

Monday
21st February, 1949

THE CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES

(PART I—QUESTIONS AND ANSWERS)

Official Report

Volume II, 1949

(18th February to 17th March, 1949)

Fourth Session
OF THE
CONSTITUENT ASSEMBLY OF INDIA
(LEGISLATIVE)
1949

Chamber fumigated 18/10/23



CONTENTS

Volume II—18th February to 17th March, 1949

	Pages
FRIDAY, 18TH FEBRUARY, 1949—	
Starred Questions and Answers	806—51
Unstarred Questions and Answers	851—60
MONDAY, 21ST FEBRUARY, 1949—	
Starred Questions and Answers	861—96
TUESDAY, 22ND FEBRUARY, 1949—	
Starred Questions and Answers	897—972
Unstarred Questions and Answers	933—35
Short Notice Question and Answer	935—36
WEDNESDAY, 23RD FEBRUARY, 1949—	
Starred Questions and Answers	937—1000
Unstarred Question	1000
Short Notice Question and Answer	1000—1001
THURSDAY, 24TH FEBRUARY, 1949—	
Starred Questions and Answers	1003—27
Postponed Starred Questions and Answers	1027—29
Unstarred Questions and Answers	1029—30
FRIDAY, 26TH FEBRUARY, 1949—	
Use of the word "Gentlemen" while announcing the speaker to the House	1031
Starred Questions and Answers	1031—68
Unstarred Questions and Answers	1068
Short Notice Question and Answer	1069
MONDAY, 28TH FEBRUARY, 1949—	
Declaration by Members	1071
Starred Questions and Answers	1071—1106
Unstarred Questions and Answers	1107—09
Short Notice Questions and Answers	1109—14
TUESDAY, 1st MARCH, 1949—	
Starred Questions and Answers	1115—47
Unstarred Questions and Answers	1147—54
Short Notice Question and Answer	1154—56
WEDNESDAY, 3RD MARCH, 1949—	
Starred Questions and Answers	1157—91
Unstarred Questions and Answers	1192—94
Transferred Starred Questions and Answers	1194—1225
Transferred Unstarred Questions and Answers	1225—42
FRIDAY, 4TH MARCH, 1949—	
Starred Questions and Answers	1243—80
Unstarred Questions and Answers	1281—85
MONDAY, 7TH MARCH, 1949—	
Starred Questions and Answers	1297—1317
Unstarred Questions and Answers	1317—19
TUESDAY, 8TH MARCH, 1949—	
Starred Questions and Answers	1321—69
Unstarred Questions and Answers	1369—76

CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES

(PART I—QUESTIONS AND ANSWERS).

Monday, 21st February, 1949.

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

STARRED QUESTIONS AND ANSWERS

(A) ORAL ANSWERS

INTEGRATION OF SOUTH WEST AFRICA WITH UNION OF SOUTH AFRICA

*523. **Shri E. K. Sidha:** (a) Will the Honourable the Prime Minister be pleased to state whether it is a fact that the Indian proposals at the U.N.O. requesting the South African Government not to proceed with measures amounting to the integration of South West Africa into the Union of South Africa and also to send a commission of enquiry to study the conditions in the mandated territory were lost?

(b) *In favour.*—(i) Ecuador, Haiti, India, Iran, Liberia, Mexico, Paraguay. (ii) voted against, (iii) remained neutral and (iv) abstained from attending the meeting?

(c) Is the rejection of the Indian proposals in contravention of the fundamental provisions of the U.N.O. Charter and if so, what steps do Government intend to take in the matter?

Dr. B. V. Keskar (Deputy Minister for External Affairs and Commonwealth Relations): (a) Yes, an amendment that effect moved by India to a resolution sponsored by some other countries at a meeting of the Fourth Committee of the U. N. General Assembly was defeated.

(b) *In favour.*—(i) Ecuador, Haiti, India, Iran, Liberia, Mexico, Paraguay, Philippines, Poland, Ukrainian Soviet Socialist Republic, Venezuela, Yugoslavia, Brazil, Burma, Byelorussian Soviet Socialist Republic, China, Colombia, Costa Rica, Cuba, Czechoslovakia, Union of Soviet Socialist Republics.

(ii) *Against.*—Dominion Republic, El Salvador, France, Greece, Iceland, Luxembourg, Netherlands, New Zealand, Nicaragua, Norway, Panama, Sweden, Turkey, Union of South Africa, United Kingdom, United States of America, Uruguay, Australia, Belgium, Canada, Chile, Denmark.

(iii) *Neutral.*—Egypt, Ethiopia, Iraq, Lebanon, Pakistan, Peru, Saudi Arabia, Siam, Syria, Afghanistan, Bolivia.

(iv) *Absent from the meeting.*—Argentina, Guatemala, Yemen, Honduras.

(c) The first part of this question calls for an expression of opinion and a legal interpretation of the Charter. Government consider it inadvisable to do so at present in answer to a question. Government's view point will be stated at the right time. There is nothing that the Government of India can do at present in regard to this matter. They will consider in due course what instructions should be given to the Indian Delegation when the matter next comes before the General Assembly.

Shri R. K. Sidhva: May I know whether Britain voted for or against?

Dr. B. V. Keskar: Against.

Shri R. K. Sidhva: May I know whether the leader of the Indian Delegation Mrs. Vijayalakshmi Pandit expressed great horror at this and at the same time stated that she was seriously considering what the next step that should be taken in the matter is, and whether the Government are considering the next step that should be taken?

Dr. B. V. Keskar: The Government are considering what steps should be taken next and will in due time, at the next Session of the Assembly express it publicly. At present it is not possible to state what form it will take.

Seth Govind Das: Did the Government consult Mrs. Vijayalakshmi Pandit in this matter during her latest visit to this country and what is the latest position in South West Africa and whether the Government have heard anything about it?

Dr. B. V. Keskar: No.

Shri H. V. Kamath: Is it a fact that all the other countries of the so-called Commonwealth voted against India's proposal?

Dr. B. V. Keskar: I have given the names of all the countries that voted for and against India's resolution. My Honourable friend is at liberty to draw his own conclusions from that information.

Shri H. V. Kamath: But it appears that all the other countries of the Commonwealth voted against India's proposal. I heard the answer given. With reference to that answer is there any proposal before the Government that India should not sever her connection with the Commonwealth?

Shri B. Shiva Rao: May I know whether the Government have any intention of placing the report of the last Delegation to the United Nations General Assembly on the table of the House, during this session?

Dr. B. V. Keskar: If it is the desire of honourable members that it should be placed on the table of the House, it will be done.

Shri S. Nagappa: Arising out of the answer to part (b), may I know the reasons given by those countries who voted against India's resolution?

Mr. Speaker: Order, order.

Shri Mahavir Tyagi: Has the United Kingdom ever voted with us in the United Nations Assembly?

Mr. Speaker: Order, order.

Shri S. V. Krishnamoorthy Rao: Has it come to the notice of the Government that the Union of South Africa has brought forward a Bill to annex South-West Africa, and if so, what action do the Government propose to take?

Dr. B. V. Keskar: The honourable member must be aware that we cannot take any action directly with regard to South Africa legislating in Parliament, before the thing comes up in the United Nations General Assembly.

Shri B. Das: Will Government ascertain the views of this House before they send out their next Delegation to the United Nations Assembly on this subject?

Dr. B. V. Keskar: I do not think there is any need for it.

Shri Mahavir Tyagi: What are the reasons for the failure of the Government to gain the support of the sister countries of the Commonwealth?

Dr. B. V. Keskar: My honourable friend has asked a question which I do not think can be answered offhand.

Mr. Speaker: I am proceeding to the next question.

PROTECTION TO INDUSTRIES

*524. **Shri E. K. Sidhva:** (a) Will the Honourable Minister of Commerce be pleased to state the names of industries which receive protection from Government as far as protected duties are concerned?

(b) Is the Government's policy of anti-inflation borne in mind while granting protection to industries and if not, why not?

The Honourable Shri K. C. Neogy: (a) A list of industries which are at present receiving 'protection' by means of protective duties is placed on the table of the House.

(b) Yes, Sir.

STATEMENT

Names of industries receiving protection by means of protected duties

- (1) Preserved fruits.
- (2) Starch.
- (3) Sugar.
- (4) Cocoa and chocolate other than confectionery.
- (5) Glucose.
- (6) Magnesium Chloride.
- (7) Calcium chloride.
- (8) Phosphoric acid.
- (9) Bichromates.
- (10) Sodium phosphates.
- (11) Sodium sulphite, Sodium bisulphite and sodium thiosulphate.
- (12) Potassium permanganate.
- (13) Oleic and Stearic acids.
- (14) Abrasive papers, rolls, etc. } coated
Emery cloth and abrasive } abrasives.
rolls; etc.
- (15) Matches.
- (16) Plywood including plywood panels for tea chests.
- (17) Battens for tea chests.
- (18) Silk and artificial silk.
- (19) Gold and silver thread.
- (20) Cotton, hair and canvas ply belting
- (21) Alloy, tool or special steel.
- (22) Iron or steel wood screws.
- (23) Steel baling hoops
- (24) Ferro-silicon.
- (25) Non-ferrous metals including anti-mony.
- (26) Hurricane lanterns.
- (27) Grinding wheels.
- (28) Sewing machines.
- (29) Steel belt linings.
- (30) Electric motors.
- (31) Dry batteries.
- (32) Motor vehicle batteries.
- (33) Cycles, cycle frames, handle bars, parts and accessories.

Shri B. K. Sidhva: May I know whether in the list placed before the House in answer to this question, protection to silk rearing industry is included?

The Honourable Shri K. C. Neogy: Yes, that is one of the items.

Shri B. K. Sidhva: May I know whether the Board has sent a report recently regarding this industry, and if so what the present position is?

The Honourable Shri K. C. Neogy: Yes. The report is under consideration.

Shri B. K. Sidhva: May I know whether there is a ban on the importation of raw silk into India and if so, what are the reasons for that ban?

The Honourable Shri K. C. Neogy: I cannot add anything to the answer on this point pending the consideration of the Tariff Board Report.

Shri B. K. Sidhva: May I know whether there is any ban on the importation of raw silk into India?

Mr. Speaker: I think that was dealt with in the House two or three days back.

Shri S. Nagappa: In addition to giving protection, may I ask whether the Government are going to give any State aid to industries that have not been well developed?

The Honourable Shri K. C. Neogy: Well, not so far as the items in the list are concerned.

Shrimati Dakshayani Velayudhan: Is not the protection given to the sugar industry that is responsible for the artificial scarcity of sugar?

Mr. Speaker: Order, order.

Shri M. Ananthasayanam Ayyangar: How many of these industries received protection last year?

The Honourable Shri K. C. Neogy: I would not be able to give the figure straightaway. But I may say that quite a number of them received protection. I have not got the industries tabulated year by year.

Shri M. Ananthasayanam Ayyangar: May I know whether the protection given to any industry has since been withdrawn or reduced?

The Honourable Shri K. C. Neogy: As far as I can see, no protection has yet been withdrawn from any industry. But in two cases out of the 83 listed in the statement placed on the table, the protection has been recommended for termination.

Babu Ramnarayan Singh: In the case of the protected industries, may I know the profit has been fixed and controlled?

The Honourable Shri K. C. Neogy: No.

Shri B. P. Jhunjhunwala: Which are those two industries?

The Honourable Shri K. C. Neogy: One is magnesium chloride and the other is gold and silver thread.

Shri S. Nagappa: In view of the answer that these industries have not been given State aid, will he consider the question of granting State aid?

Mr. Speaker: Order, order. That is a suggestion for action.

INFRINGEMENT OF PAYMENT OF WAGES ACT AND HOURS OF EMPLOYMENT REGULATION ACT

*525. **Shri B. K. Sidhva:** (a) Will the Honourable Minister of Labour be pleased to state how many cases of infringement of the provisions of the Payment of Wages Act and the Hours of Employment Regulation Act were brought to the notice of the Authorities during the years 1947 and 1948, and in how many cases was prosecution instituted and with what result?

(b) Are Government aware that women are employed in Dhanbad collieries throughout the night on loading work?

(c) Are Government aware that though the attention of the employers has been drawn to this fact, their reply is "the practice of such employment for the whole night is allowed"?

The Honourable Shri Jagjivan Ram: (a) The Payment of Wages Act is administered by the Provincial Governments except in regard to Federal Railways, Mines and Oilfields, for which the administering authority is the Central Government. In regard to the latter subject the Act has been operative so far only in the case of the Federal Railways and the figures of infringements of the provisions of the Act are 4224 and 4322 for the years ending the 31st March 1947 and the 31st March 1948 respectively. The irregularities noticed in all these cases were rectified by administrative action and the question of instituting prosecutions did not arise.

There is no Hours of Employment Regulation Act. Presumably the reference is to the Hours of Employment Regulations prescribed under the Indian Railways Act, 1870. There were 3439 and 2965 cases of infringements during the years ending the 31st March 1947 and 1948 respectively and all these were also rectified without recourse to prosecution.

(b) Women are not employed in the Dhanbad collieries throughout the night on loading work, but some women are put on night shift on employment such as wagon loading, picking belts etc. The number of such women is small and they volunteer for night work when they can work with their husbands and piece-rates, earning double the amount as compared to the day wages.

(c) We have no information. At present there is no ban on the employment of women on the surface at night.

Shri B. K. Sidhva: Arising out of answer to (b), may I know, whether it is a fact that in the Tata collieries in Jamadoba, women are allowed to work the whole night?

The Honourable Shri Jagjivan Ram: I have already answered that question.

Mr. Speaker: The Honourable Minister has already said that they voluntarily put in their work with their husbands.

Shri B. K. Sidhva: Do Government accept the policy of allowing women to work at night despite with their husbands, I want to know, Sir.

Mr. Speaker: That is an argument.

Shri B. K. Sidhva: Is it a fact that the League of Nations has announced that women should not be employed during the night on collieries?

The Honourable Shri Jagjivan Ram: I think my honourable friend is confusing the issue with the Factories Act on other employment. In the Factories Act, we have made provision that no women should be allowed to work after 10 p.m. The number of women employed in coal fields on surface work during night time is very negligible and we are already examining whether we can entirely ban that. So far, we have felt that we may cause some trouble and hardship to the women concerned, who work along with their husbands during the night-time.

Shri B. K. Sidhva: May I know, whether the subject of employment of women in collieries came up before the League of Nations Conference and whether it was seriously condemned. If that is so, what steps Government intend to take in this matter?

The Honourable Shri Jagjivan Ram: They are not allowed to work underground. We have banned the working of females underground during night-time or day-time.

TRIAL OF C. P. W. D. OFFICERS ON CHARGES OF CORRUPTION

*526. **Shri E. K. Sidhva:** (a) Will the Honourable Minister of Works, Mines and Power be pleased to state whether it is a fact that several officers of the Central Public Works Department have been suspended and are being tried on charges of corruption?

(b) If so, what offences were committed by them?

The Honourable Shri Satyanarayan Sinha (Minister of State): (a) Yes.

(b) The allegations against these Officers cover bribery, mis-appropriation of Government stores, criminal breach of trust cheating Government in collusion with contractors, theft, etc.

Shri E. K. Sidhva: May I know how many of such officers have been prosecuted for this corruption?

The Honourable Shri Satyanarayan Sinha: I want notice, Sir.

Shri H. V. Kamath: How many trials have been concluded, if at all?

The Honourable Shri Satyanarayan Sinha: I want notice, Sir.

Shri E. K. Sidhva: May I know when they were prosecuted or whether the cases are under examination?

The Honourable Shri Satyanarayan Sinha: If the honourable member wants it, I will place a statement on the table.

Shri H. V. Kamath:—What steps have been taken by Government so far to wean and deter such officers from corrupt and immoral practices.

The Honourable Shri Satyanarayan Sinha: They are being prosecuted, suspended and departmental actions are being taken against them.

Shri H. V. Kamath: What steps are being taken in regard to officers 'in general'.

Mr. Speaker: Order, order. Next question.

Shri S. Nagappa: May I know by whom are these officers tried. Is there any judicial body or is there a judge trying them?

Mr. Speaker: The word 'prosecution' implies a Court of Law.

Shri S. Nagappa: May I know whether these judges continue to be Government servants or are they retired judges?

The Honourable Shri Satyanarayan Sinha: In the ordinary course.

Shri E. K. Sidhva: May I know whether these cases were investigated directly by the Police or at the instance of the Ministry?

The Honourable Shri Satyanarayan Sinha: I want notice for this also.

Shri H. V. Kamath: Is the Anti-corruption branch of the Home Ministry still functioning?

The Honourable Shri Satyanarayan Sinha: Yes. It is functioning.

DELEGATIONS AND GOODWILL MISSIONS ABROAD

*527. **Pandit Mukut Bihari Lal Bhargava:** Will the Honourable Minister of Commerce be pleased to state the various delegations to international conferences and Goodwill Missions for commercial objects sent by the Government of India during the year 1948-49 and the expenses incurred on such delegations and Goodwill Missions?

The Honourable Shri K. O. Neogy: I lay a statement on the table of the House, giving the information required, as far as available.

STATEMENT

Delegations sent to International Conferences and Goodwill Missions sent for commercial objects during the year 1948-49 and expenses incurred on such Delegations and Goodwill Missions

1 Name of the Ministry by whom Delegations or Goodwill Mission has been sent.	2 Name of the International Conference in which the Delegations or Goodwill Mission participated.	3 Composition of the Delegation.	4 Total cost incurred.	5 Remarks.
Ministry of Commerce.	<p>(a) Second Session of the Contracting Parties to the General Agreement on Tariffs and Trade and the Executive Committee of the International Trade Organisation held in Geneva from the 16th August 1948 to 15th September 1948.</p> <p>(b) Sub-committee of the joint Maritime Commission of the I.L.O. held at Geneva from the 28th November 1948 to 3rd December 1948.</p> <p>(c) The Second Session of the Preparatory Committee of the Inter-Governmental Maritime Consultative Organisation held at Lake Success on the 30th November and 1st December 1948.</p> <p>(d) International Conference on the Safety of Life at Sea held in London from the 23rd April 1948 to 10th June 1948.</p>	<p>(1) Mr. N. R. Pillai, I.C.S., then Charge D. Affairs, Paris Leader.</p> <p>(2) Members—Mr. C. C. Desai, I.C.S., Secretary Commerce Ministry.</p> <p>(3) Mr. B. N. Adarkar, Deputy Economic Adviser to the Government of India.</p> <p>(4) Major H. H. the Maharaja of Altraipur. <i>Hon. Secretary.</i></p>	See column 4	The cost of sending delegates from Delhi was approximately Re. 64,000/-.
		<p>(1) Dr. P. P. Pillai, Charge d' Affairs Indian Embassy, Paris.</p> <p>(2) Mr. C. P. Sivasava, officer on Special Duty, Commerce Ministry.</p>	Do.	The cost of sending the Delegate from Delhi was approx. Re. 3200/-.
		<p>(1) Mr. R. R. Salweena, Consul General at New York.</p> <p>(2) Mr. H. M. Trivedi Representative of Seacraft Stearns Navigation Co. who is attached to the Indian Embassy in Washington.</p> <p>(1) Leader.—Mr. V. K. Krishna Menon, High Commissioner for India in London.</p> <p>(2) <i>Alternate Leader</i>.—Mr. N. R. Pillai, I.C.S., then Charge D' Affairs, Paris.</p> <p>(3) <i>Deputy Leader</i>.—Mr. M. A. Marler, General Manager, Scindia Steam Navigation Coy., Bombay.</p>	Rs. 30,000/- approximately.	As both Messrs. Salweena and Trivedi were available in New York, the expenditure incurred is negligible.

1 2 3 4 5

Members.

(4) Captain S. A. T. Bullock, Naval Adviser to the Government of India, Bombay.

(5) Lieut. Commander T. B. Bise, Principal Engineer and Ship Surveyor, M. M. Department, Calcutta.

(6) Mr. R. S. Masi, I.C.S., Deputy High Commissioner for India in London.

Advisers.

(7) Mr. T. Hunter, Naval Architect to the Scindia Steam Navigation Company, London.

(8) Mr. R. E. Kumana, Chairman, Steam Navigation Company, London.

(9) Mr. R. A. L. Gonet, Office of the High Commissioner for India.

(1) Mr. S. K. Kripalani, I.C.S., Officer on Special Duty, Commerce Ministry.

(2) Mr. K. N. Keul, Finance Ministry. Rs. 3,100/- ap-
proximately.

Mr. C. C. Desai, I. C. S., Secretary Ministry of Commerce was the Leader of Delegation which composed of officials of the various Ministries of the Government of India.

(1) Mr. C. C. Desai, Secretary, Ministry of Commerce, Leader.

(2) Mr. B. N. Banerji, Deputy Secretary, Commerce Ministry.

(3) and (4) Mr. S. K. Chatterji and Mr. B. Das Gupta representing West Bengal Government.

(4) Trade Delegation to Japan to discuss the possibilities of concluding overall sterling area trade arrangement with SCAP. September 1946.

(1) Delegation to Pakistan.

(4) In May 1948 a Delegation visited Karachi and arrived at an Agreement with Pakistan for the mutual exchange of certain essential commodities.

(4) On 31st July and 1st August 1948 a Delegation visited Karachi to discuss with Pakistan the question of implementing the Karachi (May 1948) Agreement in respect of raw jute to be supplied to India by Pakistan.

(45) In October 1948 a Delegation visited Karachi to enter into an Agreement with Pakistan for proper fulfillment of Karachi (May 1948) Agreement.

(46) In December 1948 Mr. B. N. Banerji, Deputy Secretary Commerce Ministry, visited Karachi for discussing the question of supply of raw cotton and raw jute to India.

(1) Mr. C. C. Desai, Secretary, Commerce Ministry.

(2) Mr. B. N. Banerji, Deputy Secretary, Commerce Ministry.

(g) Delegation to Egypt, to negotiate to purchase of long staple cotton for India in exchange of Indian Commodities such as jute, tea, hides and skins, cotton piecegoods and tobacco juns 1948.

(1) Seth Kasturbhai Lalbhai, Leader.

(2) Mr. J. P. Patel.

(3) Mr. Debesa C. Ghose.

(4) Mr. N. L. Kanoria.

(5) Mr. T. P. Barst, Textile Commissioner, Bombay.

Rs. 12,500/- approximately.

(h) Delegation to Kampala (East Africa), to realise the advantage for the bulk purchase of India's requirements of East African Cotton 1948-49 crop, jointly with the United Kingdom Raw Cotton Commission, December 1948.

(1) Seth Kasturbhai Lalbhai, Leader.

(2) Mr. K. K. Chettur, Joint Secretary, Ministry of Commerce.

(3) Mr. A. K. Roy, Finance Ministry (I & C Division).

(4) Mr. T. P. Barst, Textile Commissioner, Bombay.

Rs. 20,000/- approximately.

(i) Indian Trade Delegation to Germany, Czechoslovakia and France was sent to report on the measures necessary for the restoration and development of trade between India and these countries, June, 1948.

Leader

(1) Mr. L. K. Jha, I.C.S., Chief Controller of Exports, Ministry of Commerce.

(2) Dr. D. P. Antia, Ministry of Industry and Supply.

(3) Mr. K. S. Hiscote.

(4) Sardar Ajai Singh.

(5) Mr. S. H. Bhagwat.

(6) Mr. V. Pandurangiah.

(7) Mr. B. N. Das Gupta.

Ms. M. J. Srinagah, I.C.S., Officers on Special Duty, Ministry of Commerce.

Rs. 18,000/- approximately.

(j) Delegation to Philippines to explore the possibility of development of commercial relations with that country November 1948.

Rs. 5,000/- approximately.

(4) Mr. S. P. Saksena, Director, Labour Conferences, Ministry of Labour.

Employers Delegates—

Mr. Bhagwandas C. Mehta, Bombay Millowners Association, Bombay.

Advisers—

(1) Mr. D.M. Kothari, Madras.
(2) Mr. A. C. Ramalingam, Secretary Indian Merchants' Chamber, Bombay.

(3) Mr. Revindra K. Rohatgi, Indian Manufacturers Associations Calcutta.

(4) Mr. B.P. Agarwal, Colliery, Mysore, Jharia.

Workers Delegates—

Mr. Hacharoubt Shanthri, President, INTUC, Gwalboli, Kanpur.

Advisers—

(1) Mr. Abidali Jafarbhai, President, Bombay Branch of the INTUC, Bombay.

(2) Mr. Devrajn, Secretary Behal Provincial, INTUC, Calcutta.

(3) Mr. G. Mappara, Member, Central Executive, INTUC.

(4) Mr. Ramnanda Das, President, Calcutta, Leather Workers, Union Calcutta.

(5) Mr. S.P. Saksena also acted as Secretary of the Delegation.

Government Delegates—

Mr. N. S. Monkher, Chief Adviser, Factories, Ministry of Labour, New Delhi. Rs. 14,000/- approximately.

Employers Delegates—

Mr. Mohenlal L. Shch Mohini Mills, Ltd., Calcutta.

Workers Delegates—

Mr. N. H. Shaikh, Textile Labour Association, Ahmedabad.

(b) Technical Tripartite Conference of the I.L.O. to examine Draft Model Code of Safety Regulations for Factories held in Sept. Oct. 1948 at Geneva.

Shri H. V. Kamath: On how many such delegations or missions were members of this House associated?

Mr. Speaker: He can study from the statement, I believe.

Pandit Mukut Bihari Lal Bhargava: Does the list include the results achieved by these delegations?

The Honourable Shri K. C. Neogy: No, Sir. The honourable member did not ask for that information.

Shri H. V. Kamath: In view of the importance of the matter, may I request you to see that copies of the statement are supplied to the members of the House?

Mr. Speaker: I will take that into consideration.

Shri Deahbandhu Gupta: May I know what is the total expenditure incurred by Government?

The Honourable Shri K. C. Neogy: It is very difficult to give the exact total of the expenditure. I should like to explain the position. For instance, when a delegation is sent to a particular country, where there is an embassy of ours already functioning, some of the expenditure might be undertaken on account of the embassy. Some of the members of the delegation may belong to the embassy itself, and some officers may be sent from here. All the information indicating the expenditure directly incurred by the Government of India on account of officers, and others, who went straight from India, has been supplied as far as available. It is very difficult to get a picture of the total expenditure.

Shri M. Ananthasayanam Ayyangar: In the matter of selection of members, is the Standing Committee for Commerce taken into confidence?

The Honourable Shri K. C. Neogy: I do not think so, and I should like to tell the House that these delegations are in most cases in the nature of official delegations and the question of selection of officers to form the delegation in consultation with the Advisory Committee is somewhat inappropriate.

Pandit Mukut Bihari Lal Bhargava: Does the Government intend to publish a report of the achievements of these delegations?

The Honourable Shri K. C. Neogy: If the honourable member were to put questions specifically with regard to the delegations in which he is interested, I shall endeavour to do so.

Pandit Mukut Bihari Lal Bhargava: My question is: Does the Government contemplate to publish the achievements obtained by these various delegations from time to time?

The Honourable Shri K. C. Neogy: As a matter of fact, I have today to answer some questions as regards the results achieved by some of the delegations. It is open to the honourable member to put questions like that.

Shri M. Ananthasayanam Ayyangar: May I ask if at least the subject matter of those delegations discussed in the Commerce Ministry Standing Committee and briefs are supplied after taking the opinion of the members of the Standing Committees?

The Honourable Shri K. C. Neogy: I suppose the Government will be given some liberty of action in this matter, and I am afraid, I cannot give an assurance that in every such case the brief to be supplied to a delegation will have to be placed before the Advisory Committee and approved by it.

Shrimati G. Durgaba: May I know, Sir, whether it is still necessary to send goodwill missions and delegations of this kind to countries where our embassies are already functioning, and whether it would be possible to carry on the

negotiations through our embassies and thus effect some kind of economy in the expenditure.

Mr. Speaker: The honourable member is making clearly a suggestion.

Shri M. Tirumala Rao: With regard to sending delegations to international conferences, is it the policy of the Government to send as far as possible the officials of their own Department?

The Honourable Shri K. C. Neogy: That depends on the nature of the questions that come up for discussion, and Government certainly would like to have a discretion in this matter.

Shri Mahavir Tyagi: As far as the commercial delegations are concerned, may I know if they are initiated by the Ministry themselves or in pursuance of some request from the commercial community or initiated by the officers who go.

The Honourable Shri K. C. Neogy: I think in all these various ways.

Shri Raj Bahadur: Are there any prescribed rules or criteria by which the selection to these good will missions is made?

The Honourable Shri K. C. Neogy: Ability and suitability.

*528 [POSTPONED TO BE ANSWERED ON 24TH FEBRUARY 1949.]

INDIA'S REQUIREMENTS OF COPRA

*529. **Seth Govind Das:** (a) Will the Honourable Minister of Commerce be pleased to state what is the total requirement of Copra for India?

(b) Is it a fact that Ceylon refused to accept the rates which it has given to the United Kingdom and Pakistan for its Copra?

(c) Is it a fact that the Government of India are contemplating to reopen negotiations on this matter with the Government of Ceylon?

The Honourable Shri K. C. Neogy: (a) The total requirement of Copra for India is about 370,000 tons per year out of which approximately 200,000 tons are met from indigenous production and the rest from imports.

(b) Yes Sir.

(c) The matter is under consideration.

Seth Govind Das: Is any effort being made so that we may have all our requirements met from our country and not relying on imports?

The Honourable Shri K. C. Neogy: I understand that there is a special committee dealing with the coconut industry. I take it that that Committee is engaged in examining this question.

Shri A. Karunakara Menon: May I know what steps are being taken to increase the indigenous production of copra?

The Honourable Shri K. C. Neogy: I am afraid that is a question which will have to be put to my honourable friend the Minister for Agriculture.

Shri L. Krishnaswami Bharathi: May I know what are the countries from which copra is imported?

The Honourable Shri K. C. Neogy: Mostly from Ceylon, also from Seychelles and Malays and to some extent from Fiji.

REPORT OF TRADE DELEGATION TO MIDDLE EAST

*530. **Seth Govind Das:** (a) Will the Honourable Minister of Commerce be pleased to state whether any report has been submitted by the Indian Trade Delegation that went to the Middle Eastern Countries recently?

(b) What are the chances of improving India's trade with the Middle East?

(c) What are the Indian goods that are most in demand in the Middle East and what are the goods which India can get from those countries without difficulty?

The Honourable Shri K. O. Neogy: (a) The honourable member is presumably referring to the Trade Delegation which recently visited Afghanistan and Iran. If so, interim reports have already been submitted. More detailed reports are under preparation.

(b) India's trade with the Middle East has been largely affected by the shortage of exportable surpluses in India and, recently, in the case of Iran and Afghanistan, by difficulties with regard to transport following on Partition. Efforts are however being made to study these markets and to increase the quotas of such goods as textiles, tea, and jute goods which are largely consumed in these countries. It is hoped that in course of time transport difficulties via the land route between India and Iran and Afghanistan will also be removed, leading to the resumption and development of commercial relations with these countries.

(c) I lay on the table a statement giving the requisite information.

STATEMENT

Indian goods which are most in demand in Afghanistan and Iran and the goods which India can import from these countries.

INDIAN GOODS MOST IN DEMAND—

Afghanistan.—Cotton textiles, tea and sugar.

Iran.—Cotton textiles and tea.

GOODS WHICH INDIA CAN OBTAIN FROM AFGHANISTAN AND IRAN WITHOUT ANY DIFFICULTY—

Afghanistan.—Fruits (and some quantity of long-staple cotton in future).

Iran.—Dry fruits like almonds, pistachos and dates; gums of various kinds, medicinal herb, hides and skins; raw wool. Minerals like iron, copper, lead, manganese and red oxide. Manufactured goods like felt carpets, shawls and silks.

Seth Govind Das: The Honourable Minister said that an interim report has been received. By what time is the final report expected to be received and will it be laid on the table of the House?

The Honourable Shri K. O. Neogy: I shall consider this question when the report is received.

Seth Govind Das: By what time will they be received?

The Honourable Shri K. O. Neogy: I hope they will be received in the near future.

Shri H. V. Kamath: Is there any proposal before the Government to form a South Asian customs union with a view to stimulating trade and commerce in this region?

The Honourable Shri K. O. Neogy: I am afraid not.

TRADE BETWEEN INDIA AND EIRE

*531. **Seth Govind Das:** (a) Will the Honourable Minister of Commerce be pleased to state what is the result of Mr. Krishna Menon's visit to Eire to consider the ways and means of developing Indo-Eire trade?

(b) Has Mr. Krishna Menon submitted any report of his observations on his tour to Eire?

(c) What are the prospects of developing trade with Eire?

The Honourable Shri K. C. Neogy: (a) The talks were exploratory in nature and Mr. Krishna Menon is still continuing negotiations with Eire.

(b) and (c). Government are awaiting his report on the subject.

Shri H. V. Kamath: When did Mr. Krishna Menon go to Eire?

The Honourable Shri K. C. Neogy: He went some time in December, 1948 or so.

Shri H. V. Kamath: What are the commodities that could be exchanged between India and Eire to their mutual benefit?

The Honourable Shri K. C. Neogy: The exports from India to Eire are tea, gunny bags and gunny cloth, and so on. So far as imports are concerned, some articles of food like milk stuff.

Shri H. V. Kamath: Does the Honourable Minister propose to send a trade delegation there or invite a trade delegation from Eire?

The Honourable Shri K. C. Neogy: That will depend on the report of our High Commissioner.

Shri B. Das: Will my honourable friend lay on the table of the House Mr. Krishna Menon's report when it is received?

The Honourable Shri K. C. Neogy: Until I have seen the report, I am afraid, I am not in a position to give that promise.

Shri B. Das: What is the objection to laying it on the table of the House?

Mr. Speaker: That is hypothetical at this stage.

Shri M. Ananthasayanam Ayyangar: Was Eire one of the countries that participated in the Geneva talks and whether any international, multilateral trade agreements were entered into with Eire?

The Honourable Shri K. C. Neogy: How does that arise?

Shri M. Ananthasayanam Ayyangar: I want to know what is the need to enter into separate talks now if it is already a party?

The Honourable Shri K. C. Neogy: I am afraid my honourable friend is under a misapprehension as regards the scope of the Geneva talks. The Geneva talks related to matters of tariff. In the present instance we are concerned with the question of exchange of commodities. It has nothing to do with tariffs at all.

Shri M. Ananthasayanam Ayyangar: Was it a party to any tariff agreement with India?

The Honourable Shri K. C. Neogy: No, as far as I remember.

MR. SYDNEY COTTON'S FLIGHT OVER INDIAN TERRITORY

*532. **Shri K. Hanumanthaya:** Will the Honourable the Prime Minister be pleased to refer to the answer to starred question No. 22 asked on the 9th August, 1948 regarding Mr. Sydney Cotton's flight over Indian territory and state what further action the Government of India propose to take in this matter?

Dr. B. V. Keshar (Deputy Minister for External Affairs and Commonwealth Relations): Mr. Sydney Cotton is no longer in the Indian sub-continent. The question whether any further action against him is feasible is under consideration.

Shri K. Hanumanthaya: Is the Government aware that a case is pending against Mr. Sydney Cotton in England at the instance of the British Government? May I know at what stage that case is pending?

Dr. B. V. Keskar: We are not aware to what stage the case has reached. There is a case; that much we know.

Shri K. Hanumanthaya: Has the Government of India received any reply to their representation in this matter from the U. K. Government?

Dr. B. V. Keskar: Yes.

Shri M. Tirumala Rao: Is it not possible for the Government to institute any proceedings against a man who commits some offence in India and gets out of the country?

Mr. Speaker: I do not allow that. It is a matter of law and he can refer to the law.

Shri S. Nagappa: How could Mr. Sydney Cotton enter India when there was enough guard to guard the Indian territory?

Mr. Speaker: Order, order.

Shri K. Hanumanthaya: Has the U.K. Government taken a serious view of the matter?

Mr. Speaker: He can ask what the reply is.

Shri K. Hanumanthaya: Thank you, Sir. May I know what is the purport of the reply?

Dr. B. V. Keskar: I am unable to say anything further except that the matter is under active consideration.

Shri H. V. Kamath: Is it a fact that because India was inadequately equipped in squadrons and radar equipment Cotton could not be intercepted?

Mr. Speaker: Order, order. Next question.

RECOMMENDATIONS RE WORKING OF INSURANCE COMPANIES

†533. **Prof. N. G. Ranga:** (a) Will the Honourable Minister of Commerce be pleased to state what are the main recommendations of the Superintendent of Insurance upon the working of Insurance Companies, especially for protecting the policy holders minimising working expenses and profits and ensuring the safety of investments?

(b) What recommendations were made by the Insurance Advisory Committee?

(c) Which of them have been accepted by Government?

(d) Do Government propose to establish Control Boards as recommended by the Committee?

The Honourable Shri K. C. Neogy: (a) No recommendations have been made by the Superintendent of Insurance on these points.

(b) The Insurance Advisory Committee has recommended that the Insurance Act should be amended generally on the lines contemplated in the Insurance (Amendment) Bill that was withdrawn in January 1948, and has suggested further tightening up of the details in some of those provisions. These provisions, as the honourable member is probably aware, prescribed restrictions on investments of the funds of the life insurance companies, prohibited interlocking of insurance companies and banks and aimed at preventing "cornering" of control over insurance companies and also laid down "maximum" limits for expenses. The cumulative effect of all these proposals would be to safeguard the policyholders' interest. In one important matter *vis.*, limitation of the

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

expenses of insurers, this Committee has recommended that, instead of the provision in the Bill in this respect, there should be two statutory associations—one for life and the other for general insurance business, each with a Control Board on which there would be Government nominees also for the purpose, *inter alia* of determining, after the end of each year, what should be appropriate limits for the expenses of individual insurers having regard to all the circumstances in that year and recommending action to the Department of Insurance to be taken against insurers not complying with such determination. A provision for inspection by Government of an insurer's books at any time has also been recommended.

(c) The Government are accepting all these main recommendations.

(d) Government will be introducing in the course of this session the necessary legislation to implement the recommendations accepted by them. The question of these Boards being established does not arise until after the House has considered the measure.

EXPORT OF LINSEED, LINSEED OIL, CASTOR SEED AND CASTOR OIL.

*534. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Commerce be pleased to state as to what quantities of Linseed oil, Linseed, Castor oil and Castor seed have been exported out of India during the years 1946-47 and 1947-48?

(b) For what quantities of Linseed oil, Linseed, Castor oil and Castor seed, preliminary export quotas have already been granted during the year 1948-49 and for what quantities more final quotas are expected to be given?

(c) What is the total consumption in India of Linseed oil and what is the surplus available for export?

The Honourable Shri K. C. Neogy: (a) I lay on the table a statement giving the requisite information. The Statistics furnished relate to exports from undivided India, but no exports took place mostly from the Indian Ports, they represent exports from Indian Dominion.

(b) 3,669 metric tons of Linseed Oil and 8,887 metric tons of Linseed have been licensed for export against the advance quotas for 1948-49. Castor oil is decontrolled and no licence is required for its export. The total quota of Castor Seed fixed for export during 1948 was 16,000 tons. In addition 975 tons of castor seed have been fixed for Germany and a further quota of 1,000 tons for Japan. The supplementary allocations for 1948-49 are 3,652 metric tons of Linseed Oil and 10,944 tons of Linseed respectively. Licences for these are being issued at present.

(c) The total annual consumption in India of Linseed Oil both for edible and industrial purposes is estimated at approximately 80,000 tons. The surplus available for export is about 30,000 tons in terms of oil per annum, provided the crop is normal.

STATEMENT

Export of Linseed Oil, Linseed Castor Oil and Castor Seed during 1946-47 and 1947-48

Commodities	Quantity in tons	
	1946-47	1947-48
Linseed Oil	1,213	13,270
Linseed	51,932	66,861
Castor Oil	1,068	22,663
Castor Seed	5,791	4,961

Pandit Lakshmi Kanta Maitra: What is the exportable surplus of castor oil and castor seed?

The Honourable Shri K. C. Neogy: I would not be able to give that figure off hand. But, I could give the figure of exports in 1947-48. It was 22,663 tons of castor oil and 4,961 tons of castor seed.

Shri M. Ananthaasayam Ayyangar: In spite of the decontrol of castor oil and castor seed, how far has the export duty upon oils in general adversely affected the export of castor oil and castor seed?

The Honourable Shri K. C. Neogy: So far as castor oil is concerned, the export duty did affect our export trade and that is the reason why that duty was taken off.

Shri Gopikrishna Vijayavargiya: Is the Government doing anything to consume this oil in India in the paint industry and other industries connected with this oil?

The Honourable Shri K. C. Neogy: As a matter of fact one of the factors that have led to a reduction in the availability of these oils for export is that the internal consumption has increased. I would not be able to answer offhand the specific point raised by my honourable friend.

Shri Gopikrishna Vijayavargiya: May I know if Government are doing anything to develop these industries which are connected with oil?

The Honourable Shri K. C. Neogy: I do not suppose that Government is sponsoring any industry for this particular purpose, but I take it that there are industries already engaged in the line to which my honourable friend refers.

DISABILITIES OF INDIAN EMPLOYEES OF ANGLo IRANIAN OIL COMPANY

†535, **Shri V. C. Kesava Rao:** Will the Honourable the Prime Minister be pleased to state whether any representations have been received from Indians employed by the Anglo-Iranian Oil Company at Bahrein regarding their disabilities and if so, what action has been taken in the matter?

Dr. B. V. Keskar (Deputy Minister for External Affairs and Commonwealth Relations): Complaints have been received from one or two individuals and some ex-employees of the Bahrein Petroleum Company. The question of taking adequate measures to safeguard the interests of Indians employed in the Oil Companies at Bahrein, has been engaging the attention of the Government for some time. Recently two of the members of the Indian delegation to the United Nations General Assembly in Paris, on their way back to India, were deputed to visit Bahrein and Kuwait and acquaint themselves with the conditions of the Indian employees there and their report is awaited. It is further proposed to appoint representatives of the Government of India to look after Indian interests in the Persian Gulf.

FUTURE OF GOA

†536, **Shri V. C. Kesava Rao:** Will the Honourable the Prime Minister be pleased to state whether any representations have been made to or any discussions have taken place with Portugal regarding the future of Goa?

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

Dr. B. V. Keskar (Deputy Minister for External Affairs and Commonwealth Relations): The honourable member's attention is drawn to my answer given to question No. 312 addressed to me by Seth Govind Das on the 11th February 1949.

HOUSING FACILITIES FOR INDUSTRIAL WORKERS

†*537. **Shri V. C. Kesava Rao**: Will the Honourable Minister of Labour be pleased to state what progress has been made in the matter of providing housing facilities for industrial workers in Textiles, Coal-mining, Jute and Cement?

The Honourable Shri Jagjivan Ram: Very little, I regret to say, but the difficulties in regard to building materials have been overwhelming and we have been compelled, in this matter, to concede a higher priority to refugees.

IMPLEMENTATIONS OF PROVISIONS OF MINIMUM WAGES ACT IN DELHI AND AJMER MERWARA

*538. **Pandit Mukut Bihari Lal Bhargava**: (a) Will the Honourable Minister of Labour be pleased to state whether the Government of India or the Provincial Government of Ajmer-Merwara have received any proposals from the general public or the Labour Officer for the inclusion of Textile Industry in the Province within the purview of the Minimum Wages Act?

(b) If so, have Government taken any decision thereon?

(c) What steps have been taken in the Chief Commissioners' Provinces of Ajmer-Merwara and Delhi for setting up a machinery for the fixation of Minimum Wages in respect of those industries which are already included in the schedule to the Minimum Wages Act, and by which time is it likely to come into existence in these areas?

The Honourable Shri Jagjivan Ram: (a) Yes. Such representations have been received by the Chief Commissioner, Ajmer-Merwara.

(b) The matter is under consideration.

(c) In Ajmer-Merwara a survey has just been completed and action is being taken to set up the required machinery, which is expected to come into existence by the end of April 1949.

In Delhi the preliminary work has been completed and the steps required to be taken to set up the required machinery are under examination. It is expected that the machinery will be established before December 1949.

Pandit Mukut Bihari Lal Bhargava: What is likely to be the composition of this Board?

The Honourable Shri Jagjivan Ram: I am sorry I cannot tell you at the moment.

Pandit Mukut Bihari Lal Bhargava: When did these survey operations commence in Ajmer and Delhi?

The Honourable Shri Jagjivan Ram: I cannot give you the dates but the survey has been completed.

STRAINED RELATIONS BETWEEN LABOUR AND CAPITAL IN AJMER-MERWARA

*539. **Pandit Mukut Bihari Lal Bhargava**: (a) Will the Honourable Minister of Labour be pleased to state whether Government are aware that the relations between labour and capital in the textile industry in Ajmer-Merwara are very strained, and that there have been a number of conflicts between them leading to strikes and notices of strike in Beawar, Bijainagar, etc.?

(b) What steps have so far been taken by the Local Government and the Government of India to improve their relations in these areas?

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

(c) What are the average basic wages and dearness allowance of a labourer in textile industry in Ajmer-Merwara?

(d) Have the Government of India any information as to what are the labour conditions existing in the textile industry in Ajmer-Merwara and have they set up any machinery to keep watch over and submit periodical reports on the same to the Local Government and the Government of India?

(e) Have the Local Government taken any steps or exerted any influence upon the mill-owners to improve the existing labour conditions?

(f) Do Government of India or the Local Government intend to set up any machinery to see that the various labour relief and reforms measures necessary under various enactments are given effect to in this Province?

(g) Is there any machinery existing in Ajmer-Merwara for compilation and publication of the Cost of Living Index in Ajmer-Merwara and if not, do Government contemplate setting up one at an early date and if not, why not?

The Honourable Shri Jagjivan Ram: (a) Until recently the relations between labour and capital in Ajmer-Merwara were far from satisfactory. The position has, however, improved in the last quarter during which there has been no strike or lockout in the textile industry. As against 77 strikes in 1947, there were 31 strikes in 1948 which were all of very short duration.

(b) Besides the Government conciliation machinery consisting of the Labour Officer, Ajmer-Merwara, Works Committees have been constituted in the textile mills with a view to bringing about amity and eradicating causes of friction in the day to day working of the mills. An Industrial Tribunal and a Provincial Labour Advisory Board have also been set up by the Local Government.

(c) Average wages and dearness allowance in the textile industry are as below:

	Average wages	Dearness allowance
Weaving and Spinning Department.	Rs. 18	Rs. 34
Blowroom and Mixing Department.	Rs. 11	Rs. 20

(d) The Labour Officer, Ajmer-Merwara, keeps a watch on the labour situation and submits weekly, fortnightly, monthly and quarterly reports, copies of which are forwarded by the Local Government to the Government of India.

(e) The answer is in the affirmative.

(f) To ensure better administration and stricter enforcement, the feasibility of having a separate Factory Inspectorate for Ajmer-Merwara is under consideration.

(g) Under the Cost of Living Index Scheme of the Government of India, a Family Budget Enquiry was conducted at Ajmer in 1943-44. Thereafter Weekly Retail Prices are collected and forwarded by the Local Government to the Director, Labour Bureau, for the compilation of cost of living index numbers which are published monthly in the Indian Labour Gazette.

Pandit Mukut Bihari Lal Bhargava: Is the scale of dearness allowance and wages the lowest in India?

The Honourable Shri Jagjivan Ram: I cannot give a reply offhand. I have not compared the figures.

Shri S. Nagappa: In view of the strike mentality of the labourers, is there any scheme under the contemplation of the Government in order to see that the worker becomes ultimately the owner of the factory in course of time by making the share capital as and when they earn.

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

Pandit Mukut Bihari Lal Bhargava: Is it a fact that one of the mills in Ajmer Province that is at Bijainager, has declared a lockout from the 1st of February?

The Honourable Shri Jagjivan Ram: I have no information. I will ascertain that.

EXPENDITURE ON RELIEF AND REHABILITATION OF REFUGEES

1540. Giani Gurmukh Singh Musafir: (a) Will the Honourable Minister of Relief and Rehabilitation be pleased to state what total expenditure has been incurred on the officers staff, etc., of the Ministry of Relief and Rehabilitation, its attached offices and allied organisations established for the purpose of re-settlement and rehabilitation of refugees from Pakistan during the financial years 1947-48 and 1948-49 (up-to-date)?

(b) What expenditure has been incurred during the period mentioned in part (a) above on the relief, welfare and resettlement of refugees under each of the following items:

- (i) building houses and shops for refugees;
- (ii) granting loans for resettlement; and
- (iii) giving financial aid in any other form?

The Honourable Shri Mohan Lal Saxena: (a) and (b). A statement is laid on the table of the House.

STATEMENT

Expenditure incurred by the Ministry of Relief and Rehabilitation, etc., under various heads

(a) Expenditure incurred on the Officers Staff of the Ministry of Relief and Rehabilitation.

Expenditure so far reported is:

1947-48	18 Lakhs 83 thousands.
1948-49 (Upto 31-12-48)	38 Lakhs 83 thousands.
Total	57 Lakhs 21 thousands.

(b) Up-to-date figures of expenditure has not been received from all Provinces and States. Expenditure so far reported is given below:

(i) *Expenditure incurred on Building Houses and Shops for Refugees:*

1947-48	Nil
1948-49	1 Crore 52 lakhs
Upto (31-12-48)	44 thousands.

(ii) *Expenditure incurred on granting loans for Resettlement:*

1947-48	35 Lakhs 40 thousand.
1948-49 (Upto 31-12-48)	1 Crore 69 lakhs
	71 thousands.

Total. 3 Crores 5 lakhs 11 thousands.

In addition education loans to the extent of £12,022 per annum in U.K. and \$57,440 per annum in U.S.A. have been sanctioned.

(iii) *Expenditure incurred on giving Financial Aid:*

1947-48	27 thousands
1948-49 (Upto 31-12-48)	1 Lakh 55 thousands.
Total.	1 Lakh 82 thousands.

A total grant of Rs. 6 lakhs 14 thousands has been sanctioned for educational institutions in which refugees students are studying and Rs 1 lakhs 63 thousands have been sanctioned as a grant to refugee students in IX and X classes.

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

REPATRIATION OF INDIANS IN SOUTH AFRICA

*541. { Shri Amiyu Kumar Ghosh:
Shri Jadubans Sahay:

(a) Will the Honourable the Prime Minister be pleased to state whether Government are aware that the South African Government as a measure of repatriation of the Indians in South Africa have resorted to the policy of deporting Indians convicted of certain offences?

(b) What steps, do Government propose to adopt in order to counteract the repatriation policy of South Africa?

Dr. B. V. Keskar (Deputy Minister for External Affairs and Commonwealth Relations): (a) Government are not aware that Indians in any number have been deported to India by the Union Government of South Africa as a matter of policy. During the last few months two Indians were deported to India. They were convicted of offences for which they were liable, under the existing law of the Union, to be deported to India.

(b) It is not in the public interest to say what Government may do if a certain contingency arises. It should be remembered that Indians in South Africa, except possibly for a small number, are South African nationals.

INDIANS EMPLOYED ON STAFF OF U. N. O.

*542. **Shri K. Hanumanthaiya**: Will the Honourable the Prime Minister be pleased to state:

(i) the number of Indians employed on the staff of the United Nations Organization;

(ii) the number of Indians who should be employed in the Secretariat of the United Nations Organization according to quota; and

(iii) the amount of money that is being annually paid to the United Nations Organization by the Government of India?

Dr. B. V. Keskar (Deputy Minister for External Affairs and Commonwealth Relations): (i) The number of Indians employed in the United Nations Secretariat on the 15th of January 1949 was nineteen.

(ii) The number of Indians who should be employed in the United Nations Secretariat on the basis of the proportion of India's contribution is thirty-two.

(iii) Amounts payable by the member Nations to the United Nations are fixed by the General Assembly of the United Nations on the basis of a percentage contribution for each Member Nation. For the year 1948, the contribution of India amounted to Rs. 37,31,000. This excludes about Rs. 8,04,000 paid on behalf of Pakistan, the recovery of which is now being effected.

In addition, an advance is also made to the Working Capital Fund of the United Nations. A sum of Rs. 26,15,000 was paid on this account in 1946 and this amount is being carried forward annually as India's advance to the Working Capital Fund.

India's share of contribution to the United Nations for the year 1949 is in the neighbourhood of Rs. 44,81,000.

Shri K. Hanumanthaiya: May I know why the full quota of employment of Indians has not been completed?

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

Dr. B. V. Keskar: The number of Indians to be employed has been the subject of negotiation between the U. N. Secretariat and the Government of India and we have pressed regularly our case that more and more Indians should be employed according to our quota.

Shri B. Shiva Rao: Is it not a fact that countries whose contribution to the United Nations is much smaller than that of India have far better representation on the Secretariat of the United Nations Organisation?

Dr. B. V. Keskar: Yes, it is true.

Shri L. Krishnaswami Bharathi: Who makes these appointments to the staff of the U. N. O. Secretariat?

Dr. B. V. Keskar: There is a kind of Commission, which chooses or selects persons for appointment to the U. N. Secretariat.

Seth Govind Das: Is there any Indian already on that Selection Board for the selection of these Indians?

Dr. B. V. Keskar: I am not aware.

Shri H. V. Kamath: Which are those countries that have been assigned or have got a larger representation as regards employment than the quota allotted to them on the basis of their contribution to the United Nations Organisation?

Dr. B. V. Keskar: I have not got the figures of the persons employed according to different nationalities but if my honourable friend wants the information it can be procured.

Shri L. Krishnaswami Bharathi: Are the appointments made in consultation with the Government of India or at their instance; do we suggest the names for the staff? How exactly are the appointments made?

Dr. B. V. Keskar: The appointments are made directly by the United Nations Organisation but the names recommended by the Government of India are taken into consideration by them.

Shri K. Hanumanthaiya: Will the Government of India take steps to have their representative on the Selection Commission?

Dr. B. V. Keskar: I require notice of that.

Begum Aisaz Rasul: May I know if this appointment board is appointed by rotation every year or is it a permanent board?

Dr. B. V. Keskar: It is a board appointed by the U. N. Assembly.

Begum Aisaz Rasul: Is it appointed newly every year or is it a permanent board?

Dr. B. V. Keskar: It is a permanent body.

Shri M. Tirumala Rao: Have Government received any complaints from qualified Indians who sought employment in the United Nations but could not get it?

Dr. B. V. Keskar: Yes. I might in this connection inform honourable members with regard to some future appointments to the United Nations. The Selection Board has asked the Government of India through its Federal Public Service Commission to select a number of Indians for appointment in the United Nations Secretariat.

RETURN OF MUSLIMS FROM PAKISTAN TO INDIA

*544. **Shri M. Adanathayyan Ayyangar:** Will the Honourable Minister of Relief and Rehabilitation be pleased to state:

(a) The average number of Muslims who are re-migrating from West Pakistan to India daily;

(b) the total number of such migrants who have refused to be repatriated even when they were arrested;

(c) the steps Government propose to take to prevent such re-migration; and

(d) the steps proposed to be taken to send these people back to Pakistan?

The Honourable Shri Mohan Lal Saksena: (a) Government have no definite information as to the number of Muslims who returned to India before 19th July, 1948, the date on which the Permit System was introduced. It is, however, estimated that during the three months ending June, 1948, nearly 52,000 Muslims returned to India by the Jodhpur Railway route alone. The number of Muslims who are coming from West Pakistan to India for permanent resettlement is estimated at eight per day. This figure represents the daily average of Permits issued between 19th July, 1948 and 31st January, 1949.

(b) The information is being called for.

(c) Permits for resettlement are granted only after the Provinces/States concerned agree to the permanent return of the Muslims concerned. Muslims who come on temporary permits are not allowed to settle down in India.

(d) The honourable member is referred to the 'Influx from Pakistan (Control) Ordinance, 1948 (No. XXXIV of 1948)' and the Rules framed thereunder, which provide for the removal of such persons from India.

Shri H. V. Kamath: What restrictions are placed by Government on those Muslims who re-migrate from Pakistan to India, not for permanent settlement, but merely as birds of passage?

The Honourable Shri Mohan Lal Saksena: Muslims come here on the basis of temporary permits and they are required to report to the police officers of the districts to which they go. If they want to go to another district, they have to get another permit and after the requisite period they are required to go back to Pakistan.

Shri Mahavir Tyagi: May I know if this is the procedure also in the case of Hindus migrating to Pakistan from India?

The Honourable Shri Mohan Lal Saksena: I am not in a position to say but I know that many of the Indians are going on temporary permits.

Sardar Hukam Singh: Is it a fact that a large number of Muslims who migrated to Pakistan have come back and have resettled in Gurgaon and Ambala districts to the prejudice of those refugees who had been given lands and houses there?

The Honourable Shri Mohan Lal Saksena: I believe it is not so.

Shri E. K. Sidhva: Since a large number of Hindus are migrating to Pakistan, may I know the approximate number?

Shri S. Nagappa: What are the conditions imposed by the Pakistan Government to the Hindu migrants who migrate to Pakistan?

The Honourable Shri Mohan Lal Saksena: No conditions are imposed when they apply for permits. Only temporary permits are granted.

Sardar Hukam Singh: Do these Hindus also include Sikhs?

The Honourable Shri Mohan Lal Saksena: I think so.

RECOVERY OF MOVABLE PROPERTY FROM PAKISTAN

*545. **Sardar Hukam Singh:** (a) Will the Honourable Minister of Relief and Rehabilitation be pleased to state how many permits to enter Pakistan were issued to non-Muslims to enable them to collect their movables in Pakistan?

(b) What percentage of their movable property could they recover?

(c) How many of them returned without being able to recover their movable property?

The Honourable Shri Mohan Lal Saksena: (a) Thirty-three permits were issued to non-Muslims by the Custodian of Evacuee Property, West Punjab, during the period 1st December, 1948 to 10th February 1949. No permits have been issued, by the Custodians of Evacuee Property, North West Frontier Province, Sind and Baluchistan, and the States of Babawalpur and Khairpur which have acceded to Pakistan. There is no Custodian of Evacuee Property in Eastern Pakistan.

(b) and (c). Thirty-three permits were operated during the same period, twenty-nine for lockers and four for movables. In the case of lockers recovery was cent per cent. In the case of household effects recovery varied, depending on whether household effects were lying with friends and were intact or had been taken over by the rehabilitation authorities.

Sardar Hukum Singh: How many were taken by Sikhs and what happened to them there?

The Honourable Shri Mohan Lal Saksena: I have no information on the subject. I would require notice of the question.

Shri H. V. Kamath: Is it a fact that many Muslims have removed themselves from India to Pakistan along with their movable property, but yet continue to enjoy the income from their immovable property in India?

The Honourable Shri Mohan Lal Saksena: Yes, there are cases where Muslims have gone to Pakistan but so far they have had some members of their families here; or some of them are managers and some of them are remitting money derived from this property.

Shri H. V. Kamath: Is it Government's policy to allow such Muslims to make the best of both worlds?

Mr. Speaker: Order, order.

The Honourable Shri Mohan Lal Saksena: The honourable member must be aware that any foreigner can own property in India but steps are being taken to see that this thing is not allowed.

Shri Mahavir Tyagi: But not in Pakistan?

Shri Biswanath Das: Are similar facilities afforded by the Government of India to Hindus and Sikhs who have left Pakistan?

The Honourable Shri Mohan Lal Saksena: In the case of Eastern Pakistan, there is no such restriction and there are Hindus who are in India and they are getting revenue or income from their property in East Pakistan.

Shri Biswanath Das. May I know whether similar facilities are given by the Provincial Governments of West Punjab, Sind and the Frontier?

The Honourable Shri Mohan Lal Saksena: There may be some cases where money might have been remitted but generally, I think this is not being allowed.

DESECRATION OF A HINDU TEMPLE IN KARACHI

*546. **Sardar Hukum Singh:** (a) Will the Honourable the Prime Minister be pleased to state whether it is a fact that a famous Hindu temple in Karachi was desecrated and the idols broken soon after the signing of the Indo-Pakistan agreements there?

(b) If so, have Government lodged any protest with the Government of Pakistan and if so, what is the reply received?

The Honourable Shri N. Gopalaswami Ayyangar (Minister for Railways and Transport): (a) Presumably the honourable member is referring to the desecration of the Panchmukhi Hanuman Temple at Karachi on the 18th January, 1949. If so, the reply is in the affirmative.

(b) We sent a telegram of protest to the Pakistan Government and requested that steps be taken to punish the offenders, to restore the sanctity of the original temple, and to protect it from similar desecration in future. The Government of Pakistan have expressed their regret for the action of the culprits who were arrested immediately after the incident. After investigation four of these persons are now standing trial in the court of the City Magistrate, Karachi.

Sardar Hukam Singh: Is it alleged that any provocation was offered by this Temple?

The Honourable Shri N. Gopalaswami Ayyangar: So far as our information goes, no provocation was offered by the temple.

Shri Brajeshwar Prasad: Is it a fact that the Hindu witnesses in whose presence the idols were broken are now being threatened by the Government of Pakistan and they are being asked to leave the country?

The Honourable Shri N. Gopalaswami Ayyangar: We have had such an allegation made by one of the chaprassis in the High Commissioner's office. who was one of those who resided in the premises of the temple.

Shri H. V. Kamath: Was this outrage perpetrated when the Honourable Minister for Transport happened to be in Karachi?

The Honourable Shri N. Gopalaswami Ayyangar: Within a few hours after he took off from Karachi!

Seth Govind Das: May I know what happened to the temple where this image was broken, and is the Pakistan Government willing to restore the image and repair that temple?

The Honourable Shri N. Gopalaswami Ayyangar: On that part of our protest we have not yet had a reply from the Pakistan Government. We certainly would press the matter with them.

Shrimati G. Durgabai: May I know what is the time that had elapsed before they had given any kind of information on this point?

The Honourable Shri N. Gopalaswami Ayyangar: I think we sent our protest about the 17th January and as we did not get a reply till the 25th, we reminded them, and I think we got their reply very soon after.

Shri Deebbandhu Gupta: Is it a fact that the propaganda carried on by the Pakistan papers against idol worship as such is responsible for such outrages?

The Honourable Shri N. Gopalaswami Ayyangar: I am not quite so sure because our information is that this attack was not made by the general Muslim community but by persons who are connected with the Defence Guards, or what they call the Pakistan National Guards.

Shri H. V. Kamath: At the recent Inter-Dominion Conference did the question of religious and cultural rights of minorities come up for discussion?

The Honourable Shri N. Gopalaswami Ayyangar: It did come up and there is a clause in the agreement which obliges the Governments to respect cultural and educational and other rights of minorities in each Dominion.

Shri H. V. Kamath: Not religious rights?

The Honourable Shri N. Gopalaswami Ayyangar: Religious rights too.

Shri L. Krishnaswami Bharathi: Will Government lay on the table the correspondence between the Government of India and the Pakistan Government on this subject?

The Honourable Shri N. Gopalaswami Ayyangar: I have practically given all the correspondence that has taken place. They were in the shape of telegrams and I have given you the whole of it.

OCCUPATION OF M. C. A. QUARTERS IN NEW DELHI BY NON M. C. A's.

*547. **Shri Sita Ram S. Jajoo:** (a) Will the Honourable Minister of Works, Mines and Power be pleased to state whether M.C.A. Quarters in New Delhi are occupied by non-M.C.A.s?

(b) If so, how many and since when?

(c) To whom were they originally allotted?

(d) What steps have been taken or are being taken by Government to eject the unauthorised occupants?

The Honourable Shri N. V. Gadgil: (a) Yes; a few of them.

(b) 15. It is not possible to give exact dates of occupation by non-M. C. A's.

(c) A statement containing the required information is placed on the table of the House.

(d) Eviction notices have been issued against all the non-entitled occupants.

STATEMENT

Sl. No.	Name of the Member.	Particulars of Bungalows originally allotted.	Whether entitled to attend the budget session.	Whether the Member is occupying the bungalow himself.	Remarks.
1	Acharya J.B. Kripalani.	1, Ferozshah Road.	Yes.	No.	The allotment of the bungalow has been cancelled as the Member was not staying in the house himself.
2	Shri Ratan Chander Gupta and Thakur Chedil Lal.	12-C, Ferozshah Road.	No.	No.	The Bungalow is reported to be in occupation of refugee families.
3	Shri Benarjee Lakra.	16, Queensway.	No.	No.	The bungalow is in occupation of refugee Govt. Officer.
4	Shri Kamleshwari Pershad.	22, Queensway.	No.	No.	The bungalow is in occupation of some private person.
5	Shri Bhagwan Din & Shri Pragi Lal.	23, Queensway.	No.	No.	The bungalow is occupied by some Anglo Indian Officer of U. K.
6	Shri Gopal Narain.	8, Windsor Place.	No.	No.	Occupied by refugee family.
7	H.E. Shri M. S. Anoy.	27, Queensway.	No.	No.	Occupied by refugee family.
8	Shri Phool Singh.	12, Windsor Place.	No.	No.	Occupied by refugee family.
9	Shri Kumbhpati Tiwari.	43 Windsor Place.	No.	No.	Occupied by refugee family.
10	Shri Feroz Gandhi.	20, Queensway.	Yes.	No.	The allotment had been cancelled as he himself was not staying in the house.
11	Mr. Jaffar Iman.	32, Queensway.	Yes.	No.	The allotment was cancelled as the Member was not staying himself.

1	2	3	4	5	6
12	Shri H. V. Kamath	5-Ferozshah Road.	Yes.	No.	The bungalow is in occupation of a refugee Government Officer.
13	Kanwar Shamsher Jung.	16-E. Ferozshah Road.		No.	In occupation of some refugee family.
14	Shri P. S. Deshmukh & Shri L.B. Bhatkar.	11. Electric Lane.	Yes.	No.	Some refugee and private families
15	Shri Jagat Narain Lal.	9- Windsor Place	No.	Yes.	The allotment has been cancelled as the Member happens to be Provincial M.L.A.
16	Mrs. Dakshayani Velayudhan.	1-Windsor Place.	Yes.	Yes.	Part of the residence is occupied by a private person.

Shri Sita Ram S. Jajoo: Is it a fact that houses are still standing in the name of certain members though they have ceased to be members of the Assembly as for instance His Excellency Mr. M. S. Aney?

Mr. Speaker: He need not mention names.

The Honourable Shri N. V. Gadgil: This information is contained in the statement laid on the table.

Shri Deshbhandhu Gupta: Is it a fact that some of these bungalows perhaps two—are occupied by the officials of the Relief and Rehabilitation Ministry?

The Honourable Shri N. V. Gadgil: That information is also contained in the statement.

Shrimati Dakshayani Velayudhan: What is the position of the Chief Commissioner of Delhi Province as regards the disputes about M. L. A's. quarters.

The Honourable Shri N. V. Gadgil: It does not arise out of this.

Shri H. V. Kamath: Did the Honourable Minister some time late in 1947 or early in 1948 permit M. L. A's. to share accommodation with refugees?

The Honourable Shri N. V. Gadgil: It is true.

Mr. Mohd. Tahir: Is it a fact that although a member of the House has surrendered the bungalow to the office, still Government is not taking possession of the bungalow?

The Honourable Shri N. V. Gadgil: Only one such case has occurred and steps are being taken to recover possession of the same. At the same time the House knows that it is the general desire of the Government that nobody should be thrown on the streets without alternative accommodation being given.

Shri Deshbhandhu Gupta: Will the Honourable Minister give the number of members who are not occupying their bungalows at the moment but still the bungalows continue to be in their names?

The Honourable Shri N. V. Gadgil: Sixteen. I have already given the number.

Shri Mahavir Tyagi: In view of the reply given by the Honourable Minister that the Government had permitted M. L. A's. to share their bungalows with the refugees, may I know if they had also permitted the M. L. A's. to realise rents from the refugees and if so whether it is the full rent that is what Government realize from them?

The Honourable Shri N. V. Gadgil: I do not think the House expects me to give a detailed reply to this question. (*An Honourable Member:* 'Why not?') What the Government did was, in view of the acute accommodation situation then and the suffering of the refugees, Government allowed not only the members of the Constituent Assembly but also Government servants to share accommodation, and to the extent to which accommodation was shared it was expected that rent would be charged. But there are cases in which this concession has been abused.

- **Shri M. Tirumala Rao:** May I know the number of bungalows which are still continuing in the name of persons who were once M. L. A's but who are no longer M. L. A's, or who have left Delhi?

The Honourable Shri N. V. Gadgil: It is there in the statement.

Mr. Speaker: He has said it more than once.

Shri Mahavir Tyagi: To protect the honour and self-respect of the M. L. A's, will the Honourable Minister please give the names of such M. L. A's who have let out their bungalows, so that the aspersion may not be cast on all?

The Honourable Shri N. V. Gadgil: I am quite prepared to satisfy the curiosity of the honourable member outside the House.

Honourable Members: No, the House wants it.

The Honourable Shri N. V. Gadgil: I require notice of that question.

Shri Sita Ram S. Jajoo: Is it a fact that allotments to certain members have been cancelled but they are still occupying those houses?

The Honourable Shri N. V. Gadgil: I do not know the exact position but the allotment is made by the House Committee appointed by the Honourable the Speaker. The precise role of my Ministry is to put 108 bungalows at the disposal of this Committee. Whenever we get information that the allotment has been cancelled we go and take possession of the bungalow.

Shri Sita Ram S. Jajoo: Do Government execute the recommendations of the House Committee?

The Honourable Shri N. V. Gadgil: The House Committee does the allotment and Government has nothing to do with it. We put 108 houses at the disposal of the Committee.

Shri B. K. Sishya: Is it at the sole disposal of the House Committee to allot the houses?

Mr. Speaker: The honourable member knows about it.

ISSUING OF EXPORT TRADE LICENCES

*548. **Shri Mahavir Tyagi:** (a) Will the Honourable Minister of Commerce be pleased to state whether it is a fact that Government have decided not to issue export-trade licences to persons who have not been income-tax payers for the last five years?

(b) Which authority issues export and import permits to the applicants, and on what conditions?

The Honourable Shri K. O. Neogy: (a) No Sir.

Attention of the honourable member is invited to the Public Notice No. 1(2) ITC/49, dated the 8th January 1949, issued by the Chief Controller of Imports, a copy of which is laid on the table.

(b) (i) I lay on the table a statement giving the requisite information.

(ii) In regard to the policy for grant of licences, attention of the honourable member is invited to the reply to Starred Question No. 305 by Pandit Mukut Behari Lal Bbargava given by me on the 11th February, 1949, on the floor of the House.

STATEMENT
GOVERNMENT OF INDIA
MINISTRY OF COMMERCE
OFFICE OF THE CHIEF CONTROLLER OF IMPORTS
New Delhi, the 8th January, 1949
No. 1(2)ITC/49
PUBLIC NOTICE

The Government of India have decided that with effect from the licensing period January-June, 1949 applications for import and export licences whether from quota holders, manufacturers, established importers or exporters or newcomers will not be considered unless the applicant has lodged certificates of Income-tax Verification in the prescribed form with each of the following licensing offices to which they make their applications for import or export licences :

- (1) Chief Controller of Imports, New Delhi,
- (2) Chief Controller of Exports, New Delhi,
- (3) Deputy Chief Controller of Imports and Exports, Bombay,
- (4) Deputy Chief Controller of Imports and Exports, Calcutta,
- (5) Import Trade Controller, Madras,
- (6) Export Trade Controller, Madras, and
- (7) Export Trade Controller, Amritsar.

(i) The certificates shall be in the form appended to this Notice. The applicant or his authorised agent should fill in the particulars as required in the form, on as many copies as are required, with one additional copy to be maintained by the Income-tax Office and present them to the Income-tax authority specified in (ii) below. The Income-tax authority will then verify the particulars from their record, subscribe the necessary verification certificates on all copies and return them to the applicant, leaving one copy for their record.

(ii) Except in the case of applicants assessed or assessable to tax in the cities of Bombay, Calcutta, Madras and Delhi, the form after being filled in should be sent by the applicant or by his authorised agent for verification to the Income-tax Officer of the Circle, Ward or District where the applicant is assessed or assessable to income-tax. In the case of applicants from Bombay or Calcutta the form should be sent to the Headquarters Assistant Commissioner of Income-tax in these cities and in the case of those from Madras and Delhi to the Inspecting Assistant Commissioner of Income-tax.

(iii) It will be noticed that the certificate calls for particulars of assessable incomes and taxes paid for a period of last five years including the income-tax year 1948-49. This certificate once produced, will be regarded as valid for all applications for import and export licences made by the applicant throughout the calendar year 1949.

(iv) For proprietary and partnership firms which have commenced business after 1st April, 1948, it will be necessary to lodge certificates of income-tax verification with the Import and Export licensing authorities for the proprietor or proprietors and for each of the partners, as the case may be.

(v) The certificate when obtained should be sent by the applicant or his authorised agent to the licensing authority concerned in a cover clearly superscribed "INCOME-TAX VERIFICATION CERTIFICATE". Each certificate after receipt in the Office of the Licensing Authority concerned will be registered and a registration number will be allotted in respect of it and communicated to the applicant who will quote the registration number prominently on all applications for import and export licences made thereafter.

2 The following classes of applicants will be specifically exempt from the necessity of producing the income-tax verification certificates :

- (a) Such Government and semi-Government institutions as are not liable to income-tax.
- (b) Firms, individuals or companies in Indian States where no income-tax is levied and who have no place of business in the Indian Provinces.
- (c) Companies, public or private, which are incorporated under the Indian Companies Act after the 1st April, 1948. Such companies should produce a certificate from the Registrar of Companies concerned showing the date of their incorporation.
- (d) Other types of persons who are not otherwise liable to income-tax, under section 4(3) of the Indian Income-tax Act.
- (e) Firms and individuals claiming to be exempt from income-tax should give particulars of their income and state fully the circumstances in which they claim to be exempted from the tax.

(f) Applicants claiming exemption from the production of income-tax verification certificate will also be allotted registration numbers in the same way as those who are required to produce the Income-tax Verification Certificate; but the allotment of registration numbers to them will be done at the Headquarters Office of the Chief Controller of Imports, instead of by the respective licensing authorities, and requests for registration by such applicants should be addressed to that office at New Delhi in a cover superscribed "Exemption from Income-tax Verification Certificate". After the registration number has been allotted and communicated to the applicant he should similarly quote that number on his applications for an import or export licence submitted to the proper licensing authority.

3. The Income-tax authorities concerned have made arrangements for the issue of these verification certificates from the 25th January, 1949. Arrangements have been made for the prompt issue of the verification certificates by the Income-tax authorities and for the registration of these certificates by the licensing authorities and for the communications of these registration numbers to all the licensing officers.

4. Nothing stated in this Public Notice applies to applicants for import and export licences for small values not exceeding Rs. 5,000 in c.i.f. and f.o.b. values, respectively.

5. Similarly in the case of persons, firms or companies who had their past import or export business or had been residing in what is now Pakistan and are therefore unable to comply with the requirement of this notice, application for import or export licences will be considered without the production of the income-tax verification certificate. They should, however, produce sufficient evidence to show that they had their place of business or had been residing in what is now Pakistan and are therefore unable to produce the verification certificate.

6. Should Government decide from time to time to exempt any other classes of individuals or firms from having to produce the certificate of income-tax verification, such decision will be duly announced.

G. R. KAMAT,

Joint Secretary to the Government of India

**FORM OF CERTIFICATE OF INCOME-TAX ASSESSMENT TO BE PRODUCED
BY AN APPLICANT FOR IMPORT AND EXPORT LICENCES.**

To be filled in by the applicant for import and/or export licences.

1. Name and business address of the applicant.
2. Year in which the business was established.
3. Name and address in which the applicant is assessed to income-tax.
4. Whether the applicant is assessed to income-tax as:
 - (a) Individual,
 - (b) Hindu Undivided Family.
 - (c) Company,
 - (d) Firm, or
 - (e) Association of persons.
5. The income Tax Circle/Ward/District in which the applicant is assessed to income-tax.
6. (a) Reference No. (or G.I.R. No) of the assessment.
(b) Particulars of income-tax paid:

Year of assessment for Purpose of Income-tax	Income as assessed by the Income-tax Authority concerned.	Income-tax demanded by the Income-Tax Authority concerned	Income-tax paid.
1944-45	.	.	.
1945-46	.	.	.
1946-47	.	.	.
1947-48	.	.	.
1948-49	.	.	.

(NOTE. — Amounts of income-tax shown in Columns 3 and 4 above should include all forms of tax, viz., Income-Tax, Super Tax, (Capital Gains Tax), Surcharge, Excess Profit Tax, and Business Profit Tax).

(c) If any income-tax as demanded remains unpaid, reasons for it should be clearly stated.

(d) Whether the Company or Firm or Hindu Undivided Family on which the assessment was made has been or is being liquidated, wound up, dissolved, partitioned or being declared insolvent as the case may be.

7. In case there has been no income tax assessment, whether returns submitted under Section 23(1) or (2) and 18A(2) of the Indian Income Tax Act and if so, the amount of income returned or tax paid for each of the five years mentioned in 6(b) above.

8. The name and address of Branch(es) of the applicant.

I declare that the above information is correct and complete to the best of my information and belief.

Date

Signature of the Applicant
or his authorized agent

TO BE FILLED IN BY INCOME TAX OFFICER.

In my opinion, the applicant mentioned above has been doing everything possible to pay the tax demands promptly and regularly and to facilitate the completion of the pending or outstanding proceedings.

Signature of the Income tax Officer

(Circle/Ward/District

Date

Seal

STATEMENT

Showing the authorities issuing export and import licences

Exports

- (1) Chief Controller of Exports, New Delhi.
- (2) Deputy Chief Controller of Exports, Calcutta.
- (3) Deputy Chief Controller of Exports, Bombay.
- (4) Export Trade Controller, Madras.
- (5) Export Trade Controller, Amritsar.
- (6) Export Trade Controller at various State Ports.
- (7) Director General of Industry and Supply, New Delhi.
- (8) Secretary to the Government of India, Ministry of Food, New Delhi.

Imports

- (1) Chief Controller of Imports, New Delhi.
- (2) Deputy Chief Controller of Imports, Calcutta.
- (3) Deputy Chief Controller of Imports, Bombay.
- (4) Import Trade Controller, Madras.
- (5) Import Trade Controller at various State Ports.
- (6) The Steel Import Trade Controller, Calcutta.
- (7) The Development Officer (Tools), Directorate General of Industry and Supply, New Delhi.

RESTORATION OF AUTOMOBILES LEFT BY NON-MUSLIMS IN WEST PUNJAB

*549. **Sardar Hukam Singh:** (a) Will the Honourable Minister of Relief and Rehabilitation be pleased to state the number of motor cars and motor lorries left by Non-Muslims in the West Punjab or forcibly taken possession of by the Government of West Punjab?

(b) What is the total value of such vehicles?

(c) How many of these have been returned to the owners?

(d) Is it a fact that their return to the rightful owners has been refused in spite of the Inter Dominion Agreements?

(e) What steps do Government propose to take to bring these vehicles to the Indian Dominion and to return them to the rightful owners?

The Honourable Shri Mohan Lal Sakaena: (a) to (c). The information is being collected and will be laid on the table of the House in due course.

(d) The Government have no information.

(e) Under the Karachi agreement the two Deputy High Commissioners (Lahore and Lahore) have to plan the movement of movable property from one Dominion to the other. A procedure is being evolved and is expected to come into operation soon.

IMPORT OF COPRA AND COCOANUT OIL FROM CEYLON

*550. **Mr. K. A. Mohamed:** Will the Honourable Minister of Commerce be pleased to state:

(a) whether Government have entered into any agreement with the Government of Ceylon for the import of Copra or Coconut Oil during the year 1940; and

(b) if so, the quantity of Copra and Coconut Oil to be imported and the cost thereof?

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

(b) Does not arise.

Mr. K. A. Mohamed: May I know whether there were any negotiations going on in this connection.

The Honourable Shri K. C. Neogy: Yes.

Mr. K. A. Mohamed: May I know the result of the negotiations?

The Honourable Shri K. C. Neogy: We could not come to any settlement.

Mr. K. A. Mohamed: May I know the rate proposed by the Government and the rate demanded by the Ceylon Government?

The Honourable Shri K. C. Neogy: It is rather a complicated matter. It is not merely the rates but the periods of the agreement that are involved. If my honourable friend would give notice I would give a complete answer.

USE OF GOPALPUR PORT IN ORISSA

*551. **Shri Lakshminarayana Sahu:** Will the Honourable Minister of Works, Mines and Power be pleased to state to what use is the port of Gopalpur in Orissa put now by Government?

The Honourable Shri N. V. Gadgil: Gopalpur is a minor Port under the administrative control of the Government of Orissa. It is presumably used as a minor Port.

Srijiit Kaladhar Chakrabarti: May I know what tonnage of ships can use the Port?

The Honourable Shri N. V. Gadgil: I require notice.

EMPLOYMENT OF WOMEN FOR UNDER-GROUND WORK IN KOREA COAL MINES

*552. **Shri R. L. Malviya:** (a) Will the Honourable Minister of Labour be pleased to state whether Government are aware that the labourers in the collieries in Korea State (Central Provinces) are casual labourers who are used to work along with their families, and that due to the prohibition of the employment of women for under-ground work with effect from 1st January, 1949, there has been considerable dissatisfaction among them?

(b) Is it a fact that a representation has been made by the Chhattisgarh Colliery Workers' Federation of Manendragarh, Korea State (Central Provinces), to Government to provide alternate employment to the women labourers of Korea Coal Fields?

(c) If so, what steps have so far been taken by Government in the matter?

The Honourable Shri Jagjivan Ram: (a) This matter was brought to Government's notice last month by the honourable member himself.

(b) Yes. The honourable member during the course of the discussion suggested that some houses for miners might be constructed out of the Korea Coal Mines Labour Welfare Fund so that employment may be found for the female labour.

(c) The suggestion will be considered only after the Government have taken over the administration of the Coal Mines Labour Welfare Fund in Korea State.

Shri R. L. Malviya: How long will Government take to take over the administration of the Coal Mines Labour Welfare Fund of Korea State?

The Honourable Shri Jagjivan Ram: The matter is already being examined and as soon as all our Central Acts are enforced in the states which have merged with provinces we will take over the administration of the Coal Mines Labour Welfare Fund of Korea State.

Mr. Speaker: The question hour is over.

(b) WRITTEN ANSWERS

COAL MINES LABOUR WELFARE FUND

*553. **Shri R. L. Malviya:** (a) Will the Honourable Minister of Labour be pleased to state the total amount collected towards the "Coal-Mines Labour Welfare Fund" up to December, 1948 and the expenditure under various heads viz., (i) housing; (ii) health, sanitation and antimalaria measures; (iii) hospitalisation; (iv) education; (v) improvement of standard of living including recreational facilities and (vi) facility for work?

(b) What steps have so far been taken by Government to educate the coal-mine labourers and their children?

(c) What is the cost incurred towards the administration of the Labour Welfare Fund?

(d) What is the number of labour quarters constructed so far and what is the amount spent for the purpose?

(e) What is the scheme of Government for construction of labour quarters and will it be completed within the specified period?

The Honourable Shri Jagjivan Ram: (a) The following are the amounts collected during the years from 1944-45 to 1947-48:

	Rs.
1944-45	7,084
1945-46	27,62,570
1946-47	43,42,433
1947-48	48,23,759

The estimated income during 1948-49 is Rs. 75,00,000. Information regarding the actual amount collected during that year upto December, 1948 and the expenditure incurred under the various heads so far is being collected and it will be laid on the table of the House.

(b) As part of a scheme for the welfare of women and children in the coalfields, Demonstration Centres are being opened at different places in the coalfield areas as opportunity occurs and finances permit where craft education is being imparted to women and the alphabets are being taught to miners' children. Visual education is provided by the mobile cinema unit maintained by the Fund. The Fund's mobile shop vans and mobile canteens which visit the collieries periodically are provided with loud speakers and the Fund's officers give talks for the benefit of mining population. A scheme for providing adult education to miners is under examination and it is proposed to construct schools for miners' children in townships which are being built as part of a general scheme for housing the coal miners.

(c) The following is the expenditure incurred towards administration of the Coal Mines Labour Welfare Fund during the years 1944-45 to 1948-47:

	Rs.
1944-45	22,555
1945-46	67,215
1946-47	88,255

(d) So far construction of 98 quarters for miners has been completed. 750 quarters are nearing completion. Information regarding actual expenditure incurred is not readily available. I may however mention that the estimated cost per house is Rs. 4,000.

(e) I would invite the attention of the honourable member to the reply given by me on 2nd April, 1948 to question No. 1177 on the subject asked by Shri V. C. Kesava Rao in which I had explained the scheme of the Government for construction of miners' quarters in coalfields. The execution of the scheme was to be completed in about 5 years. The period is likely to be prolonged in view of the anti-inflation measures now undertaken by Government.

LABOUR WELFARE FUND OF KOREA STATE IN C. P.

*554. **Shri E. L. Malviya:** (a) Will the Honourable Minister of Labour be pleased to state what steps have been taken by Government to take over the Labour Welfare Fund of Korea State in the Central Provinces?

(b) What is the total amount of the fund collected, what was the expenditure incurred and what was the balance received by Government?

(c) Is it a fact that most of the fund is spent on anti-malaria measures and if so, what amount has been spent on this head?

(d) Is it a fact that anti-malaria activities in Korea were carried on by the Bengal Nagpur Railway Administration and if so, what was the total expenditure and what percentage has been contributed from the fund?

The Honourable Shri Jagjivan Ram: (a) The Government have asked the Coal Mines Welfare Commissioner to visit Korea and to submit in consultation with the local authority concerned detailed proposals for collection and administration by the Central Government of the Welfare cess in Korea. Central Provinces Government have agreed.

(b) This does not arise in view of the reply given to part (a) of the question.

(c) The expenditure incurred on anti-malaria measures in Korea during the years from 1944-45 to 1947-48 is as follows:

	Rs.
1944-45	72,126
1945-46	88,075
1946-47	74,477
1947-48	31,836

So far as information is available the total annual income of the Korea Coal Mines Labour Welfare Fund is about Rs. 4 lakhs.

(d) Anti-malaria measures in Korea are carried out by the Bengal Nagpur Railway Administration. I have given the figures of total expenditure incurred in the reply to part (c). The entire expenditure is met out of the Korea Coal Mines Labour Welfare Fund.

LABOUR WELFARE FUND ADVISORY COMMITTEE OF KOREA STATE IN C. P.

*555. **Shri R. L. Malviya:** (a) Will the Honourable Minister of Labour be pleased to state whether Government propose to take any steps to include a representative of labour from Korea Coalfields in the Advisory Committee of the Coal Mines Labour Welfare Fund to safeguard the interests of labour in this field and if so, when?

(b) Have Government any scheme for the welfare of labour in Korea coalfield, and if so, what?

(c) Is it a fact that the Labour Welfare Fund Advisory Committee of Korea represented to the Government of India through the Government of the Central Provinces for the sanction of Rs. 1,000 per month for the education of labour in Korea Coalfield and if so, with what result?

The Honourable Shri Jagjivan Ram: (a) This point will be considered after the Government have taken over the administration of the Korea Coal Mines Labour Welfare Fund.

(b) Government have arranged for the execution through the agency of the Bengal Nagpur Railway Administration of anti-malaria measures expenditure on which is being met from the Korea State Coal Mines Labour Welfare Fund. Further Welfare Schemes will be considered after the administration has been taken over.

(c) No such representation has so far been received. Honourable member, however, mentioned this during discussion.

*556. [POSTPONED TO BE ANSWERED ON 24TH FEBRUARY, 1949.]

Monday
21st February, 1949

THE CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES

(PART II — PROCEEDINGS OTHER THAN QUESTIONS AND
ANSWERS)

Official Report

70

Volume I, 1949

(1st February, 1949 to 23rd February, 1949)

Fourth Session
OF THE
CONSTITUENT ASSEMBLY OF INDIA
(LEGISLATIVE)

1949



सत्यमेव जयते



CONTENTS

Volume I.—1st February, 1949 to 23rd February, 1949.

	PAGES
TUESDAY, 1ST FEBRUARY, 1949—	
Deaths of Dr. Tej Bahadur Sapru, Mr. Akbar Hydari, Shri G.A. Natesan, Mr. M. Shaif Daudi, Mr. Vellingiri Gounder and Mr. Abdul Matin Chaudhuri.	1—3
H.E. the Governor General's Assent to Bills	3
Statement re Loans from International Monetary Fund	4—6
Papers laid on the Table	6—24
• Public Companies (Limitation of Dividends) Bill—Introduced	24
Tea Committee for India Bill—Introduced	24
Indian Emigration (Amendment) Bill—Introduced	24
Seaward Artillery Practice Bill—Introduced	24
Mangrol and Manavadar (Administration of Property) Bill—Introduced	24
United Provinces Provincial Armed Constabulary (Extension of Laws) Bill—Introduced	25
Protective Duties (Amendment) Bill—Introduced	25
Banking Companies Bill—Presentation of Report of Select Committee	25
Ajmer-Merwara Tenancy and Land Records Bill—Extension of time for presentation of Report of Select Committee.. . . .	25
Chartered Accountants Bill—Referred to Select Committee	25—27
Payment of Taxes (Transfer of Property) Bill—Referred to Select Committee	27—56
Indian Tariff (Second Amendment) Bill—Discussion on motion to consider—not concluded.	56—65
WEDNESDAY, 2ND FEBRUARY, 1949—	
Statement on Disturbances in Durban, South Africa	67—69
Indian Tariff (Second Amendment) Bill—Passed as amended	69—97
Public Companies (Limitation of Dividends) Bill—Discussion on motions to consider and to refer to Select Committee—not concluded.	97—106
THURSDAY, 3RD FEBRUARY, 1949—	
Committee to examine rules of Procedure and Conduct of Business	107
Resolution re Community-wise Census of Assam, West Bengal and East Punjab—Withdrawn	107—111
Resolution re (i) Failure of Grow More Food Campaign (ii) Serving of Rice in Non-Vegetarian Hotels—Discussion not concluded.	111—53
FRIDAY, 4TH FEBRUARY, 1949—	
Scheduled Securities (Hyderabad) Bill—Introduced	157
Public Debt (Central Government) Amendment Bill—Introduced	157
Estate Duty Bill—Extension of time for Presentation of Report of Select Committee	157—58
Child Marriage Restraint (Amendment) Bill—Extension of time for presentation of Report of Select Committee	158
Resolutions re (i) Failure of Grow More Food Campaign (ii) Serving of Rice in Non-Vegetarian Hotels—Withdrawn	159—209
MONDAY, 7th FEBRUARY, 1949—	
Papers laid on the Table	211—12
Election to National Food and Agriculture Organisation Liaison Committee—Postponed	212—13
Election to Committee on Public Accounts	213—14
Public Companies (Limitation of Dividends) Bill—Referred to Select Committee	214—16

	PAGE
MONDAY, 7TH FEBRUARY, 1949—contd.	
Tea Committee for India Bill—Referred to Select Committee	218—27
Mangrol and Manavadar (Administration of Property) Bill—Passed as amended	227—43
United Provinces Provincial Armed Constabulary (Extension of Laws) Bill—Passed	243—48
Seaward Artillery Practice Bill—Passed as amended	248—58
India Emigration (Amendment) Bill—Passed	258—60
Protective Duties (Amendment) Bill—Discussion on motion to consider—not concluded	260—62
TUESDAY, 8TH FEBRUARY, 1949—	
Death of Mr. C. N. Muthuranga Mudaliar	263
Protective Duties (Amendment) Bill—Passed	263—66
Scheduled Securities (Hyderabad) Bill—Passed	266—73
Public Debt (Central Government) Amendment Bill—Passed	273—75
Banking Companies Bill—Discussion on the motion to consider as reported by Select Committee—not concluded	275—306
WEDNESDAY, 9TH FEBRUARY, 1949—	
Banking Companies Bill—Discussion on motion to consider as reported by Select Committee—not concluded	307—45
THURSDAY, 10TH FEBRUARY, 1949—	
Election to Committee on Public Accounts	347
Code of Civil Procedure (Amendment) Bill (Amendment of Section 82)—Introduced	347
Indian Tea Control (Amendment) Bill—Introduced	347
Payment of Taxes (Transfer of Property) Bill—Presentation of Report of Select Committee	347
Banking Companies Bill—Consideration of clauses—continued	347—87
FRIDAY, 11TH FEBRUARY, 1949—	
Indian Penal Code and the Code of Criminal Procedure (Amendment) Bill—Referred to Select Committee	389—91
Workers' Provident Fund Bill—Circulated	392—95
Prevention of Free or Forced or Compulsory Labour Bill—Circulated	395—407
Indian Judicial Procedure Bill—Referred to Select Committee	403—14
Criminal Tribes (Repeal) Bill—Discussion on motion to consider—Allowed to stand over	414—15
Indian Bar Councils and the Legal Practitioners (Amendment) Bill—Motion to consider—Not moved	415
Motor Vehicles (Amendment) Bill—Motion to consider—Withdrawn	415—19
Hindu Marriages Validity Bill—Referred to Select Committee	419—28
Code of Criminal Procedure (Amendment) Bill (Amendment of Sections 4, 29 (A), etc.)—Motion to refer to Select Committee—Not moved	428
Code of Criminal Procedure (Amendment) Bill (Amendment of Section 488)—Passed	429—30
Dentists (Amendment) Bill—Motion to consider—Not Moved	430
Societies Registration (Amendment) Bill—Introduced	430
MONDAY, 14TH FEBRUARY, 1949—	
Papers laid on the Table	431—33
Rubber (Production and Marketing) Amendment Bill—Introduced	434
Banking Companies Bill—Consideration of Clauses—continued	434—75

	PAGE
TUESDAY, 15TH FEBRUARY, 1949—	
Time Table for the day's business	477
Panel of Chairmen	477
Committee on Petitions	477
Public Companies (Limitation of Dividends) Bill—Extension of time for presentation of Report of Select Committee	478
Banking Companies Bill—Consideration of clauses—continued	478—518
Presentation of Railway Budget for 1949-50	518—30
WEDNESDAY, 16TH FEBRUARY, 1949—	
Papers laid on the Table	531—33
Coal Mines Labour Welfare Fund (Amendment) Bill—Introduced	533
Banking Companies Bill—Consideration of clauses—continued	533—76
THURSDAY, 17TH FEBRUARY, 1949—	
Railways (Transport of Goods) Amendment Bill—Introduced	577
Banking Companies Bill—Passed as amended	577—618
Hindu Code—Point of order on the motion to consider as reported by Select Committee—Ruled out.	614—21
FRIDAY, 18TH FEBRUARY, 1949—	
Railway Budget—General Discussion	623—74
MONDAY, 21ST FEBRUARY, 1949—	
Motion for Adjournment <i>re</i> Fast by Prof. Shibban Lal Saksena—Disallowed	675
Death of Shri Kiran Shankar Roy	675
Papers laid on the Table	675
Public Companies (Limitation of Dividends) Bill—Presentation of Report of Select Committee	675
Railway Budget—General Discussion	676—717
TUESDAY, 22ND FEBRUARY, 1949—	
Governor General's Salary (Exemption from Taxation) Bill—Introduced	719
Dock Workers (Regulation of Employment) Amendment Bill—Introduced	719
Railway Budget—List of Demands	719—71
Demand No. 1—Railway Board	730—71
General Corruption on Railways	720—48
Insufficient Provision of amenities to passengers	748—71
WEDNESDAY, 23RD FEBRUARY, 1949—	
Essential Supplies (Temporary Powers) Amendment Bill—Introduced	773
Railway Budget—List of Demands	773—830
Demand No. 1—Railway Board	774—830
General Administration with particular reference to Economy	774—818
Demands Nos. 1—12; 15—19	818—20

CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES

(PART II—PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS)

Monday, 21st February, 1949.

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

QUESTIONS AND ANSWERS

(See Part I)

11.45 A.M.

MOTION FOR ADJOURNMENT

FAST BY PROF. SHIBBAN LAL SAXSENA

Mr. Speaker: I have received notice of an adjournment motion by an honourable member of this House in connection with the fast of Professor Shibban Lal Saxena who is a member of this House.

I am sorry, I cannot admit this motion as it has nothing to do with the responsibility of the Central Government; it is a purely Provincial matter.

Shri H. V. Kamath (C. P. and Berar: General): May I have my say, Sir?

Mr. Speaker: No say; it is disallowed.

DEATH OF SHRI KIRAN SHANKAR ROY

Mr. Speaker: I have to invite the attention of the House to the very sad and untimely demise of Shri Kiran Shankar Roy who was a member of the Bengal Cabinet and a member of this House. He was a prominent member in the Congress and rendered very valuable service to the country. We deeply mourn his loss at such a time as this.

The House might respect the memory of the deceased by standing in silence.

PAPERS LAID ON THE TABLE

INTERIM REPORTS OF MERCHANT NAVY TRAINING COMMITTEE

The Honourable Shri K. C. Neogy (Minister for Commerce): I lay on the table a copy of each of the five interim reports* of the Merchant Navy Training Committee.

PUBLIC COMPANIES (LIMITATION OF DIVIDENDS) BILL

PRESENTATION OF REPORT OF SELECT COMMITTEE

The Honourable Dr. John Matthai (Minister for Finance): I present the report of the Select Committee on the Bill to limit the dividends which may be paid by public companies.

* Not printed in the day's Debate. Copies placed in the Library of the House.—Ed. of Deb.

THE RAILWAY BUDGET—GENERAL DISCUSSION—*Concl'd.*

FIRST STAGE—*concl'd.*

Mr. Speaker: The House will now proceed with the General Discussion of the Railway Budget.

Shri A. V. Thakker (Saurashtra): I wish to bring to the notice of this House the very great necessity of the railway under construction which is called the C.I.C., that is to say, the Central India Coalfields railway which connects the Katni-Bilaspur line with the East Indian line on the loop line passing via Daltonganj. This Railway is a very important Railway for two reasons: one is that it develops the coalfields of Central India, and the other reason is that it taps a very untapped part of the country—almost unknown part—I mean the two big areas called Surguja and Jashpur. I have recently travelled in that area for the purpose of examining the work of tribal welfare. I found that it was a part which has not been tapped at all for so many years in the past and it was almost *terra incognita* and people could not travel there both on account of the want of roads as well as railways.

Now the construction of a part of this Railway has already been started at the east end of that line. The amount of one crore of rupees which has been earmarked for that purpose is very inadequate in my opinion, and I feel that if the Honourable the Railway Minister can see his way to increase it, it will be a very good thing for the development of that part of the country.

[*At this stage Mr. Speaker vacated the Chair, which was then occupied by Mr. Deputy Speaker (Shri M. Ananthasayanam Ayyangar).*]

That part of the country is inhabited by a very, very backward class of people. Again, there is a very large quantity of coal available in that area. Other minerals besides coal can also be tapped very easily, and I hope that necessary surveys have been made for that.

Another matter which I would request the House to attend to is amenities for third-class travel. One particular matter with regard to that is that almost all the railway compartments contain seats fixed longitudinally and not cross-wise. I mean to say that if the seats are arranged cross-wise instead of longitudinally, there will be a much better seating arrangement and there would be less overcrowding than at present. The two instances of Railways using such a sort of compartments are the G.I.P. and the B.B. and C.I. Railways. In all the trains which run between the Cities of Poona and Bombay, many of the compartments have got seats cross-wise which easily accommodate the crowds; the benches cannot be occupied by more than a fixed number of persons, or less, than the bench can accommodate. There is a central corridor passage all along the train, and thus overcrowding in certain compartments is reduced to a great extent and the number of vacant seats will be minimised altogether and nobody can occupy more seats than he is entitled to. The second train which uses such a kind of carriages is the B.B. and C.I. train running from Delhi to Bombay, called the Delhi Express or Bombay Express. That line also has got compartments arranged cross-wise and therefore it gives the number of seats that is required for the number of persons. It some times so happens that some bullies travelling in the compartment occupy the whole of the bench meant to accommodate five persons, thus adding to the overcrowding. Therefore, if the Railway management sees that it will be profitable to have seats cross-wise in the third-class compartments, it would add very greatly to the seating accommodation. If the seats are so arranged that one person cannot take more than one seat, then it will be to the comfort of the travelling public—at least the gentle class of travelling public who will not bully others or who will not elbow out others and who will not fight at the moment.

The question of third-class accommodation is a very old business and the criticism levelled against it is the same every year but all the same we should supply them more amenities in as much as they supply the real finance of the Railway passenger traffic. I hope that the question of third-class travel will be better attended to in the coming year.

Pandit Hirday Nath Kunzru (U.P.: General): The honourable the Minister for Transport has presented us with a lucid and comprehensive survey of the working of the Railways during the year 1948-49. He has been anxious to examine the facts objectively. Every page of his speech bears witness to his desire to arrive at an impartial estimate of the efficiency of the railway administration. We all appreciate the pains that he has taken to arrive at an unbiased judgment on this matter and I think the House will agree that the views expressed by him in his speech show no kind of prejudice, in favour or against, any particular thesis.

My honourable friend has referred to two very important questions in the course of his speech, the financial position of the Railways, and their operating efficiency. I should like to deal with certain aspects of them that have been ignored by him. But before I do so I must refer to two other matters that cannot be passed over in silence in this debate.

The first point relates to the non-publication of the report of the Indian Railway Enquiry Committee. The honourable the Transport Minister told us that the report was sent to the Press soon after it was received and that it would be distributed to honourable members as soon as printed copies were received from the Press. This is a very inadequate explanation of the failure of the Government to make the report available to honourable members at least a week before the Railway Budget debate. Had any keenness been shown in the matter either by the Transport Ministry or by the Railway Board, I am certain that the report would have been long ago in the hands of honourable members. The negligence of the Government in this respect has greatly delayed a proper consideration of the Committee's main recommendations. They will be discussed by the legislature a year hence and it is obvious that this delay will in no small measure prejudice its consideration.

Sir, the honourable the Transport Minister has told us that a senior officer has been placed on special duty to obtain the orders of the Government on the Committee's recommendations. The officer is an able officer, but he is unaware of the background of the Committee's recommendations. He has not been given the assistance of anybody familiar with the evidence received by the Committee or the information collected by it, nor so far as I know could he have had the time to go through the records himself. It is obvious that this will prevent as full and impartial an examination of the Committee's recommendations as may have been expected, had the officer concerned received the assistance that he was entitled to.

My second point refers to the delay in the publication of the Annual Railway Report. Last year about this time only the Second Volume of the Report was available. This year only the first report is available. Some explanation ought to be forthcoming of this delay. It is very unsatisfactory that the Railway Board and the Railway Ministry should not make the Report available to the members before the Budget debate takes place. I hope that every care will be taken in the future that the Report comes out well before the Budget debate takes place.

[Pandit Hirdāy Nath Kunzru]

I should now like to refer briefly to the operating efficiency of the Railways. Operation covers two questions—transportation and power. My honourable friend the Railway Minister has dealt only with the first question. It was a pleasure to the Indian Railway Enquiry Committee to find that an improvement had taken place in the utilisation of wagons and the punctuality of trains after July 1948, and it is a matter of great satisfaction to me to learn that this progress has continued. The running of block trains and the increase in the speed of goods trains is reflected in the improvement in the turn-round of wagons, the period for which has declined from about 15 days in June 1948 to about 12½ in December 1948. The Railway Board and the Railway Ministry are entitled to the credit due to them for the improvement they have brought about. I hope that they will make every effort to bring about further improvement. I do not want to criticise the Railway Board who have, it seems from the results, brought about an improvement, but so far as the wagon turn-round is concerned I think I should point out that when the Wedgewood Committee considered this matter, the then turn-round of B. G. Wagons was between 10 and 11 days and the Committee referring to the example of South Africa thought that this could be reduced to about 5 or 6 days. We have therefore a great deal of progress to make before we arrive at the target recommended by the Wedgewood Committee.

Again, I find that in one place in his speech the Railway Minister has compared the coal loadings in 1947 and 1948. I am very doubtful whether such a comparison can yield any useful results. The year 1947 was an abnormal year and the report of the Railway Board for 1948-49 shows that the total traffic carried in 1947-48 was about 6½ per cent. less than that carried in the previous year.

Now, I come to the very important question of the availability of power. The Railway Minister has referred only to, what I might call, the "physical causes" of the shortage of power. He has spoken to us of the age of the engines and the difficulty of securing spare parts and adequate steel supplies. I for one feel that the heavy reduction in the availability of engines is a more serious matter than the physical causes that he has referred to. I shall place two facts before the House to enable it to know how serious the deterioration in this respect is. The Railway Enquiry Committee have said in their report that the average number of days engines were in workshops increased by 27 per cent. on the Broad Gauge and by about 132 per cent. on the Metre Gauge. The Committee took full account of all the difficulties referred to by the Railway Minister. But it, nevertheless, came to the conclusion that better results could have been obtained had more supervision and better management been observed in the workshops.

Well, better supervision is difficult I admit at the present time with a depleted supervisory staff. But it was the Committee's considered view that, with proper organisation, direction and management, better results could be obtained. A great deal depends on the selection of the superior officers, particularly the chief mechanical engineers on whose keenness, efficiency and driving power, the working of the workshops and the running-sheds depends in no small measure.

There is another matter to which I should draw the attention of the House and that is the fall in the number of engine miles per engine failure. The Railway Enquiry Committee has pointed out that there has been a fall of

about 68 per cent. in the number of engine-miles per engine failure in 1947-48 as compared with 1938-39. This shows that the maintenance of engines in the running sheds is very unsatisfactory and requires the serious consideration of Government.

Another factor that I may usefully mention is the deterioration in respect of engine utilization. The engine-miles per engine on the line on the broad-gauge decreased from 79 in 1938-39, just before the war, and 75 in 1946-47 to 72 in 1947-48. On the E. I. Railway, Sir, the figures has declined from 77 in 1938-39 to 56 in 1947-48. This is startling and is due to the inefficiency of maintenance work. Unless our mechanical workshops and the running sheds are made to work with greater efficiency, I am afraid that the renewal of the over-age locomotive stock and the availability of steel supplies and spare parts will not produce the full result that the Transport Minister seems to expect from them.

I should in this connection like to refer to one other important matter and that is the efficiency of the superior and subordinate staff and labour. The Railway Enquiry Committee, after making as careful an enquiry as it could, came to the conclusion that there was a reduction in the efficiency, not merely of the subordinate staff and labour, but of the higher staff as well. Judged by any reasonable test efficiency has fallen all round. There is undoubtedly an impression among the railway staff and labour that they are not being fairly treated by Government. I have no doubt that my honourable friend the Railway Minister is doing his best to create a feeling of contentment among them. There are many causes that lead to dissatisfaction at present. It is not possible for me to refer to all of them. But, generally speaking, I think that greater attention should be paid to the measures calculated to improve the efficiency of the staff such as better training, provision of better avenues of advancement and above all the creation of an *esprit de corps* and the spirit of national service among all ranks of Government servants.

Sir, I am about to close. While labour ought to receive the reward that is its due, and while the railway staff have a right to expect a living wage from Government, they must realise the moral obligation that rests on them to do what lies in their power to improve the working of our largest national concern.

I have painfully observed during my tour with the Railway Enquiry Committee that there was little keenness among the subordinate staff and labour to do their work efficiently. In regard to this matter, the superior staff too is to blame, because I am sure that with better management and better driving power on the part of the superior staff, better results can be obtained even now. But the railway staff and labour must themselves realise the duty that they owe to the country. Unless they are prepared to work for the railways in a spirit of national service, the task of the Transport Minister and of the Railway Board will continue to be difficult. We shall watch, Sir, during the next year with great interest the efforts of our leaders and of the railway authorities to infuse such a spirit into the railway staff and labour.

Shri R. K. Sidhva (C. P. and Berar: General): The honourable Minister's speech was, I must say, very outspoken and he did not mince matters when he referred to the many subjects relating to the railway working. I could not go into the details, at the short time at my disposal, of the various figures of the working of the railways, but I will confine myself to three subjects for the consideration of this House, namely, the grievances of the public, the shortage of wagons and corruption. I shall hurriedly deal with these subjects and try to bring to the notice of the honourable Minister how far these three subjects have caused great discontent both amongst the travelling public and the trading public.

[Shri R. K. Sidhva]

The honourable Minister stated that there has been noticeable improvement in the arrival of trains. I am prepared to accept that compared with last year there has been an improvement in the punctuality of trains. He has stated in his speech that 60 per cent. of the trains arrived punctually. I will not call it 'a noticeable improvement' but I will call it a 'slight improvement'. The 60 per cent. Sir, which he has mentioned is also correct, but as to how this 60 per cent. is worked out and as to the alarming conditions of this punctuality, of the departure and the arrival of trains, I would like to enlighten the House. We will take for example our own home, namely, the Delhi Station. I will also not quote the previous times, but take the period from 1st February to 15th February. Now in the departure from the Delhi Station, Sir, except for four days, all the trains departed at a later time than the scheduled time. On four cases, the trains left at the scheduled time. The rest of the days, namely, eleven days, it was 90 per cent.

Shri L. Krishnaswami Bharathi (Madras: General): All trains or some trains?

Shri R. K. Sidhva: All trains. You can very well understand what is the time of departure at which a train has to start punctually and to the scheduled time. There was no question of any intermediate stage where the delay might have been caused and as I stated in my speech last year, it is all due to the indifference and the negligence of the staff; they generally do not start at the right time from the terminus station. Sometimes when the driver is available, the conductor is not there and when the conductor is there, the driver is not available. These are factors to which I would like to draw the attention of the Honourable Minister and he has to give us an explanation as to why so many trains actually left the Delhi Station, the starting point so late. If you take the time of arriving of trains also at the Delhi Station during these fifteen days, you will find that in the E.P. Railway, none of the trains arrived at the right time and the minimum was 74 per cent. and maximum was 95 per cent. In the foreign Broad-gauge Railway the maximum was 78 per cent. one day at 67 per cent. one day 67 per cent. one day 47 per cent. four days 33 per cent. and the average comes to nearly 60 per cent. That the Honourable Minister's calculation is correct, I do not dispute, but I would only request him to bear this in mind as to how many trains come at a late hour. The Honourable Minister has stated that 251 coaches were received on the first of April from the Military authorities and 172 new coaches were introduced. Now, you can imagine that nearly 423 new additional coaches were introduced during the year. If you take the average capacity of one coach which varies from 100 to 110, then these new coaches would afford an additional capacity for 46,530 passengers.

The Honourable Shri N. Gopalaswami Ayyangar (Minister for Railways and Transport): Is it per day or for the year?

Shri R. K. Sidhva: It is per day. If you take an average of 100 as the carrying capacity for a coach and multiply that by 423 new coaches, it will come to 46,530 passengers carried per day. With all that, it is still a mystery to me, and I want to know why there is this overcrowding in spite of the increase in locomotives and increase of coaches. I am prepared to accept arguments such as shortage of locomotives and shortage of coaches, but that is not the only argument. The reason is inefficiency, indiscipline, irresponsibility, carelessness, negligence, lack of duty on the part of large number of officials, Sir. That is the main reason and unless the administration and the honourable Minister give this matter their serious attention, any number of locomotives you may introduce and any number of new coaches you may introduce, the condition is not going to improve.

Then I would like to draw the attention about the long distance passengers for which the Honourable Minister of State has taken a little interest in providing a special coach. I am very glad that he has made the arrangement, and I have noticed at the starting point the officials do take notice that only through passengers for the long distances are allowed in this coach. But my report is that at the intermediate stations, the ordinary passengers get into this compartment and there is no provision made to prevent this. I would like to draw his attention to this and to see that while these long distance coaches are introduced—it is welcomed by the public—it is really used by the long distance travelling public only. I also understand and I know that the special third-class which is called the 'Janata' train has been introduced from Delhi to Patna. It has become a very popular train and I would request him to see that such trains exclusively for third-class passengers are extended from Delhi to Amritsar, from Delhi to Ajmer, from Delhi to Jhansi. These are the three routes where there is a heavy traffic and I see no reason whatever with the additional coaches at their disposal and when they could manage to run one through train to Patna—this popular train, as I would call it—why should they not pay a little more attention to increase the number of such trains. It is no use waiting to watch what the result is going to be of this one track. The risk has to be taken and when it is noticed that the train is popular, 5 or 6 third-class through passenger express trains should be introduced immediately. You will then be able to popularise the third-class travelling. The Honourable Minister of State in reply to a question said that he was very anxious to introduce the touring coaches to attract foreigners. I have no objection, Sir, to that. I am also for introducing third-class touring coaches. But I do not want him to concentrate his attention to these matters until the third-class travelling has been made really satisfactory. When you are confronted with so many difficulties it is not proper to divert the attention of officials to other matters. Let me tell you if the officers are engaged on new matters, which they consider to be more important than the comfort of third-class travelling will be ignored. When I stated that this negligence is due over all these matters, I would only quote one paragraph which the Indian Railway Enquiry Committee, 1947, has stated in this connection. On page 511, paragraph 52, it says:

"In spite of the increasing number of locomotives and wagons, the tonnage of goods handled has declined. There has been a large increase in the number of passengers carried, but at the expense of serious overcrowding. The falling off in the railways' ability to move goods traffic at the war time level is to a large extent due to reduced efficiency and reduced output of work by staff, and partly to a lack of proper initiative, direction and guidance from the top."

This is the finding of a committee which was appointed by the Government. I do not want to go into the details of number of recommendations that they have made. This book was supplied to us very recently and I do not think anybody could do full justice to it in the very short space of time.

Sir, I crave your indulgence for a few minutes more, because I have to touch on some important matters. Coming to the question of wagons, as stated by the honourable the Minister in his speech, additional wagons have been put on the line: 2349 wagons up to the last March and 485 during this year. Despite that, the distribution of wagons has not at all improved. I have been receiving complaints from various commercial people saying that a great deal of favouritism goes on in the supply of wagons. Only three days ago, I have received a letter from Messrs. Muccadam Kalianji Bhanji and Co.; they have sent a copy of the letter written to the General Manager, B.B. and C.I. Railway. I should like to read the letter in *extenso* to enable the honourable Minister to find out how far this favouritism prevails in the matter of granting wagons. The letter runs as follows:

"The Goods Superintendent advertises inviting applications from the public for allocating wagons of different sections for different kinds of goods, but applications are not accepted from the persons or Muccadams or their agents who were waiting for the whole day

[Shri R. K. Sidhva]

and night in long queue for submitting the applications being accepted without assigning any reasons whereas Messrs. Sakarchand G. Shah and one Manji Khatau doing business in his own name and also in the names of Bharatkumar Shivji and Kothari and Co. (carting agents) are greatly favoured, though such procedure is not announced for acceptance of applications in this manner."

"Our clients are able to prove that the Officers are accepting such applications from these persons and are one or the other influenced by these parties and some other parties. And our clients further submit that they have seen these Officers using the cars bearing No. BMX/1692 and BMX/8903 belonging to Mr. Manji Khatau for attending their private work. Our clients further suspect that even underhand dealings may be current. Our clients state that this favouritism needs special inquiries and investigations and our clients are prepared to afford all facilities. Our clients respectfully state that all the public should be equally treated without any favour and no priority should be given to any person or party."

I have given a concrete example to show as to how the public are prepared to co-operate with the Government in respect of this kind of favouritism and corruption, or whatever you may call it. Apart from this, I have got so many other instances which I am prepared to supply to the Honourable Minister if he wants.

I have to state one more important matter as regards the safety of the passengers. I have received a letter from Mr. P. C. Mukerjee from Calcutta. He has invented a kind of device whereby he says that.....

Mr. Deputy Speaker: That letter has been sent to all the members. The honourable member need not read that letter.

Shri R. K. Sidhva: I made enquiries from the Railway Commissioner to find out whether the trial given to the device in Calcutta was successful. He told me, that the general manager's opinion is, that it is not satisfactory. But this gentleman is sure—I do not know if what he says is correct—that this device really prevents accidents and ancillary subjects relating to them. I should like the Honourable Minister to take an interest in this matter. That gentleman is prepared to come to Delhi and give a demonstration. I would suggest to the Honourable Minister that he should invite all the members to the Delhi station to see his demonstration and let us see for ourselves whether this device is really satisfactory or not.

The Honourable Shri N. Gopalaswami Ayyangar: I would only ask, if I may interrupt for a minute, whether honourable members would distribute themselves between the two trains which would come against each other in order to test the device.

Shri R. K. Sidhva: I do not know. This gentleman calls himself a scientist, an expert; he has been supported by many newspaper editors.

Mr. Deputy Speaker: The Honourable Minister has received a copy of the letter. The honourable member's time is up.

Shri R. K. Sidhva: I would, at the end, only submit one point about the Silver Arrow train to which some reference has been made.

Mr. Deputy Speaker: The honourable member's time is up; he has taken more than fifteen minutes. Cannot he reserve these remarks to his cut motion?

Shri R. K. Sidhva: As I have stated, some locomotives have been introduced; but I asked a straight question how many of the 1476 locomotives which are under repairs since last year, have been repaired during the year so that we may have an idea of the question; but no reply as to the number of engines repaired is forthcoming. Similarly, I received a report that some so-called un-serviceable wagons were lying at Halisharpur yard near Calcutta. The report

of the Superintendent was that with a little increase, say 10 per cent., in the schedule rates, these wagons could be made serviceable. I am told that these wagons were sold at Rs. 250 each. I would request the Honourable Minister to look into this matter. I would suggest to the Honourable Minister that unless the inefficiency and irresponsibility which at present exists among the staff is removed, any number of locomotives and additional coaches which are proved by the figures, are not going to solve the problem of the travelling public.

Mr. Franks Anthony (C.P. and Berar: General): I feel that first of all I should welcome the Minister for Railways and his colleague the Minister for Transport to their new office. I am certain that the whole House unanimously wishes them the very best of luck in their difficult and responsible undertaking.

I know that I have always been regarded as a rather bitter critic of the railway administration; but my criticism has, in my opinion, always been based on sound reasons. I am the first person to be impatient of facile critics and would be magicians who think that by a mere wave of the wand or glib proposals the whole administration can be converted overnight into a perfect system giving equal satisfaction to the users and employees alike. Under the circumstances which face us today, I feel that the budget is, by and large, a good one.

Those who are inclined to be impatient about the railway administration should remember certain inescapable facts. They have got to remember the vastness of this administration with its inevitable complexities and attendant difficulties. We have got to remember the legacy of the war, a war which wore out and destroyed rolling stock which in 1939 was already outworn. We cannot forget the shock and dislocation of partition which practically denuded some of our railways of their running staff. I think I am right in saying that on the East Indian Railway, the running staff was depleted to the extent of almost fifty per cent. It is axiomatic that running staff cannot be replaced and cannot be trained overnight. I think the Railway administration, in the way that it has weathered these shocks deserves our commendation.

The decision to set up a locomotive building institution at Chittaranjan gives intense satisfaction to me and to those who have cried ourselves hoarse for many years for the recognition of this long overdue and vital need. My own feeling is, in spite of what Mr. Sidhva has just said, that the railways have done commendably well in the matter of the running and punctuality of trains. I think I can say that I do much more travelling perhaps than any member of this House; with my constituency, I have to travel throughout the length and breadth of the country. My own personal experience is based on travelling on many railways in this country. The trains are today running much more punctually than they have done for many years. I think that one of the main reasons for this increased punctuality is the dropping of the system of pooling of engines which I had asked for some time ago. I know the trains are still running late; but perhaps some of the reasons are unavoidable such as the need to use over-aged engines. On the other hand, I feel that there are one or two eliminable reasons for the continued late running of trains. For instance, I feel that unreasonable delays are often made because of the time taken in the unloading and loading of freights and parcels.

I now come to what I consider to be certain major remediable items in the railway administration. The Railway Minister has told us that measures have been taken to eliminate ticketless travel. These measures have met with some degree of success. My own feeling is that measures have not been adequate or comprehensive enough. My own estimate is—and I am prepared to say that my estimate is as good as the Railway Minister's—that we are losing to-day

[Mr. Frank Anthony]

on an average Rs. 5 crores a year from ticketless travel. I arrived at this estimate by remembering that we expect almost Rs. 85 crores as our passenger receipts. Rs. 70 crores of this amount will come from the third class passenger and I think this is an estimate which errs on the side of conservatism when I say that one out of fourteen third class passengers travels without a ticket. It is not enough, Sir, to have *ad hoc* measures applicable to certain provinces like the United Provinces. My own impression is that this problem is as acute in all the provinces in India. The other day I was travelling between Itarsi and Jubhulpore, my home town. About 200 persons descended on this particular train like a swarm of locusts. They invaded all the compartments with equal impartiality. They travelled down several stops and got off very happy looking, apparently in the knowledge that they had travelled without a ticket. I feel that special measures can be introduced immediately for strengthening the ticket checking staff. You may consider the advisability of increasing your staff, but I think a great deal can be done by a better distribution of their present duties. I find that by and large there are very few travelling ticket inspectors. Then I have always regarded it as being pointless that at large junction stations you should have five or six ticket examiners lounging about. People who travel without tickets do not wait to alight at junction stations. If you have more travelling ticket inspectors I think the position can be remedied. My own impression is that on passenger and slow trains you do not find any travelling ticket inspectors and it is precisely on these trains that you get most of your ticketless travelling.

Then we have the notorious fact that ticket collectors do take consideration from people for allowing them to alight from or get on to trains. At certain junction stations today, ticket collectors in collusion with other staff are alleged to have pickings from this source which amount to more than the daily salaries of some of our Cabinet Ministers. Then I believe that some of this ticketless travel is forced on people, owing to the fact that they cannot get tickets from over-crowded ticket windows, at which the clerks dawdle about issuing tickets as if time had stopped to watch their lethargic movements.

These are some of the considerations which I put before the honourable Minister to help eliminate ticketless travel.

I now come to what I consider an important aspect of the budget which has tended to give it the false and misleading complexion of a surplus budget. On paper it is undoubtedly a surplus budget. But I would ask the Railway Minister, if this budget were more squarely based on a sense of morality and real democracy, could it be a surplus budget? I remind him of the fact that the expenditure programme contemplates Rs. 70 crores as expenditure. I remind him of the fact that of this huge amount, the miserable, niggardly paltry sum of Rs. 1-1/2 crores has been earmarked for passenger amenities. But that is not the whole story. Of the Rs. 85 crores of your estimated receipts from passenger traffic, Rs. 70 crores will come from third class travel, and of this Rs. 1-1/2 crores that you intend to earmark for passenger amenities, I do not believe that even Rs. 1 crore will go to the third class passenger. Most of this paltry, niggardly sum will be taken up in your cutting down, modifying and changing your first and second class compartments, because this decision to reorganise railway travel will tie you down to devoting all your time to first and second class compartments—enlarging them, cutting them down, rebuilding and modifying them. I regard this as a reckless, irresponsible and wanton decision. I do not blame my friend over there for they have nothing to do with it. I do not blame the railway administration. This decision was taken by the Central Advisory Council for Railways, of which I am a member. I say this in fairness to myself that I was the only dissentient member. I begged the railway to consider the psychological, physical and financial aspects

of this step. I said you would lose financial'y and that it would create hardships for the middle and lower classes and resentment among your subordinate staff. But who listens to advice from persons who have not the halo of a particular political party. I blame the railway administration for accepting it. It should have been abundantly clear to a person of the meanest intelligence that this reckless step of unwarranted, unjustified reorganization would lead to what has happened. And what has happened? The only person who has benefited is the first class traveller. The second class person travels as one in sixteen in a compartment from Delhi to Bombay. The third class person still hangs out of doors and windows and gets killed with a monotonous regularity which is accepted by the public and administration alike in a spirit of resignation which is suggestive of primitive, oriental fatalism. What has happened to your subordinate staff? Men who were entitled to inter-class travel have been degraded to third-class travelling. Men who overnight and in comfort travelled to their work, today sit up all night in the second class compartment they arrive at their destination utterly worn out and exhausted, no good for their work.

I make an appeal to my friends. Have some courage and imagination. This thing has been a hopeless, miserable failure. Recognise your mistake and have the courage to recognise it. We have not the rolling stock to pursue hair-brained and high-falutin schemes. All our energies should have been concentrated on one thing, and that is the improvement of travel for third class passengers. What are you going to do with this reorganization scheme? You have to cut out servants compartments and rebuild coaches for whom?

The next problem that I wish to touch upon is that which relates to the problem of railway labour. This problem is of paramount importance and overshadows the rest of the railway administration. All your budget calculations, the future of the railways and the future of this country to a large extent depends on whether the Railway Minister is able to approach this problem in a spirit of imagination and courage. I have pleaded earnestly in season and out of season to Members who held this portfolio for some imagination and courage. It is not that they have not been able but they have lacked imagination and courage. They have been led by their noses by their permanent officials. They have fed tamely out of their hands. I am not pointing a finger at my friends there. They are good fellows, able and as patriotic as anyone who has gone to jail for his political conditions. But I say to my friends, Mr. Gopalaswami Ayyangar and Mr. Santhanam, that while you must make the maximum use of their administrative ability, it is your business to humanise and democratise their psychology. If you allow them to hureaucratise and imperialise your outlook, then nothing can stop a clash between the railway administration on the one side and railway labour on the other.

My friend has spoken in his budget speech of an apparent conflict, between officials on the one side and railway labour on the other. This is official escapism *par excellence*. There is no apparent conflict. Let us recognise facts. Let us be honest and having recognised this fact let us work from the presumption that there is a real conflict. I place the blame predominantly on the railway administration. I am not for one moment glossing over the fact that there is a section of railwaymen who have fallen under evil counsels and are committed to ideologies which are directed to creating chaos for chaos's sake. But I am talking from experience when I say that the bulk of railwaymen are bluff honest people. They do not want monetary relief. Why are you toying with this problem and giving Rs. 10 here and there? You do this because you single out some favourite union and make them the sole arbiters of the railwayman's destiny. I tell you, and I am speaking with authority, that railwaymen are not concerned with doles here and there, of ten rupees here or

[Mr. Frank Anthony]

twelve rupees there, which in the aggregate comes to a huge bill. They are concerned with more radical matters. They are concerned with their grievances which have galled their souls for many many years. I have told you over and over again that it is the railwaymen's other grievances that matter with them, and I have asked you to consider them. It will not cost you a rupee. But if you consult your friends over there, they will say it may involve some loss of alleged face but it will cost you nothing. You have not made, my friends there have not made, one iota of departure from the old highhanded undemocratic system of procedure which the British laid down. The mass of railway labour today will not tolerate the substitution of a white bureaucracy by a brown bureaucracy. They will not tolerate the perpetuation by their own people of British methods of arbitrariness and suppression. That is why I have asked, and I have asked it in season and out of season, that you should change your rules with regard to appeals. Is it asking too much? At present there is no security of service on the railways. This is the only department which has the despotic right to remove a man without any reason being assigned for such removal.

I have asked that you should do away with the system of selection which has become a ramp and scandal. The smug reply has been that the railway administration is run on a business basis and as such they could not do away with the system of selection which is accepted by all business houses. I tell you that today the basis on which selections to posts in the railways are made is a powerful source of favouritism, nepotism and corruption. Members of the Railway Board have even been accused of it. Officers of a particular caste want men of a particular caste to get this or that job. Why are you afraid? I have asked you to go back to the old system of seniority *cum* selection? Provided a man is suitable then promote him on the basis of seniority. But this present method is a canker and it is eating into the souls of the railwaymen.....

Mr. Deputy Speaker: The honourable member's time is up.

Mr. Frank Anthony: Sir, I will only take two more minutes.

Shri B. L. Sondhi (East Punjab: General): Let him continue, Sir. He knows his subject very well.

Mr. Frank Anthony: Sir, there were many things to which I would like to have referred but there are one or two practices to which I shall now advert. There is this corroding practice of making railwaymen officiate for two, three, four, five, ten or even fifteen years. It is fantastic, it is almost incredible. I know of cases where men have served for years in the senior cadre: they have gone through the junior cadre, and these men after having served many years in the senior cadre retire as drivers. It would be comparably to V. P. Menon who is Secretary of the States Ministry, who has risen from the ranks, after having worked as a Secretary is made to retire on the position and pension of a head clerk. Do you regard this as being fair to the railwaymen? This is the system which you have refused to interfere with and it has been the cause of creating an acute sense of frustration and bitterness. I also feel that you are not being fair to the older men. The older men today will not accept promotion. Promotion usually means Irish promotion. A senior subordinate getting about Rs. 600, Rs. 700 if he accepts promotion gets about Rs. 200 less in salary. The result is that you see the sight, referred to by my honourable friend Mr. Kunzru of a slackening administration. Beardless and bespectacled youths are getting

accelerated promotion on the railways. Why is your railway administration slackening? It is because of these inexperienced young men, *chokras*, who have not the knowledge or capacity to keep your administration as strong as it ought to be.

Finally there is this cruel habit of taking away what the railwaymen already have. You have introduced these new scales for the running staff. My information is that several of the men are going to lose. Do not take away anything from your subordinate staff. If you do not want to give them anything extra I do not mind too much but I do plead with you not to take away anything from them which they already get.

Finally I conclude on this note. It is something which may be regarded as heterodox and will probably shock my friends over there. I feel that the time has come to take your courage in both your hands and really centralise the railway administration. I suggest for your consideration—I do not make it a dogmatic thesis—that you consider seriously the advisability of doing away with the system of General Managers of railways. This is an accident and a relic of history. As company-managed railways come under state management, the state took over the whole administration *en bloc* and continued the system, so that there is perpetuation of variety of scales, overlapping of authority and duplication of expenditure under an absolutely nerveless administration without any co-ordination. As a member of the Pay Commission I might tell you that we were shocked at the diversity of scales and the diversity of conditions obtaining in different railways—men getting different rates of pay for doing precisely the same types of work. We made recommendations with the specific object of introducing uniform scales all over. But what was done? The matter was left to the different General Managers who have perpetuated the same diversities: so two railway men doing the same type of work and under the same Government get the same scale of pay. I tell my friends that they have got a wonderful opportunity to display what I regard as a little courage and imagination. I have said it over and over again. Today you are working for an independent India. I believe that railway labour is today awaiting leadership from you. If you give them a fair deal we will not have all this talk of strikes and strike ballots. Give them a fair deal and I am absolutely confident that railway labour will rally to the Administration, because essentially they are as nationalistic as any other section of employees.

The Honourable Shri K. Santhanam (Minister of State for Railways and Transport): I have been following the Railway Budget for the last sixteen years, first as a journalist and later as a member of this House and I have been following all the criticisms of this Assembly. I believe I am not exaggerating when I say that in no year has the criticism of the budget been so mild as this year. I say this even after hearing my honourable friend Mr. Sidhva and later the eloquent speech of my honourable friend Mr. Anthony. If the criticism has been mild I am under no illusions on that account. I know that many members of this House are deeply dissatisfied with many aspects of railway administration as it is, but the members have generally realised that the causes of this dissatisfaction are to a large extent beyond our control. They are aware that it is due to the fact that the previous government pursued a short-sighted policy and made the big railway system of India dependent on foreign industry for the purpose of locomotives, spare parts and for its machine tools. Then there followed the war and following it came the dislocation caused by Partition and communal conflicts.

Maulana Hasrat Mohani (U.P.; Muslim): Sir, on a point of order, can the Honourable Minister be allowed to reply at this stage?

Mr. Deputy Speaker: One Honourable Minister will intervene in the debate and another will round up the debate.

The Honourable Shri K. Santhanam: I think the mildness of the criticism is also due to the fact that we have taken all possible steps to overcome the existing difficulties.

Criticism naturally was concentrated on the position of the third class passenger. I agree with every criticism that has been made regarding the unsatisfactory position. It is true that there is shameful overcrowding. I shall just quote a few facts to show how it is inescapable. On the 31st March, 1939 there were 32.4 million passengers travelling every month on the Indian railways. On the 31st March 1948, 88 million passengers were travelling every month: that is 144 per cent. more passengers were travelling by the Indian railways on the 31st March, 1948 every month than on the 31st March, 1939. To carry these passengers there were on 31st March 1948, 10,630 carriages as against 11,639 carriages on 31st March 1939. If we have nearly 2½ times number of passengers and less number of carriages overcrowding is an inevitable mathematical result and nothing that anyone can say or do can change this fact unless of course we take the far more drastic alternative of controlling railway travel and rationing it. Sir, we have seen the evils of control in other aspects and I am sure the House will rather prefer the evils of overcrowding than that we should restrict the freedom of the ordinary peasant of India to go over the railways. The overcrowding itself can be relieved only when we have more coaches, when we have more locomotives and when, in certain instances, we have also increased the capacity of the track. We have taken steps to do everyone of these things. As you all know, we have ordered a large number of locomotives from abroad. In this connection I would like to utter a word of warning. For free India at the present stage there is a veritable conflict between the needs of the present and the needs of the future. The other day when there was the Food debate, many honourable members pointed out that by pouring out crores and crores of rupees abroad we are compromising the prospects of our future development, that for every ton of wheat or rice which we buy we lose valuable machinery with which we could build up our industry. The same is true in the case of locomotives, coaches and other material which we buy abroad. We must concentrate our resources for buying machinery with which we can build our locomotives and our coaches. Therefore, while we should try to relieve the immediate overcrowding I should like the House also to remember that in this process we should not squander away our foreign exchange resources too much and thereby handicap the future generations that will come after us. We have taken all possible measures to relieve overcrowding in the nearest possible future. We have not remained quite on that account.

Babu Ramnarayan Singh (Bihar: General): What are those measures?

The Honourable Shri K. Santhanam: We have ordered locomotives. We are building coaches and we have also ordered coaches. We are doubling the track wherever there is congestion. All these measures put together will relieve overcrowding in the near future. Meanwhile we have taken steps to see that at least long distance passengers have a little more comfort than the general mass of third class passengers. Many honourable members have referred to the reservation which has been adopted at all the terminal stations for long distance passengers and the complaint has been made that though this works well at the terminal stations people crowd in at intermediate stations. It is true and I may promise the House that we shall take adequate measures to see that these passengers get uninterrupted passage to their destinations.

My honourable friend Mr. Anthony pointed out that only Rs. 1½ crores have been set apart for passenger amenities. That is quite true and I have no hesitation in accepting that it is not a big amount. But I do not think it is quite fair to compare the receipts from third class passengers with the amount

provided for amenities, because out of the earnings from the third class passengers the bulk of it, must go to the locomotives, coaches and all, and railway track also. Even third class passengers have the use of these.

Shri R. K. Sidhva: All passengers use them.

The Honourable Shri K. Santhanam: All passengers use them and therefore the earnings cannot go merely for amenities but they have to go for the general working of railways. But so far as passenger amenities are concerned I am as anxious as any member that we should step up this expenditure. But we have got other difficulties which prevent us from going much further than we have done. There is the difficulty of getting material. For instance we want to put covers over platforms which is one of the great needs of third class passengers -- they have to wait in sun and rain, in open hot or cold platforms. Covered platform is one of the urgent necessities. But we cannot get galvanized sheets, steel and other materials. Similarly we would like to electrify all the stations wherever electricity is available. Certainly we do not want our third class passengers to be groping in the dark. But it is difficult to get wire and other electrical materials. As soon as we can get them we shall try to step up the passenger amenities and see that as many amenities as possible are provided for them. I would like that within the next three years we should be able to exhaust all the amount that is available in the Betterment Fund. It is to enable the House to watch the progress of the amenities that we have separated the Betterment Fund from the rest of the budget so that every year you may be able to keep a close watch as to the progress made in this matter.

Shri H. V. Kamath (P. and Berur: General): Sir, is it not time for the House to rise?

Mr. Deputy Speaker: Will the honourable Member take more than five minutes?

The Honourable Shri K. Santhanam: I think I will require another fifteen minutes.

Mr. Deputy Speaker: Then he can continue his speech after Lunch.

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

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. Deputy Speaker (Shri M. Ananthasayanam Ayyangar) in the Chair.

The Honourable Shri K. Santhanam: The new classification came into operation on the 1st of January this year and it is too early to form a correct judgment regarding the results, but I differ altogether from the view expressed by Mr. Anthony that it was a mistake and that it should be rectified immediately. Sir, it is not an experiment, which has been taken up in haste; it has been demanded for the last twelve years. In 1937, the Wedgwood Committee Reported.

"We have been impressed with the waste of accommodation involved in maintaining four classes of travel on Indian trains. We cannot help feeling that the whole question of upper class accommodation should be reviewed."

Since then, persistently, year after year, on the floor of this House member after member has demanded the abolition of at least one of the upper classes. To have two similar classes for the richer middle class passengers amounted not only to a waste of accommodation, it involved a concentration of attention on the convenience and comforts of the upper class passengers.

It has been asked, what has the third class passenger gained by this new re-classification? Immediately neither in accommodation nor in fares has the

[Shri K. Santhanam]

third-class passenger been affected, so it may be said that, directly, nothing has altered so far as he is concerned. But, Sir, as a result of this re-classification one of the castes which has been sitting over his head has disappeared, and I think it would be altogether reactionary to bring back that caste and re-introduce the four-caste system in the Indian Railways.

It has also been argued that the first-class passenger has benefited. Sir, if a Gallup-poll is taken of the former first class and second class passengers, I am sure that one hundred per cent. of the first class passengers will ask for the restoration of the old first class, while I expect 25 to 30 per cent. of the old second class passengers will ask for the restoration of the old second class. The first class passenger paid a little more than the present Class I passenger, but often by paying a single fare he got the whole compartment. That was the advantage of the old first class—that it was a gamble; if you pay one fare or two fares you can probably get a whole four-berth compartment to go about from one end of the country to another. It is to stop that wastage of accommodation that we have amalgamated both the old first and second classes and introduced a middle class which is called Class I. The standard of accommodation in the new Class I is much inferior to that of the old first class and a little superior to the old second class. Therefore, to say that we have abolished the old second class and not the first class is a mistake. What has happened is that a new class between the two has been introduced for the convenience of those who have been accustomed to go in either the old first or the old second class. In other countries, ordinarily there is only a two class system and I do hope that before long India too will move towards that simple classification.

Seth Govind Das (C.P. and Berar: General): Have that. It is much better.

The Honourable Shri K. Santhanam: But people who are very enthusiastic for change begin to protest and abuse when the change actually comes.

Shri M. Tirumala Rao (Madras: General): This is not the change we asked for.

The Honourable Shri K. Santhanam: People forget that while they now expatiate on the advantages of the old second class, for the last six years of war the second class travel has been as crowded as the new Class II. I have travelled often by the second class both at night and day, and I have found passengers rushing into the second class and there was no accommodation.

Shri B. L. Sondhi: When did you travel by railway? For the last six months you have been going by air.

Mr. Deputy Speaker: But he knows about it. The Minister may go on.

The Honourable Shri K. Santhanam: Well, I may inform the honourable member that probably even today I know more about all the classes than the honourable member.

Shri B. L. Sondhi: You were saying that you travelled by rail. I only corrected you—you never travel by rail now.

Shri Khandubhai K. Desai (Bombay: General): Has the passenger carrying capacity by the new classification increased?

The Honourable Shri K. Santhanam: What has happened is that the old second class compartments have been partly annexed to the new Class I and partly have been handed over to the new Class II or the old Inter class accommodation.

Seth Govind Das: With your permission, Sir, I wish to interrupt the honourable Minister only once and ask him this question. Is it not a fact that now in the second class there is more crowding of passengers than there used to be in the past, because the Inter and second classes have been mixed together?

The Honourable Shri K. Santhanam: My honourable friend Mr. Govind Das does not realise the full implications of his question. That means the new class II, is more popular than the old second class.

Shri B. L. Sondhi: There is no option—it is compulsory.

Shri M. Tirumala Rao: According to the Minister the third class is the most popular way and therefore it is very comfortable!

The Honourable Shri K. Santhanam: Let the honourable members reflect on the matter calmly. The third class passengers are there. The old inter class travellers have got the old inter class accommodation. The old second class passengers who have got Class II now have more accommodation than before. It is owing to the addition to the new Class II that more people are going from Class III to Class II. That is the process that is going on. That is why even the new Class II, in spite of more accommodation, is overcrowded. But if we find that the new Class I is not as overcrowded as it should be, then we shall go on transferring more and more coaches from Class I to Class II till we find that the passengers are suitably accommodated. That is the way in which we have to proceed—not to bring back the old four caste railway system.

Shri R. K. Sidhva: We do not want four classes. We want a comfortable class.

Shri L. Krishnaswami Bharathi: Provide sleeping accommodation; everything will be all right in Class II.

Mr. Deputy Speaker: Let the Honourable Minister go on.

The Honourable Shri K. Santhanam: Sir, I quite sympathise with people who want sleeping accommodation. By paying 50 per cent. over the old second class fare they can get it today. We are, however, providing limited sleeping accommodation in the new Class II.

Shri R. K. Sidhva: There are no coaches.

The Honourable Shri K. Santhanam: We shall put more coaches. An honourable member has done me the favour of reading a quotation from my own speech in the past. There I am reported to have said that the third class passenger is carrying the upper class passengers. I stand by that statement. Today, even at 24 pies, the first class passenger is being carried by the third class passenger. Supposing you give sleeping accommodation at 9 pies, then you can imagine how much the third class passenger will have to carry the middle class passenger. Everybody professes sympathy for the third class passenger, but when it comes to middle class interest *versus* third class interest, our reason goes and we stand for the interest of the middle classes rather than... (Interruption).

Mr. Deputy Speaker: Order, order.

Mr. Frank Anthony: On a point of explanation. This is a misreading of what I said. I said, "Have your re-classification by all means when you have the rolling-stock. For the time being, every effort should be directed to third class reorganisation."

The Honourable Shri K. Santhanam: This re-classification, as I have said already, has added to the total amount of accommodation by five or ten per cent. in the various Railways. From that point of view, it is of great interest.

[Shri K. Santhanam]

to the third class passenger, but what I am saying is that you can never have any change, especially in the Railway, where you have to make the change on a particular midnight, without some kind of inconvenience. We shall try to mitigate every inconvenience and see that progressively the third class passenger gets our first attention, then will come the class two and we will progressively eliminate the Class I passenger from the railway system.

Shri B. K. Sidhva: May I know what is the report of the General Managers on this classification? They have sent a preliminary report. I would like the Honourable Minister to enlighten the House as to what the opinion of the General Managers is.

The Honourable Shri K. Santhanam: That report is premature, but if the honourable member reads it he will find that in the M.S.M., S.I. and two other Railways the shift has been from Class III to Class II. There has been a decrease in earnings in the East Indian Railway and in one or two railways there has been a temporary decrease in earnings. This is only for twenty days and how can we come to any judgment on figures for the first twenty days of January alone? So I think my honourable friend Mr. Sidhva must wait and see. We have got an open mind and when we find that things have to be mended, they will be mended. But again I want to emphasize that we should not allow the old railway system to come again, have four classes of coaches, four kinds of refreshment rooms, four kinds of waiting rooms—all that is too much of a burden on the common man. By the abolition of one class, a great deal of burden has gone, though there has been some inconvenience—I do not deny it—some inconvenience to those people who are rich enough to afford 16 pies but who are not rich enough to afford 24 pies. I would like every honourable member to reflect as to what tiny fraction is there in this country who can afford 16 pies per mile who can just not afford 24 pies per mile. There is a fraction and that is a very influential and vocal fraction, but I suggest that it is not such a big fraction that we should jeopardize an experiment made in the interests of the future generations owing to some temporary inconvenience. As I have already promised, we shall see that this inconvenience is also mitigated to the maximum extent possible.

Seth Govind Das: Have only two classes.

The Honourable Shri K. Santhanam: Well, I rather shudder to face an Assembly after abolishing the Class I.

Shri B. L. Sondhi: Why? We do not shudder at all. We do not mind provided the Ministers also come with us and do not go by air.

Mr. Deputy Speaker: Will he allow the Honourable Minister to proceed?

The Honourable Shri K. Santhanam: I would request the honourable Mr. Sondhi to keep his soul a little in patience.

It has been a great pleasure to me to listen to the very constructive speech of my friend Mr. Shastri on labour relations in the Indian Railways. Some aspects of it will be dealt with by the Honourable Minister for Railways, but I wish to assure him that we are very anxious that labour in Indian Railways should be treated as model labour. I am particularly anxious that welfare work in the Railways should proceed as fast as possible. Unfortunately, a section of the workers even resent our improving the conditions. They are afraid that by improving labour conditions in Railways the revolutionary edge will be blunted. Therefore, on the one hand, when the Grainshop Enquiry Committee went about the country, they mobilised all the workers together and represented that the grainshops were mismanaged utterly, that there was no

article supplied in the grainshops which was worthy of eating and that some thing must be done to alter the existing state of affairs, but when finally we did accept their advice and gave them option and produced a change, they made it the chief point of attack against the Railway Administration. The House may also remember that when, after mature consideration, the Government of India felt that though they could hardly afford the amount they should make a gesture and give an extra Rs. 10 allowance to each railway worker, they protested that this was a question of dividing the workers; that it was intended to wean away the workers from strike. Unfortunately, for the last four or five years, disintegrating elements have infiltrated into railway labour to such an extent that we are unable to run the railways efficiently. We are not able to attend to the workers' welfare itself efficiently. The whole thing is in a state which we cannot put up with much longer. I hope that the railway workers will listen to the wise lead of leaders like Mr. Shastri and cooperate with the Railway Administration, so that we can prove that in a nationalised industry the workers can be treated as model workers. In order to enable the House to watch the progress of labour welfare work, we are contemplating to bring all items under one demand head as in the case of the Betterment Fund, so that year by year the House will be able to see how we have progressed in housing, in hospitals and other aspects of labour welfare.

Some members referred to catering.

Mr. Nasiruddin Ahmad (West Bengal: Muslim): We have more to say on the point.

The Honourable Shri K. Santhanam: Members may have more to say and there is the Honourable Minister for Railways to reply to them, and probably members may have some more points from my speech to speak on. Some members suggested that the Railways should take up departmental catering. In the S.I., M.S.M. and B. N. Railways there is departmental catering and on the point of quality I feel that Departmental catering has, on the whole, competed successfully with contract catering. Unfortunately, owing to the application of the Pay Commission's Recommendations, all the catering staff have had to be paid the pay, allowances and other perquisites according to the Commission report and the S. I. Ry. catering which was the most successful and the most economical has begun to be a losing concern. It is this fact that has made us pause a little and, as we have other more urgent work to do, we have decided, with the consent of the Central Advisory Council, to postpone this extension of departmental catering and look after other matters. I may assure the House that, at the soonest possible moment, the extension of departmental catering will be taken up. Till then we have to manage as best as we can and every effort will be made to see that those who do it on contract do their work properly.

One of the honourable members suggested that the railways are functioning from day to day and are not proceeding on the basis of planning. It is partly true. Railways cannot plan in a vacuum. They have to plan in the midst of national planning and when there is a national plan, I am sure that railway planning also will go into its place naturally. Still, at present a large part of our work is being done on planned basis. For instance, the building of the locomotive workshop, the proposed coach-building workshop and even the new re-classification are all projects the results of which will be seen much more in the future than in the present. It is in the interests of the future that these steps have been taken.

About the construction of new railways, a great deal of work has been done during the last 18 months. The Assam Railway link of 14½ miles was sanctioned on 27th January 1948 and is to be completed early in 1950. The Rupar-Talaura

[Shri K. Santhanam]

railway has already been completed and members from the Punjab know its value for the Bakra dam. The Khirsodah-Ranwara in the Bengal Nagpur Railway sanctioned on 26th March 1947 is to be completed on 30th June 1949. Similarly the Barwadih-Sarnadhi line in the East Indian Railway with a length of 40 miles was sanctioned on 26th April 1947 and is to be completed early in 1951. Then there is the Bhimsen-Khaura line of the G.I.P. railway with a length of 73.82 miles sanctioned on 21st May 1946 is to be completed on 1st April 1949.

Shri K. Hanumanthaiya (Mysore State): What about the Satyamangalam-Cbamrajnagar line?

The Honourable Shri K. Santhanam: It has not yet been started for the railway. This constitutes a fairly good programme of construction. I do not, however, say that I am satisfied. I am sure that India wants probably a few more thousands of miles of railways, but unfortunately this is not the proper time to take up very big construction work. The cost of constructing each mile of railway is nearly four times the prewar cost. Therefore, if we make haste now, we shall have to spend a lot of money, while if we wait for a few years, we may be able to construct some lines much more economically. (*Shri R. H. Sidhva:* "Do you think the prices will go down?") Sir, I will conclude with a few words on fares and freights. I think it was Mr. Prakasam who suggested that we should reduce the third class fares. I have got some comparative figures. In India, the average passenger fare is 4.18 pies per mile and in the United Kingdom and in the United States of America it is 18.856 pies.....

Shri R. K. Sidhva: The honourable Minister must also compare the conveniences provided in the foreign trains.

The Honourable Shri K. Santhanam: The honourable member will please wait. As I was saying, the average fare in the United Kingdom is 18.856 pies and in the United States it is 18.412 pies. What Mr. Sidhva said is quite true about the convenience provided for the passengers.

Babu Ramnarayan Singh: Also the average income *per capita*.

The Honourable Shri K. Santhanam: Yes, the average convenience provided is according to the average income *per capita*. We cannot have the cake and eat it too. If we want to reduce the fares, we can only do so at the cost of even the existing convenience. Today it is the overcrowding that has given you the surplus. If we can provide all the coaches and all the locomotives to carry the third class passengers at even third class comfort, we shall be working at a deficit. Third class fare before war was only three pies per mile. The railway fare has increased only 50 per cent while every other price has increased by 300 to 500 per cent. We can say that even this is high, but unless prices fall we will not be able to provide these comforts and run the railways on the present basis.

So far as goods freight is concerned, I have some instructive figures to supply to honourable members. India pays 9.1 pies per ton mile, while the United Kingdom pays 19.52 pies and the United States pays only 6.882 pies per ton mile. In the United States goods are being carried much cheaper than in India and the reason is that their cost is much less. They make their own locomotives. Coal is cheaper there and labour is more efficient. As a combined result of all these factors, the United States, in spite of its high standard of wages and cost of living, is able to move its goods at much cheaper cost. Therefore, in future, if we want to reduce our fares and freights, we have to increase our efficiency. It is to the extent that efficiency is increased that we can either reduce the fares and freights or carry them better.

My honourable friend Pandit Hirday Nath Kunsru has made out this point and I need not labour it. He made a legitimate point that his report has not been published. Of course you know the printing difficulties in Delhi and how our own Assembly reports do not come to us for six months. I do not put this forward as an excuse. To some extent we must plead guilty to the charge that has been made. But I may assure him that every one of his recommendations is being scrutinised not only by the officers concerned, but by every member of the Railway Board and finally by myself, and by the Honourable Shri Gopulaswami Ayyangar. We shall see that every recommendation which can possibly be accepted is given effect to.

Shri G. S. Guba (Tripura, Manipur and Khasi States): I rise to associate myself with the many tributes which came from different parts of the House to the Honourable the Railway Minister after the presentation of this Budget. His speech covers a very wide range and touches important problems and show his keen interest and eagerness to do what is possible under the present conditions. It is also very satisfactory to know that he has given his very earnest consideration to the various recommendations of the Railway Enquiry Committee and also to the wishes expressed on the floor of this House during the debates on the Railway Budget last year. Among the points that he touched were the questions such as the allocation of the Betterment Fund, the Depreciation Fund and also the separation of the Railway Finances from General Finances. Then he also spoke on the performance and standard of efficiency, better trains, power position and several other such like things. As many of the members have already touched on these points, I do not think I shall go into them at present. The question of gauge in the different parts of India is also engaging his attention.

Coming from one of the eastern provinces of India, namely, Assam, I think I should concentrate on some of the difficulties that the people in those parts experience when travelling by train. My honourable friend, Mr. Rohini Kumar Chaudhuri has already spoken on the state of the T. B. Railway and also said that I have some personal experience of the difficulties of passengers in that part of the country. I was in Darrang district for five years, and during my stay at Tezpur, capital of that district, I think, I never took the advantage of travelling by that train for a single day because of the various difficulties and also of uncertainties of travelling by that Railway. I preferred to travel by road by motor from Tezpur to Rangapara, the farthest limit, of the B.A. Railway. Things were very difficult during the war days, when as Deputy Commissioner I had to help the military authorities in regard to transhipment of material from the Indian side of the country to Durrang in order that they could do their best to fight the Japanese menace in Burma. I had very great difficulty at that time in finding the means to help the military forces to bring their different kinds of equipment including arms and ammunition from Rangapara, which is the farthest limit of the B. A. Railway, up to Saloni (Tezpur) air field towards the construction of which I had a hand. At that time I wrote to the Defence Department, after consultation with the Air Force and Military authorities, several times to see that the railway from Rangapara North to Tezpur was taken over by Government and also converted into a metre-gauge line. My honourable friend Mr. Rohini Kumar Chaudhuri has given an idea of how the line has been working. And I generally agree with what he has said. I have not personally seen passengers pushing the train on the T. B. Railway. But I know that the conditions were very difficult on account of the failure of the engines, and sometimes it was necessary for people to get down from the train and in that way probably to help a little; there are one or two places where the train has to rise above the ordinary level. I think personally, that it is very

[Shri G. S. Guha]

necessary for Government to consider this question of the taking over of the T. B. Railway as early as possible, and before 1952. On the other side of Tezpur on the south bank of the Brahmaputra River there is a railway branch line from Nowgong to Silghat. If the 18 miles of the T. B. Railway line is converted into a metre gauge line as an extension of the Rangiya—Rangapara line, I am quite sure it will be of great advantage to the travelling public and beneficial to trade.

In this connection I would also like to say that having travelled and having been in that part of the country during war time, I felt the necessity of the extension of the railway line from Rangapara up to the eastern most part of the province—up to Sadiya. There are many areas in that part of the country requiring development. Thousands of people had emigrated into some of those parts from Eastern Bengal as there are very fertile lands there, and the whole place is studded with tea gardens; and tea is one of the most important things which we export from our country in order to get Exchange from foreign countries. It is therefore an important question for consideration of Government whether it is not possible to construct the line along the bank of the River Brahmaputra from Rangapara North up to Sadiya in near future if not at present. I think it would be very good from the point of view of defence and carriage of things if this was done; because during the last war, I had very great difficulty in arranging buses and other conveyances for transport of such things from Tezpur onwards. The line suggested by me will not be over, say, approximately 100 miles. There is a proposal for constructing another line from the Garo Hills about which my honourable friend, Mr. Chaliha will speak as I have not much time at my disposal now.

I would also draw the attention of the Honourable Minister for Railways and Government regarding the difficulties of the travelling public through Pakistan from one part of the Indian territory to another, for instance, of people travelling from Calcutta to Assam. If in course of time the question of the conversion of the metre gauge to broad-gauge is taken up for consideration, I hope Government will also consider the question of extending the broad-gauge line from Parbatipur to Amingaon. This will afford great relief to the travelling public to Assam, and the consideration of the question can probably be arranged by having some sort of discussion with the Government of Pakistan.

As regards the increase of passenger trains, accommodation, etc., what the honourable members who have preceded me during the last two days have said equally applies to Assam but to a much greater extent. I have travelled in Assam, Bengal, this side of the country and also in C. P. and in Bombay; but I cannot compare the conditions prevailing on the Assam Railway with the conditions that prevail elsewhere. There are not only no lights and no water in the bath-rooms, but frequently there are also no cushions to sit on. I hope Government will give their earnest consideration to these matters specially because Assam is now a vital part of the country for the defence of the Dominion of India.

Mr. Deputy Speaker: Mr. Khandubhai Desai.

Shri Kuladhar Chaliha (Assam: General): May I have the good fortune to catch your eye, Sir?

Mr. Deputy Speaker: Everybody will have the good fortune to catch my eyes. I would request honourable members to confine their remarks to ten minutes—I have got a list of thirteen members waiting still—so that I may be able to call upon the honourable Minister exactly at five of the clock to reply

to the debate. May I ascertain the wishes of the House if they would be prepared to sit for half an hour more after five of the clock? There are a number of members who want to speak.

Shri Khandubhai K. Desai: Sir, I shall finish in ten minutes. First of all, I would like to thank the Honourable the Railway Minister for a candid and outspoken exposition of the job he has undertaken upon himself. He has placed before us his difficulties, his hopes and his aspirations. We do not know to what extent he will be able to carry through them all during the course of the existing year.

He has made reference in two or three paragraphs in his speech to labour questions. He has placed before the labour leaders his view that as far as railway men are concerned, politics should be kept out. The President of our National Trade Union Congress has very ably placed before the House the view point of our organisation. I need hardly assure him and the House that as far as the INTUC is concerned, we have nothing to do with politics, though politics may come incidentally, but primarily we are for the uplift of the working classes whether they are working in the railways, or in any other industry.

I would like to point out to the railway administration one thing. A simple negative policy or simple maligning railway employees as inefficient people will not achieve the purpose. A positive approach is necessary. The positive approach is, that the railway men, whether they are working in the workshops, or on the stations or working as gang men, should be considered as responsible employees working in the interest of the nation. A sort of initiative should be created in them; a sort of responsibility should be thrown on them and they must be made to realise that they are as much servants of the nation as anybody else. This can only be achieved if the railway administration at the top changes its whole outlook towards labour. Of course, there is not much difficulty. For aught we know, the men at the top may be good people; but they have been accustomed to treat the railway men in a particular way. Unless the red tapism goes, I think we will be in for difficulties. I would suggest for the consideration of the Railway Minister that even for the removal of small grievances, small discontent, small dissatisfaction, he must appoint Zonal Tribunals to which every railway man can go for the redress of his grievances. If the tribunal gives a decision against the railway man, he will know that his case was wrong and he will be satisfied. He should not be permitted to harbour feelings of discontent, dissatisfaction and resentment at the railway administration.

Shri B. Das (Orissa; General): What about our satisfaction about full production by labour?

Shri Khandubhai K. Desai: Last year, I had an opportunity of going round the country, on almost all the railways, and I must assure the House, as representing the nation, that at the core, railway men are sound and they would like to serve the nation. The charge of inefficiency, indiscipline, and what not, can immediately be removed if response comes from the railway administration at the top.

As far as the coordination of the different rival bodies among railway-men are concerned, my suggestion is let the railway-men manage their own affairs through their own office bearers. I would not object to it and nobody would object to it provided the railway men are assured that the office bearers whom they may elect from among themselves will get a square deal from their superiors and that if they place their case strongly before the railway administration, they will not be looked down upon and they will be made to suffer for it.

[Shri Khandubhai K. Desai]

Then, there is one point to which I would like to make a reference: that is regarding the railway finances. We are grateful to the honourable Railway Minister that he has realised that the railway finances are not in a happy position. We cannot have any complacency about the position of the railway finances. The depreciation fund is being depleted as he says, at the rate of eight Rupees for every Rupee we put into it, because of the high prices of renewing the locomotives, carriages and wagons. Even if the prices were to go down, you will have to take out of the depreciation fund at the rate of three or four Rupees for every Rupee you put into it. Therefore, the suggestion that a Convention Committee should be appointed is welcome. I think the surplus which has been shown is fictitious; it is not a surplus in any shape or form. I am definitely against any surplus from the railway going to the general finances. It is a crooked way, an insidious way, an indirect way of imposing indirect taxation from the public utility services. The principle of taking away even one pie from the railway surplus, in my opinion, is unsound finance. Now that the Honourable Dr. John Matthai, who fought for this principle, is the Finance Minister, I think the Honourable Shri N. Gopalaswami Ayyangar would have better time in the future. I think not a single pie from the railway surpluses should be diverted to the general finances. If they want the general finances to be augmented, let them come before the House for more taxation and we will consider the taxation proposals. All the surpluses should go towards increasing the facilities of the passengers and satisfying the railway men.

Much has been said about the new classification. I think a right step has been taken. (*An Honourable Member: "No"*). Any right step will, in the first instance, be resented by the people who are accustomed to a different way of life. The very fact that the new classification has, according to the Honourable Mr. Santhanam, increased the passenger carrying capacity by ten per cent is proof of this. If the trains carried one thousand passengers before, they are carrying now a hundred passengers more. Some persons may have gone from the third class to the so called second class which is really the inter class. To that extent, congestion may have been removed. He has assured us that this is a transitional step towards the elimination of even the inter class and having only two classes, the upper and the lower. I think, if that stage comes, we will be happy. Any change as suggested by Mr. Anthony would be a retrograde step and this House must not allow it.

As far as the third class passengers are concerned, I think the time is shortly coming when, with the efficiency that the railway are bound to put in,—because they know the feelings of the House—the third class passengers will also get accommodation at night for sleeping on payment of an extra fare. So there will be two classes—I and II, or upper and lower, or A and B—or whatever you would like to call it. Today there is a misunderstanding. The class which is called second class today is not the real second class; it is old inter-class.

With these words I must again thank the Railway Minister for his candid and frank exposition of his position to this House.

Shri Jaspal Roy Kapoor (U.P.: General): I have often been unlucky in not getting suitable accommodation in railway trains, but I had never thought that that ill-luck of mine would follow me even in the course of the debate on the railway budget, and that I would be called upon to speak at such a late stage in the debate. As it is, I must confine myself to the very few

points that have been left untouched by the previous speakers. But even then, Sir, I must repeat one thing, and that is to congratulate the Honourable the Railway Minister, not only for the very able, lucid and frank speech which he delivered while introducing the Railway budget, but more particularly for the efficiency that he has been able to bring about in the railway administration during the short period that he has held this portfolio.

As a member of the Central Railway Advisory Committee, and also having had many occasions to travel during the last few months, I can say, Sir, with a certain amount of personal experience that there has been an all round improvement in the working of the railways. The trains have begun to run a bit more punctually, the railway staff is a little more courteous to the passengers, there has been an improvement in the goods traffic, and above all, Sir, I find an earnest desire and determination on the part of a large number of railway officials to improve matters. I know, Sir much more still remains to be done and I do not attach very much importance to the little that has been done. But I certainly attach a good deal of importance to this earnestness on the part of the railway officials to improve matters, and if this earnestness on their part continues, I hope, Sir, before long many of the grievances which we ventilate on the floor of this House will disappear. But, Sir the credit for all this must not go exclusively to the honourable the Railway Minister. It must be shared by his deputy the honourable the Minister of State for Railways, Mr. Santhanam.

We know what a close and critical study he used to make of railway problems when he was on the non-official benches, and I am glad to find that even now when he has been lifted to the Treasury Benches, he continues to look at the railway problems with the same angle of view as he used to look at them when he was on the non-official benches.

I was rather sorry to find some of the previous speakers the other day criticise him rather uncharitably when they said that now that he has to travel by air he has forgotten all the grievances of the public against the railways. I must confess, Sir, that I do not consider such criticism to be very dignified and responsible. This sort of criticism I often hear in the market place being levelled against our Ministers and our Government. But I had never thought that such irresponsible, and if I may be permitted to say, undignified criticism, should be levelled against any Minister on the floor of this House. Is it that any one of us does seriously want that our Minister should not travel by air and economise time thereby? Is it the intention of any one of us here that they should travel only by rail or by bus, or perhaps by bullock-carts?

Mr. Deputy Speaker: The honourable member should come back to the rails! Already five minutes have gone.

Shri Jaspal Roy Kapoor: Well, Sir, I hope I shall have fifteen minutes.

Mr. Deputy Speaker: I am afraid that will not be possible.

Shri Jaspal Roy Kapoor: I have no objection but I will try to go over the various points as fast as the railway runs. But let us not forget that even though the speed of the railway has increased, the trains have not become absolutely punctual, and I hope I will have your consideration in view of this fact.

I was submitting, it is not fair on our part to suggest that the Ministers should not travel by air; in the interests of economy of time, they must do so: as a matter of fact, we would do well to give a directive that our Ministers should travel in the shortest possible time so that they may be able to devote more time to the substantial tasks that are before them.

Shri B. L. Sondhi: And also to the members of the Advisory Council!

Shri Jaspal Roy Kapoor: Yes, thank you.

I must now immediately come to a very important point and that is with regard to the working of the Railway Finance Committee. Having been elected to the Railway Finance Committee by this House, I think I ought to tell them what my experience of it has been, and I must confess that my experience has not been a happy one. The Railway Finance Committee is supposed to be the watch-dog of Railway finances. But, Sir, the way in which its affairs are conducted prevents it from functioning as it should. Firstly, to go through these various points hurriedly, I may mention that the Standing Finance Committee has not been given the necessary facility.....

Mr. Deputy Speaker: Two minutes.

Shri Jaspal Roy Kapoor: I think I have now to travel by air.

The first point is that items relating to huge amounts of money are placed before us and we are expected to skip over those items within a period of only two hours. The members of the Committee are not experts, and I am sure even experts would not be able to deal with these big items in the short space of two hours. Secondly, we find that grossly wrong estimates are put before us. To quote one illustration—(Interruptions). My honourable friend, Mr. Sondhi is surprised, but if he will bear with me and help me to secure a few more minutes from the Deputy Speaker, I will be able to quote instances for the benefit of this House.

One illustration is this. In March last year, the Railway Finance Committee were told that five steamers could be had for only about Rs. 25 lakhs. Four or five months afterwards we were told that three steamers had been purchased at a cost of Rs. 60 lakhs; whereas in March we were told that one steamer would cost Rs. 5 lakhs, only a few months after orders were placed for three steamers at the cost of Rs. 20 lakhs per steamer. This is something which must be taken seriously by the House.

Then again, often no approval of the Standing Finance Committee is taken before huge orders are placed. To illustrate this. Two hundred engines costing Rs. 10 crores were ordered without any approval of the committee having been taken.

In another case, nine engines were purchased at a cost of Rs. 25 lakhs and this fact was brought to our notice after the entire transaction had been completed.

Fourthly, I may mention that very often the estimates are exceeded by very big amounts. To give you one illustration—the doubling of the Gaya Bridge. The original estimates were Rs. 32 lakhs; ultimately such a huge sum as Rs. 46 lakhs was spent over it, and it was not until the whole project had been completed that we were informed that the original estimates had been exceeded. This state of affairs, I submit, is not very agreeable to us and I am sure now that the Honourable Mr. Santhanam and the Honourable Mr. Gopalaswami Ayyangar are there they will see to it that the working of the Railway Finance Committee improves definitely and we are enabled to function in a manner which would give satisfaction not only to the members of the Committee but also to this House.

Sir, the time at my disposal is so short that I would only give two concrete suggestions with regard to improving the honesty and the efficiency of the Railway staff. Every body has spoken now and we have also been crying

hoarse in different sessions of the House that there is a good deal of corruption in the railway administration and it is particularly so in the goods booking department of the railways. I have two definite suggestions to make in this regard. One is that an anti-corruption department should be established. It should be run not only by people who have experience of police administration but also by people who have experience of railway administration. These two sets of people must be such as are above suspicion. I have often found and particularly in my home province, U.P., that in the anti-corruption department some persons are employed who themselves had a very bad reputation regarding their honesty. It is no use having in the anti-corruption department persons who were themselves dishonest in their career. The personnel for this anti-corruption department must be selected with very great care and caution.

The second suggestion is that at every important industrial and commercial centre there must be a goods shed advisory committee and this committee must consist of representatives of the various commercial and industrial interests. Over it the station master might be asked to preside. Their meetings might be held once a fortnight or month and a meeting once in three months may be held at which the Divisional Traffic Manager or Superintendent may be asked to preside. These are the two suggestions which I have to make in this direction.

With regard to the newly established institution of social service guides I must confess that so far I have found this institution to be practically useless. It may be said that we have not had sufficient experience of it. I would on the floor of this House like to utter a warning to the social guides and tell them that if they continue to be useless as they have been so far we shall have to request the Ministry to discharge their services altogether. I remember that on the occasion when the special train was run from this place to the Congress Nagar in Jaipur a very large number of social guides was there. Their number was greater perhaps than the members of the Constitution Assembly who were travelling by that train. After that I have not found one social guide at the station, for almost every week I leave the Delhi station and every time I make it a point to inquire from the responsible official on duty as to where the guides are and I am told always that they are somewhere on the other platform. So every time I have enquired about their existence, I have invariably been told that they are on the other platform and not on the platform where their services are required.

About railway amenities I will not go into detail but I will say only one thing, that I am very much disappointed with regard to amenities of the passengers. It appears from what the Honourable Mr. Santhanam said that because of want of materials it is not possible to give more amenities. It is true in the case of putting up new sheds and so on. But where is the difficulty in having more booking offices or clerks, or providing electric lights at stations. We have just been told by the Honourable Mr. Santhanam that it is not easy to get electric wires. With all respect to him I would submit that electric wires and bulbs are available in the country in any quantity and I know of one important station, my own home station Rajakimandi, where the electric supply company is prepared to put up electric lights on the platform, but a year has passed since I moved in the matter and until now the electric lights have not been put up there and the ordinary oil lamps on the platform hardly burn. That is the case not only with regard to Rajakimandi station but with regard to many other stations also.

I have an important suggestion to make and because I think it is likely to be accepted by the Honourable Minister, I venture to make it. I find that many of our technical men are not being fully and properly utilised. I know that in the E.P. Railway some electrical and mechanical engineers are being

[Shri Jaspal Roy Kapoor]

given the jobs of storekeepers or store superintendents. My honourable friend behind me cries "What." He is surprised at it: So was I when I came to know of it. I hope it would be a surprise to the honourable Minister also, and that he will take immediate steps to see that these technical men are given such jobs for which they are qualified: It is a waste of national talent to put highly qualified technical men on non-technical posts.

I had a lot more to say but I am sorry that I have already exceeded the time limit, and I thank you, Sir, for the indulgence shown to me.

Shri A. Karunakaran Menon (Madras: General): I congratulate the honourable Minister on the Budget that he has presented; on the improvements in Railway that have been already effected and for the promise of the several improvements to be effected in future. Our great disappointment is that we do not find any mention made with respect to future plans about the expansion of railways or the restoration of dismantled lines, which subjects used to find a place in budget speeches. There is no need for me to emphasise the necessity for expansion of railways. The railways act as a great contributor to the economic prosperity of the country. They also act as a great welder of the people into a nation. This expansion is also necessary for the convenience of the passenger public. For instance, it is very difficult for people on the West Coast to go by Rail to a place north of Mangalore, which is the terminus of the South Indian Railway on the West Coast. We have to go south, then turn to the east and traverse the whole peninsula to reach Bombay or any other place in the Bombay Presidency. On the other hand it would be very easy if Mangalore is joined to the Mysore station or the Hassan station on the Mysore Railway line. Still better it would be if the S. I. Railway Station Cannanore is connected with Mysore Ry. Station after passing through the prosperous territory of Coorg.

Even more important, according to me, than new lines is the restoration of the old dismantled lines. These lines were dismantled at the time of the war and on the understanding that they would be restored as soon as the war was over. These lines were built originally after a great deal of investigation regarding the necessity for them and as such I cannot understand why these lines which were dismantled on the implicit understanding or tacit promise that they would be restored soon after the war, do not form part of an urgent programme in the Railway administration.

I might mention one of the railway lines which I know of and which needs immediate restoration namely the Nilamhur-Shoranur line. It was a line forty miles long, costing Rs. 80 lakhs and it was dismantled in 1941 or 1942. Its restoration is said to cost only about Rs. 20 lakhs. Nilamhur which is at one end of the railway is an important station. It is at the foot of the ghats and is a great timber and fuel centre. This railway line, if taken out to Shoranur, will lead straight on to Cochin Harbour. Pykara electric scheme is to be introduced in this area soon and it will act as a great civilizing force in the explosive Moplah area of Malabar. Therefore the importance of this railway need not be emphasized.

The Honourable the Railway Minister admitted that there was a large increase in railway travelling compared to the number of trains and accommodation provided. In this area also if the railway is restored there is no doubt that it will not have to be worked at a loss. The Railway Minister stated on the 15th of this month that the restoration of this railway line had been recommended by the Madras Government and that the only question that remained to be settled was the question of guarantee. I know that the previous Rail-

way Minister the Honourable Dr. John Matthai was also trying to get this guarantee question settled. I do not know why there is a delay of three years to settle this small issue. I do not think this railway when restored will ever be a loss. The areas between these two places, Shoranur and Nihambur have become very important after the war. Therefore, may I request the Honourable the Railway Minister to expedite this matter and earn the gratitude of the people by fulfilling a promise that was made at the time when these lines were dismantled?

I may be permitted to say a few words regarding the reclassification of accommodation in passenger trains. Whatever the Honourable the Minister of State for Railway may say, the present reclassification of accommodation in railway trains has created great dissatisfaction in the country. It has not satisfied the rich, it has not satisfied the middle class, and it has not satisfied the third class passenger also. It has not satisfied anybody. The chief objection to this reclassification is that the reform was attempted at the wrong end. What ought to have been done was to reduce the classes by approximating the third class as much as possible to the intermediate class, and then, when the third class approximated to the intermediate class, the intermediate class ought to have been removed. No doubt the attempt is to introduce a classless travel by reducing the number of classes just as we all yearn for a classless society. But this object could have been attained by the removal of the intermediate class after the third class approximated to it. The first class should have been removed altogether. The previous second class with fares which then existed should have been continued. Credit has been taken now by the Honourable Minister of State that four classes have been reduced to three classes. It is not so. The four classes remain even now. There is the first class, the second class with reservation, the second class without reservation, and the third class. I submit that the position requires very careful reconsideration at the hands of the Government.

I may be permitted to mention one small point. There are now two trains leaving Madras for the West Coast within an interval of a few minutes or an hour. It would be an improvement which will be highly appreciated if one of them starts in the forenoon and the other in the afternoon. Not only will it increase the convenience of the travelling public but on account of the night air mail which has been introduced it would enable the air mail posts to be delivered earlier in important places. At present the air mails reach Madras early in the morning but remain there till evening waiting to be carried to their destinations.

With respect to labour I congratulate the Government on the strong attitude they have taken. At least one section of labour had been blackmailing the country and trying to exploit the Government in times of dire emergency.

Let me mention one more point. I read in the papers of a scandalous of twenty engines having arrived in this country from America in response to orders given by the Government and that they subsequently were found unusable and therefore are lying idle in the locomotive yards. The matter needs urgent enquiry. Each engine is said to cost about Rs. 4½ lakhs. Several of these engines are lying idle because they cannot be used on the railway track for the reason that the whole railway track will have to be converted and relaid if these engines are to be used.

The Honourable Shri K. Santhanam: May I intervene, Sir, to say that so far as the locomotives are concerned there is no basis at all for that statement.

Shri L. Krishnaswami Bherathi: In answer to a question that had been tabled, the answer was given which the honourable member probably did not hear. It was laid to the counter and they said they did not attach any value to such things in the paper.

Shri A. Karunakara Menon: The paper need not be attached any value to.

Shri L. Krishnaswami Bharathi: To the matter contained in it.

Mr. Deputy Speaker: Order, order. Let there be no speeches across the benches. The honourable Minister has said that the allegation is absolutely baseless. He need not pursue the matter. He has already taken his time.

Shri A. Karunakara Menon: Sir, I apologize to the honourable Minister. I never attached much value to the particular newspaper containing the news but I thought it my duty to bring the serious allegations contained in it to the notice of the Government. Therefore, only I mentioned it and not with the idea of making any accusation against Government.

I come to the last point. Though it is a small point I would like to mention it. One of the lady members stated that there ought to be an increase in the number of ladies compartments. Increase of compartments is necessary, but I do not know why ladies compartments ought to be increased. They want equality with men and at the same time they plead for special reservation on the basis of being the weaker sex. Both can't go together.

Shri Bita Ram S. Jajoo (Madhya Bharat): I avail of this opportunity to associate myself with other honourable colleagues of mine to congratulate the honourable Minister for Railways not only for his lucid and explanatory speech but for the straightforward and courageous speech he has made in admitting the short-coming and defects of the railway administration today. As a matter of fact he has stated further that he is conscious of the defects and fully alive to meet the situation as demanded by the country. While congratulating him on this I cannot refrain from making certain observations as regards the general feeling of the public that though the railway administration is now in the hands of our national Government, it is deteriorating in certain respects. I would not like to dilate on the inefficiency and corruption particularly because they have been mentioned by many speakers. I feel and feel very strongly that corruption is writ large on every branch of the railway administration today. One would have understood it in the foreign administration but it is a matter of great shame for us when we see that corruption is the only thing to be seen everywhere. When we reach the railway station, from the moment of purchasing the ticket down to the moment we reach our destination we find everywhere corruption and corruption and nothing else. If I want to purchase a ticket I must tip the railway man for it—the police constable or the booking clerk. For a seat in the train I have to tip him there also.

Shri L. Krishnaswami Bharathi: Not so bad as that.

Shri Bita Ram S. Jajoo: Perhaps many of honourable members here come from those areas where the Honourable Ministers may have toured and the people are a little educated as well. But I come from an area which is very backward, and I feel that just as third-class passengers are the most neglected people, so the areas served by metre gauge are also neglected and there nobody can raise his voice against the administration. And if anybody raises his voice there is very little of response. I come from an Indian State, and refer here particularly to the area from Khandwa to Ajmer.

I have raised this question here to draw the attention of the honourable Minister to the state of affairs there. I am really very grateful to the Honourable the Deputy Prime Minister that he has consolidated and integrated our country. But unfortunately, our Railway administration has not been integrated and consolidated in such a way that the Indian States may be included in that. I am glad that the Minister has stated that a new map of

the Railway administration shall be drawn up very soon, but I would have welcomed it had there been the slightest indication that even a survey had been undertaken in that direction. The Government of India has been very helpful to some of the States in developing their hydro-electric schemes, etc., but unfortunately the Railway Administration has failed to consider that many vastly populated areas are not linked up by railway as yet.

I come now to the question of amenities to the railway passengers. Much has been said as regards the third-class passengers' difficulties. So, I would like to draw your attention to another fact. Sir, the Betterment Fund is not fully utilised to the advantage of the passengers. It has been conceded by the honourable Minister that it is so. I would like to suggest that the Betterment Fund should be disbursed in consultation with an Advisory Committee.

On pages 22 and 23 of the Explanatory Memorandum, amenities for passengers have been mentioned. But for the B. B. & C. I. Railway—one of the railways paying the greatest amount of profit—unfortunately nothing has been done under the head "water-supply to passengers". The B. B. & C. I., serves the desert areas of Rajputana and only those who travel there know what scarcity of water means.

Similarly, I find that much has been said about carriages. But I do not see any provision for the improvement of carriages under this except on the O. and T. Railway. Does it mean that everywhere else the railway carriages are up to the mark? The third class carriages are such that the windows are shattered and the doors loose; we can have the pleasure of a sunbath in the summer and shower bath during the rains, and a cold breeze in the winter. So far as lavatories are concerned, they are so useless and dirty, that the less said about them the better. Taps inside them are either blocked or too loose so that anybody using the lavatory will be drenched; and if he happens to be a *Sanatani* or one having any scruples for hygiene, he would have to take his bath at the nearest station; but then he will not find third-class bath room and if he finds any water tap there it will be so much crowded, that he will not have sufficient time or sufficient opportunity to have even a glass of water to drink.

The Honourable Mr. Santhanam has said that he is thinking of electrifying the railway stations. May I draw his attention to the fact that today the third-class carriages are not electrified? There are no bulbs there. As regards the coaches you say improvement is being made. Even in the old second-class coaches I find on my metre gauge that the upper berths are being removed from the second-class.

On transport, I would like to speak on the goods traffic. The booking restrictions that are imposed at times are a farce. If there is a station nearby which is served by another Railway, you will find the Commercial community resorting to other devices; they take their goods there and if you grease the palms of the railway authorities it is very easy to have a booking permission under a different name. A particular commodity may be restricted for booking but you will find the same commodity booked under a different name.

That is the state of affairs, Sir. It is a very pitiable plight. The sooner we remedy these things the better for our country, for our nation. If we do not do it, I do not know where our transport system shall be, and where our other things shall be.

About claims, there is delay if we apply for claims. I am myself a sufferer; I applied for a refund ten months back and I have received no reply.

[Shri Sita Ram S. Jajoo]

As regards grainshops, I do not grudge any facilities being given to labour class but I find the grain shops have become the gain shops for the few individuals. Those who procure those things smuggle them and profiteer on them. Even the authorities who have been purchasing them become a party to swindling the money of the poor taxpayer. I would like to draw the attention of the Government of India, most humbly, to the fact that these anti-corruption department people also do not listen to the complaints; the anti-corruption department has become a party to these corruptions. Formerly you had one or two persons corrupt, now there are a thousand and one persons who are corrupt and the anti-corruption department is only one more addition and shares the booty with others.

The honourable Minister says that the bottleneck of transport is being removed. It is not so on the metre gauge. My Provincial Minister told me yesterday that the primary necessities of life are not being despatched there because of the lack of transport facilities. In Madhyabharat we have not been able to send anything; cement quota we could not send because there were no railway transport facilities for the last nine months; kerosene and petroleum could not be sent; our sugarcane crops are standing in the fields and cannot be transported to the factories. What about wagons? If I go and grease the palms of the railway gods there, I can get the permits. The priority committee is all a farce.

Though there is no time at my disposal, I will emphasise with all the force at my command that these things should be improved.

I heartily congratulate our Honourable Minister because he is conscious of these things. He is fully alive to all these things. I hope he will surely consider the needs of the poor people, particularly the States people. He has referred to the launching of new open lines, but in the B. B. & C. I. we have certainly not seen any sign of any undertakings in open lines. Though we contribute the highest amount of profits, still ours is the most neglected area.

Dr. Y. S. Parmar (Himachal Pradesh): My task has been made easier by my friend the Honourable Mr. Santhanam by giving us assurances about the improvements to be made in third-class travel facilities as also on the present difficulty which we are facing regarding the re-classification on the Railways.

In this connection, I would bring a few facts to the notice of the honourable the Transport Minister so that the inconvenience which has been brought to his notice might be reduced in good time. One fact is that we find all these days that while there is some arrangement made for sitting accommodation for the Class II passengers, it is not only that the public do not know anything about the sleeping accommodation but even the railway staff is ignorant of this practice.

I was amused the other day to find that a whole compartment had been reserved and reservation fee for sleeping accommodation had been paid yet the occupants were disturbed the whole night because some other passengers wanted to get in. They would not believe that there were such a thing as reservation of sleeping accommodation in the train. That was not all. What was more interesting was that the employee of the Railway Department itself would not believe it. He did not believe the reservation ticket. Of course, after satisfying himself by seeing the receipt for the payment, he persuaded the passengers from getting into the compartment. What I mean is this, that this fact that there is reservation of sleeping accommodation is not known to the general public; not only that, it is

not known even to railway employees. This fact must be brought to the notice of railway employees; otherwise, this reservation will become a regular nuisance.

Secondly, the answer which my honourable friend Mr. K. Santhanam made about overcrowding was that it was due to more third class passengers coming into the second-class. In my opinion, overcrowding is due not because of more third class passengers coming into the second-class but because second-class passengers who have now been huddled into the II Class have to travel not in the accommodation which used to be available to the I and II Class before but 40 per cent. of that accommodation less. If my information is correct, 40 per cent. of the old II Class compartment have been up-graded to Class I, which means that the total accommodation available for the new II Class is 40 per cent. less. This raises another point, namely, that it is unfair to charge people three times the same rate for the same amenities and comforts. For those compartments which have been degraded to new II Class have the same comforts as those which have been up-graded to new I Class. But that is not all. While it has been attempted to give more facilities to the middle class man, the real beneficiaries of this scheme are the I Class passengers. They pay 20 per cent. less and enjoy practically the same comforts as before. So my suggestion is that all compartments which belonged to the old II Class should be reconverted into the new II Class. This will relieve the overcrowding. Of course, it is for the Minister to see whether it will do any good.

Speakers before me have pointed out the difficulty regarding transport of goods. Wagons are not available; if available, there are so many difficulties that people cannot get them, at least not get them till they can bend down to certain other practice, which must be done away with, and the sooner that is done the better for us.

One more point. People had high hopes, people who had lived in ignorance and isolation—I mean the hill people—we thought that it was because the foreigner did not want them to come up to the level of other parts of the country that he did nothing for them. I am talking of the hillmen right from Kashmir to Darjeeling. Even in this National Railway Budget there is no place for them. There is not a word about even survey work being carried out in those areas. What does that mean? Does that mean that those from the hills are not to expect any progress even under our National Government? Will nothing be done to open up this country, not only from the point of view of progress of the people inhabiting it but even for unearthing the hidden treasures which lie there waiting to be exploited and made available to enrich the treasures of this great land? My humble suggestion is that these people cannot be ignored. We people have been looking forward not only to ordinary railways but we have been under the idea that as soon as power comes to our national leaders we might expect small electric trains throughout the hills. Unfortunately, there is no mention of anything of that kind in this Budget.

A word about labour and I shall have finished. It is gratifying to find that for the present our Honourable Minister has been able to bring pressure on railway workers and get the strike cancelled. But we must be alive to the necessity of solving this great problem of labour. Wages have of course to be paid and brought to the subsistence level, but one thing which has to be remembered, particularly the labour has to bear in mind, is that higher wages alone will not bring prosperity or productivity. To get better wages, to get better facilities, efficiency has got to increase; productivity has to increase; discipline has to improve. These are matters which concern not merely railway labour but labour all over the country. Labour has to see to it that productivity increases; that strikes do not disturb the production of the country, for at this

[Dr. Y. S. Parmar]

age to think of strikes is nothing else but sabotaging the growth of the country and any interest or body which wants to use labour for this purpose cannot expect any help or support from the Government and the people.

Shri B. Sankar (Travancore State): Speaking as I do at the far end of the general discussions on the Railway Budget, I have had occasion to attend to the speeches made by very many honourable members of the House. I find that there has been a unanimity of opinion in respect of two things: firstly, in congratulating the honourable the Railway Minister for his very able and lucid Budget speech and secondly, in condemning the new classification that has been introduced. I think some of my honourable friends have been rather partial in trying to give the congratulations all to the Railway Minister and the blame for the introduction of the new classification to the Deputy Minister. I say it is very unjust. Perhaps, because the Deputy Minister took upon himself.....

Mr. Deputy Speaker: Not Deputy Minister. He is Minister of State—intermediate classification!

Shri B. Sankar: Perhaps because the honourable the Minister of State took upon himself the responsibility of explaining the whole matter, it is on that account that some of my friends thought he is responsible for introducing this damned classification. But it has been made amply clear that not one particular individual is responsible for this unhappy reform, and that the entire railway administration from the very top to a level below were opinions about must be held responsible. I would therefore say that the encomium and the criticism must be shared equally by the honourable Minister and the honourable Minister of State.

Many of the aspects of the Railway Budget have been dealt with in this House in some detail. I do not therefore propose to touch upon any of them. But there is something which is uppermost in my mind and I must mention it. Though the able speech of the Minister for Railways and the Budget presented by him have given us a fair idea of the working of the railways during the last year and of the expectations for the coming year, I think the whole railway administration lacks planned activity. What I wish to say is this: Our country now enjoys the status of an independent country and one would naturally compare it with the other free countries in the world. In the matter of railways, therefore, we would be tempted to compare our position with that of more advanced countries in Europe, United States and so on. But if one makes that comparison, he would be sadly disappointed to find that we are very backward in this respect. Even the mileage that we have in India does not compare favourably with the mileage in important countries of the world. Great Britain which is only big as or a little smaller than some of the bigger provinces of India, has a greater route mileage in railways than the whole of the Indian Union. Similarly, the United States of America has many times this length of railway, though she has a population which is only one third of the Indian Union. Canada also has a larger route mileage as also Russia. Even Argentina, which is a backward country with a population of only 10 millions or one-thirtieth that of India, has nearly as much railway as India has. India, of course, is said to be backward country with a mainly agricultural economy. Argentina's national economy is nothing but agricultural, it must be remembered. They are one of the chief producers of wheat and foodgrains and we ourselves are importing foodgrains from Argentina. They have been able to develop their country on account of the vast network of railways. With the help of this vast network of railways they have constructed, they have been able to develop all the rural parts of their sparsely-populated country.

The United States of America, which till fifty years ago, was mainly an agricultural country, developed their country rapidly on account of the vast network of railways they constructed. It is said that in the Eastern States of U.S.A. such as New York, Pennsylvania and Michigan, there is no place from which if you walk in any direction you will not meet a railway line within three miles. They have such a vast network of railways there that there is no farm in any part of developed United States either in the Central States or in the Eastern ones which is not served by some side line. So we find that if our agriculture is to improve, the first thing we have to do is to expand our railways very considerably.

If we look at a railway map in India we find that in the Gangetic plain there is already a network of railways, but in the Deccan and in the South, railways have not been extended to any similar degree. Towards the southernmost end railways almost disappear. Honourable members will excuse me if I take the example of the State of Travancore from which I come. Travancore has a population of 6 millions. On the basis of population that State should have at least 500 miles of railway in that part of India. But there is not even 100 miles of railway there. It is admitted by all that Travancore is a very advanced part of India industrially, educationally and even otherwise. This being the case, there is no excuse whatever for this neglect. Travancore, Cochin, Malabar and some parts of south India have received very little attention in this respect. The broad gauge system, at its southernmost point, terminates at Ernakulam or Cochin. To the south of that region, there is no broad-gauge line. An area nearly 50,000 square miles to the south of Madras consisting of Trichinopoly, Tanjore, Madras, Ramnad, Tinneveli and the State of Travancore is not served by any broad-gauge line at all. If any agricultural or other produce from this area has to be sent to upper India, two transshipments have to be made, once from meter-gauge to the broad-gauge at Madras or at Trichinopoly and the other at Poona or Manmad. If the broad-gauge line is extended to the south so as to reach the Cape, that will open up a very large industrially advanced and thickly populated area and the produce of that area will be available to the north. That land is particularly rich in many varieties of fruits. For instance we have the banana which only people from the south have tasted. It is nothing like the so-called bananas of Delhi. It is far more delicious and far more nutritious. That banana never reaches any place north of the Vindhya. It is because it gets spoiled due to overripening. The Airways companies do not accept it as freight, otherwise I would have taken some bananas with me. There is no railway transport which helps in transporting such perishable stuff as bananas. If there are refrigerator cars available one could take these bananas from Travancore and Cochin to any part of India in good condition. People in upper India now depend on tinned fruits from the United States for their fruit requirements. We get tinned pineapples also from the United States. The best variety of fruits from south India you cannot get here because the railways are undeveloped and we are not able to use our transport system to bring them here.

Another matter I wish to bring to the notice of the Government is that in Kerala about two million people engaged in the coir industry are now in very difficult circumstances. The foreign market for the coir industry has fallen and people engaged in this industry have been thrown out of employment. Coir is made from coconut fibre. Till recently coir goods enjoyed a sort of priority and coir ropes, mats and mattings and other coir products were being sent to northern India where they found a ready market. But the Railway Administration and the Government have taken the coir goods out of the priority lists and now the result is that hundreds of thousands of workers in Kerala have been thrown out of employment and they are very often a prey for dexterous Communist propagandists.

[Shri R. Sankar]

My humble opinion is that we are not looking at the problem of railways in the proper perspective. We should not consider that the railway is a commercial enterprise. The return is not the return as apparent from the Budget. The real return is to be judged from the increase in the national prosperity and the national wealth of the country. The Honourable Finance Minister should never expect a pie of contribution from the Railway surpluses. I think it has been a gross negligence of duty to have taken away much of the railway surpluses during the past 20 or 25 years and allow the railways not to be in a position to develop as they wished. Indian Railways have to expand considerably, in my opinion. We should immediately launch upon a ten or fifteen year plan with a view to attaining certain specific objectives.

I would like in this connection to make a reference to another aspect of the question of expansion. Now there is a vast meter-gauge system in the South. There is another big such system in the North but the two are not inter-connected. The northernmost extremity of the southern system is Mandmad and the southernmost extremity of the northern system is Khandwa and the distance between the two stations is only 150 miles. But still our Railway administration has never found the means of constructing 150 miles of the meter-gauge railways and thus enable the trucks from the South to go up to the foot of the Himalayas and help in the commerce of the land. Even this year no provision is made for opening this line. Another meter-gauge line connecting Jubhulpore with Allahabad would also establish a similar connection between the Central Indian meter-gauge system and the northern and eastern Indian systems. These two things must really attract the immediate attention of the Railway authorities.

I think we must at least double our railway mileage in the coming 10 or 15 years, otherwise, we will be nowhere. I will just enumerate what the objects of our long range plan should be. It should be the aim of the 10 or 15 year plan, which we should begin to work from now to achieve the following objectives. Firstly we should link up the various isolated metre-gauge systems, secondly to extend the broad-gauge to the southernmost limit. Thirdly, the progressive electrification of the lines, so that within 10 years, electric trains run at least between the four main cities of the Indian Union, Madras, Calcutta, Delhi and Bombay. Fourthly the doubling of lines wherever there is too much congestion of traffic at present. Fifthly, the establishment of two more locomotive plants, one in Western India and another in the South, besides the one already contemplated. Sixthly remodelling of the railway carriages in such a way as to eliminate the present classification system and to have finally, only two classes, namely, the lower class, having at least the present amenities of the inter-class and an upper class, with a little more convenience. Lastly rationalisation and standardization of wages, allowances and service conditions of the railway staff and railway labour with a view to evolve a contented staff and labour on whom the railway administration can always depend to make a success of all their plans and programmes.

Brijut Kuladhar Chaliha (Assam: General): Mr. Deputy Speaker, Sir, I am very thankful to you for giving me an opportunity to speak after all. May I know, if I can speak in Assamese?

Mr. Deputy Speaker: Does the honourable member want to hear only his own voice?

Brijut Kuladhar Chaliha: I must congratulate the Honourable the Railway Minister and the Minister of State for presenting to us a Budget that is fair and sincere. We congratulate Mr. Santhanam for going into the Ministry

from amongst us and trying to do good for the people, whom he represented while he was in these benches. It is a pleasure to see how he worked for the third-class passengers when he was here and I trust and believe he will strive to do his best for the good of the Railway and good of the people. His sincerity and his devoted attention to all matters concerning the people when he was on this side of the House was an example and inspiration and I am confident that he will now be able to improve the lot of the people whom he represents at present. It is not only a question of immediately improving the lot of the people. It is connected with the question of improving locomotives, improving coaches, improving wagons and also indirectly improving the lot of the workers and the staff. Now we find from the Budget and from other reports given to us that we have 1,290 disabled locomotives and we have not been able to repair them properly. The honourable Pundit Kunzru has given us a very good report which suggests that we should try the Belt System which was tried by Crew Works of Midland and Scottish Railway Company of London in which the Engines are overhauled in six days. That system has been tried at Kharagpur with some success and it took 18 days in the pre-war days and now it takes about 80 days according to the report. We also find that in other railways it takes about 51 days for an engine to come out after overhauling. This is rather unfortunate. I think if we adopt the Belt System, more engines can be brought into the traffic. We find from the same report that about 80 B.G. engines and 18 M.G. engines can be brought into the lines, if we accept the Belt System. I trust the authorities will try that system—which I believe is under examination and if that system is successfully taken up, it will be a great source of help to the Railways.

Then as regards coaches, those need replacement is about 20 per cent and the workers are not working in the way same as before and it is said by the Ikon Company which made a time-study of the workers at Jamalpur and some other places, they found that about 50 per cent of the workers' can be liberalised and it has been found also that about 2 hours of time being wasted by the workers and out of six hours the efficiency of the workers is only 40 per cent. So, if we can eliminate some of the workers, then the efficiency might increase and with stricter supervision, our workers will produce better repairs than what they have been doing. As regards coaches, the Railway Enquiry Committee has said that we should take up building more coaches, but in the meantime, as Mr. B. Das has pointed out we should adopt only partially wooden stocks as well and later on build all steel coaches and in this way there will be many more coaches for use of third-class passengers. It now depends on the experts to recommend if it can be used. It is said that when an accident happens, the wooden stocks get telescoped and therefore, they are not in favour of it, but in order to relieve the congestion of third-class passengers, I should like to suggest that they may try their hand in it. The B.B. and C.I. Railway has tried some of the wooden stocks; I suggest the same can be tried in other railways in order to relieve the congestion in the third class.

Coming to the surplus, I find it has been suggested by some that the entire surplus should be utilised for building coaches to relieve the sufferings of the third class passengers. We find that 4.7 crores have been taken to the general finances. It is not a great figure: but yet, I think it will be well if we take the entire surplus of nine crores for building coaches and to improve the amenities of the third class passengers. If we could draw up a plan for five years, about 45 crores or 50 crores will be available and I hope the Honourable the Railway Minister and Mr. Santhanam will take note of it and divert the entire surplus for the building of coaches. That is the only constructive way of doing things. Unless there is money and all the materials, the Ministry will not be able to do things; if a five year plan could be drawn up, I think much progress could be made.

[Srijut Kuladhar Chaliba]

Coming nearer to my province, we find that the railway link is going to be built within 1950. In the meantime, we are suffering for want of wagons for the transport of tea chests, textile goods, etc. This is a sort of a bottle-neck. The Government of Assam has been put in a rather awkward position; they have been abused for their inability to transport goods from Calcutta. I was told by the honourable Mr. Bardoloi that we have been found fault with for inability to transport goods from Calcutta. Textile goods are so much in want in Assam and we do not know where we will be in the next election. I think the Honourable the Railway Minister has got a proposal from the Government of Assam that the Garo Hills should be connected by rail. We find coal, cement, lime, petrol and kerosene in that area and if this area is connected by rail up to Dhubri in Assam, the Indian Union will be able to get sufficient petrol, kerosene, cement from here. The Railway Minister will do well to consider this proposal. It may be a distance of 50 miles or 100 miles. The distance to Dhubri is about 100 miles; the distance to Pandu may be a little more; I do not exactly know. It is absolutely necessary that this line should be constructed. My honourable friend Mr. Guha has already stated to Nordin Lakhimpur, about the Railway from Rangapara to that for meeting any emergency, for meeting the communist menace from Burma and other parts, it is up to us to have a railway connecting Rangapara and Sadiya. Unless we do this now, we will have to do it at a greater expense of men and money some time later. I would only say, you should take time by forelock and construct the railway from Rangapara to Sadiya, otherwise, the frontiers would be at a disadvantage and we will be in the same position as the British were when the war was on. Therefore, it is better that we take up the work in time.

There is another matter to which I should like to draw the attention of the House. The masses of Assam are imbued with the Gandhian ideology. They think that they should do their best to help the railway administration and to help production and to relieve suffering. I am sorry to find in the Assam Railway certain communistic elements which are trying to dislocate and disturb. They have extra territorial loyalty. You may know that some time back there were a threat to go on a lightning strike because a man was suspended for overstaying his leave. The drivers wanted to go on strike. The people said, we won't allow it; we will drive the engines. The loyalty of the low paid staff is doubtful. Therefore, unless you give a chance to the people imbued with the Gandhian ideology to do the work, I am afraid you will be in difficulty.

We have experienced congestion in the upper classes also in the Assam Railway. Nearly thirteen or fifteen people are seated in a first class compartment and in some cases, there are more.

There is another important matter to which I must draw your attention. In spite of all your representations, considerable difficulty is being experienced while passing through Pakistan. I would request you to change the timing at Calcutta. It is now one of the clock; it should be changed into seven or eight of the clock in the morning so that we reach Golakgunj about 10 o'clock where we could get more passenger bogies from the Indian Union Railway.

I find that 64 saloons are used by the officers. We do not find enough coaches for the upper classes. It is rather extraordinary that this should be so. I suggest they should be released for conversion as first and second class carriages. Formerly, I found only the Agent or the General Manager using the saloon; now, it is used by all officers. It is rather unusual for a distance of 1241 miles, there should be so many saloons for others.

There is another matter. About thirty lakhs of tea chests are today carried by the steamer companies and you are losing a revenue of three crores, I speak subject to correction. If only you could allot the necessary wagons you will be earning more and earning the gratitude of the tea industry, the gratitude of the people and also the gratitude of the Assam Government.

The Honourable Shri N. Gopalswami Ayyangar: I am very deeply grateful to the House for the compliments they have showered upon me, compliments which, I think, were not by any means fully deserved. While compliments have been showered upon me for the manner in which I presented the facts or railway administration and finance, they have been tempered by a friendly criticism of the failings of which I must hold myself guilty. That is a matter about which I desire to make no complaint whatsoever. There was an attempt on the part of one honourable member to suggest that one section of the House paid me compliments while it reserved all the criticisms for my Minister of State. I may at once tell you that I am fully alive to the fact that whether it is credit or blame, we have to share it together. Let me say with reference to the particular matter in connection with which this remark was made that the entire blame of the thing—if blame attaches to the introduction of the reclassification of accommodation—is not to be heaped upon the heads of these two persons who happen to be responsible for the administration of railways today. I am afraid I cannot altogether absolve the House from blame for it.

And if I may, I would like to draw the attention of the House to another matter, and that is that we have elected and placed at the disposal of the Railway Ministry a Central Advisory Council whom we are supposed to consult on all important matters involving change of policy. This was a matter which was placed before them. I find that practically the entire set of members of the Central Advisory Council were present at the meeting at which the decision was taken. For instance, I find among those who did attend that meeting, my friend, Mr. Sidhva, Mr. Khandubhai Desai—who still supports the change—then we have Mr. Jaspal Roy Kapoor.....

Shri Jaspal Roy Kapoor: I opposed it then.

The Honourable Shri N. Gopalswami Ayyangar: Does not appear so on the record. Then there were the Honourable Satyamryan Siuha, Rohini Kumar Chaudhuri, whom I am sorry to miss here this afternoon Mr. Frank Anthony.....

Shri B. L. Sondhi: Probably they have gone wiser now!

The Honourable Shri N. Gopalswami Ayyangar: Mr. Ramnath Goenka-- I hope he still supports this,—

Shri L. Krishnaswami Bharathi: It is time we replace them!

The Honourable Shri N. Gopalswami Ayyangar: All these gentlemen were present at that meeting and the decision they took was in these terms:

“The Council.....”

Shri R. K. Sidhva: May I remind the honourable Minister.....

Mr. Deputy Speaker: The Honourable Minister does not give way. There are very few minutes left.

The Honourable Shri N. Gopalswami Ayyangar: The resolution was:

“After some discussion during which the desirability of having only two classes in future was urged by some of the new members, it was generally agreed that Railways should push for the provision of three classes when designing coaching stock for the post-war period. Air-conditioned Coaches should also be provided.....” and

And then:

“The basis of fares to be adopted for the three standard classes are Upper 24 pies Inter 9 pies by Mail or Express and 7½ pies by other trains.....”

[Shri N. Gopulaswami Ayyangar]

And in the interim period before the proper equipment is produced, it is suggested that temporary expedients should be adopted for making the present stock usable for these three classes.

On that basis the Railway Board went on to make these changes. No doubt, as I have said in my budget speech, it has evoked a lot of criticism. It is open to criticism from certain angles. But whether we should go back upon this decision now is a matter which you cannot decide on the basis of the experience we have up till now. We have to watch the thing for some time longer and if the system requires a change, it will be changed. But before it is changed, I hope I shall carry the House with me in ordering such changes as may be required.

That is only with regard to the reclassification of accommodation. But I did refer to the friendly criticism that was launched against what I have called in my budget speech, "railway performance" in special directions.

Shri L. Krishnaswami Bharathi: May I make it clear that the objection of this House is not to the classification but to the lack of certain necessary amenities, for example, the lack of sleeping accommodation. It must not be understood that we are criticising the Railway Advisory Council's decision. We would support the recommendations of the Central Railway Advisory Council subject to this.

Mr. Deputy Speaker: The Honourable Minister has heard sufficient about this. He is now giving his explanation.

The Honourable Shri N. Gopulaswami Ayyangar: With reference to the point of my honourable friend, I think I made it perfectly clear that even when that decision was taken it was anticipated that during the interim period, before we could provide all the amenities that were contemplated, a certain amount of inconvenience and discomfort was inevitable, and therefore we had to readjust such accommodation as existed for the purpose of carrying on the work while we went on with steps for the purpose of providing the amenities the honourable member has in view. As a matter of fact, all railway administration have been asked to provide sleeping accommodation and increase sleeping accommodation as they get the rolling stock for such a purpose.

I was saying that it was friendly criticism of inadequate railway performance. That I have admitted already. As Mr. Anthony so eloquently pointed out, railways in this country are a big ocean and if you want to remedy all the defects that exist and produce a perfect system it cannot be done overnight. All that I want you to believe and appreciate is that those who are in charge of railways, not merely we two Ministers—that is a small matter—but those who actually run the show from the Railway Board down to the meanest railwayman, are anxious to give the best service that they can, and it is only by appreciating that in the proper way that we shall get more and more satisfactory work from them. That is why, while I quite appreciate the pointing out of all our failings, I should like a little more handsome recognition of the work that is being done by the permanent staff all over the country.

Seth Govind Das: May I interrupt? As far as amenities are concerned, has even a beginning been made so far as third class passengers are concerned?

The Honourable Shri N. Gopulaswami Ayyangar: My honourable friend, Mr. Govind Das has referred to amenities. Perhaps I might take that up at once. It is a fact that the amenities which third class passengers now enjoy are very far below the mark.

Mr. Deputy Speaker: There may be a cut motion on this matter.

The Honourable Shri N. Gopalaswami Ayyangar: I did not want to go into these details in this very general speech. I have told the House that I am going to institute an intensive drive to find out what amenities should be provided, and after getting them, fix a time limit within which to carry out those amenities. Therefore, I will ask the House to wait a little and see whether my performance will be acceptable to it, or more acceptable if I happen to be in my place next year.

So far as the financial portions of the Budget are concerned, I notice that there has been largely a lack of criticism and while I may take it that it means that the House is satisfied with the financial provisions, I must refer to one or two points which were raised in the course of the debate by one or two members. One was by the very first speaker, my honourable friend, Mr. B. Das. He took exception to my having provided for any increase in the appropriation to the depreciation fund. I do not know why he said that. I did not quite follow what reasons he gave for that opinion. I have given certain reasons why that addition was imperative at the present moment and I do not think he traversed those reasons in his speech.....

Shri B. Das: Not possible in the short time I had.

The Honourable Shri N. Gopalaswami Ayyangar: I hope I shall hear more about it in the course of the further debate.

Shri B. Das: What did your committee give?

The Honourable Shri N. Gopalaswami Ayyangar: My committee? The Indian Railway Enquiry Committee actually recommended something by way of addition and my provision for increasing the appropriation to the depreciation fund falls substantially short of their recommendation. That is what I have to tell my honourable friend Mr. Das.

Shri B. Das: That I do not accept.

The Honourable Shri N. Gopalaswami Ayyangar: There was one other point of a financial character which was raised. Certain honourable members and I was glad to find that they were a very small minority, objected altogether to any contribution from railway surplus to general revenue. They said not a single rupee—I believe one member said not a single pie—should be made over from the railways to the general finances. It was put to me that having a Finance Minister now who was a Minister for Railways before I took over, it should be easy for me to have resisted claims from general finances for an increased contribution. We in our respective places have to play our parts and it is no doubt true that during last year there was some controversy between the Finance Minister and the Railway Minister, there was a scramble for the surplus that was expected in the budget of the current year and that was set at rest by a committee of the House. But this year when I had to frame my budget and it was found that the surplus for the current year was about 60 per cent. above what had been anticipated and I was going to get another surplus next year, which was as good as the surplus for last year, if not slightly more, I put myself in touch with the Finance Minister. With all my enthusiasm for holding my end of the rope, with all Dr. Matthai's experience as Railway Minister now holding the charge of finance, it was not possible for the two of us to agree that there should be no contribution from railways to general revenues. On the other hand, we looked at each other's point of view and come to the conclusion that the proper way of dividing the surplus was the way in which it has been done in this budget.

[Shri N. Gopaldaswami Ayyangar]

There is one minor point to which I would like to make reference with reference to Mr. Das's speech. He challenged me to come forward before the House with a request that it should sanction the appropriation to the Depreciation Fund. I accept that challenge. Not only do I accept it now but I have already in anticipation accepted it, because you will find among the demands a demand for appropriation to the Depreciation Fund. I should welcome Mr. Das to raise a debate on that and I should be quite glad to abide by the decision of the House.

I do not know that you would like me to traverse the wealth of points that have been covered in the course of the speeches of honourable members, during this debate for two days. Many of them have been met by my honourable colleague and I should not like to cover any ground that he has already covered. But I should like to refer to one or two points. One is a point that my honourable friend Begum Aizaz Rasul made the other day. She very rightly pressed the need for an inter-dominion through railway connection between West Pakistan and India. She naturally pointed out the great advantages that would result from such a through link being reformed or revived. I entirely appreciate the reasons behind this suggestion of hers. I know that a prominent newspaper here is beating up a great deal of support for this view. On behalf of Government I wish to say that our fullest sympathy is with the restoration of this link at the earliest possible moment. There is no difficulty from the railways point of view in reviving this connection. The main reason is one of a political or law and order nature. If we can induce in the people who are likely to take advantage of this through connection on either side the feeling that their travelling will be perfectly safe and secure and that a man who goes from one dominion to the other for temporary purposes will get back to his own Dominion (the dominion of his adoption, it may be), then the conditions would have been created for the railways stepping in and producing the trains which would implement this policy. That is what we are looking out for and the moment we are satisfied, the moment the Pakistan Government are satisfied that this kind of thing could be done in both dominions without any detriment to the law and order position, without any risk of upsetting things which have calmed down already, then we shall be in a position to do that. I only wish to assure the honourable lady that that is the present attitude of the Government.

There is one point about which I should like to say something and that is about our policy regarding labour. I was very happy to hear the speeches of Mr. Hariharnath Sastri and Mr. Khandubhai Desai. Those speeches made it perfectly clear that so far as their organisations were concerned in their dealings with labour they have not and would not introduce anything like politics. They would be conducted on purely trade union lines. I have also to tell the House that the other organisation which perhaps has been connected with the railway administration for a larger number of years and which counts the largest number of members amongst railway men, that also happily has taken the same view. Mr. Jai Prakash Narain has made it perfectly clear to everybody that he does not favour trade unions being exploited for political purposes and the best evidence that you can have that he means what he says is the manner in which he had the courage to deaffiliate those railway unions which were dominated by a political party which is out to subvert order and create chaos in the country. That being so I have now amongst railwaymen representatives of these two organisations united in their view that labour is not to be exploited for political purposes. I can only express the hope which I did in a guarded way in my Budget speech, that it might be possible that people who agree on fundamentals to that large extent might come

together and have a united organisation for railway labour with whom Government can deal with perfect confidence in trying to remove all the grievances of railwaymen all over the country. I put it forward as an appeal from a responsible man who finds that that is the only way of solving labour troubles in this country. While I find there is an inclination on the part of my two friends here, there is also an indication in the speech of the President of the All-India Railwaymen's Federation to the same effect and it should not be impossible for them to come together and help the Railway Ministry and the Railway Board in their dealings with labour.

I have noted a good many points of the various speeches, but I do not think it is necessary for me to go into them all at this late hour and I should like, even if trains on the railways do not arrive or depart in time, that the House at least should rise in time.

Mr. Deputy Speaker: The House now stands adjourned till tomorrow.

Sri R. K. Sidhva: On a point of personal explanation, Sir. My name was mentioned.....

Mr. Deputy Speaker: No. The House stands adjourned till 10-45 A.M. tomorrow.

The Assembly then adjourned till a Quarter to Eleven of the Clock on Tuesday, the 22nd February, 1949.