

Tuesday
22nd 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 15/10/23



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—92
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	1184—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.)

Tuesday, 22nd 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.avalankar) in the Chair.

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS.

ESTABLISHMENT OF DEFENCE SCIENCE ORGANISATION

*557. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Defence be pleased to state whether it is a fact that Government have prepared a plan to establish a Defence Science organisation to conduct research in connection with the Army, Navy and Air Force?

(b) Is it contemplated under this scheme to manufacture all kinds of weapons in India instead of importing them?

(c) Has the service of any foreign scientist been requisitioned and if so, what are the details?

(d) How far has this plan progressed?

The Honourable Sardar Baldev Singh: (a) Yes.

(b) No, this is not one of the functions of the Defence Science Organisation.

(c) Professor P. M. S. Blackett of the Manchester University was invited by the Government of India for a short stay in this country and discussions were held with him on the general principles relating to the scientific problem of defence in relation to the needs of the Indian Armed Forces.

(d) The Defence Science Organisation has just been started. A start has been made by appointing a Scientific Adviser to the Ministry of Defence. Provision has also been made for the recruitment of about 40 senior scientists and 100 junior scientists. Funds have also been provided for the establishment of a laboratory for defence research.

Shri R. K. Sidhva: In answer to (b) the Honourable Minister said that this is not one of the objects. May I know what is the object?

The Honourable Sardar Baldev Singh: The object of this scientific organisation is not to manufacture arms and equipment. Its object is absolutely different.

Shri R. K. Sidhva: Is the object to carry out improvements in arms and ammunition?

The Honourable Sardar Baldev Singh: Yes, to carry on research.

Shri R. K. Sidhva: May I know whether Dr. Kothari, the Special Scientist in the Defence Ministry, has made any report in this matter?

The Honourable Sardar Baldev Singh: Dr. Kothari has been appointed the Scientific Adviser and is the principal man in this organisation. His reports are submitted occasionally to the Department.

Shri S. Nagappa: In answer to (d) the Honourable Minister said that they have just begun the organisation. May I know when Government expect to have a complete scientific defence organisation?

Shri H. V. Kamath: Are any foreign scientists proposed to be employed directly or as advisers?

The Honourable Sardar Baldev Singh: As I have already stated, we have not directly employed any foreign scientists. But the question is open; if it is found necessary, then we will employ them, otherwise not.

Pandit Lakshmi Kanta Maltra: May I know if Prof. Blackett was consulted over this matter when he came over here?

The Honourable Sardar Baldev Singh: Yes, all these appointments and the scientific organisation that we have now established, has been done in consultation with Prof. Blackett.

Shri S. Nagappa: Sir, what I wanted to know was whether there was a plan—a five years' or ten years' scheme—in order to see that they complete the work in this respect as early as possible?

Mr. Speaker: Scientific progress can never be complete. Next question.

PRIVILEGE TICKET ORDER CONCESSION

*558. **Shri B. K. Sidhva:** (a) Will the Honourable Minister of Home Affairs be pleased to state whether it is a fact that Government have sanctioned a concession, similar to the Privilege Ticket Order obtaining in the case of Railway employees, with retrospective effect from 1st January, 1948 to all civil Government employees?

(b) If so, is this concession extended to all low paid staff such as peons, havildars, sweepers, etc.?

(c) If not, do Government contemplate giving similar concessions to this class of employees?

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

(b) The concession is admissible to all non-railway Central Government servants provided they have been in continuous service for one year and are full-time Government servants, and are not in receipt of any other concession of a similar nature. The concession is not at present admissible to sweepers who are paid from contingencies.

(c) This is under consideration.

Shri B. K. Sidhva: Sir, am I to understand that the peons, havildars and sweepers are not entitled to this concession of passes?

Mr. Speaker: I think he excepted the sweepers.

The Honourable Shri Satyanarayan Sinha: Those who are paid out of contingencies are not included. Others are.

Shri B. K. Sidhva: May I know whether the question of peons and havildars is being considered?

The Honourable Shri Satyanarayan Sinha: I said the other question was also under the consideration of the Government.

Shri B. K. Sidhva: But what is the object in excluding those classes of people? When Government have sanctioned it for all the employees, may I know why these peons and havildars are excluded?

Mr. Speaker: The matter is under consideration, and Government have not come to any conclusion yet.

Shri S. Nagappa: May I ask whether Government would consider the desirability of including those people that are paid from contingencies also?

Mr. Speaker: That is what he said. It is under the consideration of Government. The honourable member does not listen to the answer carefully and is in a hurry to put a question.

Shri E. K. Sidhva: While giving this concession, Government have allowed it to everybody excepting these peons. Why did they exclude them at that time?

Mr. Speaker: That is a matter which has been continuing from long past. But it is under consideration.

Shri E. K. Sidhva: I understand it, but when they sanctioned the scheme why did they omit this class?

The Honourable Shri Satyanarayan Sinha: I do not know. I cannot answer that question.

USE OF CROWN EMBLEM BY HIGH COURTS

*559. **Shri E. K. Sidhva:** (a) Will the Honourable Minister of Home Affairs be pleased to state whether it is a fact that the High Courts in India still show the Crown Emblem on their publications and Gazettes?

(b) If so, do Government propose to issue instructions to substitute it by the Emblem of the Dominion of India?

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

(b) Steps are being taken for the replacement of the Crown Emblem by the new State Emblem. In some cases legislation is necessary for the purpose.

Shrimati G. Durgabai: Will the Honourable Minister be pleased to tell us whether he has any information of any High Court or High Courts in India who have already effected this change?

The Honourable Shri Satyanarayan Sinha: They have been informed about it and all the High Courts are going to effect the change. Bombay and West Bengal may have to bring in some legislation because according to the Letters Patent Act that emblem is used in those Provinces; therefore, unless the Letters Patent Act is amended it cannot be done.

Shri E. K. Sidhva: May I know if all the High Courts are not governed by one Letters Patent Act and why Bombay and West Bengal alone have to introduce legislation?

Mr. Speaker: I do not think this matter should be pursued because it is a matter of legislation.

Shri H. V. Kamath: Sir, why have our Temples of Justice lagged behind the times?

Mr. Speaker: Order, order.

Seth Govind Das: Is it not a fact, Sir, that besides the High Courts, in lower Courts and in many other places this emblem is still being used? Is Government giving instructions to remove this emblem from everywhere?

The Honourable Shri Satyanarayan Sinha: I think all possible steps are being taken in this direction. The High Courts have also been informed. I hope in the near future all these emblems will be replaced by the State Emblem.

Shri E. K. Sidhva: Sir, with your permission I want to point out that there is some typographical mistake in Question No. 560. Instead of 'Delhi Cantonment station', it should be 'Delhi Cantonment Road'.

Mr. Speaker: I do not know how the mistake came in.

Shri E. K. Sidhva: I myself cannot say just now whether it is my mistake or the mistake of the office, but the mistake is there.

Mr. Speaker: The original mentions 'station'.

THEFT OF TELEGRAPH WIRE FROM DELHI CANTONMENT

*560. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Home Affairs be pleased to state whether it is a fact that there has been continuous theft of Telegraph wires from Delhi Cantonment station?

(b) How many such cases have been recorded and how many cases were detected after investigation?

(c) What is the total loss of this article?

(d) Are these wires kept in the open or in godowns and what are the safety measures taken by Government to stop such thefts?

The Honourable Shri Satyanarayan Sinha (Minister of State): (a) No.

(b) to (d) Do not arise.

Shri R. K. Sidhva: May I know whether on the Delhi Cantonment Road there have been many thefts of these wires and whether some arrests have been made?

The Honourable Shri Satyanarayan Sinha: So far as the godowns in Delhi are concerned, no theft of copper wire has been reported because the stocks are generally kept in an enclosed space guarded by chowkidars.

Shri R. K. Sidhva: Has Government's attention been drawn to thefts on the road side?

The Honourable Shri Satyanarayan Sinha: I would like notice of that.

MUNICIPAL CORPORATION FOR DELHI

*561. **Pandit Mukut Bihari Lal Bhargava:** (a) Will the Honourable Minister of Health be pleased to state whether the Government of India have any proposal for raising the Municipal Committee of Delhi to the status of a Corporation to have jurisdiction over the municipal areas of Delhi, New Delhi, Civil Lines and the suburban towns?

(b) Do Government intend to introduce legislation for this purpose and if so, when?

The Honourable Rajkumari Amrit Kaur: (a) and (b). As a result of the recommendations of the Delhi Municipal Organisation Enquiry Committee, the question of amalgamating all municipal bodies in the Delhi urban area and constituting a single Municipal administration is under the consideration of Government. In this connection I would invite the honourable member's attention to the reply I gave to starred question No. 445 on the 17th February, 1949.

EXTENSION OF LIFE OF DELHI MUNICIPAL COMMITTEE

*562. **Pandit Mukut Bihari Lal Bhargava:** (a) Will the Honourable Minister of Health be pleased to state whether Government are aware that the population of Delhi has greatly increased owing to the influx of refugees from West Punjab, N. W. P. and Sind and that there is discontent and dissatisfaction for prolonging the life of the Municipal Committee inasmuch as a large section of the population remains unrepresented?

(b) For what reasons was extension granted to Delhi Municipality in July, 1948?

(c) What is the basis of Municipal franchise at present?

(d) Do Government propose to hold Municipal elections on the basis of adult franchise, and if so, what steps have been taken or are being taken to implement the same?

The Honourable Rajkumari Amrit Kaur: (a) Government are aware of the large inflow of refugees into Delhi. They have no information, however, that

there is any discontent or dissatisfaction because the life of the Delhi Municipal Committee has been extended. Of the eight members recently nominated by the Chief Commissioner to fill vacant seats four are refugees.

(b) General elections for the Delhi Municipal Committee were due to be held between March and July 1948. But the life of the Committee was extended for a period of one year from August 1948 because (i) owing to communal disturbances the preparation of electoral rolls could not be undertaken and (ii) the future of Municipal administration in the Delhi urban area was, at the time, under the consideration of Government as a result of the recommendations of the Delhi Municipal Organisation Enquiry Committee.

(c) The honourable member's attention is invited to Part II of the Delhi Municipal Committee Election Rules, 1944, a copy of which is laid on the table of the House.

(d) Government will naturally consider the question of the introduction of adult franchise in Municipal elections.

STATEMENT

DELHI MUNICIPAL COMMITTEE ELECTION RULES, 1944

PART II

Qualification of voters

2.1. No person shall be entitled to vote in an election unless he is enrolled and registered as a voter of the ward in which the election is to be held.

2.2. No person shall be enrolled in the electoral roll as a voter unless he has during the six months immediately preceding the first day of November next before the election been a resident of the municipality of Delhi and is an adult and—

(1) *In the case of males—*

- (i) is on the first day of November preceding the election the owner of premises situated within the ward whereon house tax has been assessed to the extent of at least two rupees four annas a year; or
- (ii) is on that date and has been during the whole of the then last preceding six months an adult, inhabiting as an occupier premises within municipal limits of which the monthly rent as taken for the purposes of the assessment of house tax is not less than three rupees; or
- (iii) has passed the school leaving certificate or the matriculation or any higher examination of any British or Indian university recognised by their respective Governments, or is a Munshi, a Maulvi, Retan, Parbhakar, Bhuehan, Shastri, or Pragna or has passed any higher examination in Oriental languages of any recognised Indian university; or
- (iv) has paid income-tax during the year preceding the election; or
- (v) is in receipt of a regular pension from Government.

(2) *In the case of females—*

- (i) is on the first day of November preceding the election the owner of premises situated within the ward whereon house tax has been assessed to the extent of at least two rupees four annas a year; or
- (ii) is on that date and has been during the whole of the then last preceding six months an adult, inhabiting as an occupier premises within municipal limits of which the monthly rent as taken for the purposes of the assessment of house tax is not less than three rupees; or
- (iii) has passed the middle school or any higher examination; or
- (iv) has paid income-tax during the year preceding the election.

Explanation I.—For the purposes of this section, premises means a set of quarters for which a single rent is paid.

Explanation II.—In the case of joint ownership every amount of two rupees four annas per annum of house tax assessed shall entitle one adult joint owner to be a voter.

Explanation III.—Every three rupees per mensem of rent shall entitle one adult inhabitant of any premises being a member of the family of the principal occupier thereof to be a voter.

Explanation IV.—In case of firms, the names of the firm shall not be entered but the names of as many partners shall be registered as are qualified in respect of the premises occupied by the firm.

Explanation V.—A joint stock company shall be regarded as a person and entitled to vote provided the name of its representative duly authorised in this behalf by such joint stock company has been communicated to the Secretary by a registered notice before the fourteenth day of September:

Provided that in no case shall any person be entitled to exercise more than one vote in any constituency.

Pandit Mukut Bihari Lal Bhargava: Will any legislation be necessary for holding elections on adult franchise?

The Honourable Rajkumari Amrit Kaur: Executive power vests under the present conditions. There is no question of legislation.

ANTI-TUBERCULOSIS CAMPAIGN IN DELHI AND AJMER-MERWARA

*583. **Pandit Mukut Bihari Lal Bhargava:** (a) Will the Honourable Minister of Health be pleased to state what steps, if any, have been taken by the Government of India to counteract the menace of Tuberculosis in the Centrally Administered areas of Ajmer-Merwara and Delhi?

(b) When do Government expect to have the production of vaccine stepped up and have sufficient number of trained workers to undertake mass vaccination?

The Honourable Rajkumari Amrit Kaur: (a) A statement is laid on the table of the House. Attention is also invited to the reply given to part (b) of starred question No. 776 asked by Shri H. V. Kamath on the 16th March, 1948.

(b) The quantity of B.C.G. vaccine manufactured by the B.C.G. Laboratory, Guindy, Madras, is considered sufficient for the requirements of the country. Sufficient number of trained workers to undertake mass vaccination will be available after the six teams promised by the United Nations International Children's Emergency Fund have worked in India for one year. They are expected shortly and they will train Indian workers.

STATEMENT

Steps taken or proposed to be taken to counteract the menace of Tuberculosis in Ajmer-Merwara and Delhi

Ajmer-Merwara—

(1) Patients suffering from tuberculosis are examined twice a week i.e. on Mondays and Thursdays in the Anti-Tuberculosis Clinic started in 1944 in the Victoria Hospital, Ajmer. Sputum, X-rays and Blood Sedimentations rates of suspected cases are carried out free of cost. X-ray diagrams of very doubtful cases are taken free of charge. The two Tuberculosis Wards—one for males and another for females comprising 10 beds each, attached to the Victoria Hospital, Ajmer, afford some relief to the inhabitants of Ajmer-Merwara. The Hospital gives them shelter, food and medicine to alleviate their most urgent symptoms. Besides this a private sanatorium run by the Missionaries of the Methodist Episcopal Church known as "Madar Union Sanatorium", is situated at Madar, five miles from Ajmer. It has got 125 beds (including 19 cottages) and affords full facilities for giving the most modern and up-to-date scientific treatment for the relief and cure of the tuberculosis patients.

(2) In the Ajmer-Merwara Medical and Public Health Post War Five Years Plan which is under consideration, there is a scheme for the establishment of a Tuberculosis Clinic in the Victoria Hospital, Ajmer. This Clinic will work in close co-operation with the Madar Union Sanatorium. The Sanatorium authorities have agreed to allot 40 beds at their Sanatorium for the treatment of poor patients who will be sent there from the Victoria Hospital Tuberculosis Clinic or from other Health Centre in the District. All these patients will get free treatment including diet and the Government will pay a subsidy of Rs. 50.000 per annum to the Sanatorium for the purpose. In addition the Sanatorium authorities have also agreed to reserve 10 special beds for paying patients in addition to 40 beds. The scheme is under consideration.

(3) It is proposed to extend the scheme of B.C.G. Vaccination Programme to Ajmer-Merwara during the year 1949.

Delhi—

(1) The Silver Jubilee Tuberculosis Hospital had accommodation for 96 patients. Forty beds have been added recently to meet heavy demands from the general public of Delhi, and the refugees. In addition there are three Tuberculosis Clinics for out-door treatment. To these Clinics 'Care and After Care Committees' have been attached, which provide for the treatment of patients in their respective wards of the city. The Provincial Tuberculosis Association, Delhi, spends a sum of Rs. 38,000 on these 'Care and After Care Committees' on account of the pay and allowances of staff and also for the free supply of milk to the indigent patients. A Scheme for the expansion and reorganisation of Tuberculosis Hospital in Delhi is under consideration. A Scheme is also under preparation to have three additional Tuberculosis Clinics for Diagnosis and care and after-care treatment of patients.

(2) In consideration of the valuable work which the Ramakrishna Mission Tuberculosis Clinic is doing to the public, a non-recurring grant of Rs. 40,000 was paid to the Mission in 1946-47 towards the construction of the Clinic. Another non-recurring grant of Rs. 54,000 has been sanctioned to the Mission towards the cost of electrical and sanitary fittings, medical appliances and furniture.

(3) B.C.G. Vaccination was started in Delhi in October, 1948, with the co-operation of the World Health Organisation team and the Indian team is already trained and the work is proceeding satisfactorily. School children are being tested and vaccinated. Nearly over 8,000 tests and 2,000 vaccinations have been done so far. The vaccination is becoming increasingly popular and it is found that one team for vaccination is not enough for Delhi. Arrangements have been made to have a second team trained for extending the vaccination programme in the Province.

Shri H. V. Kamath: In view of the recommendations of the Chopra Committee which have just been published, do Government propose to take steps in the direction of developing the Ayurvedic treatment of this disease?

The Honourable Rajkumari Amrit Kaur: That question will arise when the policy of Government in regard to the Chopra Committee recommendations has been announced.

Seth Govind Das: When is Government going to take the report into consideration and when are they going to come to a conclusion as far as the Chopra Committee is concerned?

The Honourable Rajkumari Amrit Kaur: The report, as honourable members are aware, has just come out. I think copies have been circulated.

Seth Govind Das: No, no.

Shri H. V. Kamath: We have just seen the report published in the newspapers.

The Honourable Rajkumari Amrit Kaur: Well, then, it will be circulated. We have only just got it and the matter is under our consideration.

Seth Govind Das: Is it not a fact that this question has been under contemplation for a very long time and the Chopra Committee gave its report after a very long time? Under these circumstances, are Government going to announce any policy with respect to Ayurved before the termination of this session of the Assembly?

The Honourable Rajkumari Amrit Kaur: The Chopra Committee report was actually given in last August, but the appendices did not come in till October, so that printing could not be taken in hand till October and printing has only just been finished. Honourable members are aware as to why the delays took place in the actual submission of this report and honourable members are also aware that when reports come in they have to be circulated to the Provincial Governments for their opinion. All this takes time, but I can assure the House that I shall try to take a decision in this matter as early as possible.

Shri H. V. Kamath: As part of the treatment of tuberculosis—preventive, no less than curative—what steps do Government propose to take to provide nutritious diet to the people of this country?

Mr. Speaker: Order, order.

**IMPLEMENTATION OF RECOMMENDATIONS OF BHORE COMMITTEE IN DELHI
AND AJMER-MERWARA**

*584. Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Minister of Health be pleased to state what measures have so far been taken by the Government of India to implement the recommendations of the Bhole Committee in the Centrally Administered areas of Ajmer-Merwara and Delhi?

(b) Have any definite schemes been prepared and given effect to in these areas?

(c) If so, what are they and what expenditure, recurring and non-recurring has been provided for such schemes?

The Honourable Rajkumari Amrit Kaur: (a) to (c). A number of Schemes have been drawn up in accordance with the recommendations of the Bhole Committee for the Centrally Administered Provinces of Ajmer-Merwara and Delhi. A statement showing the Schemes and details of the Budget provision for them is laid on the table of the House. Some Schemes have already been given effect to or will be given effect to very shortly and all the other Schemes are expected to be implemented early in the next financial year.

STATEMENT

	Revised Budget provision during 1948-49	Budget Provision during 1948-50		
		Non-Recurring	Recurring	Capital
<i>Ajmer-Merwara Schemes.</i>				
1. Establishment of a T. B. Clinic at Ajmer.	A lump provision of Rs. 2,85,000	40,000	20,000	60,000
2. Establishment of a Secondary Health Centre at Beawar.		28,000	1,10,000	
3. Establishment of Primary Health Units in Ajmer-Merwara.		12,000	6,000	86,000
4. Improvement of existing dispensaries in Ajmer-Merwara.		10,000	16,000	70,000
5. Ambulance Units		20,000	6,000	4,000
6. Mobile Dispensaries		34,000	..	
7. Headquarters Health Organisation			30,000	
<i>Delhi Schemes.</i>				
1. Establishment of two primary health centres at Nerela and Najafgarh.	Lump provision of Rs. 24.50 lakhs.		1,23,000	5,26,000
2. Irwin Hospital—Extension of Ward Block V-46 Beds.		8,000	34,000	1,74,000
3. Improvement of drinking wells			66,000	..
4. Infectious Diseases Hospital Delhi				4,00,000
5. Nurses Home, Irwin Hospital			..	3,00,000

POPULARISING NATIONAL SAVINGS CERTIFICATES

†*565. **Prof. N. G. Ranga:** (a) Will the Honourable Minister of Finance be pleased to state what means and methods are being adopted to popularise National Savings Certificates?

(b) Are any voluntary organisations of peasants, workers and urban middle-classes being invited to co-operate in this work?

(c) Is any commission being given to those who tour among the people and canvass for subscription?

(d) If so, what is the rate of commission?

(e) How do the subscriptions of the year 1948 compare with those for 1947 and 1946?

• **The Honourable Dr. John Matthai:** (a) The savings movement is developed through organisation of savings groups and by publicity through the Press, posters, Broadcast appeals and other forms of propaganda.

(b) Yes. Small Savings Committees with non-official members function in urban and rural areas in many parts of the Country.

(c) No. But the question of reviving the authorised agency system is under consideration.

(d) Does not arise.

(e) It will be misleading to compare the sales in 1948 with the sales in 1946 and 1947 owing to the partition of the Country. If allowance is made for this, the gross sales in 1948 compare favourably with those of previous years.

EDUCATION OF THE BLIND

†*566. **Shri V. C. Kesava Rao:** (a) Will the Honourable Minister of Education be pleased to state what steps have been taken to educate the visually handicapped?

(b) How many institutions are being run by the Government of India for this purpose?

(c) What are the trades which are being taught to them and how many are usefully employed at present?

The Honourable Maulana Abul Kalam Azad: (a) To further the cause of the education of the blind in India, a common Braille Code for major Indian Languages, known as Uniform Indian Braille has been drawn up, and its use has been recommended to all the Institutions for the Blind in India. To publish suitable literature and text-books for the blind, a Central Braille Printing Press is being set up. Expert advice is being given, whenever necessary, to all the existing institutions for the blind. Attempts are being made for giving grants-in-aid to all the institutions for the blind for transcribing books in Braille, pending the establishment of the Press.

Deepavali, a periodical, devoted to the education and welfare of the blind, is being published in Braille as well as in ink-print and is being distributed to all the institutions free of charge.

Tangible apparatus and appliances imported by the public institutions for the blind, for the use of their trainees, have been exempted from the payment of Customs Duty.

(b) At present there is no institution for the blind run by the Government of India. The Government of India, are, however, considering the question of provincialising the existing Institution for the Blind in Ajmer-Merwara as early

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

as possible. Besides, the establishment of a National Centre for the Blind in Debra Dun, is making good progress.

(c) Trades, such as cane-weaving, basket-making, coir-matting, carpet-making, loom-weaving, elementary carpentry, elementary book-binding, broom-making, etc., are taught in almost every institution. From available information, approximately 1,000 blind men who have received training in the existing institutions are usefully employed.

TRAINING OF R. I. N. OFFICERS AND RATINGS

†*567. **Shri V. C. Kesava Rao:** (a) Will the Honourable Minister of Defence be pleased to state whether there is any arrangement with the United Kingdom to train R.I.N. Officers and ratings?

(b) What is the number of such personnel being trained and for how long have these facilities been offered?

(c) When is it expected that India would be able to train its own navy personnel?

The Honourable Sardar Baldev Singh: (a) Yes.

(b) The total number is 313, comprising 93 officers and 220 ratings. Under existing arrangements, facilities will be available for the initial training of cadets up to 1951. Arrangements for the specialist training of officers and ratings are made as and when necessary.

(c) By 1954. Training of all ratings, except 1st class rates has already commenced in India and it is hoped that within the next three years training of all ratings will be possible in India.

NEW MINT AT ALIPORE

†*568. **Shri V. C. Kesava Rao:** (a) Will the Honourable Minister of Finance be pleased to state when the construction of the new Mint at Alipur will be completed?

(b) Is it proposed to amalgamate it with the existing mint at Calcutta?

(c) What are the special features of the Alipur Mint?

(d) What research is being done for the electro-refining of silver?

The Honourable Dr. John Matthai: (a) Completion in all respects particularly of the new silver refinery which has not yet begun may take another two to three years but the new Mint is expected to commence operation in certain departments in a few months.

(b) Yes; it will replace the existing Calcutta Mint which is no longer suitable for modern requirements.

(c) The special features of the new Alipore Mint are:

(i) The installation of special equipment for the processing of pure nickel and the production of pure nickel coins;

(ii) The installation of modern plant and equipment, enabling minting and the production of medals to be effected in the most economical manner;

(iii) The installation of a ventilation scheme which will appreciably improve the comfort conditions of the workmen;

(iv) The installation of Producer Gas Plant, which will enable the Mint to produce its own gas from coke for certain processes;

(v) The minting capacity of the new Mint will be larger than that of the existing Mint

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

(vi) The installation of a Silver Refinery to recover pure silver from Quaternary Alloy coins.

(d) A large amount of research work on the electrolytic refining of Quaternary Alloy Silver has been undertaken during recent years by the Assay Department of the India Government Mints. This has resulted in the evolution of a practical process for such work, parts of which have since been patented and it is proposed to use them in the Silver Refinery of the new Alipore Mint.

EXPANSION OF PRIMARY EDUCATION IN AJMER-MERWARA

*569. **Pandit Mukut Bihari Lal Bhargava:** (a) Will the Honourable Minister of Education be pleased to state whether the Government of India have received any schemes for the expansion of primary education within the Municipal limits of Ajmer and Beawar from these Municipalities and if so, what action has been taken thereon?

(b) Do Government intend to make any provision for recurring and non-recurring expenditure for the expansion of primary education in these areas in the next year's budget?

(c) Have Government taken any decision in the matter of taking over primary and secondary education into their own hands from the Municipalities and Local Boards in the Province of Ajmer-Merwara? If so, in what stages will it be done and by which time is the scheme likely to be completed, and if not, why not?

آزیدہل مولانا ابوالکلام آزاد : (a) سے (c) بیچار کی میونسپل حد بندی کے اندر پرائمری ایجوکیشن کو پھیلانے کی ایک اسکیم گورنمنٹ کو ملی ہے جو لوکل میونسپل کمیٹی نے بھیجی تھی۔ اس پر غور کیا جا رہا ہے۔ گورنمنٹ آف اِنڈیا نے تجویز کیا ہے کہ اپنے دوست رار تیلویمینٹ یگان کو کام میں لاتے ہوئے یونیورسٹی کمیٹی کے ایجوکیشن ایجنسز-سرواز کے پورے پرائنٹ میں شروع کر دے۔ کم کا نقشہ بنایا جا رہا ہے اور اُمید کی جاتی ہے کہ نئے نئے ثانیمینٹل برس سے اس پر عمل شروع ہو جائے گا۔

بہ سوال کہ پرائمری اور سیکنڈری ایجوکیشن کو میونسپل کمیٹی اور لوکل بورڈ کے ہاتھوں سے لے لیا جائے گورنمنٹ کے سامنے آجکا ہے اور نئی اسکیم کے طے کرنے میں اسے جانچا جا رہا ہے۔

The Honourable Maulana Abul Kalam Asad: (a) to (c). A scheme for the expansion of primary education within the Municipal limits of Beawar was received from the local Municipal Committee and is under consideration. The Government of India propose to introduce universal compulsory basic education by stages throughout Ajmer-Merwara as part of their post-war educational development plan. Details are being worked out and it is expected that the scheme will come into operation from the beginning of the next financial year. The question of taking over primary and secondary education from the hands of the Municipalities and Local Boards is being examined in this connection and is still under consideration.

श्री एच० बी० कामत : क्या मातनीय शिक्षा मंत्री यह बतलाने की कृपा करेंगे कि दिल्ली, अजमेर मेरवाड़ा और कुर्ब में निकट अविध्य में प्राथमिक शिक्षा को लाजिमी बनाने की योजना सरकार के सामने है ?

Shri H. V. Kamath: Will the Honourable Minister please state whether Government have under consideration any scheme for the introduction in the near future of compulsory primary education in the Provinces of Delhi, Ajmer-Merwara and Coorg?

انجمن مولانا ابوالکلام آزاد: ہاں - کوشش کی جا رہی ہے - تعلی میں شروع ہو

چکی ہے -

The Honourable Maulana Abul Kalam Azad: Yes. Efforts are being made. This has already been started in Delhi.

श्री एच. वी. कामत: और अजमेर मेरवाड़ा और कोर्ग में ?

Shri H. V. Kamath: And what about Ajmer-Merwara and Coerg?

انجمن مولانا ابوالکلام آزاد: ان کے نائیلوئل برس سے شروع کی جاتی گی -

The Honourable Maulana Abul Kalam Azad: This will be introduced with effect from the ensuing financial year.

INDIANS EMPLOYED IN INTERNATIONAL MONETARY FUND AND INTERNATIONAL BANK

*570. **Shri K. Hanumanthaiya:** (a) Will the Honourable Minister of Finance be pleased to state whether India has become a member of the International Bank?

(b) Have any Indians been appointed on the staff of the International Monetary Fund and the International Bank?

(c) If so, what are their names, their posts and the salaries drawn by them?

The Honourable Dr. John Matthal: (a) and (b). Yes, Sir.

(c) I lay a statement on the table of the House showing the names of Indian officers, the posts held by them and the salaries drawn.

STATEMENT

Name of Officer	Post held	Pay
<i>International Monetary Fund</i>		
Dr. Gyan Chand	Chief of Finance Division. Resigned 15th September, 1948	Salary (net of taxes): \$9,700 p. a. (inclusive of allowances).
Prof. J. J. Anjaria	Assistant Chief, Far East Division. Resigned October 8, 1948	Salary (net of taxes): \$8,250 p. a. (inclusive of allowances.)
Dr. P. J. J. Pinto	Economist, Far Eastern Division. Resigned 24th November 1948	Salary (net of taxes): \$5,210 p. a. (inclusive of allowances).
Mr. B. R. Shenoy	Research Department Technical Representative in Far East. Joined in early January, 1949.	Salary (net of taxes): \$9700 p. a.
Mies N. K. Ambegaoker	Assistant. Joined early October 1948	Salary \$ 4,200 p. a. inclusive of allowances).
<i>International Bank</i>		
Mr. S. R. N. Badri Rao	Economist	Salary \$5,440 p. a. Allowance Nil.

Shri K. Hanumanthaiya: Is the Government of India satisfied regarding the quota of appointments for India?

The Honourable Dr. John Matthai: I am not satisfied in this sense. I think the number of Indians now on the staff of the Monetary Fund is small, but I do not put the responsibility down to the Fund. I have seen no indication of any sort of unwillingness on the part of the Fund. The real difficulty is that they insist on the officers spending a period of five years on the staff and our officers have shown a general reluctance to stay so long. In the statement I have laid on the table, there are five officers on the staff of the International Monetary Fund. Out of the five, I think already three have left or have indicated their desire to come back.

Shri K. Hanumanthaiya: Has wide publicity been given, so that people in India may apply for these posts?

The Honourable Dr. John Matthai: A great deal of publicity has been given.

Shri L. Krishnaswami Bharathi: Who appoints them?

The Honourable Dr. John Matthai: References come from the International Monetary Fund both to the Reserve Bank and to the Central Government and we make every effort to see that people with suitable experience of banking or work of an economic kind are contacted.

Shri B. K. Sidhva: What kind of publicity is given, may I know? Do they advertise in the newspapers when these posts are to be filled?

The Honourable Dr. John Matthai: We do not advertise.

Shri S. Nagappa: May I know the general terms on which our country has become a member of this Fund and what is the borrowing capacity that is allowed?

Mr. Speaker: Order, order. The question does not arise out of this.

Shri K. Hanumanthaiya: Will Government be pleased to state steps to sufficiently advertise the vacancies, so that people may apply?

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

Pandit Lakshmi Kanta Maitra: Do I take it that some representative from the Finance Department is also put in there besides the representative from the Reserve Bank?

The Honourable Dr. John Matthai: Put in where?

Pandit Lakshmi Kanta Maitra: In the organisation of the International Monetary Fund.

The Honourable Dr. John Matthai: As a matter of fact, the Indian officers who have been on the staff of the Monetary Fund have been partly Reserve Bank officers and partly economists and a few, I think, with experience of finance.

Shri Ajit Prasad Jain: May I know how the selection is made?

The Honourable Dr. John Matthai: The selection is made by the Reserve Bank and the Central Government in consultation with each other.

MACHINERY FOR SECURITY PRINTING PRESS, NASIK FOR PRINTING STAMPS

*571. **Shri B. K. Sidhva:** (a) Will the Honourable Minister of Finance be pleased to state whether the present machinery at the Security Printing Press at Nasik is sufficient to print all the stamps of all denominations? If not, why not?

(b) Are any stamps at present being printed in foreign countries and if so, of what denomination and what is the cost per thousand stamps?

(c) In what country are they printed and were any contracts made and tenders invited for printing?

(d) Do Government intend to supplement their present machinery with new machines so as to cope with the demand?

The Honourable Dr. John Matthai: (a) Yes.

(b) No.

(c) Does not arise.

(d) Additional machinery is on order both to augment the printing capacity by the present process, and to equip the Press for printing by the photogravure process.

Shri B. K. Sidhva: May I know, in view of the answers to (a), (b) and (c) which the Honourable Minister stated in the negative, why stamps of various denominations were printed in foreign countries, particularly that of the effigy of Mahatma Gandhi? I want to know that.

The Honourable Dr. John Matthai: That is the only case where stamps since 1925 have been printed abroad.

Shri B. K. Sidhva: If we have the complete machinery here, may I know why they were made outside India?

The Honourable Dr. John Matthai: I think this matter was explained in the last Session. But I am repeating the information given. It was thought necessary, and rightly, that stamps commemorating Mahatma Gandhi should be of the highest possible quality since it was expected that there would be demand all over the world for the stamps. We decided therefore to have the stamps printed by the most up-to-date and efficient process.

Shri B. K. Sidhva: May I know whether new denominations expected to be out shortly will be printed in Nasik?

The Honourable Dr. John Matthai: Yes.

Pandit Lakshmi Kanta Maitra: May I know whether we are still printing stamps for the Pakistan Government?

The Honourable Dr. John Matthai: No.

SCHEDULED CASTE CANDIDATES RETURNED AFTER FOREIGN STUDIES

*572. **Shrimati Dakshayani Velayudhan:** (a) Will the Honourable Minister of Education be pleased to state how many Scheduled Castes candidates sent on Central Government scholarship have returned after completing their studies abroad?

(b) What were the subjects in which they were sent to specialise?

(c) How many of the candidates have been absorbed in the Government of India services?

(d) Is it a fact that these scholars were sent abroad to get technical training in subjects prescribed by the Government of India?

(e) Is it a fact that candidates who were sent for training in Public Health Engineering and who were sponsored by the Ministry of Health were told that there was no such line in the Health Ministry?

آنرہیل مولانا ابوالکلام آزاد (a) اگس

۳ ایگریکلچر (b)

۱ میسرچ ان ایمل نیوٹریشن

۲ مہنگریل انجینئرنگ

۲	ریڈیو انجینئرنگ
۱	پبلک ہیلتھ انجینئرنگ
۱	فیول ٹیکنالوجی
۱	ٹیکسٹائل کیمسٹری
۱	میتھورالوجی
۱	سوشل سائنس
۸	تھچرز ٹرینینگ

۲۱

۳ (c)

(d) صرف سات اسکالرشپ تھے جو گورنمنٹ آف انڈیا کی جبریل اسکیم کے اندر تکمیل ٹرینینگ کے لئے بھیجے گئے تھے۔ باقی اُمیدواروں کو مشمول کاسٹ اسکالرشپ اسکیم کے اندر اسکے طبعاً بھرتے چلنا تھا اور ملک کی عام تعلیمی ضرورت دیکھتے ہوئے سمجھتے منظور کئے تھے۔

(e) نہیں۔ پبلک ہیلتھ انجینئرنگ ان سمجھتے میں سے ہے۔
چلنے کے لئے ہیلتھ سائنس اسکالرشپ یعنی ۸ اور اعلیٰ اسکالرشپ دیا ہے۔

The Honourable Maulana Abul Kalam Asad: (a) Twenty-one.

(b) Agriculture	... 3
Research in Animal Nutrition	... 1
Mechanical Engineering	... 2
Radio Engineering	... 2
Public Health Engineering	... 1
Fuel Technology	... 1
Textile Chemistry	... 1
Meteorology	... 1
Social Science	... 1
Teachers' Training	... 8
Total	... 21

(c) Three.

(d) Only seven of these were sent abroad to get technical training in the lines prescribed by the Government of India. The remaining 14 were sent under the Scheduled Castes Scholarship Scheme for 1945-46 and the courses of studies were prescribed to suit the students in particular keeping in view the requirements of the country in general.

(e) No. Public Health Engineering is one of the subjects for which the scholarships are awarded by the Ministry of Health.

Shrimati Dakshayani Velayudhan: I want the English translation of the answer.

(The Honourable S^r Satyanarayan Sinha read out the English translation of the answer.)

श्री एच० वी० कामत : यह हरिजन विद्यार्थी नाना प्रकार की तालीम पाने के लिये किन किन मुल्कों में भेजे गये थे ?

Shri H. V. Kamath: What are the countries in which these Harijan students were sent for receiving training in different subjects?

آنریبل مولانا ابوالکلام آزاد : اس کے لئے نوٹس کی ضرورت ہے۔

The Honourable Maulana Abul Kalam Azad: I would like to have notice for that.

Shrimati Dakshayani Velayudhan: How many of the candidates who came back were sent to the provinces?

آنریبل مولانا ابوالکلام آزاد : اس کے لئے نوٹس چاہئے۔

The Honourable Maulana Abul Kalam Azad: I would like to have notice for that too.

श्री अजित प्रसाद जैन : क्या सरकार के पास इस कित्प का कोई रिकार्ड है कि बाहर के म्मालिक से जो तालीम पाकर आते हैं उन में से कितनों को यहां नौकरी मिल गई या काम पर लगा दिया गया और कितने खाली हैं।

Shri Ajit Prasad Jain: Have Government any such record showing as how many candidates returned from abroad have been absorbed here; and how many are still out of employment?

آنریبل مولانا ابوالکلام آزاد : میں نے ابھی آنریبل ممبر کا جواب دیتے ہوئے بتلایا ہے کہ سات اسکالرشپوں میں جن کو براہ راست گورنمنٹ آف انڈیا نے بھجوا تھا - ان میں سے تین کو کم پرائز دیا گیا ہے - ایک کو آفٹر کیا گیا ہے اور باقی کے لئے کوشش ہو رہی ہے۔

The Honourable Maulana Abul Kalam Azad: I have just stated in my reply to the honourable member that there are seven scholars who were sent on Central Government scholarship. Out of these, three have been absorbed, an offer has been made to another and efforts are being made for the remaining ones.

Shri S. Nagappa: May I ask what will happen to the other 14 that have returned from foreign countries after having the necessary qualifications?

Mr. Speaker: What will happen!

Shri S. Nagappa: Whether the Government are going to absorb them in the Centre or in the provinces?

آنریبل مولانا ابوالکلام آزاد : اور، کی ذمہ داری گورنمنٹ پر نہیں ہے - لیکن گورنمنٹ کے علم میں یہ بات آئی ہے کہ مختلف پرائیویٹ اور پبلک فirms میں انہیں کام مل گیا ہے۔

The Honourable Maulana Abul Kalam Azad: Government are not responsible for this. But this has come within the knowledge of Government that they have been able to secure employment in different provinces and private firms.

Shrimati Dakshayani Velayudhan: How many out of these 21 are unemployed at present?

آنریبل مولانا ابوالکلام آزاد : سات اسکالر جلمہں گورنمنٹ آف انڈیا نے بھجوا تھا - ان میں سے تین کو کم پر نکالیا جا چکا ہے - ایک کو کم کا آفر کیا گیا ہے - چودہ اسکالروں میں جلمہں پرائیویٹ میں اور پرائیویٹ فرموں میں کم مل گیا ہے -

The Honourable Maulana Abul Kalam Azad: Out of the seven scholars sent by the Government of India, three have since been employed; and an offer has been made to one. The remaining fourteen scholars are those who have been employed by the various Provincial Governments and firms.

श्री एच० वी० कामठ : मोटे हिसाब से क्या हरिजन विपार्थियों की तादाद में हरिजनों से कम से कम आधी हैं या नहीं ?

Shri H. V. Kamath: May I know if roughly speaking the number of Scheduled Caste candidates is not at least the half of the Non-Harijans?

آنریبل مولانا ابوالکلام آزاد : اسکا اس سوال سے کیا تعلق ہے -

The Honourable Maulana Abul Kalam Azad: How does it arise, out of this question?

Shrimati Dakshayani Velayudhan: Since how long have these three candidates been unemployed?

آنریبل مولانا ابوالکلام آزاد : میں تھیک ٹائم نہیں بتا سکتا - میرا خیال ہے کہ اس برس میں وہ لوگ کم پر لگ جائیں گے -

The Honourable Maulana Abul Kalam Azad: I cannot specify the exact period. I think these people will be employed during the course of this very year.

RADIO STATIONS IN INDIA

*573. Shri Brajeshwar Prasad: Will the Honourable Minister of Information and Broadcasting be pleased to state:

- the number of Radio Stations in the country;
- the places where they are located;
- the number of Radio Stations that are likely to be established in 1949;
- the places where they are likely to be established;
- the salary which has been fixed for Station Directors;
- how many Programme Assistants and Transmission Assistants have been appointed up till now; and
- what the salaries of these two posts are?

The Honourable Shri R. E. Diwakar: (a) to (g). A statement is laid on the table of the House.

STATEMENT

- Fourteen.
- New Delhi, Bombay, Calcutta, Madras, Lucknow, Tiruchirapalli, Patna, Cuttack, Shillong/Gaohati, Nagpur, Vijayawada, Baroda, Allahabad and Jnlundur.
- Three.
- Abmedabad, Dharwar and Calcutt.
- Scale of pay: Rs. 750-1,000-1,000-E.B.-1,050-1,050-1,100-1,100-1,150-1,200.
Selection Grade: Rs. 1,250-50-1,500.
- 135 Programme Assistants and 45 Transmission Assistants.
- Programme Assistant: Rs. 230-15-340-E.B.-20-400-E.B.-20-500.
Transmission Assistant: Rs. 250-15-340-E.B.-20-400.
Selection Grade: Rs. 400-20-500.

Seth Govind Das: With reference to parts (b), (c) and (d) of the question, may I ask whether the Government are aware that there are certain stations where the equipment is of such low power that the transmission does not go beyond 100 miles and if so, whether the Government contemplate to change the equipment?

The Honourable Shri E. E. Diwakar: It does not arise, I suppose.

Shri Mahavir Tyagi: Does discretion lie with the Honourable Minister to lay on the table of the House only a few figures in answer to a question?

Mr. Speaker: "The Honourable Minister is bound to give such information as he can and in such manner as he can. The best course will be for such questions to be treated as unstarred questions and put starred questions after studying the answer. Instead of that the question has been put as a starred question and this difficulty has arisen. Only the other day the House complained that the answers were too long, and today the complaint is that the answers are too short. I think it is better for honourable members to study the answers furnished."

Shri H. V. Kamath: May I know whether any steps have been taken to usher in television in our country?

The Honourable Shri E. E. Diwakar: Not yet.

LOANS FROM INTERNATIONAL MONETARY FUND

*574. **Shri Lakshminarayan Sahu:** (a) Will the Honourable Minister of Finance be pleased to state what are the conditions on which loans from the International Monetary Fund have been obtained?

(b) How much money has been distributed provincewise and on what conditions?

(c) How much has the Province of Orissa got by now and have any special conditions been laid down?

The Honourable Dr. John Matthai: (a) The terms and conditions on which a member country may purchase currency from the International Monetary Fund are laid down in Article V of the Articles of Agreement copies of which will be found in the Library of the House. The main criteria are (i) that the purchase of the currency required is needed for making current payments and (ii) that the conditions which have led to the necessity for such purchase are of a temporary nature.

(b) Purchases from the International Monetary Fund are utilised to meet the deficit in India's balance of payments and the question of the currencies obtained being distributed province-wise does not arise.

(c) Does not arise.

Shri M. Ananthasayanam Ayyangar: What is the amount of the loan outstanding at present?

The Honourable Dr. John Matthai: In the statement I made to the House early in the Session, I gave the figure of 80 million dollars. That figure has slightly increased.

Shri M. Ananthasayanam Ayyangar: May I know how the Government propose to liquidate this loan?

The Honourable Dr. John Matthai: That is a problem which I would like to place before the House in the course of my Budget statement.

Shri Mahavir Tyagi: Does food form the main item of purchase for which the money from this Fund is required?

The Honourable Dr. John Matthai: The honourable gentleman may wait till the Budget discussion.

Shri Kishorimohan Tripathi: What is the interest paid?

The Honourable Dr. John Matthai: In regard to purchases from the International Fund, it should be noted that the Fund does not really lend any money. It is really an exchange between one kind of currency and another. What we pay is in the nature of a service charge which varies with the period.

Shri Mahavir Tyagi: Is it a fact that the loan we have had from the organization is less than the money we have contributed towards it?

The Honourable Dr. John Matthai: Yes.

EXPENDITURE ON CONSTRUCTION OF ROADS IN JAMMU AND KASHMIR STATE

*575. **Shri M. Ananthasayanam Ayyangar:** (a) Will the Honourable Minister of States be pleased to state what is the total amount of money spent on construction of roads in the Jammu and Kashmir State?

(b) What are the arrangements with the State Government regarding the expenses?

The Honourable Shri Satyanarayan Sinha (Minister of State): (a) An expenditure of Rs. 2,45,12,500 has been incurred on the construction of roads (including roads for defence purposes) in Jammu and Kashmir State.

(b) The expenditure incurred on that portion of the Jammu-Pathankot Road which is in State territory is recoverable from the State. The incidence of expenditure on roads for defence purposes is not yet settled.

Srijut Kuladhar Chaliha: Is there a chance of realizing the money from the State?

The Honourable Shri Satyanarayan Sinha: Of course.

Shri S. Nagappa: What is the mileage of roads that have been constructed?

The Honourable Shri Satyanarayan Sinha: I would like to have notice of this question.

Dr. V. Subramaniam: Are the roads constructed by the Government of India or by the Government of Kashmir?

The Honourable Shri Satyanarayan Sinha: The roads were constructed by the Government of India, of course. They are being financed from Indian revenues and the cost of the portion which lies within the State is recoverable from the State.

Dr. V. Subramaniam: Have the roads been constructed for civil purposes or for military purposes?

The Honourable Shri Satyanarayan Sinha: Both.

A. I. R. NEWS BULLETINS IN DOGBI AND KASHMIR

*576 **Shri Mahavir Tyagi:** (a) Will the Honourable Minister of Information and Broadcasting be pleased to state if it is a fact that two news-bulletins separately in Dogri and Kashmiri are broadcast daily for Kashmir?

(b) Is it further a fact that recently the All India Radio authorities have started broadcasting a third bulletin in Hindustani also for Kashmir?

The Honourable Shri E. R. Diwakar: (a) and (b). The reply to both the parts of the question is in the affirmative.

Shri Mahavir Tyagi: What is the extra staff engaged for broadcasting these bulletins and broadcasts?

The Honourable Shri E. R. Diwakar: I want notice for this question.

Shri Mahavir Tyagi: Is it a fact that the staff for this news bulletin was for the first time engaged temporarily for propaganda in the Hyderabad State?

The Honourable Shri E. E. Diwaker: Usually such staff is temporarily engaged.

Shri Mahavir Tyagi: Is there any difference between the languages used in this Kashmir bulletin and the bulletin issued here in Hindustani in India?

The Honourable Shri E. E. Diwaker: Does the honourable member require information about the Hindustani language or Kashmiri and Dogri languages?

Shri Mahavir Tyagi: Hindustani language.

The Honourable Shri E. E. Diwaker: I think as regards Hyderabad, a slight difference in language is there.

Shri Mahavir Tyagi: When we were already giving bulletins in two Kashmiri languages, why was the necessity felt for having another bulletin in Hindustani language for Kashmir?

The Honourable Shri E. E. Diwaker: The Hindustani language bulletin is for Hyderabad and today it is being taken advantage of for Kashmir by relaying.

Shri Mahavir Tyagi: Is the staff fully employed in this work?

The Honourable Shri E. E. Diwaker: I think so.

STAFF TRAINING SCHOOL OF ALL-INDIA RADIO

*577. **Shri Mahavir Tyagi:** (a) Will the Honourable Minister of Information and Broadcasting be pleased to state whether there is a staff training school attached to the All India Radio?

(b) What are the qualifications of the Director of this Staff Training School?

(c) Does he know any Indian language and if so, which?

The Honourable Shri E. E. Diwaker: (a) Yes. •

(b) The director of the Staff Training School is a B.A. (Hons.) of the Madras University and a Ph.D. of the Edinburgh University. He has had extensive broadcasting experience at the B.B.C. and other broadcasting organisations in Europe. He has good knowledge of Indian and Western music and has several compositions to his credit.

(c) He knows Malayalam, Tamil and Hindi.

Shri Mahavir Tyagi: Is it the same gentleman, who was getting Rs. 625 in the State before he was employed here?

Mr. Speaker: Order, order.

Shri Mahavir Tyagi: Is it a fact that his pay is more than Rs. 1,250 at present?

Mr. Speaker: Whatever it may be, I do not propose to have any discussion about individual cases.

Shri Mahavir Tyagi: Was the post advertised before he was appointed?

The Honourable Shri E. E. Diwaker: Certainly.

Shri Mahavir Tyagi: Is it a fact that the Government sent only his papers before the Public Service Commission and they have objected to his appointment?

The Honourable Shri E. E. Diwaker: I would like to have notice of this question.

Shri Mahavir Tyagi: Is it a fact that for this training school, lecturers from Cuttack and other places are invited to deliver lectures for only an hour, at Government expense?

The Honourable Shri E. E. Diwaker: I think it is according to requirements.

Shri Mahavir Tyagi: Is it a fact, Sir, that one Mr. K. Brown and Mr. Robert Stimson of the B.B.C.

Mr. Speaker: I will not allow questions on administrative details.

Shri Mahavir Tyagi: Is it a fact, Sir, that some representatives of the B.B.C. who were doing propaganda during the Hyderabad Police action were invited to give lectures to the students of this Training School?

The Honourable Shri E. E. Diwakar: Which particular persons were invited? I would like to have notice of this question.

Shrimati G. Durgabai: May I know what is the total amount of expenditure on this Training School and how are admissions made? Is it in proportion to the requirements of the broadcasting stations?

The Honourable Shri E. E. Diwakar: It is according to requirements.

COMMUNICATION FROM GOVERNMENT OF ASSAM re CONTROL OF PRODUCTION OF OPIUM

*578. **Shri Lakshminarayan Sahu:** (a) Will the Honourable Minister of Finance be pleased to state whether Government have received any communication from the Government of Assam regarding the control of the production of opium?

(b) What steps have Government now taken or propose to take in order to control and, if need be, to stop cultivation of poppy in the State of Malwa and other States where poppy is cultivated?

The Honourable Dr. John Matthai: (a) Yes.

(b) The Government of India have made a recommendation to the Madhya Bharat and Rajasthan Unions, the States of Jammu and Kashmir and Tehri-Garhwal to effect a cut of 10 per cent. in the area under poppy cultivation in their jurisdictions, as an earnest of their endeavours to implement the common objective of the ultimate limitation of production of opium to medical and scientific needs. In order to consider the formulation of a long-term policy, the Government of India propose to convene a Conference of their own representatives and those of the Provincial and States Governments as soon as possible.

Srijut Kuladhar Chakha: May I know what are the medicinal needs of India of opium?

The Honourable Dr. John Matthai: My honourable friend, I think, raised this matter with me in the course of the discussion I had with the Assam deputation.

Shri Sita Ram S. Jajoo: May I know if the Government of Madhya Bharat have been consulted in regard to this matter?

The Honourable Dr. John Matthai: Yes.

CONSUMPTION OF Bhang, Charas AND Ganja IN CENTRALLY ADMINISTERED AREAS

*579. **Shri Lakshminarayan Sahu:** (a) Will the Honourable Minister of Finance be pleased to state what is the total annual consumption of (i) Bhang; (ii) Charas; and (iii) Ganja in the Centrally Administered areas of Delhi, Ajmer-Merwara and Coorg?

(b) What is the average per capita consumption of each of these drugs in each of the above Centrally Administered Areas?

(c) Do Government propose to lay on the table of the House a comparative statement showing the consumption of each of these drugs for the last 10 years in the different provinces of India?

The Honourable Dr. John Matthai: (a) to (c). The information is being collected and will be laid on the table of the House as soon as possible.

**PERMANENT GOVERNMENT SERVANTS FROM PUNJAB NOW SERVING UNDER
GOVERNMENT OF INDIA**

*580. **Master Nand Lal:** Will the Honourable Minister of Home Affairs be pleased to state:

(a) the number of permanent Government servants from the areas now under the West Punjab Government (Pakistan) whose services were loaned to the Government of India by the Government of the Undivided Punjab and were serving under the Government of India before the partition of the country took place and who have not completed five years continuous service in the grade of Assistant or in higher grade in the Secretariat on the 22nd October, 1948?

(b) the number of permanent employees of the Punjab Government who registered themselves with the Transfer Bureau for appointment under the various Ministries and were nominated as such by the Bureau to the various Ministries after the 15th August, 1947; and

(c) whether any enquiries have been made by the Government of India from the Government of East Punjab whether that Government was in a position to absorb permanently such persons after the term of their employment under the Government of India and if so, with what results?

The Honourable Shri Satyanarayan Sinha (Minister of State): (a) The information is being collected and will be placed on the table of the House in due course.

(b) The responsibility for the resettlement of employees of the Government of Undivided Punjab who opted for service in the East Punjab is that of the Government of that Province. They are not eligible for registration at the Transfer Bureau. Before this decision was communicated to the Transfer Bureau, however, fifteen such employees had already been registered at the Bureau and two nominated to posts of Assistants.

(c) No.

ACQUISITION OF LAND FOR DELHI IMPROVEMENT TRUST ON NAJAFGARH ROAD

*581. **Sardar Hukam Singh:** (a) Will the Honourable Minister of Health be pleased to state whether any land on the Najafgarh Road, Delhi, has been acquired for the Improvement Trust, Delhi?

(b) What are the public purposes for which it has been acquired?

(c) Is it a fact that the land so acquired is proposed to be given to the Delhi Cloth Mills?

The Honourable Rajkumari Amrit Kaur: (a) Yes.

(b) For the execution of the Delhi Improvement Trust's Industrial Area Scheme.

(c) Most of the land acquired under the Scheme has been disposed of partly to the Delhi Cloth and General Mills, Ltd., and partly to other industrialists. The disposal of the remaining land is under the consideration of the Trust.

Sardar Hukam Singh: May I know which other firms have been given this land? Were any land on the Najafgarh Road, given to any others besides the Delhi Cloth and General Mills, Limited?

The Honourable Rajkumari Amrit Kaur: I would like to have notice of that question.

Shri H. V. Kamath: Did any other firm apply for any part of this land?

The Honourable Rajkumari Amrit Kaur: I would like to have notice of that question.

Dr. V. Subramaniam: What is the acreage of land still remaining for disposal?

The Honourable Rajkumari Amrit Kaur: I think the area still for disposal is 25.84 acres.

Mr. Nasruddin Ahmed: Is it a fact that the land was originally acquired for a large number of small industrialists?

The Honourable Rajkumari Amrit Kaur: I am not aware that it was acquired in the first instance for small industrialists.

Shri M. Tirumala Rao: Is the land given to the Delhi Cloth and General Mills, Limited, for any public purpose?

The Honourable Rajkumari Amrit Kaur: No: it is for their purposes.

Dr. V. Subramaniam: May I know at what rate was this area sold?

The Honourable Rajkumari Amrit Kaur: I can give the rates: Roali at Rs. 120 per bigha, Nehri at Rs. 217-8-0 per bigha, Ghair Mumkin at Rs. 100 per bigha, Banjar at Rs. 100 per bigha and Chahi at Rs. 150 per bigha.

Shri Deshbandhu Gupta: May I know whether Government has received any representation from the people to whom this land belonged protesting against the acquisition?

The Honourable Rajkumari Amrit Kaur: I would like to have notice of that question. I am not aware that we have had any complaints.

Shri Deshbandhu Gupta: Will Government enquire into the matter whether the people whose land has been acquired have been very adversely affected?

The Honourable Rajkumari Amrit Kaur: Sir, it is up to anybody who has any complaints always to send them to Government.

Shri R. K. Sidhva: May I know whether the rates which were given by the Honourable Minister are in accordance with the prevailing market rates? I have not followed the rates.

Mr. Speaker: I presume the lands were acquired under the Land Acquisition Act.

The Honourable Rajkumari Amrit Kaur: The amount of compensation is determined under the Land Acquisition Act as amended again by the Schedule to the United Provinces Town Improvement Act of 1919.

Sardar Hukam Singh: What is going to be the fate of those small holders who want to put up small factories for themselves?

The Honourable Rajkumari Amrit Kaur: They will have to make representations and the matter will be considered.

Pandit Lakshmi Kanta Maltra: May I enquire if the Delhi Cloth Mills approached the Government of India for the acquisition of this land for their purposes?

The Honourable Rajkumari Amrit Kaur: Yes, naturally.

Pandit Lakshmi Kanta Maltra: Do I take it that the acquisition said to be made exclusively for the Improvement Trust was made solely for the purpose of this industrialist concerned?

The Honourable Rajkumari Amrit Kaur: Certainly not for any particular industrialist.

Dr. V. Subramaniam: Is that area reserved for industrial purposes?

The Honourable Rajkumari Amrit Kaur: I have already given the answer in reply that this was given for the execution of the Delhi Improvement Trusts Industrial Area Scheme.

Mr. Speaker: I think we may proceed to the next question.

SALE OF LAND IN DELHI TO GOVERNMENT SERVANT'S CO-OPERATIVE SOCIETIES

*582. **Sardar Hukam Singh:** (a) Will the Honourable Minister of Health be pleased to state whether it is a fact that in 1940-41 or thereabout, the late Education, Health and Lands Department sanctioned a scheme for the sale of 400/500 plots of land near Purana Qilla to Government Servants Co-operative Societies and the scheme was postponed for the duration of war?

(b) Is it proposed to revive that scheme now and if not, why not?

The Honourable Rajkumari Amrit Kaur: (a) and (b). The honourable member's attention is invited to the answer I gave to part (b) of Starred Question No. 359 asked on the 14th February, 1949.

COMPULSORY PRIMARY EDUCATION

*583. **Shri A. V. Thakur:** (a) Will the Honourable Minister of Education be pleased to state whether Government have in contemplation any scheme for the introduction of compulsory primary education in (i) the Centrally Administered Areas, (ii) the Provinces; and (iii) the State Unions or single States of the Union of India. in the year 1950 or in the following year?

(b) If not, when are they likely to take this into consideration?

آنریبل مولانا ابوالکلام آزاد: (a) اور (b) کہیں ساری پرائمری ایجوکیشن اسکیم کام میں لائی گئی ہے اور نقشہ کے مطابق کام ہو رہا ہے۔ اس کا پورا حال اس جواب سے معلوم ہو جائے گا جو 17 فروری 1949ء کو شری وی. سی. کھٹوری کے سوال نمبری 583 کا دیا جا چکا ہے۔

The Honourable Maulana Abul Kalam Azad: (a) and (b). The scheme of compulsory primary education is already in operation. For details the honourable member's attention is invited to the reply given on the 17th February, 1949 to starred question No. 454 by Shri V. C. Kesava Rao.

...سٹر تجمل حسین: کیا یہ کہیں ساری پرائمری ایجوکیشن فری ہوگی؟

Mr. Tajamul Husain: Will this compulsory primary education be given free?

آنریبل مولانا ابوالکلام آزاد: یقیناً۔

The Honourable Maulana Abul Kalam Azad: Surely.

سٹر تجمل حسین: مکمل پروہیشن ہو جانے کے بعد کیا حکومت کے پاس اتنا روپیہ رہے گا کہ وہ فری کہیں ساری پرائمری ایجوکیشن دے سکے۔

Mr. Tajamul Husain: After total prohibition, will Government be able to meet the cost involved in imparting free compulsory primary education?

Mr. Speaker: Order, order. This is all hypothetical at this stage.

REVISION OF DISTRICT AND STATE GAZETTEERS

*584. **Shri A. V. Thakkar:** (a) Will the Honourable Minister of Home Affairs be pleased to state whether Government have in contemplation or under consideration the revision of all District and State Gazetteers in the country?

(b) If not, do Government propose to consider the matter?

The Honourable Shri Satyanarayan Sinha: This question has been referred to the Minister of Education and he will give the reply in due time.

Shri H. V. Kamath: When?

— **آنریبل مولانا ابوالکلام آ** : میں آپکی اجازت سے ایسا ابھی جواب دے سکتا ہوں۔
میں سپیکر: ہاں ایک بار ہے:

آنریبل مولانا ابوالکلام آزاد: (a) اور (b) - امپیریل ڈیپارٹمنٹ کی آخری ایڈیشن ۱۹۰۸ء میں نکلا تھا۔ دستخط شدہ ڈیپارٹمنٹ بھی قریب قریب اس زمانے میں پراونشل گورنمنٹوں نے چھپوانے سے انہیں ریوائز کرنے کا سوال پڑھائی گورنمنٹ کے سامنے کئی مرتبہ آیا۔ لیکن خرچ کے بجٹ کے خیال سے چھوڑ دیا گیا۔ اب گورنمنٹ دیکھے گی کہ جیسے ہی مناسب موقع آئے اس کام پر دھیان دیا جائے۔

The Honourable Maulana Abul Kalam Azad: With your permission, Sir, I shall answer this question.

Mr. Speaker: Yes. The Honourable Minister may do so.

The Honourable Maulana Abul Kalam Azad: (a) and (b). The last edition of the Imperial Gazetteer of India was published by the Clarendon Press, Oxford, in 1908. The District Gazetteers were also published about that time by the Provincial Governments. Efforts to revise them seem to have been made from time to time but abandoned on grounds of economy. As soon as Government find an opportunity the matter will be considered.

श्री एच. वी. कामत: क्या मौजूदा सरकार ने कभी इस पर विचार किया है ?

Shri H. V. Kamath: Have the present Government ever considered over this?

آنریبل مولانا ابوالکلام آزاد: نہیں۔ گورنمنٹ کو ابھی موقع نہیں ملا ہے کہ دیکھا کرے۔

The Honourable Maulana Abul Kalam Azad: No. Government have had no time to consider it so far.

श्री एच. वी. कामत: क्या विचार करने का गवर्नमेंट का इरादा है ?

Shri H. V. Kamath: Do Government contemplate to consider over it.

آنریبل مولانا ابوالکلام آزاد: جب مناسب موقع آوے گا تب گورنمنٹ دیکھے گی۔

The Honourable Maulana Abul Kalam Azad: When the proper time comes Government will see to it.

श्री एच. वी. कामत: मुनासिब मौका कब आवेगा ?

Shri H. V. Kamath: When will that proper time come?

Mr. Speaker: Order, order.

RETURN OF ROADS, BUILDINGS AND FORESTS TO HIMACHAL PRADESH

*585. **Dr. Y. S. Parmar:** (a) Will the Honourable Minister of States be pleased to state whether the roads, buildings and Bushahr (Himachal) Forests, belonging to Himachal Pradesh, have been returned to that Government?

(b) If not what steps have Government taken or propose to take to secure their early return?

(c) Are Government aware that stores are being removed from the Forest Department in Bushahr before handing over and if so, what steps are Government taking to stop the same?

The Honourable Shri Satyanarayan Sinha (Minister of State): (a) and (b). The Control over the Hindustan-Tibet road and the Simla-Tatapani road and ancillary buildings and over Bushahr Forests which are managed by the East Punjab Government under the provisions of a lease between the Provincial Government and the Ruler of Bushahr State has not yet been handed over to the Himachal Pradesh. The question is, however, under consideration and a decision is expected to be reached very soon.

(c) This question has also been brought to the notice of the Government of East Punjab and is being simultaneously taken up.

QUALIFYING TEST FOR STENOGRAPHERS

*586. **Shrimati G. Durgabai**: (a) Will the Honourable Minister of Home Affairs be pleased to state whether it is a fact that the stenographers now attached to the Government of India Secretariat and attached offices are required to qualify for confirmation in the Federal Public Service Commission test to be held in May 1949?

(b) If so, have any temporary stenographers been exempted from the above test?

(c) If so, for what reasons and what is their total number?

The Honourable Shri Satyanarayan Sinha (Minister of State): (a) Yes, since 1st January 1948. This applies also to temporary stenographers who were in service before that date.

(b) and (c). Approximately 150 stenographers have been exempted from the test since they have already passed suitable proficiency tests and have continued to work as stenographers.

Shrimati G. Durgabai: May I know whether it is a fact that stenographers attached to the Government of India Secretariat who have passed similar tests conducted by the Provincial Governments are also required to take this test?

The Honourable Shri Satyanarayan Sinha: Our policy has been not to recognise the tests conducted by the Provincial Governments. It is only the Federal Public Service Commission which conducts such tests and they are recognised by the Government of India.

Shri H. V. Kamath: With regard to the proficiency tests to which the Honourable Minister referred, is it a fact that the proficiency test was a mere periodical test and whether stenographers who passed in the first test, but failed in the second and thus had a final failure to their credit have also been exempted, but those who have passed, but were on probation are required to qualify in the test?

The Honourable Shri Satyanarayan Sinha: I would like to have notice.

Shrimati Dakshayani Velayudhan: Is it a fact that some candidates who have passed the retention test and not any test for confirmation are also exempted?

The Honourable Shri Satyanarayan Sinha: Yes; they are also exempted.

Shri H. V. Kamath: Was any test in stenography conducted by the Central Government for the purpose of confirming all temporary stenographers after the posts were excluded from the purview of the Federal Public Service Commission?

The Honourable Shri Satyanarayan Sinha: Yes; a test is going to be held in May.

Shri M. Tirumala Rao: Will the Government review the whole position regarding the large number of stenographers which comes to 700, so that no injustice is done to people who are in service for a long time?

Mr. Speaker: It is only a suggestion.

Shrimati Dakshayani Velayudhan: How many candidates above the age of 50 are asked to sit for the examination?

The Honourable Shri Satyanarayan Sinha: I would like to have notice.

Shrimati G. Durgabai: Will the Honourable Minister give any reasons why they do not recognise the tests conducted by the Provincial Governments even if they conform to the standards of the test

Mr. Speaker: We are entering into an argument. I think we will proceed to the next question.

REPORT OF COMMITTEE ON INDIGENOUS SYSTEMS OF MEDICINE

*587. **Shri Biswanath Das:** Will the Honourable Minister of Health be pleased to state:

(a) whether the committee on the Indigenous Systems of Medicine has submitted its report;

(b) if so, when; and

(c) the action taken so far on the report?

The Honourable Rajkumari Amrit Kaur: (a) Yes.

(b) In August 1948.

(c) The printing of the Report could not be completed till very recently and the Report was published on the 20th February 1949. The Report is now under the consideration of Government.

Shri Biswanath Das: May I know whether the Government propose to make the report available to the members of this House after it is printed?

The Honourable Rajkumari Amrit Kaur: Yes, Sir.

Seth Govind Das: Besides sending the report to the Provincial Governments as was just said by the Honourable Minister in reply to another question, is the Government going to send this report to accredited institutions like the All-India Ayurvedic Sammelan for their opinion also?

The Honourable Rajkumari Amrit Kaur: The Government will follow the usual procedure in the matter of reports.

Seth Govind Das: The question is not that. There was a lot of criticism...

Mr. Speaker: He is making a suggestion that the report may be sent to such bodies.

Seth Govind Das: It may be a suggestion in another way; but I wanted to have information.

Mr. Speaker: It is enough that a suggestion is made.

Seth Govind Das: The information was required on account of criticism regarding the personnel appointed for that Committee.

Mr. Speaker: He is entering into an argument.

Shri Biswanath Das: May I know when they would take up this report for consideration?

The Honourable Rajkumari Amrit Kaur: I have already said that the report is under the consideration of the Government.

Shri Biswanath Das: May I know whether they would think if placing this before the Standing Committee of the Department for their opinion?

The Honourable Rajkumari Amrit Kaur: The report will in due time be placed before the Standing Committee for Health.

Shri H. V. Kamath: When will it reach the stage of active consideration?

Shri Biswanath Das: May I know whether they would take the opinion of Universities on this report?

The Honourable Rajkumari Amrit Kaur: I do not think it will be necessary to call for the opinion of the Universities.

Dr. V. Subramaniam: Will this report be sent to private Ayurvedic colleges also?

The Honourable Rajkumari Amrit Kaur: It will be sent to whoever wants to see it in addition to those to whom it has to be sent under Government regulations.

☐ MERGER OF BIKANER, JAIPUR AND JODHPUR IN RAJASTHAN

*588. **Maulana Hasrat Mohani:** (a) Will the Honourable Minister of States be pleased to state whether Government of India are aware that the people of Bikaner, Jaipur and Jodhpur are opposing the merger of the said States in Rajasthan and have been urging that a plebiscite be held on the issue of merger?

(b) Is it a fact that the Deputy Prime Minister refused to meet the deputation of Bikaner people who are opposed to merger?

The Honourable Shri Satyanarayan Sinha (Minister for State): (a) No;

(b) No.

Maulana Hasrat Mohani: Has any representation been received from Mr. Subhakaran Surane an ex-M.L.A. of the Bikaner States giving details of allegations referred to in my question?

The Honourable Shri Satyanarayan Sinha: I would like to have notice.

Mr. Speaker: He wants notice. Does the honourable member wish to put any further questions?

Maulana Hasrat Mohani: Is Government aware that Mr. Surane in his representation makes very serious allegations about some very high officials of the State?

Mr. Speaker: Order, order. I am afraid the honourable member is giving information. What information does he want?

Shri Gopikrishna Vijayavargiya: Does the Government know that big popular organizations in Rajputana have unanimously passed resolutions in favour of merger?

The Honourable Shri Satyanarayan Sinha: Yes.

Mr. Tajamul Husain: Why is it that Maulana Hasrat Mohani is against the merger of States when he has declared himself to be a socialist?

Mr. Speaker: Order, order.

Shri B. K. Sidhva: Surely, a member can put a question under the rules?

Mr. Speaker: I do not allow this question.

Mr. Tajamul Husain: On a point of order.

Mr. Speaker: There is no point of order. We shall proceed to the next question.

PRIVY PURSES OF PRINCES

†*589. **Sreematty Annie Mascarene:** (a) Will the Honourable Minister of States be pleased to state whether Indian rulers, who agree to the merger of the states with the Indian Dominion, are given a guaranteed annual amount from the Indian treasury?

(b) Is it a fact that the Indian princes whose states merge with the Indian Union are liable to direct taxation in India on their income and properties?

(c) What immunity, if any, or privileges are granted to such princes?

(d) Were the people of the Indian States, whose rulers have agreed to the merger with the Indian Union, been consulted?

(e) Are the Indian States regarded as the private estates of rulers?

(f) What are the names of States which have so far merged in the Indian Union; and what is the total liability of the Indian Union for the subsidies and pensions, guaranteed to the outgoing princes?

The Honourable Shri Satyanarayan Sinha (Minister of State): (a) Yes, but the Privy Purse is paid from the treasury of the Province in which the State is merged and from the Central Government treasuries where the administration is directly taken over by the Central Government.

(b) Yes, except in cases where exemption is provided for either in the agreement or otherwise. Privy purses are exempted from all taxes.

(c) Attention of the honourable member is invited to my reply to Shri. Kishorimohan Tripathi's question No. 206, dated 13th August, 1949.

(d) Yes.

(e) No.

(f) A statement showing the names of the States which have so far merged with the Indian Dominion and the total liability so far accepted in respect of the privy purse of the Rulers of those States is placed on the table of the House.

Statement

1. States merged with the Province of Madras—
Banganapalle.
Pudukkottai.
2. States merged with the Province of East Punjab—
Dujana.
Pataudi.
Loharu.
3. States merged with the Province of C. P. and Bihar—
Nandgaon.
Baster.
Nanker.
Udaipur.
Sakti.
Chaukhadan.
Raigarh.
Kawardha.
Sarangard.

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

- Korea.
 Kairagarh.
 Sarguja.
 Jashpur.
 Changbnakar.
 Makrai.
4. *States merged with the Province of Bihar—*
 Saraikeila.
 Kharasawan.
5. *States merged with the Province of Orissa—*
 Athgarh.
 Athmalik *
 Ramra.
 Baramba.
 Baudh.
 Boudai.
 Despalla.
 Dhenkhenal.
 Gangpur.
 Hindol.
 Kelabandi.
 Kheonjhar.
 Khandpara.
 Narsinghpur.
 Nayagarh.
 Nilgiri.
 Pal-lshara.
 Patna.
 Rairakhol.
 Ranpur.
 Sonepur.
 Talchar.
 Tigiria.
 Mayurbhanj.
6. *States merged with the Province of Bombay—*
 (a) *Deccan States—*
 Kurundwad Junior.
 Akalkot.
 Savanur.
 Miraj (Senior).
 Miraj (Junior).
 Mudhol.
 Phaltan.
 Sangli.
 Aundh.
 Ramdurg.
 Bhor.
 Jamkhandi.
 Jath.
 Kurundwad (Senior).
 Sawantwadi.
 Wadi Jeshir.
 Janjira.

(b) *Gujarat States—*

Rajpipla.
 Jawbar.
 Balasinor.
 Cambay.
 Dharampur.
 Banoda.
 Baria.
 Sant.
 Ider.
 Radhanpur.
 Chhota Udaipur.
 Lunawada.
 Sachin.
 Palanpur.
 Danta.
 Sirohi.
 Jambhngoda.
 Surguna.
 Vijaynagar.
 Tharad.
 Mansa.
 Sudaana.
 Ghodasar.
 Ambaliara.
 Bhaderwa.
 Malpur.
 Khadal.
 Mehanpur.
 Wao.
 Vasna.
 Velasna.
 Varsoda.
 Ilol.
 Vakhapur.
 Likhi.
 Mandwa.
 Dedhrota.
 Hapa.
 Katosan.
 Ranasan.
 Punadra.
 Satbamba.
 Umeta.
 Sanjoli.
 Tajpuri.
 Maghodi.
 Prempur.
 Palaj.

7. *Chief Commissioner's area of Kutch.—Kutch.*

8. *Chief Commissioner's area of Bhujpur.—Bhujpur.*

9. Chief Commissioner's area called Himachal Pradesh—

Bhagal.
 Bagat.
 Balsan.
 Bashafr (including feudatories).
 Bhajji.
 Beja.
 Darkoti.
 Dhami.
 Jubbal (including feudatories).
 Keonthal (including feudatories).
 Komarpain.
 Kznibar.
 Kuthar.
 Mahlog.
 Mangal.
 Sangri.
 Sirmur.
 Chamba.
 Mandi.
 Suket.
 Tharoch.

Liability on account of the privy purses of the merged States (so far accepted)

Province or centrally administered area with which States are merged.	Rs.
Oriasa	15,78,400
Bihar	1,22,000
C- P. and Berar	16,41,660
East Punjab	1,32,000
Mudra	3,20,400
Bombay	43,03,045
Central Government	15,15,450
Total	96,12,945

MERGER OF BHARATPUR STATE

*590. **Shri Jaspal Roy Kapoor:** Will the Honourable Minister of States be pleased to state:

(a) whether the question of merger of the State of Bharatpur with the Union of Rajasthan or the United Provinces is under the consideration of Government;

(b) whether Government are aware that there is a strong feeling among the people of Bharatpur State in favour of merger with the United Provinces; and

(c) whether, before taking final decision in the matter, the wishes of the people of Bharatpur will be ascertained?

The Honourable Shri Satyanarayan Sinha (Minister of State): (a) to (c). Bharatpur is at present a part of the Matsya Union. The question of the breaking up of Matsya Union and taking out Bharatpur for merger with another unit can be considered only after the formation of Rajasthan Union is finalised. If and when that stage is reached, the wishes of the people will be taken into account.

Shri Jaspal Roy Kapoor: Will the wishes of the people be ascertained through the State Bharatpur Praja Mandai?

The Honourable Shri Satyanarayanan Sinha: Oh, yes.

Shri Mahavir Tyagi: Has the Honourable the Deputy Minister received.....

Mr. Speaker: Order, order.

Shri Mahavir Tyagi: Will the Honourable Minister for State be pleased to inform the House whether he has received any representation from the people of Bharatpur expressing their desire to merge the State in the United Provinces?

The Honourable Shri Satyanarayanan Sinha: A statement to that effect has been received.

Shri Raj Bahadur: Is it a fact that the Congress organization, both Provincial and local functioning in the Matsya Union, passed resolutions asking the Government to merge Bharatpur with the United Provinces?

Mr. Speaker: That has been put and replied to.

Shri H. V. Kamath: As regards the shape, form and contour of the proposed Rajasthan Union is the matter under consideration?

The Honourable Shri Satyanarayanan Sinha: Yes.

Shri H. V. Kamath: Is it a fact that Ajmer-Merwara is to be excluded from this Union?

The Honourable Shri Satyanarayanan Sinha: The whole thing has not been finalized.

Shri Jaspal Roy Kapoor: Is the Government aware of the fact that very strong cultural ties exist between the people of Bharatpur and those of Mathura and Agra districts in U. P.?

Mr. Speaker: Order, order. The honourable member is advancing arguments.

PERSONAL ESTATES OF NIZAM OF HYDERABAD

*591. **Shri Jaspal Roy Kapoor:** (a) Will the Honourable Minister of States be pleased to state whether it is a fact that His Exalted Highness the Nizam of Hyderabad has voluntarily handed over his personal estate to the Government of the State?

(b) What is the total annual income from the said estate?

(c) What amount, if any, out of this income will be paid to His Exalted Highness the Nizam?

The Honourable Shri Satyanarayanan Sinha (Minister of State): (a) Yes. The Nizam has agreed to hand over the control of the Sarf-i-Khas to the Hyderabad Government to be administered as part of the Diwani.

(b) The total gross annual income from the Sarf-i-Khas is estimated to be about Rs. 2½ to 3 crores.

(c) No amount is payable to the Nizam out of Sarf-i-Khas revenues.

Mr. Tajamul Husain: Since we have actually conquered Hyderabad...

Mr. Speaker: He need not go into the reasons!

Mr. Tajamul Husain: Why do Government propose to pay anything to the Nizam since we have conquered that country?

Mr. Speaker: This is not in the question at all!

Shri H. V. Kamath: Will the entire income from the Sarf-i-Khas be expended for public purposes?

The Honourable Shri Satyanarayan Sinha: I would like to have notice.

Mr. Speaker: Is any sum to be paid to the Nizam in compensation for handing over the State?

The Honourable Shri Satyanarayan Sinha: I have said no sum out of this is to be paid out.

Mr. Speaker: If any sum at all from whatsoever fund?

Mr. Speaker: That will be beyond the scope of the question.

Mr. Naziruddin Ahmad: What is the net income of this State? The gross income has been stated in the answer.

The Honourable Shri Satyanarayan Sinha: I would like to have notice of the question.

Shri Raj Bahadur: May I know what is the total income by way of Privy Purses and otherwise, that is being drawn by the Nizam?

Mr. Speaker: Order, order. This is outside the scope of the present question.

Shri Mahavir Tyagi: Is the Nizam going to be appointed the Rajpramukh of Hyderabad?

Mr. Speaker: Order, order.

Sarimati G. Durgabai: May I know the total extent of this estate—whether it is the biggest of all the other personal estates?

The Honourable Shri Satyanarayan Sinha: I would like to have notice.

STATE POLICE FORCE IN HYDERABAD

*592. **Shri Jaspal Roy Kapoor:** (a) Will the Honourable Minister of States be pleased to state what is the total number of State Police force in Hyderabad?

(b) What is the number therein of those who are not normal residents of the State?

(c) Was any communal bias exhibited by a section of the police during the recent disturbances?

The Honourable Shri Satyanarayan Sinha (Minister of State): (a) Approximately 84,000.

(b) and (c). An enquiry has been made of the Government of Hyderabad whose reply is awaited.

Shri K. Hanumanthaya: Are Arab nationals among the Hyderabad troops?

The Honourable Shri Satyanarayan Sinha: May be. I do not know.

Shri S. Nagappa: Is it a fact that one community of the people alone has manned the whole police department in Hyderabad?

The Honourable Shri Satyanarayan Sinha: I would require notice of that.

RELEASE OF PROF. IBRAHIM OF HYDERABAD

*593. **Shri Jaspal Roy Kapoor:** (a) Will the Honourable Minister of States be pleased to state whether it is a fact that one Prof. Ibrahim of Hyderabad was released on his profession of change of heart, but after release he went to Pakistan whence he made a broadcast hostile to India?

(b) If it is a fact that he went to Pakistan, was he given the necessary permit by Government and if so, why?

(c) If he was not given any permit, how did he manage to leave India?

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

(b) and (c). Permits for Pakistan are issued by the Pakistan High Commissioner in India and not by the Government of India.

Shri H. V. Kamath: Which was the authority that was satisfied that Prof. Ibrahim had undergone a change of heart?

The Honourable Shri Satyanarayan Sinha: Does it arise?

Mr. Speaker: It does not arise, but can the Minister answer it?

The Honourable Shri Satyanarayan Sinha: Of course the application must have been made.

Mr. Speaker: If the Honourable Minister is in the know of it, he may answer, otherwise he may ask for notice.

Shri Jaspal Roy Kapoor: Is there any method by which the migration of such persons can be checked from India to Pakistan?

Mr. Speaker: The question is too general and hypothetical.

Shri M. Tirumala Rao: Does that professor possess any property in Hyderabad?

The Honourable Shri Satyanarayan Sinha: I would like to have notice.

Shri Mahavir Tyagi: Does the Professor belong to the Razakar organisation?

The Honourable Shri Satyanarayan Sinha: I would like to have notice. I do not know.

FAMINE CONDITIONS IN KUTCH

*594. **Shrimati Dakshayani Velavudhan**: (a) Will the Honourable Minister of State be pleased to state whether Government are aware that people died of starvation in the newly-created Chief Commissioner's Province of Kutch in the month of December 1948?

(b) Is it a fact that the poorest sections of the people were living on wild grass and tree roots, as grain was not available?

(c) Is it a fact that no grain has been sent to many villages in Kutch for the last eleven months?

(d) What is the quantity of grain ration distributed now in the villages in Kutch and what was the quantity that was distributed per head in December 1948?

(e) What is the agency that distributes grains to the people of Kutch?

(f) Had the Chief Commissioner of Kutch given any assurance to the people that the grain distribution by the Grain Distribution Company would be abolished?

(g) If the answer to part (f) above be in the affirmative, why was that promise not carried out?

(h) Who are the controlling authorities of this Grain Distribution Company?

(i) Has the Chief Commissioner made any arrangements for relief work among the famine stricken people?

(j) Is famine a recurring phenomenon in Kutch, and if so, what steps are taken by Government to prevent the same?

The Honourable Shri Satyanarayan Sinha (Minister of State): (a) and (b). No.

(c) No.

(d) 12 ozs. per head of grain is distributed now. The same quantity was distributed in December, 1948.

(e) The distribution of foodgrains is done under the direct supervision and control of the Director of Food Supplies, Kutch.

(f) & (g). The Grain Distribution Company which functioned under the previous administration is no longer in-charge of the transport and stocking of foodgrains in Kutch.

(i) Yes.

(j) Yes. Urgent steps have already been taken and are being taken to construct more irrigation tanks and wells and deepen the existing ones so as to provide water for cultivation. Other long-term measures are also under consideration.

Mr. Speaker: The question hour is over.

(B) WRITTEN ANSWERS

EXTRA TEMPORARY NON-MUSLIM EMPLOYEES OPTED FOR PAKISTAN

*595. **Sdri S. Nagappa:** (a) Will the Honourable Minister of Defence be pleased to state the total number of non-Muslim Extra Temporary Employees permanently living in the Indian Dominion who opted for service in Pakistan?

(b) How many of such personnel have withdrawn their option for service in Pakistan?

(c) Are they allowed the same privileges as they were enjoying before partition?

(d) If not, why not?

The Honourable Sardar Baldev Singh: (a) No figures are available, as E.T.E. personnel were not required to opt for one Dominion or the other.

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

CONSTRUCTION OF HOUSES IN BASTI THAN-SINGH NAGAR KAROL BAGH, DELHI

*596. **Shri Damodar Swarup Seth:** Will the Honourable Minister of Health be pleased to state:

(a) whether it is a fact that plans for the building of houses in the area known as Basti Than-Singh-Nagar, near Anand Parbat, Karol Bagh, Delhi, are not being passed;

(b) whether the area referred to above has provision for streets, sanitation and roads in the existing sites; and

(c) whether Government propose to permit temporary constructions in the above-mentioned area to such of the legal holders of the building plots as are prepared either to pay to Government the costs of sanitary installations and other developments in the area or to demolish the temporary buildings without claiming for compensation when so required and if not, why not?

The Honourable Rajkumari Amrit Kaur: (a) Yes.

(b) The area has at present no provision for sanitation, streets or other services.

(c) For the following reasons temporary buildings in this area cannot be permitted:

(1) A layout for the area has already been approved by the Delhi Improvement Trust and a Development Scheme is to be framed shortly.

(2) In the absence of proper arrangements for sanitation, roads and other services erection of temporary structures will create unhygienic conditions.

(3) If temporary structures are permitted it will not be easy to resume possession of the land with the result that the execution of the Trust's schemes will be delayed.

FORMATION OF UNIONS AND MERGER OF STATES WITH PROVINCES

32. **Shri K. Hanumanthaya:** Will the Honourable Minister of States be pleased to state:

- (a) the number of Indian States which have merged with Provinces;
- (b) the number of States which have formed Unions; and
- (c) the number of States which remain as separate units, and the names, extent and population of each of such States?

The Honourable **Shri Satyanarayan Sinha** (Minister of State): (a) to (c). The attention of the honourable member is invited to Appendix XIX of 'The White Paper on Indian States' a copy of which is in the Library.

Since the issue of 'The White Paper' the following changes have occurred:

- (i) Mayurbhanj State has merged with Orissa.
- (ii) Bilaspur State has been constituted into a Chief Commissiouer's Province.
- (iii) Kolhapur and Baroda are merging with the Bombay Province with effect from 1st March and 1st May 1949 respectively.
- (iv) Danta has merged with Bombay.
- (v) The administration of Sirohi State has been taken over and entrusted to the Government of Bombay as agents of the Central Government.

PRIVY PURSES OF PRINCES

33. **Shri K. Hanumanthaya:** Will the Honourable Minister of States be pleased to state:

- (a) the number of Princes whose States have merged with Provinces and the amounts of privy purses, fixed for them;
- (b) the number of Princes whose States have formed into Unions and the amounts of privy purses fixed for them; and
- (c) the number and names of Princes whose States remain as separate units and the amounts of privy purses that are being drawn by them annually?

The Honourable **Shri Satyanarayan Sinha** (Minister of State): (a) to (c). As regards the number of Princes whose States have merged, formed into Unions and remain as separate units, the attention of the honourable member is invited to my reply to his question No. 32.

As regards the privy purse of Rulers, I refer the honourable member to the reply given to question No. 34 by **Shri R. K. Sidha** on the 10th August, 1948.

The Government of India have no information regarding privy purse amounts drawn by Rulers whose States remain as separate units.

ASSISTANT ACCOUNTS OFFICERS, ACCOUNTANTS AND CLERKS IN RAILWAY
AUDIT DEPARTMENT

34. **Shri Damodar Swarnu Seth:** Will the Honourable Minister of Finance be pleased to state: (i) the number of permanent and temporary posts of Assistant Accounts Officers and Accountants attached to; (ii) the number of permanent Assistant Accounts Officers and Accountants and Subordinate Railway Audit Service Examination qualified clerks borne on the cadre of; and (iii) the number of unqualified clerks holding the posts of Accountants in each of the circles of the Railway Audit Department on the dates immediately preceding and succeeding the date of partition of India and as on 1st January, 1949?

The Honourable Dr. John Mathai: A statement giving the information is laid on the table of the House.

STATEMENT

	Immediately preceding partition.	Immediately succeeding partition.	On 1st January, 1949.
	Permanent Temporary.	Permanent Temporary.	Permanent Temporary.

(i) Number of permanent and temporary posts of Assistant Accounts (Audit) Officers and Accountants (Auditors) attached to each circle of the Railway Audit Department.

Punjab Circle

Assistant Accounts (Audit) Officers.	2	2	2
Accountants (Auditor)	27	2 16	16 2

Bengal Circle

Assistant Accounts (Audit) Officers.	3	2 2	1 2 4
Accountants (Auditor)	37	7 31	4 31 11

Southern Circle

Assistant Accounts (Audit) Officers.	3	1 3	1 3 1
Accountant (Auditor)	33	7 33	7 33 12

(ii) Number of permanent Assistant Accounts (Audit) Officers, Accountants (Auditors) and subordinate Railway Audit Service Examination qualified clerks on the cadre of each of the circles of the Railway Audit Department.

Punjab Circle

Assistant Accounts (Audit) Officers.	2	1	1
Accountants (Auditors)	*25	*25	*25
Qualified Clerks	19	16	15
	(5 were on deputation to other offices.)	(8 were on deputation to other offices.)	(11 are on deputation to other offices.)

Bengal Circle.

Assistant Accounts (Audit) Officers.	3	2	1
Accountants (Auditors)	*37	*37	*37
Qualified Clerks	9	10	12

*Permanent supernumerary posts are being created to protect the rights of permanent men who are without permanent posts on partition.

Southern Circle.

Assistant Accounts (Audit) Officers.	3	3	3
Accountants (Auditors)	33	33	38
Qualified Clerks	15	15	17
	(4 were on deputation to other offices.)	(4 were on deputation to other offices.)	(4 are on deputation to other offices.)

(iv) Number of unqualified clerks holding posts of Accountants & Auditors in each of the circles of the Railway (Audit) Department.

Punjab Circle.

Unqualified Clerks . . .

Bengal Circle.

Unqualified Clerks . . . 1 . . . 1 . . . 5

Southern Circle

Unqualified Clerks . . . 5 . . . 5 . . . 7 . . .

DOMESTIC SCIENCE IN DELHI GIRL SCHOOLS

35. **Shri Damodar Swarup Seth:** Will the Honourable Minister of Education be pleased to state:

(a) whether it is a fact that household science has been prescribed as one of the compulsory subjects for the sixth to the eighth classes in all the Girls' Schools at Delhi;

(b) the average number of periods per week provided for teaching household science in these schools;

(c) whether Government are aware that no arrangements have been made by any of the school authorities to provide the girl students with requisite articles such as coal, sugghni, utensils, etc., for the study of household science, and that the girl students are required to bring them from their homes; and

(d) if so, whether Government propose to see that the requisite articles are provided by the school authorities, at the cost of the girl students, if considered necessary?

The Honourable Maulana Abul Kalam Azad: (a) Yes.

(b) (i) Primary Schools—6 periods of about 35 minutes each.

(ii) Middle Schools—6 or 7 periods. (Class VI to VIII).

(iii) High or Higher Secondary Schools—6 or 7 periods.

(c) and (d). A circular was issued by the Education Department, Delhi Province, Delhi, in April, 1947, asking all Managements to provide Domestic Science equipment in Schools. Most of the schools have complied with these instructions, while the few that remain are purchasing the necessary equipment

SHORT NOTICE QUESTION AND ANSWER

HUNGER STRIKE BY SINDHI HARJIAN REFUGEES IN SABARMATI AND AHMEDABAD

Shri A. V. Thakkar: Will the Honourable Minister of Relief and Rehabilitation be pleased to state:

(a) whether it is a fact that refugee Harjians from Sind living in Sabarmati and Ahmedabad have gone on hunger strike;

(b) if so, the number of men, women and children;

(c) when the strike was undertaken and whether it has now been abandon-

(d) the reason for the hunger strike;

(e) what occupations have been provided for the employment of the working persons among the hunger strikers; and

(f) how many persons have been provided with work and since how many months?

The Honourable Shri Mohan Lal Saksena: (a) to (d). 250 Harijans comprising of 130 males and 120 females went on hunger strike on the 11th February, 1949 and broke the fast on the 16th February, 1949, on the Commissioner's assurance that their case will be represented to Government for redress. The striker's demands were:

(i) Free rations.

(ii) Rent free accommodation.

(iii) Constructional charges in Camp hutments.

(iv) Relaxation of rules regarding security for rehabilitation loans.

(e) A Weaving Centre has been started and yarn has been provided for weaving. Some of the refugees have been engaged on labour in local refugee camps.

(f) The information is being collected and will be laid on the table of the House in due course.

Shri S. Nagappa: May I know the duration of this hunger strike?

Several Honourable Members: 11th to the 16th.

Tuesday
22nd 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 Marriage 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).

Tuesday, 22nd 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)

11-50 A.M.

GOVERNOR-GENERAL'S SALARY (EXEMPTION FROM TAXATION) BILL

The Honourable Shri Satyanarayan Sinha (Minister of State) (on behalf of the Honourable Sardar Vallabhbhai Patel): Sir, I beg to move for leave to introduce a Bill to provide for exempting the reduced salary of the Governor-General from taxes on income.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for exempting the reduced salary of the Governor-General from taxes on income."

The motion was adopted.

The Honourable Shri Satyanarayan Sinha: Sir, I introduce the Bill.

DOCK WORKERS (REGULATION OF EMPLOYMENT) AMENDMENT BILL

The Honourable Shri Jagjivan Ram (Minister of Labour): Sir, I beg to move for leave to introduce a Bill to amend the Dock Workers (Regulation of Employment) Act, 1948.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to amend the Dock Workers (Regulation of Employment) Act, 1948."

The motion was adopted.

The Honourable Shri Jagjivan Ram: Sir, I introduce the Bill.

RAILWAY BUDGET—LIST OF DEMANDS

SECOND STAGE

Mr. Speaker: The House will now discuss the Demands for Grants in respect of Railways. I understand that a list showing the agreed Cut Motions which will be moved has been circulated to honourable members.

Mr. Frank Anthony (C. P. and Berar: General): Sir, may I know whether the discussion will be confined to the four cut motions which have been approved of by the Chief Whip or will other members be allowed to move their cut motions. I notice that all the four cut motions are in the names of Congress members and motions given notice of by non-Congress members have been shut out. This is a procedure which has never been adopted during the past eight years.

Mr. Speaker: Has the honourable Member himself given notice of any cut motions?

Mr. Frank Anthony: I have but every one of them has been shut out. I notice that there is not one approved cut motion with regard to railway labour which is to be moved from the side of the Congress Party.

Mr. Speaker: The procedure that we have been adopting is this. It is through the Chief Whip that all the parties of the House meet together and come to a certain agreement as to what motions they want to move and what they do not want to move. So it is an agreed arrangement and it is really a matter between the Chief Whip and the honourable members of the House. I do not think I shall be called upon to pronounce any opinion or adjudicate upon the merits or otherwise of an agreement arrived at between the parties here.

Mr. Frank Anthony: Does that mean, Sir, that the previous democratic practice would be departed from and no one except a Congressman can move a cut motion?

Mr. Speaker: So far as the Chair is concerned, it will allow every member who wishes to move a cut motion to move it. It is not the concern of the Chair to see that a particular motion is moved or not. It is for the members to come to an agreement if they so like and if an agreement has been come to and if it has been accepted by all as an agreement, then of course, the Chair may help in enforcing the agreement. The honourable member has every right to move any motion he likes.

Shri H. V. Kamath (C. P. and Berar: General): Is not any duty laid upon the Government Chief Whip to consult all members who have tabled cut motions before an agreement is arrived at?

Mr. Speaker: That would be going into another question, namely the functions of the Chief Whip. It is a matter which honourable members should adjust among themselves: it is not the concern of the Chair at all. So it appears then, that there does not seem to be quite an agreement with regard to the motions to be moved?

The Honourable Shri Satyanarayan Sinha (Minister of State): Sir, I consulted the organised parties in the House. I consulted individual members also. All of them told me, except Mr. Anthony, that they would like those four cut motions to be discussed which I had proposed to them. None of them objected to that yesterday. But I must tell you, Sir, that there is no organised party as such in the House; but I have consulted most of the members, including the non-Congress members of the House.

Mr. Speaker: Let us not take up the time of the House in this discussion.

We shall proceed with the business, but I might tell the House that whosoever wants to move a cut motion may do so but those who want to move them might have consultations with the Chief Whip and see if they can come to some agreement.

As regards the time-limit for speeches the usual practice has been to fix a limit of 15 minutes for all speakers including movers of the Cut motions and 20 minutes for the honourable Ministers replying. I trust this suit honourable members.

DEMAND No. 1—RAILWAY BOARD.

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 32,58,000 be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of the 'Railway Board'."

General Corruption on Railways

Shrimati G. Durgabai (Madras: General): Sir, I move:

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

Sir, corruption like man power is a problem which is perennially with us. It is a very difficult and painful task to talk about it, as it would be clearly doing injustice to a considerable body of honest public servants. But, Sir, not to talk about it would be unwise when we find a general slaking in the morale and efficiency of workers and also a gradual deterioration in the standards of civic morality. There has been a great deal of talk about it. Bribery and corruption are rampant. The Government of India has stirred itself off and on to do something to eradicate this evil and I need not detail all the Acts passed from time to time and also the various tribunals set up under these Acts to deal with these cases with special powers from time to time, and thus tackle this evil.

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

The relevant law of the land in this regard is the Anti-Corruption Act though that is a belated legislation which has come in the year 1947. It has very stringent provisions but the powers are very inadequately used by the courts of law or the tribunals which are called upon to deal with these cases. So I think there is some truth in saying that they remain to a large extent paper laws. Let us examine the cases of corruption arising on railways. We are told that there is a special police establishment working under the Home Ministry to deal with cases of corruption on railways. We note from the figures of the cases handled by the special police establishment from time to time that it is only a fourth or fifth of the total number of cases taken to courts of law that have resulted in convictions, the rest resulting in acquittals. We are given an explanation that evidence is not forthcoming sufficiently to justify a conviction. The Honourable the Railway Minister in his speech last year appealed to the public for their co-operation in making evidence and information available to deal with the cases of corruption effectively. I consider that it is a very difficult task which the public are asked to perform because many sections of the public like businessmen or the staff of the various Departments of Government would not themselves volunteer information unless they are assured that the information passed on by them to the authorities concerned would be kept confidential and that the matter would be looked into and some speedy action taken on the basis of that information. If only this assurance is given by the honourable Minister I am sure the public would be quite willing to make information available for enabling the authorities concerned to deal speedily and also effectively with these cases.

I need not take the time of the House in discussing the various departments of railway administration where we see this evil being practised very much. One of them is wagon traffic and corruption is considerably visible in regard to wagon traffic. The methods of the railway staff in dealing with the public in regard to this are to some extent deplorable. It is said that wagons are not easily made available for goods traffic and the public have got to resort to many kinds of practices to secure priorities. And this evil is practised at every stage of this goods traffic. Even if it is assumed that the wagons are secured they do not reach their destination in time, and even when they have reached their destination are not traceable before some months have elapsed. That is the position. At all these stages the parties concerned are put to numerous difficulties and they have got to do many things, which they ought not to do, in securing the object with which they book the wagons. A high standard of work is expected here and the position could be remedied by strong supervision and also by stringent departmental action. The officials could deal with these matters very severely if only they have got a mind to do it, have the intention to check these practices. But I see that the efforts of the officials in this regard are to some extent half-hearted.

[Shrimati G. Durgabai]

There is another place where this evil of corruption is quite rampant and that is the workshop. The position there has very much deteriorated. It is said that there is a surplus of working staff considering the quantum of work. But there is delay in effecting repairs and the output of the work is quite insufficient and also inefficient. A lot of material is wasted and the material is not put to use for the purpose for which it is intended. Here the authorities in charge of supervision could be a little more alert, and if proper attention is paid the position could be very greatly improved. The supervising staff may be men of honesty and integrity and if only they are empowered to deal with the minor offences occurring in the workshop from time to time in an effective manner things would improve. A strict watch and a little more severe action would improve matters here.

There is yet another place where this evil is very much practised and that is the booking office. It is really painful to talk about our own men but when we see this evil practised to a considerable extent we have to bring it to the notice of Government with a view to check it. I am told that a regular rate ranging from one anna to four annas is charged before a parcel is booked. In the goods booking offices regular monthly rates are fixed and all the moneys that are being taken either by way of illegal gratification or consideration are pooled in one centre and divided between the staff engaged on this work, from the highest to the lowest. This position also could be very much improved if only there is a section of intelligent and honest working staff with some stringent powers of supervision.

There is another matter which requires attention. We are told there is black-marketing in tickets. It is an open secret that ticket checkers and examiners take a considerable amount of gratification from persons for allowing them to get out or to get into trains. The ticket collectors at big junctions, I am told, make enormous sums of money. Here I suggest that surprise checks by inspecting officials and a little bit closer scrutiny of the applications for refunds of unused tickets, and also measures for the prosecutions of persons who are engaged in black-marketing of tickets, could improve the situation.

A word with regard to the selection of candidates. I need not say much about this because it is very much talked of in this House. The personnel of the Commissions who are charged with the task of recruiting people may be selected after a severe test. They must be men of honesty and integrity. I am told that a lot of favouritism is shown here. They may be given strict instructions to confine themselves entirely to the rules laid down for selection and not be influenced by any personal considerations. Having said this I would like to say that my task is made very much easier because the honourable the Railway Minister has already stated, and it is gratifying to note from his speech, that the anti-corruption drive will be conducted with the maximum of intensity hereafter and that this problem is engaging his serious attention. He has also given an indication of the various details of the scheme submitted by the Railway Board to effectively carry out this drive. Sir, I hope that they will not remain mere paper schemes but that they will be given effect to and that they will continue to engage the serious attention of the honourable Minister and also the honourable Minister of State for Railways who is there to assist him.

In addition to what the Railway Board has done and in addition to what the honourable Minister proposes to do to effectively carry out this drive, I would make a suggestion that it would be better if the Railways have their own intelligence department attached to the Railways to detect and prevent crime sufficiently in time in order to enable them to take speedy action.

Also, I feel that it would be better if some kind of *ad hoc* committees were associated with the task of investigating the crimes as and when they arise; they need not be courts of law. As and when a person makes an application or gives information, these committees should go into the matter, and also assist the courts of law if need be.

In the workshops also, a lot of improvement could be effected. We should not hesitate to give the maximum extent of deterrent punishment if a serious case comes to the attention of the Minister or the authorities concerned. Even the penalty of withholding increments and promotions, including stoppage at the efficiency bar, and such other improvements which the honourable Pandit Kunzru has suggested here and in his report, may also be given effect to and adopted.

Above all, the ultimate sanction in a democratic community, against corruption and evil is information and public discussion. The honourable the Railway Minister, in his last year's speech, had already said this; he had drawn our attention to how the public could co-operate in this matter. I remember him to have said that there cannot be any corruption unless there are two parties. Therefore, I feel that it is not only the railwaymen—to a small extent it may be the railwaymen—but also the public who are concerned, who should be very alert and sincerely make an effort to promote the standards of civic morality and contribute to discipline of the general public.

One more word and I have done. It is about the publication of administration reports. I do not know whether they are ever published or if they are, whether they are not out of date. The Government or their servants who have to deal with these matters would not be tempted to behave in a shabby manner if most of what they do is, in some form or another, open to public discussion. Therefore, I appeal to the Honourable Minister to see that something is done in this regard also.

I have already spoken on corruption. I have not more to say about it because, as I have already said, it is a very painful task to discuss it in detail, bringing to the notice of the House the various mean methods adopted in practising this evil; it would also be doing a clear injustice to a very considerable body of honest public servants. Therefore, I hope that the suggestions which I have made and the points that I have been able to bring to the notice of the Honourable the Railway Minister would be taken into consideration.

Mr. Deputy Speaker: Cut motion moved:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

شری دیپن بلدیو گھٹا: جناب قلمی سوہو صاحب! اریبل ممبر شری دیپن بلدیو گھٹا نے اپنی تقریر میں جو باتیں کہیں ہوں ان سے میرا کام بہت ہلکا ہو گیا ہے۔ جناب کو یاد ہو گا کہ پچھلی مرتبہ بھی جب میں نے اس موضوع پر بحث میں حصہ لیا تھا تو ہاؤس کے سامنے کورپشن (corruption) کی چند مثالیں دیں تھیں آج بھی میں کچھ مثالیں دینا چاہتا ہوں ایڈمنسٹریشن (Administration) کی طرف سے عام طور پر یہ کہا جاتا ہے اور یہ بات بڑی حد تک ٹھیک ہی ہے کہ جب تک اس معاملہ میں پبلک تعاون نہ کرے تب تک اس بوجھ کو جڑ سے اکھاڑنا بہت مشکل ہے لیکن میں یہ بتانا چاہتا ہوں کہ بعض بعض جگہ یہ حالت ہے کہ پبلک کو اپریٹیشن (co-operation) کے ہوتے ہوئے بھی corruption کو بلند کرنے کی اتنی کوشش نہیں کی جاتی جتنی کہ ہونی چاہئے۔

[شری دیپن بھندو کہتا]

جناب ڈپٹی سپیکر صاحب مجھے اس بات کی خوشی ہے کہ پچھلے دنوں آنریبل ریواؤے ماسٹرو صاحب نے ایک تقریر broadcast کرتے ہوئے فرمایا ہے کہ ریواؤے میں corruption بہت عام ہوگئی آئیے الفاظ یہ تھے۔

“acceptance of illegal gratification are almost a tradition, deep sorted and of many decades standing”

ایک طرف اس بارے میں وہ یہ رائے رکھتے ہیں دوسری طرف انہوں نے اس سلسلے میں سال بھر کی کارگزاری کی جو رپورٹ دی ہے اس میں بتایا ہے کہ

“of the total of 837 investigated cases, 389 were sent for trial to courts or tribunals. 282 persons were convicted and 188 acquitted.”

آپ نے اس کام پر اطمینان کا اظہار بھی کیا ہے اس میں شک نہیں کہ پہلے کے جو حالات کو مدنظر رکھتے ہوئے یہ کہا جاسکا ہے کہ اس بارے میں کچھ آئی ہوئی ہے اور سپیشل پولیس نے کچھ کام کیا ہے لیکن ایک طرف ہم دیکھتے ہیں کہ یہ موزن اتنا بڑھا ہوا ہے کہ آنریبل ریواؤے ماسٹر خود کہتے ہیں کہ رشوت خوری ایک روایت بن گئی ہے اور اس کی جڑیں بہت گہری ہیں دوسری طرف حالت یہ ہے کہ سال بھر میں سپیشل پولیس صرف ۲۸۲ کیسوں میں سزا کرا سکی ہے۔ کہا اس سے صاف معلوم نہیں ہوتا کہ جلدی توجہ اس طرف دینی لازمی تھی اُتلی نہیں دی گئی جب ہم دیکھتے ہیں کہ ریواؤے میں پونے نو لاکھ ملازم کام کرتے ہیں جو کہ رشوت خوری کی آب و ہوا میں پلے ہیں تو سال بھر میں سپیشل پولیس کا صرف ۲۸۲ کیس پڑنا کوئی قابل فخر بات نہیں ہے اور نہ ایسی بات ہے جس پر ریواؤے ماسٹر صاحب کو مبارک باد دی جاسکے۔ میرے خیال میں سنگل گورنمنٹ کی طرف سے ہم تیار تملت نے جو سپیشل پولیس بنائی ہے اُس کے سال بھر کے کام کا پیمانہ اس سے بہتر ہے اس لئے میں یہ سمجھتا ہوں کہ ریواؤے ماسٹر صاحب کو اس طرف اور زیادہ توجہ دینے کی ضرورت ہے۔

حقیقت یہ ہے کہ جہاں باز کھفت کو کہتی ہے وہاں کھفت کی رکھشا نہیں ہو سکتی جن لوگوں کو corruption detect کرنے کا کام سرحد کہا جاتا ہے وہ بجائے اس کے کہ رشوت خوری کا پتہ لگائیں اور معلوم کریں کہ کہاں کیا کچھ ہوتا ہے خود اس معاملہ میں مدد کرتے ہیں اور اس طریق پر بجائے detect کرنے کے corruption کو بڑھاتے ہیں۔

یہن درگا بانی نے بتایا ہے کہ کس کس طریق پر رشوت لی جاتی ہے اور کئی دور تک پہنچتی ہے۔ میں یہ نہیں کہتا کہ ریواؤے کے سب احسام بالاس میں شامل ہیں میں یہ جانتا ہوں کہ ایسیں اکثر اسے روکنے کی کوشش کرتے ہیں لیکن جو فیکس اس بارے میں یہن درگا بانی نے پیس کئے ہیں انہیں بھی نظر انداز نہیں کیا جاسکتا۔

جو حکام رشوت خوری کو بند کرنے کی کوشش کرتے ہیں میں انکی قدر کرتا ہوں اور انکو مبارکباد دیتا ہوں لیکن پھر بھی یہ ماننا پڑیگا کہ یہ بڑھادی کم نہیں ہوئی

باکہ بہت بڑی کٹی ہے تجربہ یہ بنا ہے کہ جتنے کنٹرول میں آئے جاتے ہیں انہی میں ہی corruption بڑھتی جاتی ہے۔

جناب ڈپٹی سیکرٹری صاحب! میں اس سلسلہ میں ہاؤس کے سامنے چند مثالیں پیش کرتا ہوں جو میرے نوٹس میں آئی ہیں ان سے معاف ہو جائیگا کہ دہلی جرسی جگہ میں بھی آئیہل مسٹر کی آنکھوں کے سامنے جرائے نئے انڈیو کی کہوت کے مصداق کہا کچھ ہو رہا ہے یہاں بھی ابھی تک اس قدر corruption موجود ہے۔

پچھلے دنوں میں East Punjab Railway کی ایڈوائزری کمیٹی کے اجلاس میں ٹریک ٹونے کا موقع ملا وہاں میرے دریافت کرنے پر یہ بات تسلیم کی گئی کہ ایک consignment ۵۰۰ کے ٹریک بورڈوں کا جو کہ پورانی دہلی کے اسٹیشن کے لئے بک تھا فاصلے سے نئی دہلی چلا گیا consignee نے درخواست کی کہ میرا مال جو پورانی دہلی کے لئے بک ہوا تھا نئی دہلی چلا گیا ہے اور وہاں پر پڑا ہے مجھے اسکی delivery وہاں ہی دیدی جائے پورانی دہلی کے گیس کارک نے بھی لکھ دیا کہ مال کی ڈیوری وہاں دیدی جائے لیکن نئی دہلی کے عملے نے انکار کر دیا اور اس مال کو نئی دہلی سے پورانی دہلی پہنچانے میں ایک مہینہ لگا۔

یہ سب کچھ آج دہلی کے انڈر وزیر صاحب کے سامنے ہو رہا ہے اور اس کیس کی تفصیلات میرے پاس موجود ہے۔

دہلی میں آجکل یہ بھی ہو رہا ہے کہ اگر کسی بڑے کام سے کوئی مال زیادہ مقدار میں آجاتا ہے تو چند firms ریپوے والوں سے مل کر ایسا بھی کر لیتی ہیں کہ اس مال کی ڈیوری چاہی نہ دی جائے جس کا نتیجہ یہ ہوتا ہے کہ market میں مال نہیں آتا اور وہ اپنے مال کو اونچی قیمتوں پر بیچنے میں کامیاب ہو جاتی ہیں یہ سب کچھ آئیہل مسٹر کے سامنے ہو رہا ہے اور ان کو اس بات کا پتہ تک نہیں چلتا۔

میں آپ کے نوٹس میں ایک اور چیز لانا چاہتا ہوں۔ یہ ایک بہت دلچسپ کیس ہے۔ دہلی کلاتھ ملز کی طرف سے ۸۰۰ Tents کے لئے ایک ریگن Book کہا گیا۔ یہ مال تھا کراچ سٹور جہانپور جانا تھا۔ اسکی ریپوے رسید بھی بن گئی جس کا نمبر یہ تھا :- RR5939/69 Dated 20th Aug 1948 ملاحظہ فرمائیے یہ ریگن نومبر میں بک ہوا۔ لیکن دہلی کلاتھ ملز کو تقریباً ایک مہینہ بعد جہانپور سے خط آیا کہ ہمکو مال نہیں ملا ہے۔ اس لئے اسکی تفصیلات کی جائے۔ چنانچہ اس بارے میں لکھا پڑھی کی گئی۔ توجہ دہلی میں پتہ چلا۔ کہ مال ابھی تک جہانپور نہیں پہنچا۔ اتفاق سے ایک روز ان کا Representative نئی دہلی اسٹیشن پر گیا وہ یہ دیکھ کر حیران ہو گیا کہ وہ مال ابھی تک وہاں ہی پڑا ہوا ہے حالانکہ مال کھلنے کے مہینہ ہوئے لیکن بک ہو چکا تھا اور RR بھی بن چکی تھی جب

[شری دیھی بلدیہو گھتا]

حکام سے پوچھا گیا تو جواب میں ایک ڈپوزٹ مہولے کے بعد لکھا گیا کہ یہ معاملہ G. I. P. کو Refer کیا گیا ہے۔ اس کے بعد ریلوے والوں سے پھر پوچھا گیا کہ وہ مال اب بھی روانہ کیا گیا ہے یا نہیں لیکن فردری تک کوئی جواب نہیں ملا۔ کہا اس پر چراغ تلے اندھیرا کی مثال صادقی نہیں آتی چار ماہ تک یہ مال نئی دہلی اسٹیشن پر پڑا رہا حالانکہ یہ مال گورنمنٹ نے خرید لیا تھا۔ اس کا RR بھی بن گیا تھا معاملہ ہوتا ہے ویکنز کسی دوسرے کو allot کر دی گئی اور وہ مال وہاں پر ہی پڑا رہا اس کے متعلق آنریبل ریلوے منسٹر خود تحقیقات کر سکتے ہیں۔ جلاب ڈپٹی سپیکر! اس کے علاوہ اس قسم کی اور بہت سی مثالیں ہیں جو کہ اس بارے میں پتھن کی جا سکتی ہیں۔

جہاں تک دعویٰ سے مال باہر بھجولے کا سوال ہے۔ نئی دعویٰ اسٹیشن پر ایک مہولے سے زیادہ سے بہت سا مال پڑا ہوا ہے۔ حالانکہ اس مال کا چائلن بن چکا تھا اب بھی اس کی طرف کوئی فور نہیں کرتا یہ مال بدستور پڑا ہوا ہے مال میں شامل ہیں ایسی تک ویکنز allot نہیں ہوئیں۔ اس کے متعلق بھی جلاب منسٹر صاحب Enquiry کر سکتے ہیں ظاہر ہے کہ جب تک کسی ریلوے ملازم کی ہتھلی گوم نہ کھجائے! غالباً اس وقت تک اس مال کے لئے ویکنز allot نہیں ہونگی اور یہ مال وہاں ہی پڑا رہیگا۔

جلاب ڈپٹی سپیکر! Corruption کے ایک اور دلچسپ کہس کا مجھے پتہ ہے وہ یہ کہ مراد آباد کے ایک Goods clerk نے ایک بیویاری کو تھن ہوری نمک رجسٹر میں اندراج کرنے کے بیڑہ دے دیا دوسرے Goods clerk نے جس کے دل پر شاید آنریبل ریلوے منسٹر کے Broadcast کا کچھہ اثر ہوا تھا رپورٹ کی کہ اس کلرک نے تھن ہوری نمک بغھر اندراج کے دوکاندار کو دی ہیں۔ اس نے اس کہس کے بارے میں مزید لکھا پڑھی کی۔ اور جب اوپر سے جواب طلبی ہوئی اور Chief Goods clerk سے باز پرس کی گئی تو پڑھتر اس کے کہ تحقیقات ہو سکتے نہ صرف اسے hush up کر دیا گیا بلکہ جس کلرک نے یہ رپورٹ کی تھی اور اس کہس کو Pursue کیا تھا اس غریب کو وہاں سے Transfer کر دیا گیا جس کا نتیجہ یہ ہوا کہ اس نے استعفیٰ داخل کر دیا۔ مگر اس کا Resignation منظور نہ کر کے اسے بہت تلگ کیا گیا اور بلاخر غالباً اس کی برخاستگی کی نوبت آئی یہ کہس آنریبل منسٹر کی نوٹس میں لایا جاچکا ہے یہ ایک بہت ہی اہم اور ضروری کہس ہے۔ جس غویب نے اس کہس کو اتلے دن تک Pursue کیا اس کو بعد میں نقصان اٹھانا پڑا اور جس نے نمک کی بیوریاں دی تھیں اس کو کہیسی نے نہیں پوچھا۔

مہرے کہلے کا مطالبہ ہے کہ آج اگر ہم خودیں ہو جائیں کہ کوریشن درو ہو گیا ہے تو یہ بہت بڑی فاطی ہوگی حتمیت یہ ہے کہ آج کوریشن پہلے سے کم نہیں ہوا ہے بلکہ پہلے سے بہت زیادہ ہے - گورنمنٹ آف انڈیا نے حیدرآباد میں پولیس ایکشن لہکر کشور میں بروٹس فوجوں بھجکر نیز اتلی رہائشوں کو ملان یونین میں ملا کو چلمی عزت حاصل کی اتلی ہی گورنمنٹ آف انڈیا پہاگ کی نظروں سے گرتی جا رہی ہے اور اس کی صرف وجہ یہ ہے کہ جب سے نیشنل گورنمنٹ ہرسر انڈیا آئی ہے تب سے کوریشن اور بوہ گیا ہے - میں سمجھتا ہوں کہ اگر ریاوے منسٹر صاحب اس طرف دھیان دیں اور کوریشن کو ہٹانے کی کوئی اسکیم بنائیں اور وہ محض کاغذی اسکیم نہ ہو تو وہ نہ صرف رہنوں کا نقصان بچا سکن گے بلکہ ساری نیشنل گورنمنٹ کی بڑی سروس کو بیلگے کہونکہ ریاوے کی Efficiency ساری گورنمنٹ کی Efficiency صحیحی جائیگی - اس لئے میں چاہونگا کہ ریاوے منسٹر صاحب اسے صرف ریاوے کے نفع نقصان کے خیال سے نہ دیکھیں سارے ملک کے نقطہ ناکہ سے دیکھیں تو وہ بوا بھاری کام کر سکتے ہیں -

کوریشن کا ایک اور صیفہ دہلی میں کھلا ہوا ہے شاید یہ بھی آل انڈیا ہو چھوٹی ریاستوں کہلئے کچھ دلالوں کو وینن الاٹ کر دئے جاتے ہیں جو ان کے لئے مال بک کرتے ہیں ان دلالوں سے بابو لوگ روپیہ کھانے میں دلال جس مال کو چاہیں پہاے بھجتے ہیں اور جس مال کو چاہیں پیچو - سو کی - تہ ذیق کسی بھی تجارتنی فرم سے کی جا سکتی ہے -

جناب ترقی سیکر ! میں اور زیادہ مثالیں دیکر ہاؤس کا اور وقت نکھتا ہوا دو ایک تجاریز اس سلسلے میں پیش کرنا چاہتا ہوں اور وہ یہ ہیں کہ جو Priorities Issue کیجاتی ہیں ان کی ہلانہ واری رپورٹ آنریبل منسٹر صاحب کے پاس آئی چاہئے - اور یہ معلوم ہونا چاہئے کہ جو Priorities Issue کی گئی ہیں ان میں سے کئی Honour کی گئی ہیں - میں اپنے دلدار ای مثال دے سکتا ہوں کہ تقریباً ایک سال سے ایک Priority بسٹی جانی ہے اور اس پر وہاں سے وہ کن نہیں ملتا - انکو بار بار کہا گیا - لیکن وہاں سے یہ جواب آیا کہ ایسی ایسی Priority یہاں ہزاروں پڑی ہوئی ہیں - جو Priorities Issue کیجاتی ہے اس کا مطالبہ یہ ہے کہ وہ فوراً کام ہو لیکن اس سے پتہ چلتا ہے کہ اس کی تہ میں کوئی اور ایجنسی ہے - تہ میں مرض کرونگا کہ اگر یہ Priorities System رکھنا ہے تو اس پر یہ کنٹرول ہونا چاہئے کہ جو Priorities ہا دن میں Issue ہوئی ہیں اس میں سے کئی Honour ہوئی ہیں جب تک اتنا زیادہ کنٹرول اس پر نہ ہوگا یہ اس طرح سے چلتی رہیگی -

اسکے علاوہ Complaints کا جہاں تک تعلق ہے میں تجزی کرنا کہ Complaints پڑی ہوئی ہوتی ہیں جہسا کہ میں نے بتایا کہ چار چار مہینے کی Complaints پڑی ہوئی

[شری دیش بندھو پُرتما]

ہمیں اور آگے آرہے کیا ایکشن لیا گیا۔ اس کی چپ تک انالسیز نہ ہوئی کہ کتنا Complainants ہوئی ہمیں اس وقت تک اس سے کوئی ذہنچہ نہیں نکل سکتا۔

ایک چہز میں عرض کرنا چاہتا ہوں کہ Anti Corruption Measure کھلنے اس سے بہت فائدہ ہو سکتا ہے کہ ریٹوے کے Goods Clerk جو کہ ریٹائوڈ آدمی ہوں ان کا کورپوریشن آپ Invite کریں اور وہ لوگ آپکو Unemployed List پر بہت مل جائیں گے اور اس طرح آپر کا ہزاروں روپیہ بچ سکتا ہے۔ جناب صدر میرا یہ یقین ہے کہ ہزاروں من مال ہے لیکن ریٹوے والوں سے ماہر ۶۰۰ من کی بلٹی بنا دی جاتی ہے ایسی ہی کئی ہی چھڑیں ہمیں جن کا اندازہ نہیں ہو سکتا۔

اسکے علاوہ جناب صدر میں کورپوشن کو دور کرنے کھلنے ایک Suggestion کرنا چاہتا ہوں: ریگلس کا جہاں تک تعلق ہے اس میں Regions کا انتظام ایسا کیا جائے کہ جو Regions زیادہ ریگن کو Move کرتا ہے انہیں انعام بھی دیا جائے۔ یہی نہیں کہ ہلکو لیٹر ہم اپنا کام چلائیں آپ لوگوں کی قدر کر کے کورپوشن دور کر سکتے ہیں میں سمجھتا ہوں کہ یہ ایسا اچھا طریقہ ہوگا کہ لوگ اس سے Helpful ہونگے اور اس سے بہت فائدہ ہوگا۔

(English translation of the above speech)

Shri Deshbandhu Gupta (Delhi): What the honourable Shrimati Durgubai said in the course of her speech has rendered my task lighter. You might remember that on the last occasion too when I took part in the debate on this subject I placed before the House a few instances of corruption. Today again I wish to cite some instances.

It is generally alleged on behalf of the Administration, and it is even correct to a great extent, that until the public co-operates in this matter it is extremely difficult to uproot this evil. But, I wish to say that the state of affairs in certain places is such that, even when co-operation by the public is forthcoming, that amount of effort is not made to check corruption as one might desire.

It pleases me that the other day while broadcasting a speech the Honourable the Railway Minister himself conceded that corruption in the Railways had become wide-spread. His words were: "Acceptance of illegal gratification is almost a tradition, deep-rooted and of many decades standing." While, on the one hand, this is the opinion that he holds on this subject he has, on the other hand, stated in the course of the annual report that of the total of 837 investigated cases, 980 were sent up for trial to courts or tribunals and that 282 persons were convicted and 188 acquitted.

He has also expressed his satisfaction over this achievement. There is no doubt that keeping in view the previous state of affairs it can be said that there has been some improvement in this behalf and that the special police have done something after all. But, on the one hand, we see that this evil is so aggravated that the Honourable Minister for Railways himself says that acceptance of illegal gratification has become a tradition and that its roots are very deep, while on the other hand, the position is such that in the course of a year the special police have been able to secure convictions in 282 cases only. Does this not show clearly that the problem has not been given the amount of attention that was called for? When we see that a quarter less than nine lakh

persons are employed in the Railways who have been brought up in an atmosphere of corruption the detection by the special police of just 282 cases during a whole year is not the kind of achievement that one might pride in. Nor is it something over which the Honourable Minister for Railways could be congratulated. In my opinion the special police that has been appointed by the Home Department on behalf of the Central Government has a better record of work to show for the year. Hence, I feel that greater attention is required to be paid to this side on the part of the Honourable Minister for Railways. The truth is that where the guard turns thief (the fence feeds upon the field) the field cannot be protected. Those people who are assigned the duty of detecting corruption instead of getting at it and finding out what things are happening at what places themselves turn abettors in that behalf and, in this way, instead of detecting corruption, intensify it.

Sister Durgabai has described the *modus operandi* used in the receiving of illegal gratification and also how far it reaches. I do not say that all the high officers of the Railways are a party to the game. I know that most of them make efforts to check it but the facts that have been adduced in this connection by Sister Durgabai can also not be overlooked. I esteem those officers who make efforts to eradicate corruption and I should felicitate them, yet it must be admitted that the evil has not abated but rather become aggravated. Experience has shown that with the appointment of more control-men there is a corresponding increase in corruption.

I am going to cite before the House, in this connection, a few instances which have come to my notice. They would reveal what things are happening even in a place like Delhi, before the very eyes of the Honourable Minister, proving the truth of the saying, the nearer the church the farther from God, and show what amount of corruption still prevails even at this place.

Recently I had a chance to attend a meeting of the Advisory Committee for the East Punjab Railway. There, on my questioning it was admitted that a consignment of about 500 bags which had been booked for the Old Delhi Station went to the New Delhi Station by mistake, that the consignee made an application that his consignment which had been booked for the Old Delhi Railway Station had gone over to New Delhi and was lying there and that he might be given delivery thereof there. It was further revealed that the Old Delhi Goods Clerk wrote down that the consignment might be delivered there but the New Delhi staff refused to do so, and that it took one month to get that consignment from New Delhi to Old Delhi. All this is happening today in Delhi before the very eyes of the Honourable Minister. The details of this case are forthcoming with me.

There is also something more that is going on in Delhi these days. If there is a huge influx of any category of goods from Bombay or Calcutta some firms even manage, in collusion with the railway people, that the delivery of those goods be not made early, with the result that goods do not come into the market and they succeed in selling their own stock at high prices. All this is happening before the eyes of the Honourable Minister and he is not even aware of it.

I want to bring yet another incident to your notice. This is a very interesting case. A wagon was booked by the Delhi Cloth Mills for carriage of 600 teuts. The goods were to be consigned to the Telegraph Stores, Jubbulpore. A railway receipt was also issued in respect thereof which bore the number: RR 3939/69, dated the 20th August 1948. Just consider, this wagon was booked in November but the Delhi Cloth Mills received a letter from Jubbulpore about a month later saying that they had not received the goods and that an enquiry might be made in that behalf. Accordingly correspondence was

[Shri Deshbandhu Gupta]

had about it which revealed in January that the goods had not reached Jubbulpore yet. One day, by chance, their representative happened to visit the New Delhi Station. He was amazed to find that the goods were lying there still, although a wagon had been booked for them two months back and R.R. had also been issued. When an enquiry was made from the officers the reply came after a month or a month and a half that the matter had been referred to the G.I.P. After that a further enquiry was made from the Railway people whether or not the goods had been despatched yet, but no reply was received up till February. Is it not a case for the apt application of the saying, 'the nearer the church the farther from heaven'? For four months the goods lay at the New Delhi Station although they had been purchased by the Government and the RR had also been issued. It appears the wagons were allotted to someone else and the goods remained where they were. The Honourable Minister might himself make an enquiry in this behalf.

There are a number of other instances of that kind which could be cited in this connection. In so far as it relates to the despatch of goods out of Delhi there is a considerable quantity of goods lying at the New Delhi Station although the *chalan* in respect of these goods has already been prepared. Nobody pays any attention to them even now and these goods are still lying as before. These goods include mustard oil for Bombay, cotton waste for Bombay, etc., etc. Wagons have not been allotted yet. The Honourable Minister can make an enquiry in that behalf too. It is apparent that until they grease the palm of some Railway employee wagons would not be allotted for these goods and the goods would remain lying where they are.

There is yet another interesting case of corruption that I know of. It is like this. A goods clerk of Moradabad handed over three bags of salt to a trader without entering them in the register. The other goods clerk, upon whose mind possibly the broadcast of the Honourable Minister for Railways had made some impression, made a report that that clerk had handed over three bags of salt to the shopkeeper without making an entry in respect of them. He also conducted further correspondence in connection with this case. When, however, an explanation was called for above and the Chief Goods Clerk was interrogated, not only was the matter hushed up, before an enquiry could be held, but the poor clerk who had made that report and pursued the case was transferred from there. This resulted in his submitting his resignation. His resignation, however, was not accepted and he was very much harassed, and, in the end, probably, the matter led up to his dismissal. This case has already been brought to the notice of the Honourable Minister. This is a very important and serious case. The same poor fellow who pursued this case for so many days had ultimately to come to grief, while nobody questioned the one who had given over the salt bags.

What I mean to convey is this that if we were to feel happy today to think that corruption has disappeared it would be a great mistake. The truth is that today corruption has not gone down but has rather grown much worse than before. Whereas the Government of India gained great prestige by its police action in Hyderabad, by sending troops in time to Kashmir as also by securing the merger of so many States in the Indian Union, it is now, to the same extent, falling in the esteem of the public and the only cause of this is that ever since the National Government has taken over the reins of authority corruption is on the increase. I think if the Honourable Minister for Railways were to devote attention to this side and prepare a scheme for the eradication of corruption, which should, of course, not be merely a paper scheme, he would not only be preventing loss to the Railways but also render immense service to the National Government as a whole, because the efficiency

of the Railways will be regarded as the efficiency of the Government as a whole. Hence, I should like the Honourable Minister for Railways not to look at it simply from the standpoint of profit and loss to the Railways but from the point of view of the country as a whole, for, in that case, he could achieve a stupendous object.

There is yet another avenue for corruption thriving in Delhi and possibly this too may be an all India affair. For small parcels wagons are allotted to some brokers who book goods for them. The Babus receive money from these brokers. The brokers, whenever they so wish, give priority in despatch to certain goods or delay the despatch of others. This fact can be verified from any commercial firm.

Not taking any more time of the House by citing further instances, I wish to offer one or two suggestions in this behalf and here they are. A weekly report should be received by the Honourable Minister in respect of the priorities that are issued and it should also be shown how many priorities out of those issued have been honoured. I could cite the instance of my own office. It is about a year since a priority was sent to Bombay but no wagon could be secured on the basis of it from there. They were written to time and again but the reply came that priorities of that kind were lying there in thousands. When priorities are issued this implies that the job is to be attended to promptly. This indicates, however, that there is some other agency working at the bottom. Hence, I would submit that if this system of priorities is to be retained it should be subject to such control as might disclose how many of the priorities issued in 15 days' time have been honoured. Until that much control is exercised in this behalf things would go on like that.

Besides, as regards complaints, I would submit that complaints are made. Just as I have stated complaints as old as four months just remain lying and then what is the action taken. Unless an analysis is made as to how many complaints were filed in all no proper conclusion can be drawn.

There is one submission that I wish to make. Much benefit can be derived for purposes of any anti-corruption measure by inviting the co-operation of retired goods, clerks of the Railway and you will find plenty of such people on the unemployed list. In this way you can save thousands of rupees.

It is my belief that it happens that although goods come up to thousands of maunds in weight, a railway receipt for 700 maunds only is prepared through the collusion of the Railway people. There are numerous such cases which cannot be fully appraised.

In addition to the above, I wish to make another suggestion for the eradication of corruption. In so far as it relates to wagons the regions should be so managed that those which move a large number of wagons should be awarded prizes. It is not imperative that we should carry on the administration with the whip in hand. You could remove corruption by commendation of (deserving) persons. I feel that it would prove to be such a wholesome method that people would become helpful thereby and it would yield great benefit.

बोधरी रनवीर सिंह : सभापति जी, मैं गुप्ता जी के ऐतराज को नहीं मानता कि जब से हमारी सेंट्रल सरकार आई है उसके बाद से करप्शन बढ़ा हुआ है। मैं आम तौर से थर्ड क्लास की बोगी में ट्रेवल करता हूँ और आम तौर पर लोगों की रोज़ाना की जिन्दगी से घेरा बास्ता रहता हूँ। मैं तो यह मानता हूँ कि करप्शन भी घटा है और रिस्कत लेने वालों

[चौधरी रमवीर सिंह]

में घबराहट भी बढ़ी है, लेकिन इस के बावजूद हम यह नहीं कह सकते कि हमारे जो नतीजे हैं उनमें लोगों में शांती हुई है या लोग यह समझते हैं कि इसमें कोई सुधार हुआ है। जैसे जमाना बदला है उसी के मुताबिक हमारे जो गवर्नमेंट सरवेंचर्स हैं वह भी बदले हैं और उन्होंने करण करने के नये नये तरीके निकाले हैं। मैं आपको एक मिसाल बताना चाहता हूँ। चन्द दिन हुए हमारे आनरेबिल मेम्बर लाला अचिन्तराम जी दिल्ली से जलन्धर को जा रहे थे। लुधियाने में पहले एक सिख जेंटिलमैन, जो न जाने टिकट क्लबटर था या चंकर, गड्डे में दाखिल हुआ। वहाँ कुछ भाइयों से उसकी टिकट के बारेमें बातचीत हुई जिन्होंने कहा कि अगर हम इस गाड़ी में इस टिकट से ट्रेवल नहीं कर सकते हैं तो हमारा डिफरेंस ले लीजिये। डिफरेंस लेने के लिए वह सिख नहीं रहता। उसी वक़्त पता नहीं कहाँ से एक दूसरा हिन्दू आ जाता है। शायद उसे ही यह अथारिटी हो कि वह डिफरेंस ले सकता हो। वह आ जाता है और डिफरेंस ले जाता है उसके बाद उसने दो एक पर्सिजर्स को और छोड़ा। उनमें से एक ने कहा कि मैं आपके साथ चलता हूँ। इस पर वह हिन्दू फौरन गायब हो जाता है और वह सिख उससे दो या तीन रुपये ले करके छोड़ देता है। वह आदमी उनके गड्डे में आता है और लाला जी के पूछने पर बताया कि सिख बाबू ने उसे हाया लेकर छोड़ दिया है। उन्होंने के० सन्धानम साहब के नाम चिट्ठी डाँकी, मगर कई महीने गुजर गये पर आज तक उस चिट्ठी का एकरनालिजमेंट भी नहीं मिला। एक तरफ तो यह है कि जिस आदमी को उन्होंने पकड़ा था उसको करीबी भाई उनके मकान पर आये और कहने लगे कि आप इसको छोड़ दीजिये, दूसरी तरफ मिनिसटर साहब की तरफ से एकरनालिजमेंट तक नहीं आया। डिपार्टमेंट की तरफ से चिट्ठी आई कि हमें पता नहीं लगता है। आप आइये और उस आदमी को शनाख्त कीजिये। आप अन्दाज़ा लगा सकते हैं कि शनाख्त करना कितना मुश्किल है। इनने आदमी एक साथ ट्रेन में ट्रेवल करने हैं। टी० टी० ई० भी आते हैं। नयी नयी बर्षी पहन कर आते हैं। उनको पहचानना कितना मुश्किल है। लालाजी ने उस मसाफिर से वह रसीद भी ले ली थी जिस पर सिख के पीछे आने वाले हिन्दू आदमी के दस्तख़त मौजूद हैं। इसमें पता लगाया जा सकता है कि वह कौन आदमी है। यह सब है कि जिस हिन्दू ने दस्तख़त किये उसी की मर्जी से करण चलता था और वह सिख जिसने दो तीन रुपये लिये उसी की मर्जी से ऐसा करता था। पीछे तो सिख लता था और अगर

रस्सी काटनी होती थी तो वह हिन्दू काटता था। इस किस्म की वारदातें होती हैं तो आप समझ सकते हैं कि क्या डर हो सकता है। यह सब है कि आज उनके दिल में तो खौफ रहता है कि न जाने कौन गांधी टोपी पहने मेम्बर है और कौन मिनिस्टर है जो कि थर्ड क्लास में चल रहा है। मुझे दो एक दफा का अपना तजर्बी है। मैं रोहतक से दिल्ली आ रहा था। हमारे ईस्ट पंजाब के कुछ भाई आम तौर पर यह करते हैं कि एक मन या दो मन चने का कट्टा या गेहूँ का कट्टा गड्डे में डाल लेते हैं। जिस स्टेशन से यह डालते हैं वहाँ के बाबू और वहाँ की पुलिस उनके साथ होती है। उनसे वह हर कट्टे पर चार आने या आठ आने लेते हैं। अगर कोई आदमी उनकी मर्जी के बगैर गड्डे में कट्टा के साथ बैठ जाता है तो सिपाही उस गड्डे में आता है। एक रोज एक गड्डे में जिसमें मैं बैठा हुआ था एक सिपाही आया। उसने एक आदमी से बात चीत की। मैं समझ गया कि कोई न कोई बात है। मैं ने उसका थोड़ा बहुत पीछा किया। वह सिपाही भी समझ गया। उस आदमी ने कुछ पैसे देने चाहे। सिपाही ने कहा कि मैं पैसे नहीं ले सकता क्यों कि यह खद्दरधारा बंटे हुए हैं। पता नहीं यह कांग्रेसी हैं या कौन हैं। जब मैं ने उस आदमी से पूछा कि क्या बात थी, उसने पैसे लिये या नहीं तब उसने यह जवाब दिया कि वह आप के कपड़ों से डर गया और उसने मुझ से कोई पैसा नहीं लिया। मैंने उससे पूछा कि तुम रोजाना यह काम करते हो तो किस ढंग से करते हो। उसने बताया। बहादुरगढ़ सापला के स्टेशन के बाबू हमारे साथ शामिल हैं और किशन गंज स्टेशन के बाबू भी और पुलिस भी शामिल है। हमें एक या दो रुपया कट्टा देना पड़ता है, फिर चाहे हमारे पास टिकट हो या न हो कोई नहीं पूछता। अनाज को पंजाब से लाना भी कानून शिकनी है, मगर कोई पूछता नहीं क्योंकि एक रुपया या दो रुपया मिल जाता है। यह बात तो मैं ने आपको आम ट्रेन्स के बारे में बताई।

मैं कुछ बातें बैगन्स के बारे में भी कहना चाहता हूँ। मैं इस चीज को साफ करना चाहता हूँ कि यह बैगन का लेना और देना भी एक बीमारी है। मैं यह नहीं कहता कि तमाम ट्रेड्समैन एकदम से खेईमान हैं। हो सकता है कि उनमें ईमानदार भी हों। आम तौर पर यह होता है कि एक ट्रेडर रुपया देकर या अपने असर से बैगन ले आता है। और जब वह बैगन लेकर दूसरी जगह पहुंचता है और अगर चीज की कमी है तो उसी चीज को जिसका भाव आठ या दस रुपया है १४ या १५ रुपया मन बेचता है। इस तरह बैगन देने से जनता का कोई लाभ

[चौधरी रत्नवीर सिंह]

नहीं होता है। इसलिये मैं आपसे कहना चाहता हूँ कि अगर आप चाहते हैं कि करप्शन दूर हो तो आप वह वँगन उन लोगों को दीजिये जो कि कोआपरेटिव या कंज्यूमर्स स्टोर्स के मालिक हैं। दूसरे आदमियों को वँगन न दिया जाय ! अगर आप ऐसा करेंगे तो न कोई देने वाला होगा और न कोई लेने वाला। यह झगड़ा ही खत्म हो जायगा। चोर की मां को अगर आप मारना चाहते हैं तो यह ठाँ है। और अगर आप इसी तरह वँगन देते रहेंगे तो जब किसी को पांच हजार रुपये की आमदनी एक वँगन मिलने से होगी तो बाबू भी उससे हजार पांच सौ रुपया जरूर लेगा।

हमारे जिले से भ्रंस और गायें कलकत्ता और बम्बई जाती हैं। एक आदमी मेरे पास आय और उसने कहा कि हम परेशान हो गये हैं हमारी भ्रंसें १५ दिन से रोहतक में पड़ी हैं और दूसरे भाइयों को गड्डे दिये जाते हैं और हमको नहीं मिलता है। मैं बाबू के पास गया तो उसने रजिस्टर दिखाया। उसमें बहुत से आदमियों के नाम इससे पहले के मौजूद थे और बाबू ने कहा कि इतने आदमियों के नाम मौजूद हैं। इनको गड्डे देने के बाद हम इस आदमी को गड्डे दे सकते हैं। उससे मुझे तसल्ली हो गई मगर मैं समझ गया कि खराबी कहां है। मैं आपको बतला चुका हूँ कि हालत बदलने के साथ गवर्नमेंट के क्लर्क भी बदल गये हैं और उन्होंने करप्शन का दूसरा ढंग इस्तेमाल करना शुरू कर दिया है। वह ढंग यह है कि वह अपने आदमियों के नाम उस रजिस्टर में लिख लेते हैं। उसकी एप्लीकेशन हो या न हो मगर उसका नाम रजिस्टर में मौजूद रहता है। वह उस आदमी को जिसे की दरअसल में गाड़ी चाहिये लिस्ट दिखा देते हैं कि साहब देखिये यह लिस्ट है, हम क्या करें, हम तो आपको वँगन नहीं दे सकते। आप इतने दिन बाद मिलिये। और अगर कोई भोला भाला आदमी आता है जिससे उनको डर नहीं है कि पकड़ा देगा तो उससे कहेंगे कि फलां आदमी से बातें करो। वह आदमी उससे बातचीत करता है और उसको पैसे दे देता है और गाड़ी हासिल कर लेता है। इस तरह टंढे तरीके से वह पैसा बाबू के पास पहुंच जाता है। मैं इस सिलसिले में वह प्रार्थना करता हूँ कि इसको कम करने का एक और दूसरा ढंग है और वह वह कि हर एक गुड्स स्टेशन पर एक एडवाइज़री कमिटी बिठाई जाय जो नान आफीशियल्स की हो और जिसके अन्दर उस हलके का एम० सी० ए० हो। वह मेम्बर हो या उसका रिप्रेजेंटेटिव हो और इसी तरह से एग््रीकल्चर-रिस्ट्रिक्शन्स का उसके अन्दर रिप्रेजेंटेटिव हो और जो ट्रेडर्स यूनियन वगैरह हों उनके भी रिप्रेजेंटेटिव हों। इस तरह हर एक स्टेशन पर इस तरह की कमिटी बैठे और वह गाड़ी देने का फ़ैसला करे।

मैं दो तीन मिनट और लेना चाहता हूँ जिससे मैं, जो हमारी तकलीफ़ है और जनता को भी जिससे बहुत ज्यादा तकलीफ़ है, वह कहना चाहता हूँ। अब आप पिछले साल की बात लीजिये या इस साल की बात लीजिये। मद्रास में चना किसी भाव पर मिला नहीं या मिलता नहीं और पटियाला स्टेट्स यूनियन या पंजाब के अन्दर चना सड़ गया। भट्टजी ने कई मर्तबा बीकानेर के बारे में कहा है कि चने लादने के लिये गड़डा मिलता नहीं और चना स्टेशन पर सड़ता रहा है। गड़डा जब मिलता है जब कि वेगन के लिये पंसा दे और जो आदमियों के पैसे देते नहीं हैं उनको गड़डा नहीं मिल पाता। मैं यह फिर दोहराना चाहता हूँ कि हमें करप्शन को घटाना चाहिये। यह शायद सही बात है कि करप्शन कुछ दरजे तक घटा जरूर है लेकिन वह तसल्लीबख़श नहीं है। अगर आप चाहते हैं कि करप्शन घटे तो एक तो हर एक मेम्बर को चाहिये कि वह इस काम में गवर्नमेंट की मदद करें और मन्त्री महोदय उनका पुरा सहयोग लें। लालाजी ने बहुत अच्छा काम किया लेकिन बावजूद इसके अभी उनकी तरफ़ से कोई मदद नहीं मिल सकी। मैं भी सहायता करना चाहता हूँ कि अगर आप मुझको थर्ड क्लास या फोर्थ क्लास में ट्रेवल करने को कहें तो मैं उसके लिये तैयार हूँ। अगर आप कहें तो मैं देहाती और मामूली व्यौपारी बन कर लोगों को पकड़ा सकता हूँ अगर आप मेरी मदद करें। लेकिन फ़र्ज़ कीजिये कि मेरे ही ख़िलाफ़ वह रिप्रेजेंटेशन कर दे कि साहब मैंने यह किया और आप मेरी मदद न करें तो आप करप्शन को नहीं रोक सकेंगे।

मैं कहना तो बहुत सी बातें चाहता था लेकिन घंटी मुझे बार बार याद दिलाती है और मैं समझता हूँ कि दूसरे और भी मेम्बर हैं जो बोलना चाहेंगे। लेकिन मैं एक बहुत इम्पॉर्टेंट चीज़ कहना चाहता हूँ इसलिये एक मिनट और लेना चाहूंगा। कल ही श्री महावीर त्यागी जी ने बताया कि स्टेशन पर एक ठेकेदार है जिसने अफ़सरों से मिलकर ३२ रूपयें माहवार पर स्टेशन पर कंटरिंग का ठेका लिया है। और उसकी रोजाना ३००, ४०० रूपयों की आमदनी है। और उसको महीने में आठ दस हजार रूपयों की आमदनी है। इसके लिये यह होना चाहिये कि जो लोग बंडर्स हैं और जिनको वह अपना नौकर

[चौधरी रनवीर सिंह]

वताते हैं हांलां कि ऐसी बात नहीं है क्योंकि उनके रजिस्टर बगैरह सही नहीं होते हैं, उनको सीधा ठेका देना चाहिये। इससे गवर्नमेंट को भी दो डाई करोड़ का मुनाफ़ा होगा और जो बीच के मिडिलमैन हैं वह भी किसी को लूट नहीं सकेंगे। इस वक़्त वह स्टेशन के अफ़सरों से मिल कर बड़ी भ्रामदनी कमाते हैं। रेलवे एडवाइज़री कमेटी की रिपोर्ट में भी यह बात बतलाई गयी थी। इसलिये, इस चीज़ को ख़तम करना चाहिये। उन्होंने देश को काफ़ी लूटा है और उनको एक दिन का भी मौक़ा देना कि वह देश को लूटें नामुनासिब है।

(English translation of the above speech.)

Ch. Ranbir Singh (East Punjab: General): Mr. Speaker, I do not accept Guptaji's allegation that corruption is on the increase ever since the coming into office of our (present) Central Government. I generally travel in a third class bogey and I have generally to deal with people in their day to day living. I feel that there is a decline in corruption and also that there is increasing fear in the minds of bribe-takers. But in spite of this we cannot say that the results achieved by us have caused gratification to the people or that people have come to think that the situation has in any way improved. According as time has changed our Government servants have also changed and they have devised novel methods in corruption. I wish to cite to you an instance. Some days back our honourable member Lala Achint Ramji was travelling from Delhi to Jullundur. At Ludhiana, at first a Sikh gentleman,—who knows whether he was a ticket collector or a checker—entered the compartment. There he had talk about tickets with some people who said that if they were not competent to travel by that train with those tickets he might charge them the difference. That Sikh is not there for receiving the difference. Just then, another man, a Hindu, comes upon the scene, from God knows where. May be he alone has the authority to receive the difference. He comes and receives the difference. After that he tackled one or two other passengers. One of them said, "I would go with you." Upon this that Hindu disappears immediately and the Sikh lets him off after receiving two or three rupees from him. That man comes into Lalaji's compartment and on being asked tells him that the Sikh Babu had let him off after receiving money from him. He wrote a letter to Shri K. Santhanam but although several months have passed not even an acknowledgement has been received in respect of that letter. On the one hand, relatives of the man he had caught came to his house and entreated him to spare him, while, on the other hand, there was not even an acknowledgement from the Honourable Minister. A letter was received from the Department stating that they were unable to trace the case and that he might come along and identify the man. You can imagine how difficult it is to identify. So many people travel together in a train. T.T.E.s. too come. They come with new uniforms on. How difficult it is to identify them. Lalaji had also taken over from that passenger the receipt which bore the signature of the Hindu gentleman who had followed the Sikh. It should be possible to trace out from it as to who that man was. It is true that the corruption was going on with the acquiescence of the Hindu who had signed and the Sikh who received two or three rupees did so with his connivance. The money was received by the Sikh but if a receipt was to be issued this was done by the Hindu. When incidents like this occur you can form an idea what fear there can be.

It is true that there is a lurking fear in their minds to-day lest the man with the Gaudhi cap travelling in the third class compartment should happen to be a member or a minister. I have had personal experience of this on one or two occasions. I was coming from Rohtak to Delhi. Some of our brothers of the East Punjab generally follow the practice of shoring a one maund or two maunds bag of gram or wheat into the carriage. The Babu and the police of the station from which they shove it in are in league with them. They charge them four annas or eight annas per bag. If anyone gets into a carriage with a bag without their consent the policeman comes into that compartment. One day a constable came into the compartment in which I was sitting. He talked to a man. I smelt a rat. I pursued him a bit. The constable too grasped the situation. The man wanted to pay him something. The constable said he could not accept the money as there was a 'Khaddar-clad' sitting by and he was not sure if he was a Congressite or someone else. When I questioned the man what was the matter and whether he (the constable) had accepted the money or not, he replied that he had got frightened by the sight of my clothes and had not taken any money from him. I asked him how did he manage to carry on that kind of job every day. He said, "The Babus of Bahadurgarh and Sanpla stations are in league with us and the Babus of Kishangunj station as also the police are our confederates. We have to pay one or two rupees per bag and thereafter nobody questions us regardless of the fact whether we possess a ticket or not." The mere importing of foodgrains from the Punjab constitutes a breach of law, but nobody checks it as they get one or two rupees. This I have told you with reference to the ordinary trains.

I wish to say a few things about the wagons as well. I wish to make it clear that this giving and taking of wagons is also a veritable disease. I do not say that invariably all traders are dishonest. It is possible that there are honest people among them. What happens generally is this that a certain trader procures a wagon either by paying money or with the help of his influence and when he gets to another place with the wagon he is able, if the commodity is scarce there, to sell at 14 or 15 rupees a maund what is priced at eight or ten rupees (a maund). No good accrues to the people by such allotment of wagons. Hence, I want to say to you that if you wish that corruption be eradicated you should give those wagons to those persons who might be the owners of co-operative or consumers' stores. No wagons should be given to other people. If you do so there will be none to give and none to receive. The whole sorry affair would be over. If you want to kill the thief's mother this is the way. If, however, you go on allotting wagons in the way you are doing at present, then whenever a person stands to make a profit of five thousand rupees by the allotment of a wagon the Babu too is bound to receive a thousand or five hundred rupees from him.

Buffaloes and cows are taken from our district to Calcutta and Bombay. A certain person came to me and said, "We are in great distress. Our buffaloes are rotting in Rohtak for the last 15 days. Others are being allotted wagons but we do not get them." When I approached the Babu he showed me a register. It contained the names of several persons which were above his. The Babu said, "The names of so many persons are already there. We can provide wagons to this man after having provided them. This appeared me but I comprehended where the trouble was. I tell you that with the change of conditions the Government's clerks have also changed and they have started using a different method for corruption. That method is that they enter the names of their own men in that register! There may or may not be an application by him yet his name remains on the register. They show this

[Ch. Ranbir Singh]

list to the man who is really in need of a wagon, saying, "Look here, Sir, this is the list. What can we do? We cannot give you a wagon. You should come after so many days." And, if some simple-minded man approaches them from whom they have no fear that he would have them caught, they would say to him, "You had better speak to So—and—So." The man speaks to the person indicated, pays him the money and obtains the wagon. By this indirect means the money reaches the Babu. In this connection I submit that there is yet another way to reduce it, namely that an advisory committee be appointed for every goods station which should consist of non-officials, and which should have on it the M.C.A. for that constituency—he may be the member or his representative. Similarly it should contain a representative of the agriculturists and also those of traders' unions etc., if there be any. Thus there should be a committee of that kind at every station which should decide about the allotment of wagons.

I want to take two or three minutes more so as to state something which causes trouble to us and even greater trouble to the public. Now take, for instance, what happened last year or even this year. Gram was not available in Madras for any price while in the Patiala States' Union or the Punjab it was rotting. Bhattji has stated a number of times about Bikaner that no wagons are available for transporting gram and that gram is rotting at stations. The wagon is allotted only when money is paid for it and one who does not pay cannot get it. I repeat that we should reduce corruption. It is probably correct that corruption has decreased to some extent but this decline is not satisfactory. If you want that corruption be reduced then, in the first instance, every member should help the Government in this work and the Honourable Ministers should seek their full co-operation. Lalaji did an excellent job but, in spite of all that, no help has come forth yet from them. I too want to help. If you ask me to travel in the third, or even the fourth class, I am prepared to do so. If you like I could assume the guise of a villager and a common trader and have people caught, only if you help me. But, suppose some one were to make a representation against me alleging that I did this and that and you (on that account) withhold help to me you will not be able to check corruption.

I wanted to say a lot of things but the bell reminds me repeatedly (that my time is up) and I realize that there are other members too who would like to speak, but I want to say one very important thing, and should therefore like to have one minute more. Only yesterday Shri Mahavir Tyugiji revealed that there was a contractor at the station who had, in collusion with the officers, obtained contract for catering at the station for Rs. 82/- per mensem, while he has a daily income of Rs. 300/- or 400/-, or an income of eight or ten thousand rupees a month. The proper thing to do in this case is to give direct contracts to the vendors, whom they allege to be their servants, which is not true, for their registers etc., are not correct. This would not only bring profit of two or two-and-a-half crores of rupees to the Government but the middlemen will also not be able to rob anyone. At present they make a huge income in concert with the officers at the station. This was also mentioned in the report of the Railway Advisory Committee. Hence, this must be put a stop to. They have robbed the country well enough already and it would be improper to let them do so a day longer.

Shri Krishna Chandra Sharma (U.P.: General): The question is not one of multiplying instances of corruption, but as to how it come into existence, how far it has taken roots and what are the possibilities of eliminating it and the methods to that.

I do not see eye to eye with any honourable friends who have preceded me, because I find corruption is not confined to this department or that department only, nor has it got its roots in the present system of administration. I come from a village; I have seen villagers taking sugarcane from the field of others. Go to the police sub-Inspector, go to the village shop-keeper, go to the money lender, anywhere you go, you find corruption is rampant. Unfortunately, we have been deprived of the human right of managing our own affairs and the pride of our own existence, pride in our past and the confidence in our present and our hope for the future. No community, no race, can have a sense of power and responsibility unless it has enjoyed the political power.

We in India have for long been deprived of this right and corruption came in. A slave has no other business in the world except the business of stomach. Stomach means money. Look at every corner of life, corruption is there. I put a simple question to you. Suppose a purse is lying in the street; do you see any other man running to the other man and say to him, 'your purse has fallen' and present it to him? The simple problem is that after the Great War, the situation has deteriorated because those who were the privileged people not only mismanaged the affairs, but they committed crimes against humanity, against society and became richer and richer while the poor people became poorer and poorer and as a result the sanctity for private power has gone. A man was dying for want of medicine; a child was dying for want of milk; a woman was dying for want of food; but the rich man was enjoying feasts, exuberating his wealth without any consideration whatsoever as how the things were going on. In 1943 there was a great famine in Calcutta. What happened? The Universities were going on; all the exuberance of wealth and big things all these went on, but people were dying in millions in the streets. Now you say that a poor clerk is not an honest man. You know that the poor clerk thinks himself a better man than the big merchant and now do you expect that the poor clerk getting Rs. 100 should honestly serve the demoralised merchant, who is likely to get lakhs of rupees without doing anything. How can he say—I would serve you as an honest man? The poor clerk knows that this big merchant is a thief and he wants to take a share out of the loot and thinks this is not a crime. This is the position. The lower paid staff whom you call corrupt and whom you want to send to prison, they stand up and say that the people whom we are called upon to serve are the bigger criminals and in the very nature of things we cannot be expected by any moral law to serve these people to our own detriment. The remedy lies in a psychological approach, an appeal to the mind of man. Control the bigger people at fault and if you cannot control them, send them to the jails or shoot them down, because they are the privileged criminals. It is a crime to invite 500 people or 1,000 people at feasts and dinners and spend lakhs of Rupees. It is the poor clerk's money, the poor police constable's money, the poor labourer's money. If you join the parties, if you partake in their exuberance of their wealth, you have no business to condemn the poor man in the street or the poor clerk in the office. I tell you openly, search your heart and see how do you look at the bigger people at fault. Do you condemn them? Do you call them thieves? Do you take them to be criminals? If you dare not call them criminals, you have no more right to condemn these poor people. The Honourable Minister Dr. John Matthai said, "we have turned the corner". He might have turned the corner so far as the Railways are concerned. But, the question is have you turned the human mind? I read with pain certain recommendations of Kunzru Committee. It says: "it (corruption) can be held in check by deterrent and prompt punishment of proved offences amongst the railway staff." Are the police and the courts the only source of improving the position? After all, man is a man and he has got a mind; he has got a motive; he has something noble in him. The court is not the only thing that could

[Shri Krishna Chandra Sharma]

mend him. The police cannot mend thirty crores of people; courts cannot send lakhs of people to jails. The only way of doing things is to approach the mind of the people.

How to approach? I will give two instances. I refer to the Knitty's book, 'Decadence of Europe' published in 1929 about the conditions in Germany. Never were a people so debased as the Germans after the First World War. Young girls and boys were prostituted; everything that was noble in Germany was trampled down. There arose a man who called them back to the pride of their race, to the history of their nation, who gave them confidence in their present, and opened the door to a great future before them. He gave a bible to every German and every employee a new mind.

Mr. Tajamul Husain (Bihar: Muslim): What happened to that man?

Shri Krishna Chandra Sharma: That man was killed; but Germany became great. Never has a great man, raised a country so high a great soldier is not likely to be born. Hitler may have died; but he gave a lesson to the world, a lesson that the world cannot afford to forget. He will always remain a great man in this world. Sir I will give another instance, Mr. Roosevelt. He would approach the gardener, the cooly, the miner, and say we are working for you. He gave a sympathetic heart to them. A strong feel, a strong will, a firm determination were Hitlers weapons. His ways were hard but effective.

Mr. Tajamul Husain: Does my honourable friend want to follow Hitler?

Shri Krishna Chandra Sharma: I do not mean that. Hitler stands for an iron will, an iron discipline, a strong determination. (*Interruption*) I am not going to yield.

Shri Raj Bahadur (United States of Matsya): On a point of order, Sir, is the honourable member entitled to preach fascism on the floor of this House?

Mr. Deputy Speaker: The honourable member has misunderstood.

Shri Krishna Chandra Sharma: My purpose is, Sir, that the situation is deteriorating. A psychological approach is necessary. That is not a thing to look into the books or into the arguments or explanations. It has to come from a strong feel, a strong will, a strong determination. I have given two instances: I have given the instance of Hitler, I have given the instance of Roosevelt. I believe that by a strong will, a strong determination and by good organisation and by a new psychological approach, you can eliminate this evil. This evil is not confined to this particular department or that particular department. As the food problem is deteriorating, so is the case of this corruption. If for food it is necessary to have a high power committee, so for corruption it is necessary to have a high power committee to look into the various aspects of the question and to find out a way to eliminate this evil.

Shri H. V. Kamath: Mr. Deputy Speaker, I had only half a mind to speak, but my mind was fully made up when a suggestion was thrown across the House by no less a friend than the Honourable Mr. Goplaswami Ayyangar. I hope I am not divulging any State secret! He was afraid that I was going to give him the cold shoulder. I want to assure him that I am not.

The House has given a warm reception to his Railway Budget, and much as his visage deters friends from giving a cordial reception to him, as my friend, Mr. Chaudhuri said the other day, I have no doubt in my mind that his stern visage goes with a very warm heart. He has a cool head and a warm heart.

Therefore, Sir, I have risen to satisfy him no less than my honourable friends in this House. It is an old adage that power corrupts. But to my

mind poverty also corrupts. Power and poverty are very great corrupting influences over the people.

Shri L. Krishnaswami Bharathi (Madras: General): Though poles apart!

Shri H. V. Kamath: So long as our social and economic structure is based on this principle, with power at the top and poverty at the bottom, I believe that attempts at eradicating corruption will only go half-way; they will not prove effective in eliminating corruption entirely. A Sanskrit Sloka has it:

३ दारिद्र्यं जनतापकारनामहोकेनापि दग्धं न हो

(*Daridryam. janatapakaranamahoko kenapi dagdham nahi*). This poverty which has been the bane of most human miseries and afflictions has not been rooted out by anybody. The sloka goes on:

Burnt the golden Lanka by fire:

They burnt the Khandava Vana

But this Daridrya has not been burnt by anybody.

That is the root of all evil. Poverty is perhaps the greatest crime on earth. All other crimes flow from it. All other crimes spring from it. If we root out poverty, we root out most crimes in this world. But, alas, poverty has been there. Christ has said: "The poor ye will always have with you." While I do not know whether they will be with us till the end of time, they have been there from the very beginning—from the very dawn of social creation, but we hope—through it is at times hoping against hope—at some time to eradicate poverty from our society.

Corruption to my mind therefore springs from both these sources—power and poverty. Most of the Governments of the day are based on this—power at the top and poverty at the bottom. Governments are more tolerant of what I may call material corruption than what might be termed moral, mental or spiritual corruption against the Government. I may cite only one classic incident. Socrates was made to drink the hemlock for corrupting the youth. It was because this corruption was against the Government that he was executed. He was made to drink the cup of poison. But there are grosser forms of corruption and most Governments, so long as they do not interfere with the normal working and day to day administration and so long as they continue to say "Gari chalti hai", they connive at these ordinary forms of corruption.

Mr. Deputy Speaker: The honourable Member 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.

Shri H. V. Kamath: When the House rose for lunch I was on the point how corruption arises out of poverty no less than power. It has been said that power without justice amounts to tyranny and poverty when it is undeserved and when it forced on an individual, it is in my judgement a crime and whoever is responsible for this crime must to be taken at task by a fair, just and egalitarian society. I would like, Sir, to invite the attention and refresh the memory of the honourable Railway Minister by quoting an extract from a broadcast of his own, which was made on the 8th November 1948 at 8-30 P.M. on all wave lengths. He said on that occasion:

"Of bribery and corruption which are so widespread it is not necessary for me to speak at length. On the railways among the station, goods train and such like staff, acceptance of illegal gratification and corruption are almost a tradition deep-rooted and of many decades standing. A determined drive is now on to combat this evil with firmness amounting to almost ruthlessness. The Railway Administrations are tackling this problem with energy and with commendable vigour with the help of both the special police and provincial governments."

[Shri H. V. Kamath].

And the Honourable Minister asked for full public co-operation. This was a very welcome statement of policy on the part of the new Railway Minister soon after he took over and we are entitled to ask him today in this House, considering that this broadcast was made more than three months ago, how his attempts in this direction of eradicating corruption in the railways have proceeded and what progress has been achieved.

May I, Sir, point out to him one instance of corruption, which was due to the exercise of power without justice. There has been a furore over this in that part of the country from which I come: I refer to the Central Provinces and Berar. Early this month there was the wedding of a police officer who is himself the son of a more highly placed police officer. I understand that the marriage party or 'Barath' as it is called, proceeded from Nagpur to Banaras via Jubbulpore and Allahabad and my information has it that a saloon of the Superintendent of Railway Police (S.R.P.) was placed at the disposal of this police officer and his marriage party. The saloon of the SRP was to have proceeded to a place called Bhadhadaghat on the Bina Bhopal section where only the previous night the derailment of the 6 U. P. Punjab Mail had taken place. I do not know whether he proceeded promptly or because of his wedding party his departure on duty was delayed. This is not all. The story moves on towards the inexorable end. It appears that in addition to this saloon of the SRP one eight-wheeler third class carriage with accommodation for 112 passengers was also placed by the authorities of the G.I.P. Railway at Bombay to carry only 40 passengers from Nagpur to Allahabad. The carriage bore no mark of reservation and yet no passenger other than the members of the wedding party was allowed to enter into that lucky compartment. And the crowning glory of it all comes here, that the entry in the ticket sale register shows that on the night of February 2nd (the night of the occurrence) only 34 tickets of class III and one of class II were sold at Jubbulpore, from Jubbulpore to Benares, by the 27 Dn, the train to which this saloon and third class carriage were attached. *En passant* I might mention that though this train passed through prohibition area the party were entertained very well to all kinds of refreshing drinks. I make a present of this to the Honourable Minister for such action as he may deem fit. We talk of corruption among the lower staff like gangmen or the railway ticket collectors. But here is a case of corruption at the top. Our sarvant and philosopher Dr. Radhakrishnan the other day, I believe in his Convocation Address at Cuttack before the Orissa University, stated that there is a tendency in government circles to compromise with corruption simply because that corruption is in high places.

Sir, I hope you will give me a little indulgence.

Mr. Deputy Speaker: He has already taken fifteen minutes.

Shri H. V. Kamath: No, Sir. We began late, at 2-30 because there was the quorum bell.

This is one instance where corruption arose from exercise of power without justice. Now I come to the other kind of corruption which is due to poverty. As I have already said unless we radically reform our social and economic structure that has power at the top and poverty at the bottom, and overhaul, even shatter its foundations and rebuild it to our heart's desire, we can never root out corruption from the poorly paid staff. Our railways as we are all aware are a completely nationalised industry. Such an industry must be worked, you will agree, first of all in the national interest. But the interest of the workers should come only next to the larger national interest. Yet we find sometimes—it is a matter for sorrow—that though the

salaries at the top are so unconscionably high there is some agency at work somewhere which is always devising ways and means to take back from the lower paid workers whatever benefits they might have gained through collective bargaining. We appeal to them "Be patriotic, serve your country, why not sacrifice for the sake of your country?" Yes, Sir, I accept the proposition. But sacrifice must be equally shared. If there is no equality of sacrifice then it is vain, futile and even fatuous to call upon poorly paid staff to sacrifice. What are you doing at the top? Officers drawing Rs. 3,000, 4,000 and 5,000—what are they doing in the matter of sacrifice? Are they bearing a portion of the sacrifice? With what heart or with what face can they tell the workers "sacrifice". Those who live in glass houses should not throw stones at others. Those at the top who also connive at corruption should not throw stones at those lower down who are guilty of corruption; only those who are without any sin in this respect can throw stones at the corrupt officials.

There is one other aspect which we should not forget. There are two sides to corruption—the giver and the receiver. Like mercy it is not twice blessed but twice cursed: it curses him that gives and him that receives. If we want to eradicate corruption from the railways I will only say this that first of all the exercise of power should be regulated by a sense of justice; and wherever cases of corruption at the top come to light they should be dealt with, to use the very word which the honourable Minister broadcast, in a ruthless manner as much against those at the top as those lower down in the scale. I would only suggest that with a view to detecting corruption not merely should the Watch and Ward section and the Intelligence Branch of the Railways be strengthened but also the Railway might consider this proposition of awarding certain prizes or rewards for those who bring to light or unearth cases of corruption. I would also suggest—it is a psychological matter—medals such as Mahatma Gandhi medal or Netaji medal or Nehru medal or Patel medal to be awarded to those people, either officials or non-officials, who succeed in unearthing and bringing to the notice of the railway authorities cases of corruption: he who detects the largest number of cases must be awarded the Gandhi medal and so on and so forth. (An Honourable Member: Why not a Kamath medal?) You propose it. Before I sit down I will only say this that corruption, as the honourable Minister has himself admitted, is widespread. The Minister are well aware of it and the officers of the Railway Board who are intimately associated with the two Ministers, I am sure, are also well aware of this evil and are doing their very best to root out this evil. But it is no use merely cavilling at the Ministers unless we, the people, on our part offer them our co-operation. Unless we do that there is no use our coming here and saying "root out this, root out that". I would therefore appeal to the people through this House to offer whole-hearted co-operation to the Government. The Honourable Mr. Santhanam soon after taking over wrote to us all a friendly letter requesting us to bring to his notice instances of corruption whenever they came to our notice. We welcomed it and I hope that we of this House and the people outside would not stint themselves in co-operating whole-heartedly with the railway administration. I hope that the ruthlessness of which my honourable friend Shri Gopalaswami Ayyangar spoke in his broadcast would be applied at the top, no less than at the bottom. Then only can we expect results. Otherwise as was the case in the days of control about black-marketing some smaller fry might be caught and the bigger whales would go scot free. The poorly paid get wages which are nominally high but their real wages in proportion to the prices and the cost of living index are very low, and I would only quote a Sanskrit sloka here:

"*Dhubhukshitah kim na karoti papam*"
(What crime will the hungry not commit?)

[Shri H. V. Kamath]

I have great pleasure in supporting the motion which has been moved by Shrimati Durgabai and I hope that ere long our Railway Ministers and the railway administration will have done a good job in rooting out this corruption as far as it lies in human power to do so.

The Honourable Shri K. Santhanam (Minister of State for Railways and Transport): I am tempted to follow the footsteps of the last two speakers and raise the subject of corruption far above the level of the railways, but I should resist that temptation. I do not want to seek any escape in the fact that corruption is prevalent in other fields as much as, if not more than, on railways. I fully realise the gravity of the problem and share the earnestness with which Shrimati Durgabai, Lala Deshbandhu Gupta and others have pleaded for effective steps being taken against this evil. But I would like the House to have a sense of perspective. If you reflect on the functions of the vast number of workers engaged in the railways you will easily agree with me that probably not more than five per cent. of the subordinate staff and not more than ten per cent. of the superior staff have even the possibility of being corrupt. All the rest have cut and dried work—routine or other work—which they have to do and in which there is no chance at all of any kind of corruption. There may be inefficiency, there may be other defects, but corruption itself has to be confined, by the necessities of railway work, to a very small fraction of the total number of railway workers. Therefore, it would be altogether wrong to give the impression that the railway workers, or a large majority of them, are corrupt and are not honest, straightforward workers in a great national enterprise.

Shri B. K. Sidhva (C. P. and Berar: General): A fairly good number are.

Shri Mahavir Tyagi (U.P.: General): They share the corruption.

The Honourable Shri K. Santhanam: Sir, I do not agree. I think all the sharing must be within this five per cent. and ten per cent. which I have indicated but even that amounts to a very large total, and I am not in the least anxious to minimise either the quantity or the magnitude of the evil.

It is also not true to say that things are at a standstill or that matters are getting worse. There are the old traditional ways of corruption in the railways, for instance, in the allotment of waggons, in the booking of parcels, among the ticket collectors and checkers. The war has brought in two new forms of corruption. Before the war there was hardly any corruption in the issue of tickets or in the booking offices.

Shri B. K. Sidhva: That is not correct. Corruption in the booking of parcels was there even before the war.

Shri L. Krishnaswami Bharathi: With rare exceptions but not on this vast scale.

The Honourable Shri K. Santhanam: So far as I am aware, before the war there was hardly any difficulty in getting tickets, but owing to the heavy overcrowding that has happened during the last six or seven years, this new evil has arisen. Again the grain shops form a bad centre for many forms of corruption. I am glad to say that we have nearly mastered the new forms of corruption. Though I cannot say that all corruption regarding the issue of tickets has stopped, it has diminished to a great extent during the recent months. So far as the grain shops are concerned, Sir, I think it is almost at an end. Under the new revised form there will hardly be any chance for

corruption. Almost all the articles will be supplied by the Provincial Governments to Railway depots and only limited articles necessary for the consumption of the workers are to be issued. Therefore, we have more or less mastered the new forms and we are vigorously at work in tackling the old forms of corruption.

I do not think it is meant to make a distinction between the Railway Ministry and the Railway Board; we are both together in the same boat so far as this matter is concerned. It is not right to say that the Railway Board have not taken steps in the matter. I shall merely quote the testimony of the Indian Railway Enquiry Committee which I do not think you will suspect of any undue partiality to the Railway Administration. In this report, it says:

"It would be wrong to consider that the Railway Administrations and the Railway Board have not been alive to this evil or have neglected steps to combat it. Some Railways, notably the South Indian and the B.B. & C.I. Railways, have taken fairly effective steps to eliminate the seat reservation racket. We believe also that the E.P. have recently made certain changes at Delhi to curb effectively the exploitation of passengers by unscrupulous members of the staff".

I am not giving this quotation to say that our work is anywhere near the end. In fact it has just begun. But I wish to assure you, Sir, that the work is in full swing and we shall not rest till this evil is brought within limits which cannot be tackled before the human regeneration takes place of which my honourable friend Mr. Kamath has spoken.

It is not merely police action that has been taken. We had a meeting of all the General Managers in October 1948 when, in addition to the police and other action, it was decided to take drastic departmental action in all cases where corruption was not only established but was very strongly suspected. One of the resolutions passed in this conference was:

"Cases of departmental or procedural irregularities which resulted in preferential treatment to traders, travellers, contractors or any other individuals of firms should ordinarily be enquired into and disposed of by the Railway Administrations. If, however, there is a probability that it can be established that some consideration has been received by the railway staff concerned with the commission of these irregularities, such cases should be handed over to the Special Police Establishment without delay."

During my recent tours I made a direct offer to the assembled merchants at Kanpur, at Ajmer, at Jaipur and at Bombay and other places, that if they will only give me confidentially and privately names of high railway officials who are indulging in this I shall protect them but shall take immediate and drastic action against the officials concerned. I regret to say that not one name has been forwarded to me.

Mr. Nazruddin Ahmad (West Bengal; Muslim): They are also interested in this. Why should they expose them?

The Honourable Shri K. Santhanam: I am only explaining to the House the difficulties. Certainly the House does not want us to penalise innocent people without having any evidence of guilt. It will be altogether unjust and it will destroy the very basis of sound administration.

Mr. Tajamul Hussain: You cannot punish a man unless you find him legally guilty.

The Honourable Shri K. Santhanam: I go further than that. If the Railway Administration is convinced that a man is really guilty, though we are not able to have full legal proof, then we are prepared to take action in order to safeguard the purity of the Administration. But you do not expect us to go against innocent people merely on the basis of allegations which may often be malicious also. We have to be certain that we do not hurt any innocent and honest officer.

I want to repeat the offer which I made to you in my circular, that if at any time any Member of the Assembly or any prominent member of the public

[Shri K. Santhanam]

or any prominent businessman brings to our notice any serious cases, we shall try to investigate them with all the powers at our command and take drastic action against guilty people.

Mr. Tajamul Husain: And also against the person who gives.

Shri R. K. Sidhva: Sir, some instances have been quoted.

The Honourable Shri K. Santhanam: It is right that the bribe-giver is considered as guilty as the bribe-taker and should be punished, but many influential parties have represented to us that owing to the present scarcity of transport, merchants and businessmen have been put to the alternative of either ruin or giving bribes. Therefore, if they have to save their business by bribing, you cannot take them to task in the same severe fashion. Of course, morally this is not a right argument, but I am prepared to consider their difficulties also. If any one can prove that he was put to the absolute necessity of giving bribe in order to get things done, I am prepared to consider the circumstances and let the guilt lie on our officials, because I do admit the principle that the railway officials are to a far greater extent responsible than even members of the public, though morally bribe-giving and bribe-taking are in the same level. We are anxious to take all possible steps. Only we want reliable information and some degree of proof which will enable us to get at the individual persons. It is no use telling us that there is bribery but unless this bribery or other forms of corruption can be traced to particular individuals, we are utterly helpless. I appeal to the whole country, the House and everyone to assist us in this task, and I am sure they will not find the Railway Board or the Railway Administration wanting in this respect.

Shri R. K. Sidhva: Is the honourable Minister prepared to investigate the cases which are cited here?

The Honourable Shri K. Santhanam: Yes. We got a complaint and im-
3 P.M. case which has been forwarded either to the honourable Minister for Railways or to me; or to the Railway Board is being investigated and in many cases action has been taken. In every ten-day report there is a column "Any complaints received from the Members of the Constituent Assembly" and then they have to state what action has been taken. I think in recent months the rule has been that for every complaint the acknowledgement must be made within twenty four hours and as soon as possible after investigation and action, the members must be informed of the action taken. I think this rule is being followed.....

An Honourable Member: Not in all cases.

Shri R. K. Sidhva: What about the specific instances quoted here? Will they also be investigated and members informed?

The Honourable Shri K. Santhanam: We shall investigate this and every other instance. I would like to know what more assurance my honourable friend.....

Shri H. V. Kamath: On a point of clarification and information may I know whether the wedding party incident which I mentioned has been brought to his notice?

The Honourable Shri K. Santhanam: Yes. We got a complaint and immediate instructions have been issued for complete investigation and a report to be sent to us direct. Therefore, as soon as information comes, I am prepared to place the result of that enquiry at the disposal of the honourable member.

Lala Achint Ram (East Punjab: General): My complaint was not acknowledged within twenty-four hours, nor even twenty-four days.

The Honourable Shri K. Santhanam: After all, you know that within the last six years the Administration has had to bear a very heavy strain and as a consequence it had to be run with all kinds of staff including a large number of temporary staff, many of whom could not even do the ordinary routine work and to that extent the Administration has become lax. We are tightening up discipline all over the Administration and if there are such instances, we shall look into them and see that they do not occur again.

Shri H. V. Kamath: Would the Honourable Minister of State tell us his reaction to my suggestion of rewarding people who give information about corruption and unearth such cases?

The Honourable Shri K. Santhanam: I was just going to refer to that suggestion.

Shri H. V. Kamath: I thought the Minister had finished. That is why....

The Honourable Shri K. Santhanam: That suggestion is worth considering and we shall see whether we cannot devise a suitable system or rewards, but there is also one danger. There will be people who pretend to give us information but do not help us to have it but go on claiming rewards and then publish complaints in newspapers.

Shri H. V. Kamath: My point is about not informers merely, but those people who help to detect and unearth such cases.

The Honourable Shri K. Santhanam: I am only saying that we have to be a little careful to see that we do not bring in a lot of complaints of people who claim that they have helped us to detect corruption but have not, but still the public will believe that they have been ill-treated. However, we shall see how far we can adopt the suggestion. Of course, it will be easy for us to give medals but I do not think they will be so fruitful as some more substantial rewards which we are prepared to give, if people will actually help us to trace culprits and stop corruption.

I believe I have covered the main points. The real difficulty is, as Lala Deshbandhu Gupta has said, regarding the wagons. There is an insuperable difficulty because each official concerned has got some discretion which cannot possibly be eliminated. There are 150,000 wagons going about the country every day and it is almost physically impossible to keep trace of every wagon at every place at every moment. Those of you who know mathematics will admit that the chance of our ability to detect it is infinitesimally small. It is only through tightening up of discipline all over the Administration, through bringing pressure upon the staff in general to feel that in this matter they have to work conscientiously, and occasionally if someone through blunder gets caught, through awarding deterrent punishments that this evil can be eliminated. Of course, it can be eliminated if the business community can wholeheartedly cooperate with us, but they have also a guilty conscience and therefore while they are willing to indulge in general charges of corruption, they do not want to come forward with specific offers of assistance. So there are really insuperable difficulties, but we shall explore all possible methods and try to root it out wherever possible and wherever it is not so possible, to reduce it to the least possible extent.

Mr. Naziruddin Ahmad: I seek clarification on a point which has been made by Lala Deshbandhu Gupta. It is that he suggested that the Government should encourage talented and experienced thieves to root out corruption. What is the reaction of the Honourable Minister of State to that suggestion?

Mr. Deputy Speaker: There does not appear to be any reaction.

The Honourable Shri K. Santhanam: My immediate reaction is to distrust all thieves.

Shrimati G. Durgabai: In view of the assurances given by the Honourable Minister, I beg leave of the House to withdraw the cut motion.

Mr. Deputy Speaker: Has the honourable Member leave of the House to withdraw the cut motion?

The cut motion was, by leave of the Assembly, withdrawn.

Insufficient Provision of Amenities to Passengers

Shri M. Tirumala Rao (Madras: General): Sir, I move:

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

I would not lag behind in offering my need of praise to the honourable Members who have come newly in charge of this Department. Shri Gopalaaswami Ayyangar has been one of our experienced administrators who has spent all his life in the service of the country and his sage advice is at the disposal of one of the most important Departments of the Government. My friend Mr. Santhanam, whose experience as an Editor is generally confined to have only one opinion, that is, generally the right opinion—which is his and that which is not his is not the right opinion has come as the Minister of State. I want him to shed a little of his iconoclastic fervour, which he has developed as an editor, and listen to the advice of his friends who admire him and are always willing to assist him in this task.

Mr. Deputy Speaker: The Honourable Minister has always been reasonable.

Shri M. Tirumala Rao: It has been the privilege of the bureaucracy to trot out the traditional saying that it is only the Europeans that can manage the affairs of this country efficiently. They resisted for long the complete Indianisation of the Railway Board. It has now been proved beyond doubt that the all-Indian Board of Railways has been very efficient and not merely efficient but also dutiful and alert in enabling our Minister to say that the Railways have turned the corner and are on the road to prosperity, success and consolidation. Therefore, I cannot forget that the Indian Members of the Railway Board have got a double responsibility of not only justifying their ability but also of orientating the whole administration with a new and patriotic outlook.

The question of the amenities of passengers is as old as the railways and it cannot be solved until we take some drastic action. As the proverbial wail of Sita, it has been a hardy annual for those who speak about the difficulties of passengers to bring in this subject every year and yet this unremedied evil still persists.

Next I want to deal with the betterment fund which was mainly created with a view to have a separate source of revenue from which amenities to passengers could be provided. In the year 1946, in the Budget debate, when I expressed some doubt about the utility of the betterment fund, Sir Arthur Griffin said:

"The honourable Mr. Tirumala Rao was a little sceptical about the Betterment Fund, and he even went so far as to say that he thought it was a device to avoid betterments. It is I who have myself pressed for the Betterment Fund, because I believe it is the one thing which will help us and help the Railways to plan steadily and coherently in provision of betterments."

It is now nearly three years since then and we do not see any definite plan of betterment drawn up by the Railway Board. And when Dr. John Mathai your predecessor took charge of this administration under the newly-formed National Government, he also held the same view. He said:

"I do not think anybody can question this—If these are essential purposes and the meeting of which is an obligation which cannot be shirked, then it seems to me from a financial point of view the wisest thing to do is not to depend upon casual doles from your current revenues but to build up a Fund on which you can draw as and when it becomes necessary to expend money for these purposes."

I am very sorry to note that still we are in the realm of promises that efforts will be made hereafter to draw up a plan of effective action.

The question of overcrowding is the one problem that has to be adequately, resolutely and effectively tackled more than corruption and everything else. From the figures we have seen that there are altogether 9 lakhs of seats on all railways, according to the statistics supplied to us. Sir, one hundred crores of passengers are travelling on these 9 lakhs of seats. In the year 1937-38, about 50 crores were travelling on these same number of seats. Today the rush has doubled itself and the seating accommodation is only that much. Even if you make a calculation, with the number of coaches that have been recently put on the rails,—you have a coaching stock of 118 coaches—on this basis and take into account one lakh of extra seats, it comes to only 10 lakhs of seats for 100 crores of people. On each seat as many as 1,100 passengers are asked to travel.

With regard to second and inter-class passengers it is said that we have for the second class 12,667 seats and for inter-class 21,919 seats. In these 34,000 seats, the number of passengers who have travelled is 2,91,00,000 in the second class and 38,80,000 in the inter-class. This new classification has not helped the travelling public to reap any benefit. Even the psychological benefit which the Minister of State for Railways claims to the inter-class passengers that they have the satisfaction of travelling in the upper class for the same fare is not there. We have been saying that an additional difficulty has been introduced to the second and inter-class passengers, in addition to the great difficulty under which third-class passengers are groaning. I will give an example. When I travelled from Villupuram to Madras, in two second class compartments with eight berths, there were 24 passengers. Every one of them was sitting out the whole night and cursing the Congress administration. I was sitting in the corridor till the morning. I could not get accommodation in the first class even if I paid for it. So I preferred to travel second and travelled sitting the whole night.

The north-east line from Madras to Waltair is the most crowded line and one of the heavily paying lines. A large number of passengers travels in inter and in second and they undergo enormous difficulties, particularly the Government servants and army people who are pass holders. They travel from Trivandrum to Delhi in second class. I travelled with some such people once and they said that they had to sit up three nights and four days and that by the time they reached their offices in Delhi they were jaded and tired and took sometime to regain normal health. I request my honourable friend to take into consideration these miseries. He has not abolished inter-class. He has retained inter-class and the second class. All the four classes persist now as there is even a new class created by the arrangement that those who pay for sleeping-berth accommodation at the rate of Rs. 10 per night. This is perhaps the old second class and the old second class has become inter-class. He has not abolished any class altogether. From a recent cutting from 'The Statesman' from its Globe correspondent under the heading 'New Classes Cause Loss in Revenue' I may quote:

"The introduction of new classes on the Indian Railways has caused the income from passenger traffic of the Delhi main railway station to drop by approximately Rs. 32,000 a day.

The income receipts from passenger traffic before the introduction of the new classes on January 1 was on an average of Rs. 95,000 a day; goods traffic contributed approximately Rs. 10,000 per day, bringing the total income to Rs. 1,05,000 a day.

The present income from passenger and goods traffic of the station averages Rs. 63,000 and Rs. 15,000 per day bringing the total income to Rs. 78,000 a day."

Therefore I request the Railway Administration to review the whole situation. Let them not wait for further experience on this matter, because

[Shri M. Tirumala Rao]

the experience which the honourable members have given him was gained from first-hand knowledge and they have stated it in unmistakable terms. They have given their personal experience and also the experience of a large number of passengers. This must be enough for the Administration to reconsider their attitude and modulate their policy.

I need not say much about a general inconvenience. The manner in which our Budget discussion has been arranged here has precluded us from dealing with a number of points that affect the local railways. There are seven important railways and the speakers could have been easily arranged in such a way that each of us would have been enabled to deal with the conditions and difficulties that pertain to our local or special railways. I want to deal with the M. and S.M. Railways particularly because I come from that area. I want to express my opinion that it is one of the most congested lines, the north-east line from Madras to Waltair. You cannot have a second express train. From Madras to Bombay you have two trains; but from Madras to Delhi you have only one express. From Delhi to Calcutta and from Delhi to Bombay there are two express trains. But from Madras to Calcutta, there is only one mail. It is one of the long journeys. We have made representations to the M. & S.M. Advisory Council about our requirements, but to no effect. I want you to consider there is so much overcrowding between Waltair and Madras that it requires immediate redress on your part. With regard to bringing Cocanada on to the main line, that is one of the worst handicaps under which large numbers of people roundabout Cocanada have been suffering. The alignment of the line which was laid in the beginning have now been diverted seven miles from Cocanada and the public and the public bodies of Cocanada have been agitating for it. In fact, I moved a resolution when the Council of State was alive and your Department has given an assurance that you will consider the matter sympathetically and I want you to consider it because I have not got sufficient time to bring out all the facts about the situation, but I may tell you that it will add to the comfort and convenience of a large number of passengers and it will add to the revenues of the Railway, because Cocanada is an import port doing export and import business to the tune of 5.1/2 crores a year. So I request you to consider this aspect also favourably and see that the long cherished desire of the local people is fructified.

Then there are a number of grievances, which I wanted to bring to your notice, Sir and generally with regard to the insanitary condition of the trains, we want the staff to be educated, to be public-spirited and to see to them, as it is a public concern where the health of a large number of people is concerned. With regard to the Betterment Fund, I think you should immediately plan and have a definite scheme for building up new stations. Bezwada Station through which nearly 20,000 passengers pass every day has not a decent third-class waiting hall. There is Tanali through which 10,000 to 15,000 people pass through every day and in addition it is a junction station; people there sleep in the open, in the rain and in the Sun and there is no protection whatever. You are now with great difficulty providing a new station for Vidavole Anankapalle and Nellore. These are very important big stations which give you a good income and they badly require the elementary amenities. For instance, my own native town, Cocanada, is a cow-shed, I can tell you. It is one of the biggest station on the line which gives you the third largest amount of income and you are reluctant to improve that Station or alter it. I find that during the war the Military set up a piped water supply and after the war they have removed it and now people are without it. I

have been pressing at the M.S.M. Advisory Committee for it all these years, but with no result.

I do not want to take much time of the House and I shall refer now about the catering system in the railways. I can say that the best catering in the whole of India is in the South Indian Railway; it suits the middleman's pocket and even the lower-middle-class man's pocket. He gets a square meal for the money he pays. We have lost in the last year 40,000 rupees by departmental catering in the S.I.R. Railway. M. & S.M.s have lost 1,200 rupees. I want to evolve a system of catering that will combine cheapness as well as health and good food for the people. Until this is done, please do not tinker with catering. I know that B.N. Railway and the E.I. Railway are the two railways that consume all their earnings and I brand them as the most inefficient railways of the whole railway-system. (An Honourable Member: 'Not the E.I. Railway'). The B.N. Railway lost nearly 2-1/2 lakhs of rupees on its departmental catering which it tried to make up in running hotels in Waltair and Puri. Therefore, you must see that until you substitute a proper agency for catering, you should not tinker with it; you may have a proper check and control with the existing contractors but do not try to make money out of it. I know the B.N. Railway are trying to auction the small shops in order to make up the losses which the departmental officials are incurring by their inefficiency.

There are so many things to be dealt with and there are other honourable Members waiting to deal with it. You have only 186 coaches on the wheels today. Two years ago the Chief Commissioner promised that he would get 800 coaches for the third-class passengers and now our progress during the last two years has been at the rate of only 94 coaches a year. I request you to take the members of the Central Advisory Committee for Railways into your confidence and appoint a Sub-Committee to deal with the betterment fund. Evolve a plan that will achieve definite tangible results within the next two years by spending a good amount of the betterment fund.

Mr. Deputy Speaker: Out motion moved:

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

Mr. Tajamul Husain: Recently I read in a Bombay Weekly a very serious allegation against the Railway Ministry. I could not believe it, Sir. The allegations were that the Ministry were guilty of wasting Rs. 13 crores by ordering 800 locomotives from the U.S.A. Out of this 800 about 190, it is alleged in the newspapers, arrived in India and after arrival, it was found out that they were absolutely useless for our purpose. (Interruption) I have got the paper with me here. Let me finish.

Mr. Deputy Speaker: Yesterday the same matter was raised definitely and the honourable the Minister of State repudiated that charges as baseless. No more reference need he made to that. The House cannot afford to lose any more time on that.

Mr. Tajamul Husain: I am not going to tell you about the allegation, but I want to tell you that I went over to the Minister this morning in this House and he told me that the whole thing was false. I was fully satisfied, Sir, and I absolutely believed him. The whole point is this: I am satisfied but what about the people at large and what about the people who read the paper? What will they think about the Government? My only suggestion is to prosecute the editor of the paper. I make this suggestion seriously to the Government of India that they should take immediate action to prosecute those people who are responsible for this.

Mr. Deputy Speaker: Is it a step towards the redress of grievances of third-class passengers?

The Honourable Shri N. Gopalaswami Ayyangar (Minister of Railways and Transport): I hope that when that paper turns its attention to Mr. Tajamul Husain himself, he will take that action.

Mr. Tajamul Husain: I can assure you, that if any paper were to write against me, I would not wait one minute and I will not wait to ask for the Honourable Minister's advice; I will at once prosecute him. Now, I am afraid, if I go on in this way, I shall never finish my point and the bell will ring.

Now, there are general grievances of the passengers about which I wish to deal. Some of the grievances have already been discussed and I do not wish to repeat them. I only wish to make certain suggestions about them. For instance about passengers travelling on the roof of the train, I do not wish to deal with that. About overcrowding in the trains, I will tell you what actually happened with me. On the 28th of last month I was coming by 11 Up. from Patna to Delhi. My honourable friend Shri B. P. Jhunjhunwala and I were traveling in the same compartment in one 1st class coupe. Somewhere in the middle of the night, somebody got on the foot-board and shouted, open the door. We were afraid; we did not know whether it was a burglar or a thief or ticketless passenger or *bona fide* passenger. We were only two of us in the compartment. We dared not open the door lest they should attack us. Myself and Mr. Jhunjhunwala discussed and we came to the conclusion that we should pull the chain. He pulled the chain so that if he was a thief we may catch him and if he was a *bona fide* passenger, we may let him in and give him some help. It took about half an hour for the train to stop. When the chain is pulled it takes half an hour to stop the train. When the train did stop, the gentleman who was on the foot-board ran away. The guard or somebody came. I was not sleeping; I was lying down. He came to my honourable friend Mr. Jhunjhunwala and was asking what his name and address were. He would not hear what the complaint was. Mr. Jhunjhunwala said, "hear my complaint." The guard said, "I want your name and address." This went on for half an hour; such things are going on. (*Shri Mahavir Tyagi:* 'All along you were asleep.') I never said I was asleep; I was lying down. I said we discussed the matter.

Shri R. K. Sidhva: Did Mr. Jhunjhunwala pay the fine of Rs. 50?

Mr. Tajamul Husain: If my honourable friend Mr. Sidhva had been there, he would have had to pay the fine; at any rate, my honourable friend Mr. Jhunjhunwala did not.

Sir, whenever we travel, we find that people bring in their boxes, their suit cases, beddings etc. My honourable friend Mr. Santhanam gave us the instance of foreign countries when he said that there were only two classes, and not three or four as in India. In foreign countries, you will find the passengers never take their suit cases, beddings, etc., in their compartments. Sometimes, it happens that there are more luggages than passengers themselves and even the passengers cannot sit in the compartments. My suggestion is that every luggage should be left with the guard, and the Honourable Minister should give instructions to this effect, so that those passengers who have not reservation for the night, may have room to sit or lie down.

As regards waiting rooms: I have got certain points to make. The rule, I am told, is, that one hour before the arrival of a train and for an hour afterwards, the waiting room should remain open. In many places, I find the waiting rooms are never opened. When you go to the station master, he is either asleep or is not to be found. In many instances, difficulty is experienced even in first class waiting rooms. I may give a particular instance where

the school boys were sitting in the first class waiting room and *bona fide* passengers could not get in.

The beggar nuisance in the railways has not been removed and something must be done towards this. I think it should be a very easy matter for the railway authorities to remove the beggars. There has been a lot of discussion about bribery and corruption. I am not going to discuss all that because I cannot discuss that and I do not wish to discuss that. I have always been of the opinion that no department can abolish bribery and corruption. It is not the fault of the railway department or any other Government department that bribery and corruption exist. It is the people who give. Unless you improve the morale of the people, and reform the whole country, bribery and corruption will go on for ever. No Minister can change the situation. But, beggary can be stopped. The swarms of people who go about on the platforms and trains and worry the people, they can be stopped.

In some stations, there are no lights. I am only giving my points, because my points alone will take more than fifteen minutes. I have said something about the general grievances; I shall come now to the grievances of the first class passengers. I am surprised that my time is up. When I started general discussion, I looked at the clock; it was half past three; now it is 3-35.

Mr. Deputy Speaker: The Honourable Member is not right.

Mr. Tajamul Husain: Give me five minutes more; I shall finish; it is an important matter. While I was discussing the budget I said about servants' compartments. Every time I travel, I find that the servants' compartments are always full of people who do not hold servants tickets. Something should be done about this. As regards the introduction of three classes, the first class people have gained and I am thankful to the honourable the Minister on my behalf and on behalf of those who travel in first class. They have abolished the second class and fifty per cent. of the people who used to travel in the second class go in the first class and fifty per cent. in the intermediate, which is class two now. The result is, in the first class, the compartment is over-crowded.

Sir, one thing more and I have finished. I find in the way side stations— I am coming from Patna to Delhi and I can reserve my seat. If I want to change at Cawnpore and catch the same train next night, I cannot get reservation as Cawnpore is a way side station. You will see, Sir, that by the 11 up train, from Cawnpore to Delhi it is a whole night's journey and we cannot get reservation. The Railway Minister must do something so that the first class passengers may get some sleeping accommodation at way side or intermediate stations.

As regards the ex-second class passengers, their grievances are there. Some are happy about the intermediate class while some prefer to pay more and travel in the first class. As regards the old intermediate class, their grievances are there. Fifty per cent. of the second class passengers have come into that class and their compartments are very over-crowded. Finally about the third class passengers, the Government have introduced one Janata Express. It is a very good train from Patna to Delhi, all third class compartments. That is an excellent arrangement. Even this train is over-crowded. This matter has been well discussed on the floor of this House. My only suggestion is to run more Janata expresses and not to allow passengers to get into a compartment when that compartment is over-crowded. The Railway Ministry must do something in the matter. It is a very serious matter and sometimes people are actually packed to suffocation. Instead of giving so much money to the Central Government, to the general coffers, something must be done to improve the amenities of the people from whom the

[Mr. Tajamul Husain]

money is got. I have finished; I have nothing more to say. I will request that there must be some sleeping accommodation for third class passengers also. This is absolutely essential for long distance journeys, where passengers have to spend two nights in the train. Only one more point; I have finished. About entering, Sir.....

Mr. Deputy Speaker: The honourable member has had already sufficient time. There are other members who want to speak.

Mr. Tajamul Husain: Mr. Kamath took so much time.

Shri H. V. Kamath: No reflections on the chair please.

Mr. Deputy Speaker: The honourable member will please resume his seat.

Shri Satis Chandra Samanta (West Bengal: General): Many things have been said about amenities of passengers and those about all classes of passengers. There are difficulties, we know, and the honourable Ministers have put forward their own difficulties. Still we can do something for providing amenities.

When we travel in trains, we see so many ticketless travellers. The attention of the honourable Minister has been drawn to it and this has been done not only this year but for the past many years. Recently I had the good fortune to put forward some grievances to the Honourable Minister of State and I am to say that he tried his best to remedy them but not to my satisfaction.

I am speaking of the Bengal Nagpur Railway. There, most of the ticketless travellers are smugglers and they cannot be caught simply because the officers and the travelling ticket collectors there are in collusion with them. I have seen them taking bribes with my own eyes. They ask those smugglers: which bags are yours? They say: these are mine. These are left and others are taken out.

You will be surprised to hear about an incident which I myself had the privilege to witness. During October last I travelled in a train and alighted at Kola Ghat on the Bengal Nagpur Railway. I was travelling in a second class compartment. I went to the first class and found it locked from within. There were two compartments only and both of them were locked. I then went to the Guard and asked him to unlock the two compartments. He tried his best but did not succeed because there was someone within. We reported this matter of smuggling to the railway authorities. They took some steps but the smugglers adopted this novel plan,—in collusion with the railway authorities at Khargpur, they would enter into a first class compartment with rice and other things, bolted the doors from within and would come safely to their own places. I did not have much time so I asked the Guard to report the matter to the authorities. There were no travelling ticket collectors present at the time nor were there any railway police. I spoke to the Station Master. Fortunately, at the time, there were some cordoning officers of the Bengal Government—not of the railway. They were trying to detect the culprits. They were trying to help the railway authorities, but you will be astonished to hear that some honest persons of that Government cordoning party were being chastised and beaten by the travelling ticket collectors because these men stood in their way.

These things are happening. Government should look into the matter so that honest persons may come forward. If one honest person comes forward to ventilate these evils, you will find shoals of complaints coming in

against him. On account of this no honest man can easily go on with his work. He is likely to be obliged to side with those men who are corrupt.

Under such circumstances, what should the Government do? That has to be considered. The railway authorities should take the help of local public institutions. Unless local public-spirited men and institutions are taken into confidence, this evil will not be eradicated.

It is alleged that in a certain place the Congress organization approached the railway authorities with a view to eradicate the evil of pilfering from trains. But the help was refused and cases of pilfering are going on. I referred a case of unlocking of wagons to the Honourable the Minister of State for Transport. He took some steps. It stopped for two months but now it is going on as usual. You will be astonished to hear that at nights the wagons are unlocked, the things taken out and again locked between intermediate stations. I have inquired into these incidents and I know for certain that officers at Kharpur and station masters in the intervening places, where these occurrences take place, are in collusion with these gangs of thieves. This cannot be eradicated without the help of the public-spirited men,—of whom there are many, and they should be taken into confidence.

Then you will be more surprised to hear that there is a place where the guard takes the goods train slowly for five minutes and during that interval of time everything is done!

Mr. Deputy Speaker: The honourable Member is referring to amendment 2 which has not been moved—cases of dacoity, burglary, smuggling and thefts on running trains.

Honourable Members: Let him go on. It is very interesting.

Mr. Deputy Speaker: Anyhow the honourable Member may try and make his speech relate as much as possible to amenities to passengers.

Shri H. V. Kamath: Freedom from theft is an amenity!

Shri Satis Ohandra Samanta: I had a mind to speak on item I, but I could not get any chance. However, with regard to amenities to passengers, if ticketless travel is checked, then third-class passengers may have some benefits. Government is trying for locomotives. They will come. They will be manufactured. Then those amenities also may come. In the meantime we should try to find out some other means so that third-class passengers—we who travel in first or second can manage somehow though we may suffer something—may be looked after to the best of our ability. Every one of us legislators and I hope, including—those of the Treasury Bench is thinking about it. But unfortunately we have been unable so far to help them simply because there are some difficulties. But there must be one thing. The travelling public must be informed about the conditions on the railway. Leaflets should be issued about their duty while travelling on the railways,—to behave well and to keep the sanitary arrangements on trains in order. If the passengers are not educated in this, however much the authorities may try, the trains will not be maintained in a sanitary condition.

I will now come to catering in railway stations on the B. N. Railway. There is Ishardas Ballabdas; there is H. Khan and others. They are catering companies who are sucking the blood of the passengers. They get their contracts from the railway on condition that they will not sublet but I think there is no station which is not sublet. This has been discussed in the Central Advisory Council for Railways. Ishardas Ballabdas was found to be in fault and I hear that he has again been given 12 or 13 stations on contract and the contract has been given before the appointed time. On the 21st there was an advertisement in the papers that up to 21st February 1949 applications

[Shri Satis Chandra Samanta]

would be received; but before that, the contract has been given. If you look into the books you will see the date of 21-2. Other people approached but they have been told that it has already been settled. How can the catering be improved? Those who sublet have to earn something from it and those who take the sublease have to pay double and treble to the contractor. Therefore the food they supply is inferior. I would suggest that if departmental catering can be possible, it should be done. If it is not possible at present, individual caterers should be given contract for particular stations; so that the working the contract themselves, their income may be increased and the foodstuff will improve. In this connection the honourable Minister of State informed us that we should not take money into consideration in this matter. We want good food, but good food will not come from these contractors who are entrusted with so many stations. If we give one station to one person, we may demand from him and he will be able to give us better food. This is my submission and I hope it will be taken into consideration.

Lastly I thank the honourable Ministers for the good heed they pay to the grievances which we put before them and for the steps they are taking, though these are insufficient in our estimate. Yet I hope that they will try their best to do what we expect.

Shri Raj Bahadur: Mr. Deputy Speaker, Sir, for the last three days during which the Railway Budget has been under discussion we have had the opportunity of listening to a shower of complaints and compliments upon the august members who adorn the benches opposite. We who belong to the younger generation have listened to all the beautiful orations in this House sometimes in wonderment and at others in bewilderment. While we have been amused at the rollicking humour that has dropped on the one hand from Mr. Rohim Kumar Chaudhury and on the other from Mr. Tajunul Husain, we have also been moved by the appeals in almost pathetic tones that fell from the lips of Dr. Deshmukh the other day and today from my friend Mr. Jaspat Roy Kapoor. Nonetheless I also want your indulgence to permit me to contribute my own share of complaints and compliments and before I do so, at the very outset I want to thank sincerely and heartily the Railway Minister and the Minister of State for Railways for the beautiful arrangements and the great cooperation they extended to us at the time of the Congress session. I am saying so not only on my behalf but on behalf of Mr. Gokulbhai Bhatt also, the chairman of the Reception Committee and I am sure he would join me in complimenting the good arrangements that the honourable Ministers were pleased to make for the session. Criticism has been levelled at the Government from some quarters to the effect that special arrangements were made only for the Congress at that time but I do not think there is any justification in such criticism. At the time of a great gathering, whether it be a Congress gathering or any other gathering, it is the bounden duty of the railway to look to the needs of the passenger traffic and as such though it was no favour from the government to us, we have yet to thank the Railway Minister for that.

Coming to my complaints against certain observations made by the Railway Minister, I have to say that I am not happy for a remark that he has made in connection with the Betterment Fund during the course of his speech. It is obvious that there is a direct connection between the betterment fund and the amenities to be provided for all classes of passengers, particularly for third class. He says:

"In view of this heavy balance and of the slow pace of expenditure from this Fund in the past, particularly on passenger amenities, it has been decided not to make any appropriation to this fund in the budget year. It will, however, be credited with the interest on

the balance of the fund amounting to Rs. 40.35 lakhs. The expenditure provided for the coming year is only Rs. 1.5 crores and the whole of this will be spent on passenger amenities."

A little later he says:

"Out of a total expenditure on works from the Fund since its inception, namely Rs. 98 lakhs, the amount that has been spent on passenger amenities proper was only Rs. 13 lakhs up to the end of 1947-48."

My emphasis is on the words 'slow pace of expenditure'. These words unfortunately are symptomatic of the great negligence and callous indifference to which the passengers, particularly third class passengers, have been subject throughout the years and particularly they seem to smack of the story that we used to hear from the treasury benches before the 15th August. I would have been much better pleased if instead of these words the Railway Minister had come out with an encouraging assurance in his speech about the various amenities that are to come. But there is nothing specific about it. A little further in his speech we find:

"If, as a result of this intensive drive, it is found possible to spend in 1949-50 more on such works than the Rs. 1.5 crores provided for, I am sure, I shall be able, with the concurrence of my honourable colleague the Finance Minister and the Standing Finance Committee for Railway, to increase the amount to be withdrawn from the Betterment Fund for expenditure on such works."

I do not think it is impossible to spend 1.5 crores on amenities. We are spending much more on amenities and this brings me to the question of what these amenities can be which of them are most urgently needed. We have to consider the difficulties of a third class passenger from the time he comes to the railway station and reaches at his destination—particularly of a third class passenger belonging to the lower middle class. They are, unfortunately, the people who cannot afford to travel in higher classes and who have perforce to travel in third class. When they come to the station the coolies are a terrible pest. Though rates are fixed for them it is common knowledge that they charge much more. Sometimes it is most annoying. Just imagine the case of a man with his wife and children, who with an emaciated body cannot pull all his burdens with him and cannot by himself carry all the luggage he has got. He has to submit to the dictates of the coolies. It is unfortunate that he has got to be at their mercy.

When we come to the waiting rooms at any railway junction or railway station they are nothing better than cattle sheds. If cattle sheds or cattle pounds are compared with these so-called third-class passenger waiting rooms, or waiting halls I do not think the former would stand very low in comparison. Is it not possible for the Honourable the Railway Minister to devise some means to bring some solace and relief to these people? We see in the second class waiting rooms cane chairs, cane benches, settees, teapots and every sort of comfort and even separate bath rooms. So far as physical comforts are concerned the poor man also wants these and there can be no difference between the classes. There is no justification for this disparity in such comfort simply for the reason of buying a lower class ticket, but it is unfortunate that in these waiting halls for third-class passengers there is not even a cane chair or bench or anything of that sort. It is very easy for the railway authorities to provide these. When we come to the construction of these buildings we see that in most cases they are only verandahs or open sheds. When it is winter season or rainy season it is almost impossible to stay in them. It is not possible for us to have good waiting halls with doors, windows and verandahs? I am sure it is possible. Also, there should be a bath room in each of these waiting halls. As regards drinking water we find that there are hardly one or two hydrants on the platform one at this end of the station and the other at the other end of the platform with the result that whenever

[Shri Raj Bahadur]

a train arrives there is such a big rush on the hydrants for drinking water and it is impossible for any weak person to go and get his supply of water. In most cases there is a great inconvenience to the passengers. Is it not possible for us to make suitable arrangements for supply of water?

Coming to the compartments in the trains we find the same type of coaches are there which used to ply before 15th August 1947 and these eighteen months of Independence have brought no difference whatsoever. It has been stated by the Honourable Minister of State for Railways that in 1938-39 we used to have above 11,000 coaches and now there are only 10,000. During the few months that he has been in office he could do something to eliminate the differences in the seating arrangements in second, third and first class. Is it not possible for us to have the seats in all the carriages, whether third or second or first class, cushioned? All these things should definitely be done. We should have also proper arrangements for privys and hath rooms. I think it is not too much to expect that these amenities be provided for during the course of the next twelve months that lie ahead of us.

As regards the new classification the Honourable the Minister of State for Railways has been pleased to remark that this second class has become a popular class and that is why it is overcrowded. I fail to understand how this is so. When there was a fare of $7\frac{1}{2}$ pies per mile for the inter class it was not a popular class with the third class passengers. When the fare has been raised from $7\frac{1}{2}$ pies to 9 pies per mile it becomes popular! This mathematics definitely illudes my comprehension. I cannot understand how third class passengers take to second class travelling when the fare is raised from $7\frac{1}{2}$ to 9 pies. In the other case it is true that most of those people who used to travel second class are not travelling second but are travelling first class. And most of them who could not afford to travel first are travelling second class or perhaps third class because that is better. Why should they pay higher fare and be put to the same inconvenience as third class passengers? I therefore think that so far as the question of the new classification is concerned it deserves serious consideration of the railway authorities.

When we come to the refreshment rooms or the restaurant cars that run with the trains we find that the caterers do not even give the bills to their customers. And more often than not the food is most unwholesome and unfit for human consumption. Rotten stuff is given there, and I would be very grateful if direct attention is brought to bear upon these things.

In conclusion I may observe that we are all aware of the change of the times. So far as the common man, the down-trodden, the dumb millions of the country are concerned, they expect something big out of the Independence that we have secured. In fact they are no more dumb now. The impact of freedom has made them also vocal and conscious. They are now vocal and assertive. They think that with national government and our trusted leaders at the helm of affairs their lot would be better. I happened to talk to a simple villager. I said "you are going to travel seven or eight miles, how is it you cannot walk?" He said "it matters just half or one seer grain more; I would sell that and pay the railway; why should I walk". That is the psychology. They want more comfort and they want greater amenities. It is up to us and to this House as the guardians of the rights and amenities of the people to induce and persuade our Railway Minister and the authorities to look after the amenities that are so necessary and desirable in the interests of the people at large.

I may submit once again in the end that the amount that has been earmarked, namely Rs. 1.5 crores, from the Betterment Fund is rather incommensurate and disproportionate to the growing needs for the amenities that the third class passengers and other passengers stand in need of.

Shri B. N. Munavall (Bombay States): Mr. Deputy Speaker, Sir, I congratulate the honourable Minister for Railways as well as the Minister of State for Railways, for having placed before us, a budget which is full of hope and promise. The Railway Minister has narrated before us the performance of the railways, and today I have got the opportunity of speaking about the performance of the passengers. Yesterday the honourable Minister of State for Railways gave figures as to the number of passengers the railways had to carry on 31st March 1939 and on 31st March 1948. He stated that the railways had to carry 14 per cent. more passengers and that the coaches in 1939 were 11,639 whereas in 1948 they were only 10,880.

This shows the number of passengers who have travelled with so much inconvenience, with so many difficulties and against such odds. It was great patience on the part of the passengers rather than any bravery on the part of the Railways.

Sir, If we look at the way in which the passengers have to take their seats in the compartment, it is really wonderful. Of course, some of the passengers do not get tickets at all, but those who do get the tickets find it highly impossible to enter the compartments. Under these circumstances, they have to take the aid of the coolies, and naturally the coolies will take a higher price for the bravery they are showing in order to get these people into the compartments. They take these passengers open their shoulders and push them in through the windows. It is a horrible scene, too difficult to describe. Women and children and old people, all are pushed in. And the cooly's charge for doing this job is more than the passenger fare. That is the trouble. Sir, I am not depicting a fairy tale but these are the facts. If the honourable Ministers will come to Poona and attend these mail trains from Poona to Bangalore and also the express trains, going from Poona to Sholapur, they will realise the whole position. (*An Honourable Member*: 'It is everywhere the same.') Of course, as I am travelling from Poona to Hubli often, I have come to have this experience. I have seen it with my own eyes and I am narrating it. (*An Honourable Member*: 'Have you got similar experience?'). It amounts to that when I have seen it with my own eyes; though I have not been pushed or lifted by the cooly myself, I have seen other persons being pushed in.

That was as regards third-class passengers. As regards second-class passengers, there also it is a very difficult affair to get seats. What some of the people do is that they bribe the coolies; the bribing begins from the cooly onwards. They bribe the cooly in order to get some seating accommodation and the cooly does it for them. The cooly will enter the train and keep some upper berth and will be paid two rupees or three rupees and the passenger will have a comfortable seat there. All these things are going on in that way.

The same is the case while purchasing tickets. The tickets are purchased ahead by some agents and the booking office is closed. Then the tickets are sold outside and the blackmarketing goes on. The sooner this sort of practice is stopped the better it is for us.

The number of passengers in the year 1947-48 has increased by 150 millions as stated in the report submitted to us. But so long as the number is increasing and there is no progress in getting more coaches, it is highly impossible to remedy the difficulties of the third-class passengers. The only way is that we should try to get more and more coaches as well as locomotives. Sir, the troubles and difficulties of the passengers are going to increase hereafter because in the months of March and April there will be so many fairs throughout the country and during these occasions the devotees visit many shrines and many fairs. But we find that on those occasions the trains do not contain even two coaches more to meet the rush. So, I would suggest that whenever there are

{Shri B. N. Munavalli}

fairs and *jatras*, the honourable Minister should make arrangements to see that some more coaches are attached. In Hubli there is a fair of Shiddharudha Swami on Shivaratri day. But the number of coaches in the trains are the same though the people travelling on that day are ten-fold. You can imagine how the people have to travel huddled together. I therefore request that in order to mitigate the difficulties of the passengers, at least on such occasions, the railway should try to add more coaches to the local trains.

As regards the Betterment Fund it is a matter of shame to see that only Rs. 18 lakhs have been spent up till now, although the Fund stands at Rs. 12 crores. Every year promises have been made by the honourable Minister in charge that they would look into the matter and pay attention to the amenities of the passengers, but when we look to the facts they have not paid any attention at all. I hope the honourable Minister Mr. Gopalaswami Ayyangar will give his attention to this matter. He has stated in his speech that he will pay his utmost attention to the amenities and that he will not only spend the amount that has been proposed to be spent but much more if necessary. I hope, Sir, that he will keep his promise and see that something is done to mitigate the difficulties of the passengers and also to provide amenities for the passengers.

Shrimati Dakshayani Velayudhan (Madras: General): I shall begin with the new classification, the Class II compartments, which came into effect on the first of January this year. I think it is a new year gift given by the honourable Minister for Railways just as we got the cease fire in Kashmir. The second-class passengers were faced with, if I may use the word, a revolution in the railway system. Not realising what would be the effect of such a change in the classification, they were faced with an experience for which they were not at all prepared. I doubt, Sir, very much whether even the honourable Ministers had realised what would be the outcome of such a change in the railway system. We were told that attempts will be made to make provision for providing sleeping accommodation but even the sleeping accommodation that is provided at terminal stations at present is not at all giving any benefit to the passengers because any person possessing a second-class ticket is allowed to get into the compartment at any time on the long run.

I was told when some second-class passengers got into a reserved second-class compartment, the Guard was asking the Second-class passengers who were in the compartment why they allowed other second-class passengers to get into the compartment. He was unable to do anything himself. The Guard is a helpless spectator of the quarrels and disputes that arise between the passengers and even the second-class compartments are filled to the very top. If the Guard is asked to help, the answer is that he has no instructions to that effect; so he is helpless. As many honourable Members have pointed out, there is practically no difference between the Third Class and the present Second Class. The only difference is there is increased overcrowding.

The honourable the Railway Minister said that the old Second Class passengers if they wanted to get more amenities should now pay 50 per cent more and travel in First Class. We cannot expect the old Second-Class passengers to pay 50 per cent increase in the charge overnight. Practically, the only people who have benefited are the old First-Class passengers. That is what the honourable Minister told us and that is actually the result of the experiment. If we compare the advantages and disadvantages of this new classification, we will find that the balance is in favour of disadvantages and that is to the credit of the honourable Ministers. I said all these things just to point out that whatever measures Government are taking, the tendency is to give

more and more benefit to the richer classes and no care at all is being taken about the ordinary people. This is what we find from the various legislations and Bills that we pass in this Assembly. The honourable the Minister of State said that he will not take into account the complaints that we place here; that he cannot care for the complaints that come from a certain number of people, but I hope that we here are voicing the opinions and the feelings of the general public and it is not for our personal benefit alone.

Just a word about third-class passengers. The proposed amenities for third-class passengers may take too much time to be realised. What I want to suggest is that even if the Honourable the Railway Minister could reduce a rupee in their fare, it will have a great effect on the third-class people. I do hope the Honourable Minister will consider if he can bring about any reduction in third-class fares.

Next, I wish to refer to overcrowding in the G.I.P. Railway. We find that from Madras to Delhi, there is only one train—the Grand Trunk Express. At all the wayside stations, this train is compelled to stop and we find scores of people getting into the compartments, and that too, ticketless travellers. These ticketless travellers get into these compartments because I think there is no other train for them and they have no time also for getting tickets and they mostly get into the train at night time. I wish to suggest to the Honourable Minister if he would consider whether it will be possible for him to have a train from Nagpur to Delhi and another from Madras to Nagpur to solve this difficulty.

The next thing is about want of waiting rooms for women in many of the railway stations. Even in small stations, though they are not important, the people who travel from them are very large in number. When compared to those who get into the trains from these stations, it will be better that such people are given waiting rooms separately. In many stations, I have seen a chair or two or a bench in a waiting room and if some men happen to be come there first, they will occupy them and women who get into the waiting room will not be able to get even sitting space.

Then a word about the catering system. We from South India are used to eating rice. On the way, whatever we may get by way of rice, we are compelled to buy, but if we pay Rs. 1/8/0 for a meal, what we get is just a eighth of an lb. or I do not think it will even come to that, and that too will be full of paddy, stones and other undesirable things. The curry will be good for nothing. So we have to buy it simply to get a little of rice and nothing else. I think another honourable Member spoke about the S.J.R. The catering there is done better. The only motive of these caterers is money. They do not look to the interests of the travellers. I hope the honourable Minister will seriously attend to the requests that have been made.

Mr. Hossain Imam (Bihar, Muslim): I regret that I cannot join either in the whole-sale condemnation of the Ministry or even in the fulsome praise that may be given to them. I realize that the honourable Minister has been in charge of this Department for such a short time that it would be unjust to blame him for all the troubles that we are in for. Similarly, it will not be just if we say that the good fortune that has come to us is the result of their efforts. But I do appreciate and greatly appreciate the valiant efforts which they have promised to make to improve things. And it is because of my confidence that I have in the two Ministers, that I am going to ask something which may scandalise the House. I regard this occasion as a testing place for our fitness to be called "self-governing". Are we really working for the people when we are here, and see the way in which third-class passengers are being treated today? No doubt, they have been treated like this in the past, but

[Mr. Hossain Imam]

in the past we were slaves and today we are free. Has the third-class man got his freedom? This is the question which is before the House. Is the way which has been suggested the proper way of dealing with the matter? I am extremely grateful to the honourable the Minister of State for the picturesque manner in which he has presented the problem before us in a nutshell. He told us the number of coaches that we had in 1939 and the number of passengers we had then.

And he told us what was the condition today. The number of coaches has gone down and the number of passengers has more than doubled. This results in overcrowding before our very eyes. Are the Government of India going to abuse their position? They hold the position in which no one can prosecute them for overcrowding. Is it justifiable that the Government of India in the Railway Administration should fill up the third class compartments with passengers as if they were not human beings but mere cattle? The real remedy for this trouble consists not in granting all the amenities that have been suggested so far. I realise that it is just as if a starving man comes forward and my friend says: 'Give him a new shoe', 'Give him a new Gandhi cap' and a third one suggests 'Give him a handkerchief'. These are not the things a hungry man wants. What he wants is food. Similarly, what we want is more coaches; not one hundred coaches or two hundred coaches, but ten thousands of them at least. Within a measurable period of five years you should carry out this programme. I think the honourable Minister of State correctly stated the position when he said that if we want to provide sufficient accommodation, there may be no surplus left. I think that is exactly what he should work for. It is not surplus that we want. It is humane treatment that I want for my own nationals. I wish to see self-respect created in the minds of third class passengers. In the India of the future that I envisage we should create self-respect in our people and that can be done only if we treat them with respect.

Third class passengers are the mainstay of the railways. But what is the care which is bestowed on them? They are treated by all and sundry as if they are beggars. Everybody bosses over them and these simple folk bear with it. When I ask you to show them consideration and give more accommodation, I cannot advocate reduction in the fare. I feel that the fares are ridiculously low. If they have to be treated better, they must pay higher charges. I know, Sir, today the position is such that people can afford to pay higher fares. It is wrong to suggest that the increase in fares that has been made is telling heavily on the passengers. If it weighs heavily on them it is because they are not treated humanely. I therefore suggest that we must have a plan of building coaches outside the Government workshops. The Government workshops are not sufficiently equipped to give us 2,000 wagons per year. We should have 10,000 coaches more in five years. I suggest, Sir, if need be all imports of luxury articles from dollar countries should be stopped and we should import in the place of the luxury articles, under-frames for carriages if we cannot manufacture them here. We can do without motor cars; we can do without radios; we can do without toilet goods coming from America. But the Indian of the future will not stand this treatment of the third class passengers. Charge them half an anna per mile, as we do for the bus journeys; but treat them fairly.

In this connection I may mention that I was surprised to learn of the benevolence of the Railway Board when it decided to give 40 new coaches to the B.N.R. B.N.R. does not pass through thickly populated areas and that is one of the reasons why B.N.R. was showing deficit for years and years. My recollection is that from 1924 to even 1940 B.N.R. was running at a deficit. The

40 new coaches should have in fact gone to the E.I.R. or the B.B. & C.I. which pass through thickly populated areas.

Shri B. Das (Orissa; General): For pilgrimage to Puri.

Mr. Hossain Imam: Well, for pilgrimages to Puri you can have carriages diverted at the time required. I was surprised that the number of coaches provided was in the neighbourhood of 200 per year for the broad-gauge line. It is grossly inadequate. But I am sure that even this estimate would not be fulfilled. Because every year you find from the report of the Railway Board that you indent for 500 locomotives and get much less. It is what we get that counts. I agree that our capacity is such that you cannot possibly double or treble it in a year's time. For this purpose private building should be relied upon. I mean to suggest that just as these goods wagons are being manufactured, it is quite possible, in all the big towns of Bombay, Madras, Calcutta and Cawnpore for you to have privately built coaches of simpler designs provided you supply the builders with the requisite material. The bottle-neck comes in when steel is required. It is for this reason I suggest that steel should be imported at higher cost from America's but it should not be put to Capital Account. You have been collecting from the suffering third class passengers lots of money all these years. It is but right and proper that the cost on account of the purchase of steel should be written down to the revenues as you have done even this year with Rs. Seven crores. Or you should ask the Government to share the cost, because they have benefitted in the past from the surplus of the railways. They gained something 150 crores during the war years.

In this connection I should like to say a few words about the justice of the Government getting a share out of the surplus profit. We have during the last session discussed the subject that when the Government enters the industrial field whether it should be liable to pay income-tax or not. We decided that even Government concerns should pay income-tax. Similarly, Sir, if this big organisation of ours, had been a private organisation, it would have paid corporation tax. As such it is right and proper that it should share not only the prosperity but also the difficulty of ours. When we are in difficulty, I think it is the duty of the Government to contribute towards this thing.

Shri B. Das: You should not forget the 125 crores of capital which at an earlier period was merged into the Railway company without any interest charges.

Mr. Hossain Imam: I have not much to add. In conclusion, I should like to speak about catering. I believe, Sir, in the old saying that the known devil is better than an unknown saint. I have no grouse against the catering by the department. I have no experience myself. In the E. I. Railway, we have no departmental catering, but I should like that with the disappearance of the Englishmen, the dining car which is provided for in the Railways should also be Indianized. Every effort should be made to increase the train numbers and for that purpose it is necessary to have more doubling at certain points and it is as essential both from the point of view of amenity to the passengers as from the defence needs. India must be fully equipped and the India of the future will not be like India of the past. It will have more prosperity; we are working for it; it will have a greater population and we will have to face it; and with these before us, it is only proper that an effort should be made from now onwards to increase the capacity of the railways for the carriage of passengers as well as goods and increase the total trade of India. Without increasing capacity we will not have real prosperity in the country as we envisage and as we say that we are working for Railway is like a life-line; you cannot have any kind of life unless you have blood in your body and railways now are no longer a matter of luxury; they are a matter of necessity and without their proper upkeep we will be nowhere.

लाला अशित राम : माननीय प्रधानजी सब भाइयों

ने वुजरा साहिबान की तारीफ की है। मुझे भी थोड़ी करनी चाहिए। मैं समझता हूँ कि जिस तरीके से उन्होंने स्ट्राइक के मामले को हैंडिल किया है उस पर उनको मुबारक बाद देनी चाहिए। और जिन जज्बात का उन्होंने इजहार किया है उनकी भी मैं तारीफ करता हूँ। दूसरी बात ट्रेन्स के वक्त पर चलने की है। यह एक ऐसी चीज है जिसको हर एक शख्स जो सफर करता है महसूस करता है कि ट्रेन्स अब ज्यादा वक्त पर चलती है। मैं इस की भी मुबारक बाद देता हूँ। मैं समझता हूँ कि यह पहली किस्त है स्वराज्य के स्वरूप की और लोगों ने महसूस किया है कि स्वराज्य आ रहा है।

लेकिन मैं चन्द एक बातें आपसे अर्ज करना चाहता हूँ। इस वक्त एक बहुत बड़ा मामला है थर्डक्लास पैसिजर्स की (Crowding) का और वुजरा साहिबान ने कहा है कि हम मजबूर हैं क्योंकि लोकोमोटिव्स यहां नहीं बनते हैं। बात माकूल है। अप कहते हैं कि कोचेज कहां से लायें, लाइनें कहां से लायें। यह सब मसाला बाहर से लाना पड़ता है। मैं यह बातें मानता हूँ। लेकिन मुझे अफसोस इस बात का है कि जो बातें उनके बस में हैं वह क्यों नहीं। मैं कहता हूँ कि मामूली तौर पर स्टेशनों पर पानी क्यों न हो। पानी तो इंग्लैंड और अमरीका से नहीं आयेगा। गाड़ियों में बिजली क्यों न हो। यह तो उन के करने की बात है। मैं और आचार्य जुगलकिशोर दिल्ली से जा रहे थे तो बिजली जलते जलते बन्द हो जाती थी। जब फासला ३० मील रह गया तो बिजली बन्द हो गई। जब सामान उतारा तो अंधेरे की वजह से चीजों को देख नहीं सका और एक चश्मा रह गया और ५० रूपयें का नुकसान हो गया। यह बिजली जो जलते जलते बन्द हो जाती है, यह तो यहां ठीक की जा सकती है।

इसके अलावा और भी छोटी छोटी बातें हैं। जैसे डब्बों का बाहर की तरफ को खुलना। मेरी यहन की इसी वजह से मौत हो गई थी। अभी जब मैं बम्बई से चला तो मैं ने देखा कि डब्बे बाहर को खुलते हैं। इससे मुझ को बड़ा दुख हुआ। यह मामूली बात है जो यहां की जा सकती है कि दरवाजे अन्दर को खुलें बाहर को न खुलें।

गाड़ियों में पानी नहीं होता। यह तो बाहर से नहीं आयेगा। सफ़ाई नहीं होती। हमें हर चीज की तरफ देखना चाहिए। भंगी तो बाहर से नहीं आयेगा। यह चीजें हैं जो आपके बस की हैं।

हमारे एक भाई ने कहा कि पांच साल के अन्दर १० हजार कोचेज ही जानी चाहिए। अभी तक जितनी तकरीरें हुई हैं उनमें केवल ठक्कर बाबा ने कंस्ट्रक्टिव सजेशन दिया है और वह ऐसा सजेशन है जिस पर आप अमल कर सकते हैं कि गाडियों में बजाय लांजीट्यूडीनल होने के सीट्स कास वाइज हों। मैं एक और सजेशन देखना चाहता हूँ और उससे बहुत नहीं तो कम से कम ५० पर सेंट तो आपकी एकामोडेशन फौरन बढ़ जायगी। आपने देखा होगा कि मिलिटरी की गाडियों के अन्दर कासवाइज सीट्स होती हैं और साथ ही डब्बे के अन्दर ऊपर को दो और बर्थ होती हैं। अगर आप ऐसा कर सकें तो मैं समझता हूँ कि फौरन, ज्यादा से ज्यादा ६ महीने में आपकी एकामोडेशन ५० पर सेंट बढ़ जायगी। यह यहां करने की बात है। इसमें इंगलैंड से कोई सामान नहीं आयेगा। लकड़ी यहां बहुत मिल सकती है। मैं समझता हूँ कि आप ज्यादा जानते हैं लेकिन एक लेमैन (Layman) की तरह मुझे यह मालूम होता है कि यह मामूली बात है जो आप कर सकते हैं। मैं आपसे अर्ज करूँ कि मुझे इस बात का दुख नहीं है कि जिन बेंचों पर चार आदमी की जगह है उन पर पांच या छः आदमी बैठ जायें। इसमें ज्यादा तकलीफ नहीं है। लेकिन तकलीफ की बात यह है कि हिन्दुस्तानियों में, जब से स्वराज्य आ गया है; आपस की हमदर्दी कम हो गई है। जब कोई आदमी गाड़ी पर चढ़ने के लिए आता है तो जितने आदमी बैठते हैं वह समझते हैं कि हमारा दुश्मन आ गया। हर आदमी दरवाजा बन्द करने की कोशिश करता है। हिन्दुस्तानी हिन्दुस्तानी का दुश्मन हो गया है और आदमी से ब्रूट (Brute) होगया है। आम तौर पर बच्चे के लिए, बूढ़े के लिए और औरत के लिये इज्जत होनी चाहिए, लेकिन ओवर क्राउडिंग इतना ज्यादा होता है कि हम यह सब भूल जाते हैं। लड़कों को कुचल देते हैं, बूढ़ों और औरतों को कुचल देते हैं। मैं समझता हूँ कि अगर यह हालत ५-७ बरस रही तो यह जो हमको आजादी मिली है इसको हम गुलामी बना देंगे। और हम एक नेशन आफ ब्रूट्स (Nation of brutes) बन जायेंगे। इस ओवर क्राउडिंग की वजह से हिन्दुस्तानी हिन्दुस्तानी से नफरत करता है। अगर कोई आदमी बैठने आता है और गाड़ी में ५० आदमी बैठे हैं तो उनको उसे देखकर नफरत पैदा हो जाती है। हम इशारा करते हैं कि दरवाजा बन्द करो या धक्का मारते हैं। मुझे दुःख होता है कि हमारे अन्दर मोरेलिटी (Morality) कम होती जा रही है। मुझे इस बात का दुःख है।

दूसरी बात मैं कंटरिंग के बारे में अर्ज करना चाहता हूँ। मुझे कंटरिंग की ज्यादा परवाह नहीं है, पर बहुत बुरी बात तो यह है कि वहां खाना बासी मिलता है। शाम का आटा सुबह और सुबह का आटा शाम को बनाकर खिलाते हैं। वह बदबूदार होता है और खिया नहीं जा सकता। मिठाइयां

[लाला अचिन्त राम]

बार बार नामी खोये की शक्लें बदल बदल कर बनाई जाती हैं । इसी सिलसिले में एक बात जिसकी तरफ मैं खास तौर से तवज्जह दिलाना चाहता हूँ वह यह है कि अभी भी हिन्दू और मुसलमानों के खाने के स्टाल्स अलग अलग हैं । यह दुःख की बात है । महात्मा गान्धी ने अपने प्राण हिन्दू और मुस्लिम यूनिटी के लिए दे दिये और हमारे सरदार पटेल भी देश को कन्सोलीडेट (Consolidate) करने में देश की भलाई कर रहे हैं । लेकिन मुझे दुःख होता है कि बावजूद आजाद हो जाने के मुसलमान और हिन्दुओं के दिल अन्दर से कन्वर्ट (Convert) नहीं हुए हैं । मैं बम्बई से आ रहा था तो रतलाम (station) पर एक स्टाल था जहाँ १५ या २० मुसलमान तुर्की टोपी लगाये खाना खा रहे थे और दूसरी जगह कुछ लोग गांधी टोपी लगाये खाना खा रहे थे । यह देखकर मुझे बड़ा शॉक (shock) लगा (I was cut to the quick) । अगर यही हालत रही और यह मेंटलिटी न पकटी, तो मैं यकीनन कहता हूँ कि पहिले देश का (Partition) हुआ और अब यह सिलसिले चार होगी । आप उसकी बुनियाद डाल रहे हैं । मैं दरवास्त करूंगा कि बहुत जल्द आप तमाम लैब्रिस को काट दीजिये । सब को एक तरह का कर दीजिये ताकि कोई फर्क ही न मालूम हो । कपड़े भी एकमे हों, दरतल भी एक में हों और आप नामुमकिन बना दें कि कोई फर्क कर सकें । मैं ज्यादा बचत नहीं लेना चाहता । आम तौर पर ज्यादा बचत लेने की खाहिश होती है पर मैं आठ मिनट ही लेना चाहता हूँ । मैं उम्मीद करता हूँ कि आप इन बातों पर अमल करेंगे ताकि कुछ फायदा हो सके ।

(English translation of the above speech)

Lala Achint Ram: All the honourable members have offered praise to the honourable Ministers. I should also praise them a little. I think they are to be congratulated for the manner in which they have handled the strike affair. I also praise the sentiments to which they have given expression. The other matter relates to the running of the trains in time. That the trains are now running more in time is something that is realized by everyone who travels. I offer my congratulations on that account too. I feel this is the first instahment of the advent of Swarajya and the people have felt that Swarajya is coming.

But I wish to say a few things to you. At this time crowding in of third class passengers forms a major problem. The honourable ministers have said they are helpless because locomotives are not manufactured here. The plea is reasonable. They say from where are they to bring the coaches, from where are they to bring the lines, for all this material has to be imported from abroad. I concede all that. What grieves me, however, is why should things not be done which it is within their power to do. I say why should there not be water available at the stations in the ordinary way. Water is surely not to be imported from England and America. Why should there not be electric light in the trains? This is something which they could do. While I and Acharya Jugal Kishore were travelling from Delhi the electric

light would go out now and then. When there were 30 miles left to be covered the lights went out. When I took down my luggage I could not see things on account of the darkness, with the result that a pair of glasses was left behind which meant a loss of fifty rupees. This light that goes out at intervals can surely be set right here.

There are some other petty matters besides, such as the doors of carriages opening outward. My sister met her end from that very cause. Just recently when I started from Bombay I noticed that doors of carriages opened outward. It pained me very much. This is an ordinary matter which could be attended to here, viz., that doors should open inward and not outward.

There is no water available in trains. This will not come from abroad. There is no cleanliness. We should look to everything. Sweepers are not to be brought from abroad. These are things within your power.

One of our brothers has remarked that 10 thousand coaches should be manufactured within five years. Out of all the speeches that have been delivered so far only the one by Thakkar Bala contains a constructive suggestion, and this is a suggestion which you could act upon. This suggestion is that the seats in the trains should be cross-wise rather than longitudinal. I wish to offer another suggestion whereby accommodation would increase immediately by 50 per cent. if not more. You must have noticed that in military trains the seats are built cross-wise and, at the same time, there are one or two additional upper berths inside the compartment. If you could do so I think that the accommodation at your disposal would increase by 50 per cent. immediately, or within six months at the latest. This is something that could be done here. No material is to be imported from England for doing it. Timber is available here in abundance. I think you know better but even as a layman I feel that this is an ordinary matter which you could attend to. Let me tell you that I am not grieved by the fact that five or six men should be occupying a bench that is intended to seat four. This does not cause much inconvenience. The thing that pains is this that, ever since the advent of Swarajya, mutual sympathy between Indians is at a low ebb. When a man appears with the intention of boarding the train all the people who are already in feel here comes an enemy. Everyone tries to close the door. Indian has become inimical to Indian and turned from man to brute. There ought to be regard for children, old men and women, generally, but the over-crowding is such that we forget all this. We trample down children, old men and women. I feel that if this state of affairs continues for 5 to 7 years we shall turn this freedom that we have got into slavery and we shall become a nation of brutes. Because of this over-crowding Indian hates Indian. If a man comes along to take his seat, and there are already 50 men sitting in the train they are filled with hatred at his sight. We make a sign signifying, 'shut the door' or give a push. I am grieved to discover a waning sense of morality in us. This pains me.

The other submission that I wish to make is with regard to the 'catering'. I do not mind the catering very much, but the worst of it is this that stale food is served there. The dough left over from the previous evening is baked up and served next morning and that left over in the morning is done up and served in the evening. It gives a bad odour and cannot be taken. The same stale *Khôya* (condensed and thickened milk) is used over and over again in the preparation of sweets, the form only being changed. In this connection, something to which I wish specially to draw your attention is this that still there are separate eating stalls for Hindus and Muhammedans. This is regrettable. Mahatma Gandhi laid down his life in the cause of Hindu-Muslim unity and our Sardar Patel is also working for the good of the country

[Lala Achint Ram]

in consolidating it but it pains me to find that in spite of the freedom the hearts of the Hindus and the Muslims have not been converted from within. While I was coming from Bombay I saw at Ratlam 15 or 20 Muslims in Turkish caps taking their meals at one stall and some people in Gandhi caps having their food at another place. This gave me a great shock. I was cut to the quick. If this state of affairs continues and this mentality does not change I can say with certainty that whereas formerly the country was partitioned this time there would be a civil war here. You are laying the foundation for that. I would ask you to obliterate all labels very soon. Make them all uniform so that no distinction be perceptible. There should be uniform dress and uniform utensils and it should be made impossible for anyone to make a distinction. I do not wish to take much time. There is generally a desire to take more time but I wish to take eight minutes only. I hope you would act upon these suggestions which might yield some benefit.

The Honourable Shri K. Santhanam: The discussion on this cut motion has largely been an extension of the general debate. I do not think I should take up the time of the House by going over the same ground regarding overcrowding and re-classification. But, I wish to inform my honourable friend Mr. Hossain Imam who made such a passionate appeal for increasing the coaching accommodation that all the suggestions which he has put forward have already been acted upon. Besides, the railway workshops, the Hindustan Air Craft factory is actively engaged in the manufacture of coaches for railway. Some of the new designs have already arrived and they have been put into operation.

Shri B. K. Sidhva: How many, please?

The Honourable Shri K. Santhanam: In the beginning of January, three coaches had been delivered to the M.S.M. Railway and by the end of the coming year, 65 coaches would have been delivered and they would be running over the various railways.

Shri B. K. Sidhva: During this financial year?

The Honourable Shri K. Santhanam: During the next financial year. Probably fifteen or twenty would be delivered during the current year. I went and saw one of the coaches and talked to the passengers in Madras. They were all very glad about the design. But one thing that struck me was, and it has been mentioned by one honourable member, that though the coach had been properly designed, the whole space was packed with luggage and people could not move about or do anything. I do appreciate the suggestion of my honourable friend Mr. Tajanul Husain that we should compel the people to put their luggage in the luggage vans.

Shri B. K. Sidhva: Provided they are delivered safely.

The Honourable Shri K. Santhanam: There is the rule. If we bring about that change also, there will be a lot of criticism. I do think that we should at some time or other take measures to see that at least a part of the luggage to which a passenger is entitled at present is compulsorily put in the luggage van and arrangements made to deliver them safely to the passengers at the other end if we are to make our third class travelling a little tolerable; otherwise, whatever coaches are supplied, they will all be more or less goods vans rather than passenger carriages.

I do not know whether we shall reach the target of 2,000 coaches a year in the next five years; but I do think that we may reach a target of 1,000 coaches a year within the next five years and that target may suffice at least for the present level of travelling.

Two valuable suggestions have been made in order to relieve the present over-crowding pending arrival of new coaches. It has been suggested that we should take steps to eliminate ticketless travellers and beggars. Measures are being taken to stop ticketless travelling. But, unfortunately, over-crowding is itself one of the causes of ticketless travelling. It is hardly possible to get into any of the third class coaches to check whether the passengers have tickets or not. Therefore, we are in a sort of vicious circle which we have to pierce on more than one front if we are to solve the problem. The problem is being tackled from all possible points. As for the beggars, I wish we could get rid of the old traditional sympathy for the beggar, especially when he puts on the robes of saintliness. If the honourable members will try to educate the public that every sympathy shown to the beggar in the train is sympathy taken away from the poor honest third class passenger, they will certainly be doing a great deal of public service.

Shri B. Das: Why do the station staff allow them into the station yards?

The Honourable Shri K. Santhanam: In this as in the matter of travelling on the foot-boards, the railway staff are not allowing anybody. These things are happening in spite of the railway staff. Unless we can increase our railway police force to an extent which will become burdensome on the revenues of the railways, we cannot check this. It is only with active public co-operation that we could get rid of these two things. (*An honourable Member:* 'We have got a surplus budget.') In this connection, I may mention the valuable suggestion made by Sjt. Thakur Bapa that cross-wise seating may increase seating accommodation. I think in the new carriages, the seats are designed in this fashion. It will not be profitable for us to send all the old coaches with longitudinal seats to the workshops to reconvert them into cross seats. They have not been designed for that purpose. In designing new carriages, this suggestion will be kept in mind.

Some of the members have misunderstood the scope of the Betterment Fund. The Betterment Fund is not intended to provide coaches or new stations or such big capital works. They have to come out of the railway revenues. The Betterment Fund is intended to provide such minor amenities as are lacking now and which ought to be provided whenever we provide a new station. A list is given on page 22 of the Explanatory memorandum from which you will find that in the coming year, we propose to spend one crore and sixty-six lakhs on the various amenities. You will find that the major items are, raising, surfacing and covering of platforms,—46 lakhs, provision of waiting rooms, waiting halls and festival sheds—89.80 lakhs. Sir, if we have to cover all the platforms in all the stations in this country and provided waiting rooms . . .

Shri M. Tirumala Rao: On a point of information, Sir, was it ever considered by the Ministry what exactly are the purposes for which this betterment fund could be devoted?

Shri B. K. Sidhva: What is the meaning of amenity?

Shri M. Tirumala Rao: Different people have understood this to mean differently on different occasions. Have we got any definition of this, Sir?

An Honourable Member: Is construction of a platform an amenity?

Shri Mahavir Tyagi: I am sure this is not meant for station building.

The Honourable Shri K. Santhanam: If we raise the platforms in the way side stations, it is an unremunerative expenditure which is intended for the benefit of the passengers. That is the meaning of passenger amenity: any unremunerative expenditure which is primarily intended for the convenience of the majority of the passengers, that is, third class passengers: that is the sort of rough classification we have made to concentrate our attention on these matters which affect the poor passenger today. Wherever the platforms are bad, if we raise those platforms, certainly the passengers are more comfortable; if we cover the platforms, the passengers get the convenience.

Shri R. K. Sidhva: This is a necessity.

Shri B. Das: That should be charged to capital expenditure.

The Honourable Shri K. Santhanam: The difference is not between necessity and luxury; this is a method of financing. We get the Betterment Fund from the railway revenues. We have sorted it out in order to draw attention to the lack of these facilities which have normally to be provided. Because they have not been provided in the past, we have had to create the Betterment Fund.

Srijut Kuladhar Chaliha (Assam: General): Is not raising of platforms capital expenditure?

The Honourable Shri K. Santhanam: We cannot put it to capital expenditure, because, thereby, the income of the railways is not increased. The present income will go on whether you raise the platform or not. It is not proper accounting to put such unremunerative expenditure on to the capital.

Shri R. K. Sidhva: You may then call it a necessity fund and not an amenity fund.

The Honourable Shri K. Santhanam: I do not know if my honourable friend,

Mr. Sidhva, will call improvements to latrines a necessity or an amenity.
 5 P. M. Sir it is a necessity and an amenity. All amenities are necessities which ought to be provided in normal railways and which have not been provided by the old railway system. I drew attention to this to emphasise this fact that it is not through unwillingness to spend money that we have made a budget allotment of Rs. 1½ crores. It is the difficulty under the present circumstances to get materials and the necessary equipment for the purpose that is limiting it. The honourable Minister for Railways has already assured the House that an intensive effort will be made to step up this expenditure and if we can spend more money we shall not hesitate to do so.

Many honourable members referred to the inadequate waiting rooms for third-class passengers, bad latrine accommodation and to other difficulties. Steps have already been taken to remedy some of these defects. I may mention briefly some of them.

All the railway administrations have been directed to provide at least 40 seats per 100 passengers for whom accommodation is provided in class III waiting halls. We do not want that the third class passengers should be sitting on the floor while seats are provided for the upper class passengers. Therefore arrangements are being made throughout the railway system to provide at least 40 per cent seats in waiting rooms.

Shri Raj Bahadur: Will there be any difference in the furniture provided in third class and second class waiting rooms? If so, why?

The Honourable Shri K. Santhanam: The reason is that one pays 24 pies and the other 4 pies per mile. The numbers in the third class are so large that we cannot give them so much furniture. The idea is that it must be either concrete benches or good wooden benches so that people can sit comfortably.

Shri Raj Bahadur: The reply is not satisfactory.

The Honourable Shri K. Santhanam: Special efforts will be made to improve sanitary conditions and provide a better supply of drinking water. Some experiments will be made to supply iced-water to passengers.

Shri B. L. Sondhi (East Punjab: General): At least in Delhi.

Shri Mahavir Tyagi: Then we are prepared to withdraw these cut motions.

The Honourable Shri K. Santhanam: I think honourable Members will be glad to learn that electric fans are to be provided in all third class waiting rooms where there are the requisite equipments.

Shri H. V. Kamath: By what date?

The Honourable Shri K. Santhanam: So far as third class compartments are concerned, the new coaches which are coming out of the Hindustan Aircraft Factory are already fitted with fans and all new coaches will be fitted with fans but it is not possible to do so to the old ones. Our engineers say that the whole thing has to be designed because all the wiring has to be made. We cannot send back the old coaches and have them fitted with fans at a cost which is worth while. Therefore, we must wait for the coming of new coaches for fans in the third class compartments.

Shri H. V. Kamath: Will there be a workable switch for the fans?

The Honourable Shri K. Santhanam: So far as the third-class coaches are concerned, there will be only a common switch. It will not be possible to give a switch to each passenger.

Shri Mahavir Tyagi: Can you fit in radio receivers also? One radio receiver and all the rest supplied with loud speakers?

The Honourable Shri K. Santhanam: When the coaching position has become easy, I am prepared to consider the possibility of having a sort of moving cinema equipped with all the necessary conveniences.

Mr. Deputy Speaker: I am afraid, the honourable Minister is going to take the House into fairyland!

The Honourable Shri K. Santhanam: About the catering facilities and other matters which have been mentioned, I have already dealt with them, and I may assure the House that every single suggestion which has been made will be carefully considered and wherever possible they will be accepted.

Mr. Deputy Speaker: In view of the reassuring assurance of the honourable Minister, does the honourable member wish to press his cut motion?

Shri H. V. Kamath: Is that a suggestion from you?

Mr. Deputy Speaker: Not my suggestion.

Shri M. Tirumala Rao: The purpose of the motion is to ventilate grievances and not to expect immediate redress. Therefore, I beg leave of the House to withdraw my motion.

Mr. Deputy Speaker: Has the honourable member the leave of the House to withdraw?

The cut motion was, by leave of the Assembly, withdrawn.

The Assembly then adjourned till a Quarter to Eleven of the Clock on Wednesday, the 23rd February, 1949.