगुना चौगुना हो गया और वेजेज (wages) के बिल भी कई सौ गुने बढ़ गये हैं तो ऐसी हालत में किरायों का बढ़ाना कोई ऐसी बात नहीं है जिस से लोगों को अधिक तकलीफ हो। तो अध्यक्ष महोदय, एक तरफ तो जब हम वह मानते हैं कि रेलवे की सर्विसज पब्लिक यूटीलिटी (public utility) की है तो क्या पब्लिक यूटीलिटी सर्विसज के माने यह होते हैं कि एक एक पैसे का हिसाब कर के लोगों की सेवा करें। रेलवे में उस के अन्दर जो आमदनी होती है, उस का जो नफ़ा या बचत होती है उसको बढ़ाने का श्रेय तो रेलवे की लेबर को होता है तो एक ओर तो रेलवे लेबर जब यह कहती है कि हमें कुछ डिअरनेस अलाउन्स (dearness allowance) और अधिक मिलना चाहिये तो जवाब यह दिया जाना है कि दूसरों को डिअरनेस अलाउन्स अधिक नहीं मिलता तो तुम्हें कैसे दिया जाये। अध्यक्ष महोदय, मेरी समझ में नहीं आता कि एक घर में पांच या छः आदमी हैं उन में से चार आदमी पंदा करते हैं, प्रोडक्शन को बढ़ाते हैं, नफ़ा हासिल करते हैं, तो उन को खाना न दिया जाये, उन का पेट न भरा जाये इस उज़्र पर कि जो लोग निकम्मे हैं वह कुछ नहीं पंदा करते हैं और उन्हें खाना नहीं मिलता है। अगर दूसरे डिपार्टमेंट के लोग प्रोडक्शन को नहीं बढ़ाते, नफ़ा नहीं हासिल करते तो उस के यह माने नहीं हैं कि रेलवे की लेबर का भी डिअरनेस अलाउन्स न बढ़ाया जाये या उन की तन्ख्वाह महंगाई के मुताबिक न बढ़ाई जाये। हमारी प्राइवेट कन्सर्न्स (concerns) जो होती हैं उन में भी इस उसूल को माना जाता है कि जो नफ़ा हासिल करता है उसको नफ़े का हिस्सेदार होना चाहिये, और नफ़ा

में हिस्सेदार नहीं होता तो उसे कम से कम पेट भरने को खुराक तो मिलनी चाहिये। मगर हमारे मंत्री साहब रेलवे का डिअरनेस अलाउन्स बढ़ाने को तैयार नहीं हैं, उन की तन्ख्वाहें बढ़ाने के लिये तैयार नहीं हैं और फिर वह उम्मीद करते हैं कि रेलों की आमदनी दिन पर दिन बढ़ती चली जायेगी। उन का खयाल है कि रेलवे लेबर कन्टेन्टेड (contented) है, उस में पूर्ण सन्तोष है। लेकिन मैं इतना आशावादी नहीं हूँ। मैं देख रहा हूँ कि उन की शिकायतें अभी तक दूर नहीं हुई हैं और मैं रेलवे मिनिस्टर साहब को चेतावनी देना चाहता हूँ कि इस देश की लेबर भी अब बहुत कांशस (conscious) हो गई है। उसे अपनी शक्ति और अपने अधिकारों का ज्ञान हो गया है। वह खाली मीठी मीठी बातों में आ कर अपने कर्त्तव्य को नहीं छोड़ देगी। अगर रेलवे मिनिस्टर साहब की यही पॉलिसी (policy) रही कि वह मीठी मीठी बातों से ज्यादा देर तक चुप रखेंगे, तो वह लेबर को तो चुप रख ही नहीं सकते, और मैं साफ़ अल्फाज में कह देना चाहता हूँ कि इस देश की आर्थिक स्थिति जिस प्रकार से भयंकर होती जा रही है अगर उस को अच्छे हाथों से न संभाला गया तो हमारे किसानों और मजदूरों के जरिये से इतनी जबरदस्त क्रांति होगी जिस का संभालना किसी भी सरकार के लिए असंभव हो जायेगा।

अब मैं और कुछ न कहकर आखिर में रेलवे मिनिस्टर साहब से यह अपील करूंगा कि खुदा के वास्ते आप अपने जाते हुए साल में जो जबरदस्त टोकर हिन्दुस्तान के गरीब आदमियों के दिलों पर लगाने जा रहे हैं इसको न लगाइये और कुछ ऐसा सोचिये

कि जाते हुए कोई ऐसा काम कर जाइये कि जनता का थोड़ा सा बोझा हलका हो जाये जिस से आगे के लिए उन के दिलों में आशा पैदा हो। यह आप के लिए, आप की सरकार के लिए और देश सब के लिए अच्छा होगा।

(English translation of the above speech.)

Shri D. S. Seth (Uttar Pradesh): Sir, Today's discussion on the Railway Budget has been started by my hon. friend Shri Harihar Nath Shastri, the top ranking labour leader of India. The way he opened the Debate made me somewhat uncomfortable and I began to think whether I should also congratulate and praise the achievements of the Railway Minister which he has stated in his speech, or should I also criticise him severely for having given a rude shock to a large number of hungry and ill-clothed people of India by his so-called mild shock, or I should say that in the last year of his ministership he has given a hard parting kick to them. Sir, wisemen hold that the Devil should also be given his due. Moreover, the Railway Minister is our own Minister, whatever few amenities were given to this country during his Ministership, they by themselves are compliments to him. I have not the least hesitation to admit that over-crowding in the trains has definitely lessened, punctuality also is observed more than before, and there has been no major Railway accidents for the last three or four months. But leaving aside these amenities we see that the Railway fares have been increased and the method of increasing the Railway fares is in no way a progressive one, it is neither proportionate, nor is based on any principle. I am at a loss to understand where was the occasion which made it necessary for the Minister to increase the passenger fares. The Railway Minister himself admits that the passenger traffic, the goods traffic and also the income of the Railways have sufficiently increased and there has been sufficient saving in the Railways. So when there was no question of balancing the budget, there was no urgent need of money and the Reserve Fund was also sufficient and at a time when large number of our countrymen are starving and are not getting sufficient clothes, and when the prices of cloth and food-stuffs have shot up, I think increasing of the Railway fares in such conditions was a matter of heartlessness. It was an action which was not based on any

good feelings. Sir, the Railway Minister thinks that it is a mild shock, but you will excuse me for my expression that those who are leading an easy life and those who are running the administration and those who are not in direct contact with the masses, to them it may be a mild shock. But if they try to understand the feelings and difficulties of the people, I think perhaps then they will not think that way. Sir, I would emphasise the point that the increase in the Railway fares is not only not based on any principle, but also there is no strong argument for it. I have just stated that when the funds were not lacking there was no necessity of increasing the fares, moreover this increase has not been proportionate. It is stated that nineteen crores of rupees would be realised as a result of this increase, out of this some seventeen crores will be realised from the third class passengers directly. One crore and fifty lakh rupees would be realised from Inter class passengers and only forty lakhs from the higher classes. I find that the second class fares are three times the third class, and first class fares about five times the third class fares. Had the increase been proportionate then fares of first and second classes would have been five and three times respectively of third class fares, but it is not so. It is regretted that while we claim that the present Government is the Government of the masses, the poor and the peasants, but whenever the Government wants to lay hands upon, knowingly or unknowingly the poor sections of people are chosen for it, the Government is afraid of the so-called rich people. This sum of seventeen crores of rupees which is to be realised as Railway fares, it would have been praiseworthy, if it had been given to the masses as a relief. The hon. Minister stated that it is his last year of Ministership. If really it is his last year, I submit that before his departure he should have decreased the Railway fares to some extent, thereby he would have left a great impression on the people of the country, and it would have been a great relief, at a time when the people are facing hardships everywhere. It is said that the increased fares would be utilised for rehabilitation, some Railway extensions and for providing more Railway amenities. If this be the object of rehabilitation scheme that you take half the income of the poor, then some learned man has rightly said, 'God save us from our friends' and surely this is applicable to the men like the Railway Minister. It would be no wonder if the people of India declare that we do not need rehabilitation programme to be carried out at our-

[Shri D. S. Seth]

own cost, ours are not sufficient means to meet our own requirements, let us keep our small earnings, why you deprive us of it. It is generally stated that the Railway fares in India are much less than those of the foreign countries. It is just possible that the fares in India may be the least in the world. But how can we compare at present our country with America, England or Switzerland. How high is the standard of living in these countries, and how many Railway amenities are given in these countries? It is said that the prices of all commodities have increased three or four times and the wages bills have increased hundred times, so the increasing of the fares, considering these conditions, will not be an additional burden. Sir, while we hold the Railways as public utility services does it mean that while rendering this service the account of every single pie should be taken into consideration. The credit of income, profit and surplus in the Railways, is due to the labour alone. So when the labour demands for more dearness allowances they are told that it cannot be granted to them as others do not get more dearness allowance. Sir, I fail to understand that if there is a family consisting of six members out of which four are the earning members, they increase the production getting profit thereby, why they should not be given sufficient to meet their own requirements, why should they be refused on the plea that the other two, who are not earning, are not helping in production and are not getting anything for their existence. If the personnel of other departments do not increase the production and do not make any profits, it does not mean that the dearness allowance of Railway labour or their salaries should not be increased in order to keep pace with the increased prices. This principle is being followed even in all our private concerns that the workers are given share in the profit, and if they are not to be given any share in the profits, they should be given sufficient to make both ends meet. But our Railway Minister is not prepared to increase the dearness allowance or the pay of the workers and still he hopes that the Railway receipts would go on increasing. He thinks that the labour in the Railways is contented and is fully satisfied. But I am not so optimistic. I find that their grievances have not been removed so far and I warn the Railway Minister that the labour of this country has become more conscious, they are aware of their strength and rights. They will

not give up their rights by mere sweet words. If the Railway Minister continues his present policy of silencing them by mere sweet words he can never satisfy them and I would like to tell him in plain words that if the present deteriorating economic condition of the country is not handled properly, then the peasants and the labourers will bring a revolution of such an immense magnitude, which would not be possible for any Government to control.

In the end I would only appeal to the Minister of Railway for God's sake not to hit hard the poor people of this country in his parting year, but on the other hand he should think of such measures which may lessen their burden and which may bring some hope to them for future. It would be in his own interest and in the interest of the Government and the country to do so.

श्री भट्ट : माननीय अध्यक्ष महोदय, रेलवे के मंत्री महाशय को और उन के दूसरे कर्मचारियों को धन्यवाद देने की विधि तो मेरे बहुत से मित्रों ने कर दी है। इस लिये मैं उन बातों को दुहराना नहीं चाहता। इस के साथ साथ मैं यह भी कहना चाहता हूँ कि हमारे बुजुर्ग मंत्री जी इस प्रकार के बर्बाद के वाक्यों से फूल जाने वाले नहीं हैं और उन के साथी सन्यास साहब भी यह नहीं समझते हैं कि बस हम ने तो कार्य की इतिश्री कर ली। अब रेलवे का किराया भी बढ़ा दिया, आखिरी साल भी है और सब कुछ काम पूरा हो गया है और सन् १९५२-५३ में स्वर्ण का निर्माण यहाँ हो जायेगा; ऐसा मानने वाले वह नहीं हैं। यह मैं जानता हूँ, इसलिये मैं चन्द बातों की तरफ उन का ध्यान आकर्षित करना चाहता हूँ। कुछ लोग यह समझ सकते हैं कि सन् ४७ और ४८ की साल एक अनोखी चीज थी जिस समय अन्धेरा ही अन्धेरा मालूम होता था और गड़बड़ी थी, लेकिन ऐसा कहने वालों को मैं सन् १९३९ से ४५ और ४६ तक की

रेलवे की कार्रवाही की तरफ ध्यान दिलाना चाहता हूँ, और अगर उस को वह देखेंगे तो उन को महसूस होगा कि आज जो कुछ है वह अभी बहुत कम है। उस समय जितनी सहुलियत, सुविधा और पंक्चुएलिटी (punctuality) थी वह उस हद तक पहुँचना अभी हमारे लिये बाकी है। इन चीजों को हम अपनी दृष्टि के सामने रखते रहें। मैं चन्द मिनटों में इन में से कुछ चीजों की तरफ इशारा करना चाहता हूँ। साथ ही मैं रेलवे मंत्री से यह भी कहना चाहता हूँ कि जो रेलवे की हमारी कोयले की खाने हैं उन की या तो सारी की सारी जिम्मेदारी वह फौरन इंडस्ट्री मिनिस्टर साहब को दे दें, जैसी कि वह कोशिश कर रहे हैं, नहीं तो वह उन को अपने हाथ में ले लें और उन में जो घाटा हो रहा है और जो गोलमाल हो रही है उस को वह मिटा दें।

दूसरी चीज जिस की तरफ मेरे भाई खंडूभाई ने इशारा किया है वह चीज भी बहुत अहम है। सेठ दामोदर स्वरूप जी को यह नहीं मानना चाहिये कि यह लेबर (Labour) में काम करने वाले लोग मीठा मीठा बोल कर मिनिस्ट्रों को खुश करना चाहते हैं। उन को भी मालूम है कि रेलवे के कर्मचारियों को, रेलवे के मजदूरों को क्या क्या तकलीफ है, उन को किस किस प्रकार की तकलीफें एडमिनिस्ट्रटिव स्टाफ (administrative staff) की तरफ से मिल रही हैं यह भी वह जानते हैं, और वह यह भी जानते हैं कि उन की छोटी मोटी बातों का निबटारा महीनों तक नहीं होता है। इसीलिये उन्होंने मोटे रूप से सूझाव दिया है कि इस पार्लियामेंट के दो चार पांच आदमी जो कि लेबर (Labour) के न हों इस प्रश्न की जांच करें। लेकिन लेबर और

कैपिटल (capital) का तो यहां सबाल नहीं है। यह तो देश की यूटिलिटी सर्विस (utility service) है, कोई बनिये की दुकान-पेठी नहीं है। यह बनिये का ब्यापार नहीं चल रहा है। यह सर्विस जो चल रही है वह तो देश का एक अंग है और अगर इस का रुपया दूसरी तरफ चला जाता है जैसे कि एक नल का पानी दूसरे नल में चला जाता है तो इस में कोई बड़ी विस्मय की बात नहीं है। तो मजदूरों की जो तकलीफें हैं वह हम को मालूम हैं। मेरे पास भी बहुत से पत्र आये हैं और अगर मैं उन कागजात को पढ़ कर सुनाऊँ तो मंत्री महाशय और आप लोगों को भी हैरत होगी कि यह क्या हो रहा है। तो उन्होंने श्री खंडूभाई को तो मोटे रूप से सुझाया है कि उन लोगों की तकलीफें कैसे दूर की जा सकती हैं। वह तो यह बताते हैं कि इस रीति से इस क्षेत्र में काम करना चाहिये। मैं एक सामान्य मिसाल देना चाहता हूँ। यह जो ग्रेन शाप (Grain Shop) चल रही है उस में हम करीब आठ करोड़ का तो घाटा खा रहे हैं और करीब दो करोड़ एडमिनिस्ट्रटिव चार्ज (administrative charge) दे रहे हैं, इस प्रकार दस ग्यारह करोड़ रुपया हम उस पर खर्च कर रहे हैं लेकिन फिर भी इस से हमारे कर्मचारी संतुष्ट नहीं हैं। इन शाप्स के लिये अच्छा माल पसन्द किया जाता है और उस के सैम्पल (sample) सील (seal) कर दिये जाते हैं और जब माल आता है तब इंस्पेक्टर (Inspector) उस माल को जांचता है। लेकिन सैम्पल के मुआफिक उस की जांच नहीं होती है। क्यों ऐसा नहीं होता है यह भी देखना चाहिये। मंत्री महाशय कहेंगे कि उन में से ही दो आदमी इस काम को देखने के लिये रखे

[श्री भट्ट]

गये हैं। तो वह आदर्श एसा क्यों नहीं कर सकते हैं।

दूसरी बात मैं यह कहना चाहता हूँ कि पिछली दो मर्तबा हम ने सप्लीमेंटरी डिमांड (Supplementary Demand) में कई लाख रुपये इन के वास्ते इसलिये मंजूर किये कि भाव बढ़ रहे हैं इसलिये और खपना चाहिये। लेकिन फिर भी कर्मचारी इस ग्रेन शाप की सविस से असंतुष्ट हैं और उस से ज्यादा फायदा नहीं उठाते हैं, तो क्या वह समय नहीं आया है कि हमें फिर से सोचना चाहिये कि इस विभाग को हम पूरा पूरा बन्द कर दें और कर्मचारियों को पूरा पूरा रोकड़ (cash) एलाउंस (allowance) दे दें जिस से उन को भी फायदा हो और हमारी संकट भी दूर हो जाये। तो इस चीज को भी आप को सोचना होगा।

तो मैं आप से यह कहने जा रहा था कि सन् १९३८-३९ में हमारे पास कितने इंजन थे और कितने डब्बे थे। वह आंकड़े मैं आप को पढ़ कर सुनाऊंगा। तो आप को मालूम हो जायेगा कि तीसरे दरजे की तकलीफें क्या हैं। १९३८ में हमारे पास ब्राड गेज (Broad Gauge) के ५२४७ इंजन थे और मीटर गेज (Metre Gauge) के २३३१ इंजन थे, और इसी तरह उसी साल में ब्राड गेज के डब्बे ८८८७ थे और मीटर गेज के ६६६६ थे। अब बीच में सन् ४३-४४ में भी वही आंकड़े हैं। सिर्फ थोड़ा सा फर्क है। लेकिन अगर आप सन् १९४९-५० को देखें तो उस साल में हमारे पास ब्राड गेज के इंजन ५१५९ हैं और मीटर गेज के २३३० इंजन हैं। तो मीटर गेज में सन् ३९-४० से एक ही इंजन कम हुआ। लेकिन ब्राड गेज के डब्बे सन् १९४९-५०

में ६५३९ थे यानी दो हजार के करीब कम रहे और मीटर गेज के ५४५९ हैं, इन में भी करीब दो हजार कम हैं। तो भी हम देखते हैं कि हमारे मुसाफिर बहुत बढ़ गये हैं और आमदनी भी बढ़ गयी है। मैं पूछना चाहता हूँ कि इन मुसाफिरों को कैसे ले जाया गया, वह कहाँ बैठते थे। क्या डब्बे के छप्पर पर बैठते थे। यह नहीं मालूम होता। कोई बताये कि कौन सी कार्रवाई की गई कि डब्बे कम होते हुए भी ज्यादा मुसाफिर ले जाये जा सकें। पिछली साल से हम इस के लिए बहुत कोशिश कर रहे हैं और आर्डर दे रहे हैं। हमारे फाइनेन्शियल कमिश्नर (Financial Commissioner) ने भी सोचा कि लोग बहुत चिल्लाते हैं इसलिये आर्डर दे दो। उन को जैसा ठीक लगा वैसा आर्डर उन्हीं ने दे दिया।

पिछले साल भी और इस साल भी सन् ५१-५२ में भी कई वागन्स (wagons) और कई कैरिजेज (carriages) के आर्डर जा चुके हैं जो आ जावेंगे, छः महीने, आठ महीने और दस महीने में। और चित्तरंजन में से चार पांच इंजन और निकल जावेंगे। बंगलोर की कोच फैक्टरी (coach factory) में से थोड़ा से डब्बे भी मिल जावेंगे। उस से कुछ काम चलेगा, मगर पूरा काम उस से नहीं हो सकेगा। जब दो हजार डब्बे कम हैं और पैसेजर्स की संख्या इतनी बढ़ गयी है तब आप सोचिये कि तीसरे दरजे की हालत क्या है। और तीसरे दरजे की हालत को ही बयान करने में आप के सामने खड़ा हुआ हूँ। मैं यह ब्रूर कहना चाहता हूँ कि आप ने बहुत सोच समझ कर किराया बढ़ाने का प्रस्ताव हमारे

सामने रखा है। मालूम नहीं, शायद हम लोग अर्थ शास्त्र को इतना समझते हैं या नहीं, और अगर आप को ज़रूरत है तो हम कहते हैं, ठीक है, भाई साहब, आप हमारे बुजुर्ग हैं, आप की बात हम मान लेते हैं। मगर समझ में थोड़ी बात आ जाये तो ज्यादा अच्छा है, क्योंकि जितना लेते हो उतना उन को देते हो या नहीं यह बात देखने की है। आप उन को मुआवज़ा कम देते हो, कम्पनसेशन कम देते हो या ज्यादा देते हो, यह देखना है। अगर छः महीने में यह चीज़ अच्छी बन जायेगी तब तो ठीक है, नहीं तो हमें कहना पड़ेगा कि भाई इतना ले रहे हो मगर देते कम हो, जितना ले रहे हो उतना नहीं दे रहे हो। तो मेरी अर्थ यह है कि सन् १९३८-३९ में मुसाफ़िरों की जो संख्या थी वह ५०७ मिलियन थी और सन् १९४९-५० में मुसाफ़िरों की जो संख्या है वह ११९८ मिलियन है, यानी दुगुनी हो गई है। इस की तरफ़ मैं आप का ध्यान खास तौर से दिलाना चाहता हूँ। आप देखिये कि थर्ड क्लास के लिए आप क्या क्या कर रहे हो। यह ओवरक्राउडिंग (overcrowding) तो है ही। मगर मैं एक दूसरी बात भी कहना चाहता हूँ और भाई मुसाफ़िरजी ने भी इस बात की तरफ़, सोशियल गाइड्स की तरफ़ ध्यान दिलाया है। जो सोशियल गाइड्स काम कर रहे थे, जो उन मुसाफ़िरों की कुछ मदद कर रहे थे, जो उन को किवर जाना है रास्ता बताते थे उन को आपने धीरे धीरे कम कर दिया। क्यों? क्योंकि रिट्रेंचमेंट (retrenchment) करना है, इकानामी (economy) है। आप इकानामी कहाँ कहाँ कर रहे हो यह मुझे मालूम नहीं है। बड़े भारी भारी आदमी हैं, जनरल मैनेजर वगैरह। मगर

मेरी समझ में नहीं आता है कि जहाँ कटौती करनी चाहिये, जहाँ आदमी कम करना चाहिये, वहाँ कम नहीं किया जाता मगर जहाँ कम नहीं करना चाहिये वहाँ कम किया जाता है। ऐसे ऐसे कई मामले हैं मगर हम एडमिनिस्ट्रेशन (administration) में नहीं जा सकते। चाहे हम सेंट्रल एडवाइज़री कमेटी (Central Advisory Committee) में बैठें हों, चाहे हम लोकल एडवाइज़री कमेटी (Local Advisory Committee) में बैठें हों और चाहे हम फ़ाईनेन्स स्टैंडिंग कमेटी (Finance Standing Committee) में भी बैठें हों, मगर हम इन नीचे की बातों में नहीं जा सकते। लेकिन अब मैं माननीय मंत्री जी को कहना चाहता हूँ, उन को सुझाव देना चाहता हूँ, कि कोई ऐसी तरकीब निकालिये कि जिस से इस का फ़ंसला हो सके और जिस से सही तौर पर यह काम हो सके। अगर मैं मिसाल देने बैठूँ तो कई मिसालें मेरे पास हैं। मैं कई लोगों से मिलता जुलता हूँ। छोटे छोटे कर्मचारियों से भी मिलता हूँ और तीसरे दरजे में भी जाता हूँ और वहाँ भी आदमियों से बातें सुनता हूँ। तो वह लोग कहते हैं कि हम ऊपर ऊपर से चाहे भले ही आप को बधाई दें मगर हम अन्दर दिल से आप को अच्छा नहीं कहते। आप टिकट कलेक्टर लीजिये चाहे स्टेशन मास्टर लीजिये, चाहे आप गैंगमैन (gangmen) लीजिये, वह आप को बधाई नहीं दे रहे हैं। वह दिल में असन्तोष प्रकट कर रहे हैं और इतने भले बुरे शब्द कहते हैं कि जो मैं सुन नहीं सकता। लेकिन थोड़ी देर के बाद जब उन की बात मैं सुन लेता हूँ तब उन से पूछता हूँ तो वह कहते हैं कि साहब यह आप की रीति है,

[श्री भट्ट]

आप की रेलवे वालों की यह रीति है कि एक नल रनिंग शैड (running shed) में लगाना है तो वहां नल नहीं लगाया जाता है मगर क्या अक्लमन्दी का काम किया जाता है कि एक आदमी ३० रुपये तनल्वाह पर और ३० रुपये डीयरनेस अलाउन्स (dearness allowance) पर रखा जाता है, उन तीन चार आदमियों को पानी देने के लिये, और एक नल लगाना उन के लिए इकानामी में आ जाता है। ऐसी ऐसी कई बातें हैं जो मेरे सामने हैं। आप चाहें तो मैं कई मिसालें देन को तैयार हूँ और इकट्ठा करके आप को देने को तैयार हूँ। मगर आप तो कहेंगे कि इस सब बात के लिए आप जनरल मैनेजर को लिखिये, ट्रैफिक सुपरिन्टेंडेंट को लिखिये। मैं उन लोगों से भी काफ़ी लिखा पढ़ा करता हूँ, छोटता नहीं हूँ। मगर मैं आप का ध्यान इस तरफ़ दिलाना चाहता हूँ कि आप की जो इकानामी है वह फ़ाल्स इकानामी (false economy) हो रही है। कई जगह फ़ाल्स इकानामी हो रही है। जब मैं ने सुझाया कि ऊपर से पानी ढालने का पाइप रख रहे हो, उस के बजाय नीचे से ट्यूब लगाकर पानी ले लो, इस से इंजीनियर भी सहमत हैं और वह भी मानते हैं, मगर वह बात उन लोगों के गले नहीं उतरती। जो पहले से चला आता है वही चलेगा। हो सकता है कि इन बातों को मैं बहुत न समझता होऊँ, मगर कोई इंजीनियर क्या कहता है और कोई क्या कहता है और शायद बाखले साहब कुछ और कहें। तो मैं, अध्यक्ष महोदय, बहुत जल्दी जल्दी कर रहा हूँ, आप मुझे क्षमा करेंगे, मुझे बहुत कहना है।

तो यह जो स्टाफ़ को कम करने की बात कर रहे हैं तो आप देखिये कि जोधपुर वाले क्या चिल्ला रहे हैं, जिस के लिए कटौती के प्रस्ताव भी आ रहे हैं। अब उन को सन्यानाम साहब ने लिखा है कि उन को एबजॉर्ब (absorb) किया जायेगा। मगर उनको एबजॉर्ब नहीं करते हैं, दूसरे ही आदमियों को लिया जा रहा है। तीसरे दरजे के लिए सोशियल गाइड या ट्रेन कंडक्टर नहीं होते, मगर फ़र्स्ट क्लास और सेकंड क्लास के लिए ट्रेन कंडक्टर दौड़ते रहेंगे। थर्ड क्लास के लिए कोई ट्रेन कंडक्टर नहीं है। थर्ड क्लास के लिए वह कंडक्टर नहीं जायेंगे। मैं ने पूछा तो कहा कि हमारे लिए वहां जाने की इजाजत नहीं है, अगर हम जायें तो वह हमारे लिए जुर्म हो जायेगा। तो फिर मैं ने कहा कि जो २०० मील वाले डब्बे का कंडक्टर है उस का फ़र्ब क्या है। तो उस ने कहा कि वह तो उसी एक डब्बे के लिए जिम्मेवार है। तो आप के यहां तीसरे दरजे की यह हालत है। आप को तीसरे दरजे के लिए अगर दस आदमियों को भी रखना पड़े तो आप रखिये। आजकल क्या हो रहा है कि जी० आई० पी० रेलवे में जब टरमिनस पर गाड़ी होती है तो इन्तज़ाम अच्छा होता है। मगर बीच में बाद को फिर सब गोल माल होने लगता है। तो मैं आप से यह प्रार्थना करना चाहता हूँ कि आप इस ओवरक्रार्डिंग बग़ैरह के बारे में और आदमियों के रखने के बारे में खास तौर से निगाह रखिये और कुछ कीजिये।

अब आप का जो आंकड़ा शास्त्र है और उस के लिए आप ने जो आदमी रखे हैं वह वही पुराने तरीके से जो

चला आ रहा है काम कर रहे हैं। हमें उस से पूरी बात की जानकारी नहीं मिलती और, अध्यक्ष महोदय, जब मैं आप के जरिये से कोई सवाल पूछता हूँ तो आप उन को डिस्अलाऊ (disallow) कर देते हैं कि सब इतिला हम को मिल जायेगी। लेकिन हमें वह इतिला मिल नहीं पाती। मैं इसके लिए खास तौर से रेलवे मिनिस्ट्री के पास गया, मैं ने कांग्रेस पार्टी से भी पूछा कि मुझे बताइये कि पैसेंजर ट्रेन यानी आर्डिनरी ट्रेन से सफ़र करने वाले मुसाफ़िर कितने हैं और मेल या एक्सप्रेस गाड़ी से चलने वाले कितने हैं। तो वह कहते हैं कि यह आंकड़े मिलना मुश्किल है। अजी, क्या मुश्किल है, आप टिकट निकलवाते हो, आर्डिनरी टिकट होते हैं वह पैसेंजर गाड़ियों के होते हैं और आप को इस के आंकड़े नहीं मिल सकते। मुझे जब यह आंकड़े नहीं मिले तो फिर मैं ने रेलवे बोर्ड वालों से पूछा कि आप का अन्दाज़ क्या है। तो कहा कि अन्दाज़ ऐसा मान लीजिये कि ५० : ५०। मैं ने कहा कि अच्छा। फिर कल एक मिनट सन्धानम साहब से मेरी बातचीत हुई तो उन्होंने कहा कि अरे, भाई, गोकुलभाई यह क्या सुभाव रख रहे हो कि पैसेंजर ट्रेन का किराया घटा रहे हो, यह सुभाव मत रखो।

Mr. Speaker: He is exceeding his time-limit. He may close his argument.

श्री भट्ट : तो मेरे पूछने पर उन्होंने मुझे बताया कि इस को ३३ पर सेंट समझ लीजिये, यह समझ लीजिये कि ३३ पर सेंट Express Mail है और दो तिहाई दूसरी साधारण गाड़ी का है। अब इन का अन्दाज़ मैं ठीक मानूँ या रेलवे बोर्ड का अन्दाज़ ठीक मानूँ, मालूम नहीं।

तो, जनाब, अब आप ने मुझे समय भी बहुत कम दिया और मैं बोलने वाला भी बहुत धीरे धीरे हूँ। इसलिये बन्द करना ही पड़ेगा। मैं यहीं कहना चाहता हूँ कि जो कुछ प्रस्तुत आप के सामने आये हैं उन को हमारे माननीय मंत्री महोदय फिर से सोच लें। इन चीजों को वह अच्छी तरह सोच लें कि सुबर्बन ट्रेन्स (suburban trains) जो हैं, पैसेंजर ट्रेन्स जो हैं उसके लिये क्या क्या करना चाहिये और जो दूर दूर जाने वाले मुसाफ़िर हैं उन के लिए क्या करना चाहिये और किस तरह करना चाहिये।

और यह जो जनता एक्सप्रेस दौड़ाई गयी है, उस के लिये एक बहिन कह रही थीं कि अहमदाबाद-बंबई जनता एक्सप्रेस का जितना उपयोग होना चाहिये, वह नहीं हो रहा है।

Mr. Speaker: He has exceeded his time-limit by four minutes already.

श्री भट्ट : माफ़ कीजियेगा।

(English translation of the above speech)

Shri Bhatt (Bombay): Many a friend of mine has already given thanks to the hon. Minister of Railways and other members of his staff. I, therefore, need not repeat the same. Besides, I understand that our elderly and experienced Minister is not liable to be overjoyed with all these congratulations and that Shri Santhanam does not take it for achievement of the object. I think the hon. Minister is not of the opinion that Railway fares having been enhanced, this being his final year as Minister, and every other thing having been done, there will be paradise on earth during the year 1952-53. I know this fact and as such I would like to divert his attention to a few other things. Some people may think that the year 1947-48 was a strange year when every thing was topsyturvy and confusion prevailed all around. I remind such persons of the Railway conditions prevailing during the period beginning from the year 1939 and lasting upto 1945-46. If they

[Shri Bhatt]

just go back to that period they will find that the present conditions in Railways in regard to facilities, amenities and punctuality etc. are yet to reach that limit. We may keep in view these things. I am going to deal with a few of them within a couple of minutes. Moreover, I would like to suggest to the hon. Minister of Railways that either he may immediately entrust the entire responsibility regarding the coal mines belonging to Railways to the hon. Minister of Industry or else he may himself take the matter in his own hands and see to it that no loss is incurred and no dishonesty is allowed to prevail.

The other thing referred to by my friend Shri Khandubhai is also very important. Seth Damodar Swarup should not think that these labour workers want to appease the Ministers by uttering sweet words. He knows what the grievances of the Railways' Employees and labourers are and what kind of troubles are created for them by the administrative staff. He is aware of the fact that their petty affairs are not considered over for months and months together. That is why, he has suggested the formation of a committee consisting of a few non-labour members of Parliament so that it may enquire into this matter. There is no question here of labour or capital. This is nation's utility service and not a 'bania's shop'. It is not a bania business. This service is a component part of the nation and there is nothing to be surprised if its money goes into other accounts. Water from one pipe travels into another. There is nothing new. We are, therefore, aware of the labourers' grievances. I have received many letters in this connection and if I begin reading them out, the hon. Minister and all the members of the House will be wonder-struck when they will come to know what is happening. Shri Khandubhai has brought forward some sweeping suggestions, as to how their grievances may be removed. He has also suggested about the actions that should be taken to this effect. I am placing a general example. The running of grainshops is causing us a deficit of Rupees eight crores and we are paying another two crores of rupees as administrative charges. Thus, about ten to eleven crores of rupees are being spent on it, yet the employees are not satisfied. Goods of fine quality are purchased for these shops and their samples are sealed. Whenever any commodity comes there, it is duly examined by the Inspector. But it is not examined in accordance with the sample. We should see to it why it is not examined in accordance with

the sample. The hon. Minister would like to say in this connection that two persons from amongst them have been appointed to supervise that work. Why do they not supervise then?

The other thing which I want to mention is that on last two occasions we had sanctioned the supplementary demands of several lakhs of rupees on the ground that more money was required as a result of increasing prices. In spite of this the employees are dissatisfied with the service of the Grain Shops and they do not make the best of it. Has not, therefore, the time come when we should consider again about closing down this department and giving to the employees cash allowances so that they may be benefited and we may also get rid of this trouble? This point has also to be considered.

If I read out the figures about the engines and coaches which we had got during the year 1938-39, the grievances of the third class passengers will speak for themselves. In 1938, we had 5247 engines of broad gauge and 2331 of metre gauge; and 8887 coaches of broad gauge and 6666 of metre gauge. The figures for 1943-44 are almost the same with only a very little difference. But in the year 1949-50 we have 5159 engines of broad gauge and 2330 of metre gauge. This goes to show that in case of metre gauge the number of engines in 1949-50 is one less than that in 1939-40. Now, the number of broad gauge coaches in 1949-50 is 6539, that is about 2000 less. The number of metre gauge coaches in 1949-50 is 5459; this also is 2000 less. We know that the number of passengers has of late gone up and so also the income. Then how could these more passengers be accommodated in lesser number of coaches? Were they seated on the roofs of the coaches? The position does not become clear. Let anybody tell us to what devices were adopted in order to enable more passengers being taken in comparatively fewer coaches. Since last year we have been making efforts and placing orders to get more rolling stock. Our Financial Commissioner also on consistent demand made by the public thought it worthwhile to place an order and he placed such an order as he liked best.

Orders for wagons and carriages were placed last year and have been placed this year as well i.e. in 1951-52 and it is expected that they will arrive here within six, eight or ten months. In the meantime four or five engines will come out of Chittaranjan. Some carriages will also be available out of the Bangalore Coach Factory. It will ease

the position, but it will not solve the problem. When there is scarcity of 2,000 carriages and the number of passengers have increased to such an extent, you can well imagine the condition of third class passengers. I have stood up here to describe the conditions of third class passengers. I admit that you have placed this suggestion of enhancement of fares after giving it your full consideration. I do not know whether we are so well familiar with economics or not, but if you need it, we are prepared to accept it. But it is better if we understand a thing because it has to be seen whether we also give so much as we take. We have to see whether we give them less or more compensation. It is all right if the conditions improve within six months, otherwise we will have to say that you are not giving us the same amount of amenities in comparison to the fares you are charging us. I want to say that in 1938-39 there were 507 million passengers and in 1949-50 the number rose to 1198 million i.e. it has doubled. I specially want to attract your attention towards this. Please see what are you doing for third class passengers. There is no doubt that there is overcrowding. But I want to say one thing more, which has already been hinted by my friend Shri Musafir, that is about social guides. You have gradually reduced the number of those social guides who used to guide passengers and help them. But why? You may say, due to retrenchment or economy measures. I do not know where you are enforcing the economy but I fail to understand why those people are not being retrenched who ought to be retrenched and why those people are being retrenched who should not be retrenched. There are certain cases like that but we cannot go into the administration. Whether we are members of the Central Advisory Committee or the Local Advisory Committee or the Finance Standing Committee but we cannot discuss these administrative problems. But I will appeal to the hon. Minister to do something in the matter so that the work may be started in the right direction. If I begin to give examples, I can quote many of them. I meet many people. I have my contacts with lower grade railway employees and I have listened to the talks of the third class passengers. They say that they might show lip sympathy towards you but in reality they do not like you. Take the case of a ticket collector, or station master or gangman, none is going to congratulate you. They are not satisfied with you and speak such bad words that it is not possible for me to listen to them. But after listening to them for some time, I ask them the reason

340 P.S.D.

of that and they reply that it was your policy and the policy of the railway authorities that when we ask for a tap, they summarily turn it down but instead of fixing up a tap in the running shed they employ a man on Rs. 30 pay and Rs. 30 dearness allowance to provide water to those three or four persons and the proposal of fixing up a tap comes under axe of economy. I have in mind many things like this. If you like, I can collect many examples of this type. But you will say that for these matters you should write to the General Manager or the Traffic Superintendent. I do not leave them, I do a good amount of correspondence with them as well. But I want to draw your attention to the fact that your economy is proving to be false economy. When I suggested that instead of having a pipe which gives water from overhead, why don't you have a pipe fixed up for running water, and for which even engineers have agreed, but you are not prepared to accept it. What has continued from the past will continue in future as well. It is possible that I may not be understanding it, but what an engineer says or other people say may not be the same as Shri Bakhle wants. Sir, you will excuse me for speaking so fast as I have to say a lot. You are talking of retrenching the staff but have you listened to the voice of Jodhpur Railway employees, proposals for whose retrenchment have already been put forward. Now Shri Santhanam has written to them that efforts will be made to absorb them. But they are not being absorbed, but other people are being recruited instead. There are no guides or train conductors in third classes but first and second classes are provided with train conductors. None of these conductors enter third class compartments and when I enquired as to why they do not do so, they replied that they have no permission to do so and if they would do so it will be considered as an offence. Then I asked what was the duty of that conductor who deals with passengers travelling beyond 200 miles. He replied that that conductor was responsible only for that compartment. This is the condition of third class. If you have to employ ten persons for the service of third class passengers, do employ them. Now-a-days in the G.I.P. Railway when the train is standing at the terminus, all is quite well. But as soon as it leaves the terminus, the whole thing is topsy-turvy. Therefore, I want that you should keep an eye over this overcrowding and extra staff should be recruited for that.

Now, I take the question of statistics. The persons who are doing this job are following the same old rules. We do

[Shri Bhatt]

not get any information out of it. When I want to ask any question through you, Sir, you disallow it saying that we will get all the necessary information. But we do not get that information. I went to the Railway Ministry and also enquired from our Congress Party as to what was the number of passengers travelling by ordinary or passenger trains and those travelling by mail or express trains. They say that it is difficult to give such figures. What is the difficulty? You issue ordinary tickets which are meant for passenger trains and still say that you cannot provide their figures? When I did not get those figures, I asked the Railway authorities as to what was their estimate of it? They replied that their estimate was nearly 50 : 50. I said alright. Then, I had a talk with Shri Santhanam yesterday and he asked me not to move the proposal wherein it is suggested that the fares of passenger trains be reduced.

Mr. Speaker: He is exceeding his time-limit. He may close his argument.

Shri Bhatt: On my enquiry, he replied that I should presume that it is 33 per cent. i.e. express and mail trains carry 33 per cent. passenger and the ordinary trains carry 67 per cent. I do not know whom should I take to be correct, whether Shri Santhanam or the Railway Board.

Sir, you allowed me less time and I am a slow speaker. Therefore, I will have to stop. I only want to say that our hon. Minister should once more consider all those proposals which have been put forward. He should consider them well as to what he has to do in regard to suburban or passenger trains and about the passengers travelling long distances.

A sister was telling me that full advantage was not being taken of the Ahmedabad-Bombay Janta Express.

Mr. Speaker: He has exceeded his time-limit by four minutes already.

Shri Bhatt: Excuse me, Sir.

Dr. M. V. Gangadhar Siva (Madras): Lord Krishna drove the chariot of the Pandavas and won the battle against the Kauravas and in the same way our Shri Gopalaswami Ayyangar—I call him 'the modern Chariot Driver'—has won the confidence of the millions of India by his able Railway administration, not only by giving amenities to third class passengers and to all classes of passengers in respect of spacious accommodation etc. but also by averting

many serious strikes, which would otherwise have paralysed the very economy of our country. We would fail in our duty if we do not pay a compliment for his good administration.

I do admit that the fares of the third-class passengers have been raised, but then after all the prestige of the nation depends more upon the economic resources and stability of a country. For the time being the earnings on account of this rise, that is Rs. 20 crores as stated by the hon. Minister, may go to general revenues. In this connection, I would request the hon. Minister to give more amenities for the third class passengers, more station accommodation and he may raise the living wages of the labour classes in particular—the fourth class servants—and absorb all the retrenched employees of the Railway Department.

Then, I come to my own subject. I represent the Royalseema, which is the name given to the ceded districts of Cuddapah, Kurnool, Bellary, Anantapur and Chittoor, in the Madras State with a population of about 70 lakhs. I submit that Cuddapah of all the districts in Royalseema is the most backward commercially and industrially and otherwise, although it is very resourceful in rich minerals and other commodities such as byrites, asbestos, famous Cuddapah slabs, ground-nut, cotton, cheni fruits, betel leaves and cereals etc.

I may say that the people of Royalseema are not able to utilize the available productive resources to the full capacity and satisfy their most ultimate needs, because they lack the necessary facilities of the neighbouring districts like Mysore, which is in a position to supply other minerals and commodities like textile, vegetables and other daily needs.

I therefore suggest to Government that they may expedite the railway line from Cuddapah via Rayachotti, Madanapalli to Mysore, at an early date in view of the recommendations made by the Ceded Districts Economic Development Board and by the Madras State Government.

Even looking at from a commercial point of view, it will pay handsome dividends to Government because it will stimulate commercial activities between Royalseema and the enlightened Mysore State and other adjoining States. Cuddapah, Chittoor, Kurnool, Anantapur, Bellary are famous for their rich minerals such as byrites, asbestos, soap stones, iron ore, diamonds, copper, manganese and gold.

The following are the statistics of the minerals that are found in Royalseema:

Asbestos—Cuddapah, output 76,000 tons valued at Rs. 76,000.

Byrites—Anantapur, Cuddapah and Kurnool—1948—23,000 tons valued at Rs. 6.36 lakhs.

Soap stones—1949—Kurnool and Bellary 4,500 tons valued at Rs. 63,000.

Soap stones—1948—555 tons valued at Rs. 10,000.

Manganese—Bellary—90,300 tons, valued at Rs. 2.26 lakhs.

This is the position of Royalseema. As such, I do not see any reason why this Government has not given priority to the scheme of opening the Railway line from Cuddapah to Mysore. I may add that Rayachotti is the biggest taluk in Madras State, commanding a population of about two lakhs with an extensive cultivable land. This was declared as the second Bardoli in the whole of India by our President, Dr. Rajendra Prasad, during his last visit and thus it has assumed political importance in the freedom struggle of our country.

I further submit for the consideration of Government the necessity of laying one or two new railway connections or re-inforced concrete roads or a state-owned bus fleet between Cuddapah, Badrel, Rayampet and Nellore.

In conclusion, I may say that Cuddapah is the gateway of Royalseema. The accomplishment of a railway from Cuddapah via Rayachotty Madanapalli to Mysore, will not only result in happy political, commercial and industrial consequences but at the same time raise the economic level of the whole of Royalseema which is the Cinderella of Madras State.

Shrimati Ammu Swaminadhan (Madras): When I first heard the hon. Minister presenting the Budget and when I read through the speech he made, my inclination was to give him my very whole-hearted congratulations, but later on, thinking about it and going through it and from personal experiences I have been having recently with regard to Railway travelling, I am afraid I cannot give absolutely whole-hearted congratulations, though I do congratulate him for certain amount of improvements that have come about in the Railways. While the fares are being raised almost year after year, I do feel that more amenities should be given to the passengers whose right it is to have them. I am not speaking

today only of the third-class passengers. Their lot remains the same and a great deal has to be done. I am speaking also of the upper class passengers and the difficulties that they are experiencing. Not long ago, I had occasion to go as far as Kanpur from Delhi. I went by second class and came back by first class. I paid double the amount for the first class and more than double the amount of third class fares for the second class. Both the times, the compartments were in such a horrible state that I was wondering in which year they were built and in which year they were renovated. The first class compartment had a sort of, if I may say so, show pieces in four fans, perhaps to indicate that it was a first class compartment. But, I do not think that four fans were as necessary as a clean basin inside the lavatory. The basin was in an awful condition. The tap there had to be pressed so hard that it nearly broke my arm. Inside, there was not room enough even for the proverbial hat to be swung round or hanged or whatever you may like to say, certainly not enough for a human being to stand in a comfortable position. If the Railway is justified in introducing the increased fares—I am not quarrelling with the increase—I do feel that the passengers can expect more amenities to be given to them. Considering that year after year everything is going up in price, increase in railway fares also has to be paid but I do feel that it is absolutely essential that more amenities should be provided for the passengers.

With regard to the berths, they were very shabby. It was very difficult even to make up my mind to spread my bed on the berth. The flooring was very dirty, not that it was not swept—it was swept and I always take care to see that it is swept before I get into a compartment—it could not be cleaned; it was so bad. The same was the case with regard to everything in that compartment. So much for the amenities of the upper class passengers.

There is one other very important improvement that has to be made in the railway stations, and that is a good waiting room for women passengers, especially young women students who are now travelling all over India. Sometimes, they have to wait in the railway stations for many hours at night. The other day, I read in the Hindu of Madras, which I am sure the hon. Minister and the hon. Minister of State must have read, an article written by a woman whom I know very well, and who has been for a very long time a good social worker. She had to wait at the Bezwada railway station for

[Shrimati Ammu Swaminadhan]

several hours before she could catch the next train to go to her place. There was not a single person there in the waiting room who could help her with anything. There was no *ayah*. When she made enquiries, she was told that the *ayah* was not on duty after six o'clock. She also found some women students waiting right out on the platform—and it was a cold night—because they were travelling, some in the intermediate class and some in the third class, and they were shoed out of the waiting room which was meant for upper class passengers. I do feel that it is time that the railway authorities and especially the hon. Minister think about giving more amenities to our travelling women students who are in need of such amenities. According to the Budget, they have given us accounts of the improvements effected and the amount they have spent. Surely, these are also matters which they can do and which the passengers can expect. I hope with regard to these waiting rooms for women students and others, who do not travel by upper class, the question will be very seriously considered by the hon. Minister and also provision made before very long. This is not the one case that I have heard; I have heard about this in several stations of young girls, going long distances, having to wait at stations for hours together and not being allowed to go into the waiting rooms. I feel that something has to be done in this respect to give them more comfort and more facilities.

With regard to the guides, I know that some of the other hon. Members spoke about this; I could only catch the word guide as I could not understand what they were saying. So, if I repeat anything they have said I hope you will forgive me. So often have I seen these guides not doing anything to help third-class passengers. I think they must be told not once, but hundred times that they are there specially to help third-class passengers. Sometimes they come to me—I generally travel in the upper classes—and ask me whether I need any help. I use to tell them that I do not need any help and that they should go and help the third-class passengers when they happen to be women guides. I feel this is a matter which has got to be taken in hand. I am sure the hon. Minister and the Minister of State realise the difficulties that the third-class passengers especially women are facing today.

I would like to bring to the notice of the hon. Minister another thing, and

that is the want of knowledge of anything that some of the station staff have. You ask them from which platform the train for such and such place would be leaving. They do not know and often they give a wrong answer. In some big stations, you go a long way to No. 9 platform; then you find that it is not the right platform and then, you have come all the way back to No. 1 platform. I feel that some of these things are just overlooked; not because they do not want to make improvements. I request the hon. Minister to impress these things on the station staff.

With regard to the restoration of certain railways, I know some of them have come into the Budget for 1951-52. But, they have sometimes a way of not being taken up for some reason or other. I hope the hon. Minister will see that some of these very important railways, which have not been in use for some time, but which would certainly serve a very useful purpose in many ways, will be taken in hand without failure this year and will be completely restored.

Once more I would like to say what I said in this House quite a number of years ago to the hon. Ministers of Railways that sometimes they should travel by train, not in saloons, but in second-class compartments, without telling any one who they are. I know the hon. Minister of Railways perhaps may find it rather uncomfortable. But, I do ask the hon. Mr. Santhanam to travel sometimes in second class and perhaps have a peep at the third class also so that he may know exactly the difficulties the passengers are experiencing.

Shri Santhanam: I have travelled in third-class for 30 years; is it not enough?

Hon. Members: After becoming a Minister.

Mr. Speaker: Order, order.

Shrimati Ammu Swaminadhan: I know Mr. Santhanam has travelled for many years in the second class and intermediate class; but, I want him to travel now. I do not think he could remember exactly the difficulties that he had undergone. He is very energetic and likes to get first-hand knowledge of everything. I hope he will get this first-hand knowledge by travelling, without letting any people know. Perhaps he may wear dark glasses so that people may not know who he is. He may have an idea as to what amount

of suffering people are undergoing. I am not saying this at all in a joking spirit; I am saying this in all seriousness because it is very necessary for the authorities concerned to see what these compartments are like and how the people of India are travelling today.

Once more I congratulate the hon. Minister, the Minister of State and all the staff and officers in the Railways for the very fine report that they have given us. We hope that more improvements will take place, and not merely higher and higher fares which the Indian people will not be able to bear. As things are, everything has gone up in price and the middle class people are finding life most difficult these days. If the Railways also go on putting up the fares, it will be very difficult for them to manage, with income lowering and prices shooting up every day. If this increase in fares is to be justified, next year, the Railway Ministry must show a great deal of improvement than it has done in this year's Budget.

Pandit Krishna Chandra Sharma (Uttar Pradesh): After reading through the speech of the hon. Minister of Railways, and judging from my experience of the working of the railways and my contacts with railwaymen, I have no hesitation in saying that the Railways have done well. There are many instances within my knowledge indicating improvement in the general working of the Railways, general efficiency, honesty and hard-work of the people working on the Railways. I may remind the House that upto 1946 it was difficult to get a first-class ticket or even a second-class ticket without paying something to the man issuing the tickets and it was difficult, or rather impossible to get a seat. Somehow one had to secure a seat and travel. But now you can get a ticket quite easily without paying anything more than the actual fare and you can also get a seat, and you can manage to seat yourself somehow, though not perhaps quite comfortably in all cases. So that is the present position. From being an utter impossibility, it has now improved to this present stage, when you can get a ticket and get a seat also, in the upper classes. So far as the third class passengers are concerned, upto 1946 as we all know, quite a number of them remained behind on the platform as they could not board the train. But now about 95 per cent. or rather about 98 per cent. of them manage to get into the trains. We were also familiar with the spectacle of people sitting on the roofs of trains. But such things are not to be seen now.

Shri Krishnanand Rai (Uttar Pradesh): They are there still—in the O.T. Railway.

Pandit Krishna Chandra Sharma: That is not my experience now. I do not see them. There are people on the footboards, but those deplorable conditions which we had previously are no longer there now. There is also a very marked improvement in the efficiency and honesty of the staff working on the Railways. Let me give an example. I was coming from Nainital in a second class compartment and on the way some people got in to the same compartment with whom I found it impossible to travel and I had to ask the ticket examiner to change the second-class ticket into a first-class one. He was quite polite and said things were different before the attainment of Independence but now they had to issue a proper receipt and get the proper fare, all according to the rules. And he did do the thing according to the rules. I do feel that the whole attitude of the staff employed in the Railways has undergone a change and they are conscious of such a change and act accordingly.

Take the building of Chittaranjan. That such a big venture has been taken up and completed so rapidly and efficiently in a period of two and a half years is indeed a marvellous success. And what has happened in the Assam Railway? We know that the link to Assam has been executed in a most successful manner. I had occasion to meet the engineer in charge of that work and I know the labour he had to put in, the troubles he had to undergo and the most efficient way in which he and his men worked on this job.

[MR. DEPUTY-SPEAKER in the Chair]

I feel very happy in congratulating all those who have been responsible for bringing about this happy change in the state of affairs.

With regard to the raising of the fares, it has been argued that ours are the lowest fares. Yes, they are the lowest. On the other side it is said that our efficiency is also the lowest and our income *per capita* is also the lowest. Therefore, it is said the fares must remain where they are. This seems logical. But the story does not end there. We have to answer the question whether we want any immediate and large changes now or not. I for one would plead that for the third-class passengers we must be able to provide a comfortable seat to sit on. Look at the spectacle of people clinging to the handle and standing on the footboards and some of them losing the hold also. Look at the congestion in the train coming from Hapur to

[Pandit Krishna Chandra Sharma]

Meerut a distance of just 20 miles bringing people to attend to their work in the district court or for some other work in the district headquarters, if they do not get into the train, then they lose their case. They cannot even attend to their other work if they miss the train for want of room. And so my request is very simple. The minimum that should be done for the third class passengers is the provision of more coaches and more trains. If you give other amenities, well and good, but more coaches and trains are an absolute necessity, so that the third class passenger may have a comfortable seat to sit on. And for this he is willing to pay a little more. That is my answer to my hon. friend Seth Damodar Swaroop, who said that we are poor and we have been stripped of our clothing, we are starving and..... (Interruptions) No, we are not. The peasant is happier today than before. I am a peasant and I can say that my people are happier now than before. They are far better off than at any time earlier. (Interruptions).

What is the good of crying out? As an undergraduate I could get just a rupee to be spent in the city whereas my nephew in the eighth class had hundred rupee notes in his pocket. I had to walk six miles and come to the city. Things were so bad as that. And now they are very different. We have no extra income, indeed my family people give me money now. And that is why I say as peasants we are happier now than ever. (Interruptions) I am not speaking about the Madras peasant. I speak for the U.P. peasants.

Pandit M. B. Bhargava (Ajmer): Is the hon. Member speaking as a peasant or as a lawyer?

Mr. Deputy-Speaker: Order, order. That may be the experience of the hon. Member. Why do other hon. Members interrupt him? Why do they not aspire to reach the same stage?

Pandit Krishna Chandra Sharma: And so far as labour is concerned, I know that from the 15th of March in the cane growing areas, the daily wage is Rs. five and it is likely to continue up to the 15th May. Ordinary wages range from Rs. 1-8 to Rs. 2-8. To the argument that grains have gone up in price I can say that so far as agricultural labour is concerned, nobody works on the fields unless you provide him with grain. So that question of prices going up does not arise so far as agricultural labour is concerned. So this picture that people try to draw that we are too poor to

afford the increased fares does not hold good.

Mr. Deputy-Speaker: It is railway labour that is under discussion.

Pandit Krishna Chandra Sharma: I am trying to refute the argument that neither the labourer nor the peasant would be able to pay the increased fares.

I will now come to the capacity to pay. I have been a Congress worker and used to travel in lorries. In 1935-36 I had seen the spectacle of village women trying to get into a lorry. The bus conductor would demand a fare for the child in her arms as well at the rate of half the usual fare. But since she could not afford to pay for the child the poor woman had the misfortune to be left behind. In those days the fare was something like eight or ten annas from Meerut to Delhi. Now the minimum fare for the lowest class in a bus is Rs. 1-14. Meerut is the next district to Delhi. Every week I go there and come back. I have seen villagers come, and village women come to bus stands with their children in their arms. When the fare is asked for the children I have seen the women fling the money without a moment's hesitation. I have not known a single instance where a woman failed to board a bus because she could not pay the fare for her child. Such an instance as before would be an impossibility today. In fact at Meerut I find a large number of tractors bought by villagers and they are using them. What the peasant or cultivator needs and cries for is labour. Anybody who wants to work has enough work to do on good wages. It is the middle men who want to have a shop and who do not want to go to the villages who cannot be helped. I for one have no sympathy for this class of people. I have no sympathy for these middlemen.

An Hon. Member: Which class is he referring to?

Pandit Krishna Chandra Sharma: People who would not work and who want to enjoy at the cost of others. If people are not willing to work nobody will help them.

So I say people are willing to pay and they have now the capacity to pay. The need of the hour is more coaches and more trains and the sooner they come the better it would be.

Shri Ghule (Madhya Bharat): I am rather feeling a difficulty at the outset as to whether I should congratulate the

Railway Ministers or not. Some of the previous speakers have sung a chorus of congratulations and a few have sounded a jarring note. I have no hesitation in admitting that the conditions on our railways have improved to a great extent and to that extent I must congratulate the Railway Ministers. As the previous speaker pointed out four or five years ago people who wanted to buy a third class ticket had to pay some money to the constable on duty or to the ticket collector. These conditions have changed now. There was a time when people had to cling to footboards and handles of coaches but except in the case of a few lines these conditions are not there now. To that extent we must not hesitate to congratulate the Railway Ministers. The reasons are manifold but whatever they are our incomes have increased and efficiency has increased. The organising capacity of our Ministers and Railway officials has also contributed to it.

The Railway Minister in his speech spoke about the way in which Railway officials are behaving these days towards the public. He said that they were realising their responsibility towards the people with whom they come into contact in the discharge of their duties. In his view the psychology of the Railway officials might have changed but the change is so slow and invisible that a man like myself is not able as yet to appreciate it. For example I might quote an instance. As you are aware, since Madhya Bharat came into existence the traffic between Gwalior and Indore—the two former independent States which have come into the Union forming Madhya Bharat—has increased to a very great extent. A responsible M.L.A. from my part wrote to the Railway officials concerned to arrange the timing of the trains leaving Gwalior for Khandwa in such a way as to enable the passengers to travel from Gwalior to Indore via Khandwa so that they can join that train which leaves Khandwa to Ajmer. For one year they went on writing to the authorities. There was only a difference of 15 or 20 minutes—the time between the Punjab Mail arriving at Khandwa and the train leaving Khandwa to Ajmer. For one year that responsible man who is an M.L.A. in the Madhya Bharat Assembly wrote to the Railway officers but there was no response. He told that to me and I brought it to the notice of the Minister of State last time. He asked me to give it in writing. After two months I got a letter from the Secretary of the Railway Board saying that they had got my complaint and were thinking about it. I conveyed that to my friend

Shri Gokul Bhai Bhatt, whom I came to know as he was a member of the local committee. He wrote to the responsible officers and two or three days ago a letter was received by him and not by me saying that the timings have been suitably changed. This is a sample of the response which we get from the Railway officers. That is why I wanted to bring it to the notice of the Ministers responsible for the Railways.

Last summer I had occasion to travel a long distance on the various lines of India—S.I.R., G.I.P., M.S.M., E.I.R. and O.T.R.—I travelled third class and so my information is first-hand and not second-hand. Near every booking window you will find a board indicating that booking would be open two hours before the train arrives.

Hon. Members: No, one hour.

Shri Gokul: It might be one hour in some places but I have seen it written as two hours. But invariably in all the stations I visited I never found the booking window open at the time specified. I would ask the hon. Minister to visit Gwalior station. The Board is hung there even to this day saying that booking will remain open day and night, but what is the real position? The booking window opens only half an hour before the train arrives. The result is that people have to form into a long queue and by the time the train arrives many of them would still not have got a ticket and would have to miss the train. Then in the Gwalior State formerly we had the Scindia State Railway, but since 1st April, 1950, we have got the fortune or rather the misfortune to have joined with the national railway system. In the whole history of the Scindia State Railway we had never heard of shortage of tickets and tickets being out of stock, but since joining this great national enterprise of which we are proud for the last two months they say they have no tickets to sell for journeys from Shrivpur to midway stations. We grant thousands of rupees for your requirements of stationery, but you do not have the tickets. What our officers think about if I cannot say, but these are the conditions which exist and which I want to bring to the notice of the hon. Ministers.

As far as the enhancement of the third class fares is concerned, from the figures supplied to us I am unable to understand the reason for this enhancement. The financial position of the Railways does not warrant

[Shri Ghule]

such an enhancement. In the Convention we had allowed Rs. 15 crores to be charged to the Depreciation Fund—instead of Rs. 15 crores we are now going to pay Rs. 30 crores. We had provided for four per cent dividend for the capital and we are paying it to the fullest extent. Allowing for all these things we are getting a surplus. But that surplus is also being divided between the Development Fund and the Railway Reserve Fund. Under these circumstances, I do not understand the necessity for enhancing these third class fares. Arguments have been put forward that you have to look at it from the standpoint of the general rise in prices from 1939 to 1950. It is said that because the general prices have risen four fold, therefore, you must have this enhancement. Then I ask why not enhance it four times? Why ask for rise from four to five pies alone? If you follow your argument tomorrow you may move that we must have a rise in fares from four to 24 pies. No, that is no argument. If your financial position does not warrant it, if there is no loss, if you have no need for raising extra money, then I do not understand the logic that because prices which were 100 in 1939 have now become 400 you also must have a rise in the third class fares. If you say that you want money for our national needs, that you are short of finances and all other sources have been exhausted, we have to raise money only through this measure, then that I can understand. We are supplied with the rates prevalent in U.K. and in America. What is the use of those things? How do things here correspond to things there? Once our Speaker was pleased to narrate the experiences of his travel in Europe and he said that in Sweden even the Prime Minister goes to office by bus? Can you imagine such a thing in our country? We have got cars, bungalows, and armies of chapprasis and Jamadars. Let the things in Sweden and the things in America remain there. You please think in terms of your own people and your own conditions. Do not give those other examples. Therefore, I can understand the rise in fares only if our country needs the extra money for the development projects which we have undertaken. The other arguments do not appeal to me. Only on this patriotic ground can I ask the country at large saying that the country wants it and we should pay it

Col. B. H. Zaidi (Uttar Pradesh): The point has been referred to again and again in the course of discussion today as to whether the hon. Railway Minister

is to be congratulated or not. I think that the Railways can be looked at from two different points of view. The Railways represent a business organisation which has to be run on business lines. From that point of view I think that the working of the Department has shown very steady progress in the course of the last few years and I think the hon. Minister and his Department deserve to be congratulated. From various angles into the details of which I need not go, I think that there is and continues to be a marked improvement. I will make reference to one aspect which may be an object lesson to the industrialists in our country. During the war huge profits were made by most business houses in our country. What was the result? Very big dividends, bonus shares and the frittering away of the profits which accrued on account of war conditions. The result is that after the war when the money market has become tight and capital is shy, those industries are now suffering, they cannot buy the plant that is badly required, they cannot go in for improved machinery, they have no room for expansion, they have no resources left with them and they are in a very awkward financial position.

As against this see how the Railways have been run. They acted wisely. They built up big reserves. They have remained up to date. They have ordered new locomotives. They are going in for various schemes of expansion. They are going in for locomotive workshops like Chittaranjan. There is a great scope for capital expenditure owing to the wise policy pursued by the Railway Department. This was just an example. All I wish to say is that judging the Railways as a business concern, they have given a very good account of themselves.

The other aspect of the matter is that the Railways constitute an essential service and we ought to know what our ideas are regarding the work of an essential service in a welfare State. I was surprised to listen to the speech made by a friend of mine from Meerut who emphasized the fact that people in our country are better off than ever before.

Babu Ramnarayan Singh (Bihar): He said they are the happiest.

Col. B. H. Zaidi: Very good thing. We want every countryman of ours to be ever so happy and that can be the source of happiness for all of us. But what I fail to understand is this. If the peasants have more money, if the

workers have more money. therefore should we get some of it from them in the shape of enhanced railway fare, enhanced rent for the land they till, and try and get as much out of their pockets as we possibly can on one pretext or another? What, after all, is the logic behind this? In a welfare State, I feel that a certain minimum standard of human decency ought to be observed. If the hon. Minister of Railways wants to charge more money because people can pay and because Railways have been charging much less than other business organisations, he is perfectly justified. If prices have risen by 400 per cent. and his fares have risen only by 170 per cent there is a very good case made out for enhancing the fares judging the Railways purely as a business concern, but let us get down to the basic and fundamental aspect of the matter. Are we talking to the head of a business house or are we addressing ourselves to the Minister in charge of one of the most important welfare services in our State? This argument that people can pay or that we have enhanced our fares in the same way as others have done is not, I think, pertinent or very much to the point. I do not mind the third-class passenger being asked to pay not five pies instead of four, but six pies instead of four. But may I ask one very pertinent question? What is he to pay this increased fare for? For standing on the footboard, for hanging on to the hand rail, for sitting on the couplings between two carriages? What are you going to do to justify his having to pay more for this wonderful comfort and amenity which our Railways are providing? Let us not look at things purely from a commercial point of view. If the Government of India want to run the Railways purely as a commercial venture, they are fully and more than fully justified in raising the fares and really I am not against the raising of the fares. Let the fares be enhanced, but what is the picture which we see year after year? I for one frankly fail to observe, with all the charity in the world, any perceptible or marked improvement in the condition of third-class passengers. Day after day, we find them herded like cattle if not worse than cattle, because cattle do not hang on to the hand rail. Is it for this that you are enhancing the fares? I do not wish to make just an impassioned speech, but I want to make a practical suggestion for the consideration of the hon. Minister. Let the third-class passengers pay five pies instead of four and six pies instead of five, but we all know that in every train there are Travelling Ticket

340 P.S.D.

Examiners who force a passenger who travels in an Intermediate Class compartment with a third-class ticket to pay the difference. Perfectly right. Similarly, as there is a staff to check this, and I know it is increasing now and the tendency is to have more and more Travelling Ticket Examiners, is it not possible for the same Ticket Examiners to be approached by people who are standing on the footboard and hanging on to the hand rail? Can they not go to them and say, "Please listen. Under rule so and so sanctioned by the hon. Minister in the year of our Lord 1951 in the welfare State which we call India, please give me a refund of 50 per cent"? I think it is very fair. There can be no objection whatsoever. On the basis of fair-play and equity, this should be done. You charge five pies instead of four. That is perfectly all right. You charge seven pies instead of five. That does not matter, provided the man gets a seat; provided he gets the minimum amenity and comfort which a human being travelling in a railway compartment deserves. But if that is denied to him and if he has to get on to the roof—of course, he does not do that without the permission of the railway officials—and if he is permitted to get on to the roof of the train or stand on the footboard or hang on to the hand rail, then there should be some rule by which he can approach the Travelling Ticket Examiner and get a refund of half of what he paid. It may not be at once, but he may be given a slip of paper which may entitle him in due course, after so many reminders as is the case in India after about six months or a year to get some refund from some office. That I think would be putting the thing on a fair and proper basis. If you do that, third-class passengers will stop grumbling and grouching and hon. Members of this house also will feel a tremendous amount of satisfaction. I think we are entitled to insist on this as much as the hon. Minister can do on the payment of enhanced fares.

Coming to another aspect regarding the third-class passengers, I want to draw the attention of the hon. Minister to the abominably horrible and filthy conditions of the third-class waiting rooms. Under the Government which ruled us till a few years, if we were treated as cattle or a little better than cattle, we could not legitimately complain. But what are these third-class waiting rooms like even today? Just one big room with, if at all, a cement floor and people have to squat on the ground. Is that the best that can be offered to our countrymen in the year 1951? Just squatting space or lying space on the drab floor is not the best.

Shri Santhanam: May I know if the hon. Member has seen a modern third-class waiting room?

Col. B. H. Zaidi: I have, Sir. As the hon. Minister said, he used to travel third but does not do so now.

Shri Santhanam: But I have visited almost all the third-class waiting halls in the railway stations.

Col. B. H. Zaidi: I should like some Members of this House to be taken to the Delhi Junction which is the railway station in the capital of India. Let the hon. Minister show us the wonderful waiting room in the metropolis of India? I for one accept this very kind offer.

An Hon. Member: Let him go, not as a Minister but as an ordinary citizen.

Col. B. H. Zaidi: Let him go even as a Minister. I am prepared for it. Let him show us the waiting room at the Delhi Junction. I have seen it. People have to spend a few hours waiting for the next train. Our countrymen, women and children have to sit on the bare floor, spreading a chaddar. This is the condition of the third-class waiting room in metropolis of India.

An Hon. Member: He talks of the new waiting rooms.

Col. B. H. Zaidi: There may be a few new waiting rooms, but why should we go very far where he wants to take us? Let us go to the Delhi Junction. I accept his offer. Let him kindly show us the wonderful waiting room for third-class passengers in the capital of this great country. The conditions are abominable.

Now, the third aspect that I would briefly refer to is the hygienic condition. Let alone the third class carriages, I assure you that except in the air-conditioned coaches, I have not had the honour and privilege of travelling in a single first class compartment which did not have cockroaches. I have never travelled once in the last few years where in the first class compartment which I had the misfortune to travel in, without cockroaches getting on to my shoes and clothes. I am prepared to lay it down categorically . . .

Mr. Deputy-Speaker: They are the ticketless travellers.

Shri Gopaldaswami: May I make an observation? Cockroaches in the railway compartment appear to have a particular attraction for my hon. friend.

Col. B. H. Zaidi: I thank the hon. Minister for his witty remark. If the matter were not

of considerable seriousness, I would congratulate him on his wit, but the matter is not one of wit, it is one of sorrow. So, if these are the conditions in first class compartments, you can well imagine the conditions in the lower class carriages. I have never seen anywhere more unhygienic conditions prevailing in railway carriages and at waiting halls than I find in my own country. and what is worse, I have not noticed any perceptible improvement in the last three or four years.

So, to sum up, all I wish to say is that, judging the railways as a business proposition, the railways have given a very good account of themselves and they are fully justified in enhancing the fares. Judging the matter from the point of view of improved service in a welfare State, I think there is tremendous room for improvement, but the conditions continue to be shameful.

Shri Nandkishore Das (Orissa): The Budget presented by the hon. the railway Minister has been in our hands for the last four or five days. The speech with which the Budget was introduced, together with the enormous mass of literature that was supplied to us makes very interesting and instructive study. In respect of clarity of thought and expression and accurate presentation of fact, the speech delivered by the hon. Shri Gopaldaswami Ayyangar on the occasion of presentation of the Budget was a much better performance than his speeches last year and the year before. A perusal of the speech and of the explanatory memorandum gives a vivid picture of the position of our railway administration in the past, in the present and of its trend in the future.

I believe that there is hardly anybody in this House or outside who does not feel proud of the fact that there has been not only perceptible, but marked improvement in our railways during recent years. During the period of over two years and a half for which the hon. Shri Gopaldaswami Ayyangar has been in charge of the Railway portfolio, he with the able assistance of his hon. colleague Mr. Santhanam, has succeeded in pulling the railways out of static stagnation and hopeless deterioration to which this national undertaking of ours was reduced. Railway travel has become decidedly more comfortable; the over-crowding in trains has been considerably eased due to introduction of about III passenger trains and extension of 99 lines. Trains are running not only to time, but sometimes even before time! Passengers have been provided with more amenities and the very face of the railways, so gloomy and wretched a few years ago has changed.

All this undoubtedly reflects great credit on the administration.

Let me now come to the Budget. There are many happy features in the Budget. Among them may be mentioned the regrouping of railways in six zonal divisions; provision of nearly Rs. 60 crores for a large scale programme of rehabilitation and expansion of our railway system; promise of production of 36 locomotives by the Chittaranjan Locomotive Works and last but not the least, the happy relationship between railway management and railway labour.

Layman as I am, I do not venture to probe into the intricacies of railway finance in its relations with general finance. There is, however, one feature of the Budget which has arrested attention. In the year 1951-52 railway fares are proposed to be enhanced. The increment is at the rate of one pie per mile on third class, one and a half for Inter class, two pies in the case of second class and three pies on first class. The announcement of this increment by the railway Minister the other day has completely surprised the House. As a matter of fact, I was listening to his speech with rapt attention till the announcement regarding increment of fares was made. No sooner than the announcement of rates was made, all my attention melted away and I could not listen to what he said towards the close of his speech. The hon. Minister has, of course, deluded himself by saying that it was a mild shock that he was administering to the House. But let me tell him that the shock has been the rudest. In trying to assess the probable effects of this increment on the minds of the public my mind travels back to the month of November 1947 when the first Railway Budget of post-partition India came before us, when we were functioning as Members of the Constituent Assembly (Legislative). We raised the railway fare then, and we are going to raise the railway fare now. It looks like a sad irony of fate that our entry into this House and our exit from this House should both be marked by such ominous incidents and that we should have to saddle third-class railway passengers with an additional burden. I would request hon. Members to bear the significance of this in mind. In this connection I am reminded of a saying in Oriya which means "who can help you if you set about cutting of your tongue with your own hand." If we raise railway fares knowing full well the implications of the step we are going to take, nobody will help us.

The Railway Minister has taken considerable pains to tell the House

that there is no escape from this enhancement. He has even appealed to the patriotism, intelligence and understanding of the House to fall in line with him. But with all this has he succeeded in carrying the House with him? I venture to think that he has not. So far as I have been able to gauge the mind of the House, most of us at least feel very sore on the matter. We cannot contemplate with equanimity the possible repercussions on the public mind of so drastic a step. The abnormally high cost of living, the soaring prices of foodstuffs, clothing and other necessities of life and on occasions their absolute unavailability have hit all sections of the people very hard. The hardest hit of all are those poor classes of people, including what are known as the lower middle class. And it is these unfortunate classes of people who are being called upon to pay some Rs. 18 crores out of the Rs. 19 crores and odd that the proposed enhancement will bring.

I need not harp on this matter at great length. The absurdity and unjustifiability of the step is self-evident. But it is no use merely condemning the proposed enhancement and making no alternative suggestion. That suggestion I believe will come from more competent quarters of the House. But the most competent man to do the job, I think, is the hon. Minister himself. If he applied his mind a little more closely I think some way out would be found.

I venture to suggest that before tapping this resource we should have recourse to austerity measures of a drastic character to cut down unnecessary expenditure. Last year or year before last the hon. Minister invited the pointed attention of the House to austerity measures. No indication of that austerity is to be found on the present occasion. Nobody minimises the imperative need of rehabilitation, stabilisation and expansion, but in view of the financial position of the country would it not do if we slow down the pace of rehabilitation and expansion to some extent and take to the same at full speed when better times come.

Assuming but not admitting that the proposed enhancement of fares is inescapable, I would humbly suggest, if not the whole, at least the bulk of the additional burden may be put on the broad shoulders of those comparatively richer classes of people who can bear it with no very perceptible effort. Let it not be forgotten in this connection that in recent years the first class and

[Shri Nandkishore Das]

second class travellers got some relief in railway fares. It is now time that that cut be restored.

I know that the Planning Commission is now busy planning out an all-round reconstruction and development programme for the country in all sectors of its economic life to last for the next five or six years. There is also the Colombo Plan. No nation can develop to its fullest stature without regulating its life strictly and scrupulously on a planned basis. This means we must all deny ourselves even the normal amenities and prepare ourselves henceforth to a life of suffering and sacrifice. Viewed in that perspective there is every necessity for

a call to the nation to undergo suffering and sacrifice. But that call for sacrifice and suffering to be effective must start from the topmost level and from there percolate down to the masses. I am quite prepared to support this enhancement of fares with a clean conscience if steps are taken to tax the top people, not excluding ourselves—I mean the hon. Minister and Members of Parliament.

I had a lot of things more to say with regard to the activities of the Railway Administration which operates in my part of the country, but I reserve them for a future occasion.

The House then adjourned till a Quarter to Eleven of the Clock on Wednesday, the 28th February, 1951.