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PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT

VOLUME I, 1952

(6th February to 5th March, 1952)

Fifth Session

of

PARLIAMENT OF INDIA

1952



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

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PARLIAMENT OF INDIA

Monday, 25th February, 1952

*The House met at Half Past Nine
of the Clock.*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

ADVISERS FOR PART 'B' STATES

***187. Shri Raj Kanwar:** Will the Minister of States be pleased to state:

(a) whether the practice of appointing Advisers for Part 'B' States will be continued even after such States have elected legislatures; and

(b) if so, the names of such States?

The Minister of States, Transport and Railways (Shri Gopaldaswami): (a) Yes, they will be called Counsellors in future.

(b) Hyderabad, Madhya Bharat, Patiala and East Punjab States Union, Rajasthan, Saurashtra, Travancore-Cochin.

Shri Raj Kanwar: Are Government in a position to state the earliest date by which the system of appointing Counsellors is likely to be abrogated? Will the abrogation take ten years, which is the normal life. . . (*Inter-ruption*).

Mr. Speaker: Order, order. It has not yet come into force. He is talking of its end before it has begun to work.

Shri Raj Kanwar: Will there be more than one Counsellor in any Part 'B' State?

Shri Gopaldaswami: Yes, it is intended to have two in Hyderabad.

Shri Lakshmanan: May I know what are the criteria for deciding

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whether a Part B State should or should not have an Adviser? Is the composition of the legislature after the election and the political character of the various parties composing it one among them?

Shri Gopaldaswami: I may straight-way say that the latter is not one of the considerations.

As regards the considerations which weigh with Government in determining whether these Counsellors should be appointed, various factors are taken into consideration such as the standard of administration, the financial position of the particular State and the need for pulling up these standards in the quickest possible time.

Dr. Deshmukh: What is going to be the difference as a result of the change in the nomenclature and if there was no important reason to change it, why was it changed?

Shri Gopaldaswami: There is really no change in substance, but the change in the word was intended to make it clearer to the public that the functions of these officers will be to give advice and counsel to the State Governments, particularly for the purpose of removing any wrong impression that they were going there for spying upon the State Governments or reporting about them to the Centre for taking action from here.

Shri Alexander: May I know who will bear the cost of this appointment? There are some States which are deficit and I want to know who will pay the salary.

Shri Gopaldaswami: The Centre will bear it generally.

Shri Sivan Pillay: May I know whether it is proposed to re-introduce the system of political agents by taking recourse to the appointment of these advisers?

Shri Gopaldaswami: There is no such intention, because there is much more intimacy of understanding between the Centre and the units than there

was when a foreign ruler was ruling the country and the Indian States claimed a kind of nominal sovereignty.

Shri A. C. Guha: May I know if there is any intention to have advisers in some of the Part C States also where recently constitutional reforms have been introduced?

Shri Gopaldaswami: Part C States are at the present moment Centrally Administered Areas and they have a set-up which has been provided for by a special Act of Parliament. There is no intention to plant any political agents there.

Pandit M. B. Bhargava: Is the Chief Minister in these States taken into confidence in selecting the adviser in order to ensure coordination and smooth working?

Shri Gopaldaswami: He is generally consulted before the appointment is made.

Shri Raj Kanwar: Will all the Counsellors be getting the same scale of pay or different scales of pay?

Shri Gopaldaswami: That depends upon the status of the particular officer and upon what he is getting in Government service at the time he is sent to the particular State.

Mr. Speaker: I think we will go to the next question.

**RAILWAY CLEARING ACCOUNTS OFFICE,
DELHI**

*188. **Shri Raj Kanwar:** Will the Minister of Railways be pleased to state when a final decision is likely to be taken on the report of the Expert Committee appointed by Government to report on the future of the Railway Clearing Accounts Office, Delhi?

The Minister of State for Transport and Railways (Shri Santhanam): The recommendations made by the Expert Committee are being examined by the Railway Board and a final decision is likely to be taken in the near future.

Shri Raj Kanwar: Are any economies likely to be made as a result of the decision of the Expert Committee?

Shri Santhanam: That is expected.

PEARL CARPET OF BARODA

*189. **Shri Raj Kanwar:** Will the Minister of States be pleased to state:

(a) whether the Pearl Carpet of Baroda which according to Sir George Birdwood's "Industrial Arts of India" was estimated to be worth a Crore of rupees in 1880 is intact;

(b) if so, whether it is classed as personal property of the ex-Ruler of Baroda; and

(c) where and in what condition it is now?

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

(a) Our information is that there were originally four pieces of pearl carpet in Baroda with a book value of Rs. 1,69,446. Two pieces were sold as early as September, 1916. The other two with a book value of Rs. 68,000 and Rs. 15,200 are shown in on the Jawaharkhana list as having been taken over by the ex-Ruler in 1949.

(b) The pearl carpets are included among the private properties of the Ruler of Baroda.

(c) This is one of the matters to be ascertained from and settled with the ex-Ruler.

Shri Raj Kanwar: What has happened to the Pearl Carpet described in Birdwood's book?

Shri Gopaldaswami: My officers have made an investigation and the result of that investigation is that there does not appear to be any mention of the Pearl Carpet in Sir George Birdwood's "Industrial Arts of India", but there is a passage on this subject in the "Book of Pearls" by G. F. Kunz and C. H. Stevenson (1908).

Shri Raj Kanwar: Have Government considered the necessity and desirability of acquiring as a national art treasure whatever remains of the Pearl Carpet?

Shri Gopaldaswami: We want to recover the particular carpet physically before we consider the point raised by my hon. friend.

Rabi Crops

*190. **Shri Bahmiki:** Will the Minister of Food and Agriculture be pleased to state:

(a) the prospects of the present Rabi crops in all the States;

(b) the State where the prospect of Rabi crops is the best; and

(c) whether the last winter rains have helped the growth of Rabi crops?

The Deputy Minister of Food and Agriculture (Shri Thiruniala Rao): (a) The weather was not favourable for Rabi sowings in U.P., Punjab, P.E.P.S.U., Madhya Bharat, Rajasthan and parts of Bombay. Rains received at the end of January and February have improved the prospects of rabi crops.

(b) Madhya Pradesh.

(c) Yes.

श्री कन्हैया लाल बाल्मीकी : इस साल रबी क्राप का इस्टीमेट पार साल के इस्टीमेट से कम है या ज्यादा है, और अगर कम है तो उस के लिये क्या कारण है ?

[Shri Balmiki: May I know whether the estimate of Rabi Crop this year is less than that of the last year or more? If it is less, what are the reasons?]

Shri Thirumala Rao: In such of those States where the estimate is less, adverse weather conditions are responsible. But I have not got all the figures. If he puts a separate question, I shall give him the figures.

WHEAT PRODUCTION

*191. Shri Balmiki: Will the Minister of Food and Agriculture be pleased to state:

(a) the steps taken by Government to improve the varieties of wheat which are unaffected by insects; and

(b) how far the production of wheat has been affected by rust during the years 1948, 1949, 1950 and 1951?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) There are no serious insect pests damaging the wheat plant in India. Presumably the hon. Member is referring to the steps taken to breed rust resistant varieties of wheat. The Indian Council of Agricultural Research has been subsidizing research on this work since 1930-31. Investigations so far undertaken have resulted in some success. Varieties resistant to one or the other forms of rust individually have been determined. The Co-ordinated Wheat Rust Control Scheme is being intensified for a period of 2 years from the 1st April, 1952, with a view to evolving a variety resistant to all the kinds of rusts which affect the crop in India.

(b) A statement is laid on the Table.

STATEMENT

The effect of rusts from 1948 to 1951 on wheat production in the principal wheat growing areas.

Punjab.—The damage during 1948 to 1950 was 5 to 15 per cent. In 1951 there was practically no damage.

Uttar Pradesh.—The damage in 1948 was 6 to 8 per cent., in 1949 and 1950, it was 2 to 5 per cent. and in 1951 only $\frac{1}{2}$ to 1 per cent.

Madhya Pradesh.—The damage in 1949 was 5 per cent.; in 1948, 1950 and 1951 there was practically no damage.

Madhya Bharat.—The damage in 1948 was 5 per cent. In subsequent years it was almost negligible.

Bihar.—The damage in 1949, 1950 and 1951 was 4 to 6 per cent.

Bombay.—The disease appeared in an epidemic form in 1948 and destroyed about 45 to 50 per cent. of the crop, but in subsequent years, the damage was negligible.

INTERNATIONAL STUDY GROUP ON INLAND WATERWAYS

*195. Shri S. C. Samanta: (a) Will the Minister of Transport be pleased to state the names of countries that were represented in the International Study Group on Inland Waterways?

(b) How far is the water transport system in this country likely to develop by the experience gained during the tour of the Study Group?

The Minister of State for Transport and Railways (Shri Santhanam): (a) The countries represented on the study Group of Inland Water Transport Experts were Burma, India, Pakistan, Thailand and Viet-Nam.

(b) The interim report of the Study Group which has been received contains useful information regarding the design of craft, its construction and maintenance, modes of towing, loading and unloading operations, river conservancy works, organisation and administration in the countries visited and their applicability to the conditions in this country. The Report is under consideration. It will be of some value in drawing up and implementing programmes of development of inland water transport in the country.

Shri S. C. Samanta: May I know the names of places visited by this Group and also as to who financed them?

Shri Santhanam: The Group made a rapid tour of Thailand, Burma, Pakistan and India and thereafter they started on a tour of Europe and U.S.A. on the 18th of August 1951. They toured France, Belgium and Great Britain till the end of September and proceeded to the U.S.A. on the 1st October where they stayed until the 10th of November 1951.

The tour was financed by the ECAFE except that the salaries of the people were paid by the Governments concerned.

Shri S. C. Samanta: May I know how far the experience gained by this Study Group will help inland navigation from Calcutta to Allahabad?

Shri Santhanam: Their report is under consideration.

Shri Sivan Pillay: May I know which were the States in India which were visited by this Study Group?

Shri Santhanam: It is not a question of States. They studied the question of inland navigation. They must have visited the Ganges system.

Shri S. C. Samanta: Who were the representatives of India on this Study Group?

Shri Santhanam: The representatives deputed by us from India were:

Shri M. L. Sood, Director of Navigation, Central Water and Power Commission;

Shri K. A. Batha, Inspector of Boilers and Surveyor of Steam Vessels, Government of Bihar;

Shri P. Basu, Assistant Director of Navigation, Central Water and Power Commission.

In addition, Mr. J. M. Sweet and Shri A. O. Chowdhry, two senior employees of the India General Navigation and Railway Company, Ltd., were associated with the group as observers subject to the condition that the company would meet all the expenses, both in India and abroad, of their officers.

Shri S. C. Samanta: In view of the difficulties experienced for the movement of foodgrains by rail, have Government any proposal under consideration to speed up the Calcutta-Allahabad Navigation scheme?

Shri Santhanam: We have established a Ganga-Water Transport Board which is going to look into this question.

Shri A. C. Guha: Are we to understand that this Study Group did not study inland navigation on any other river except the Ganges?

Shri Santhanam: I have not got the details; they might have gone to other places as well.

LAND UNDER CULTIVATION IN HYDERABAD

*196. **Shri A. Joseph:** Will the Minister of States be pleased to state:

(a) the total acreage of lands under cultivation in Hyderabad for food crops;

(b) the total extent of waste-lands under cultivation by unauthorised landless peasants in that State; and

(c) whether the State Government has taken steps to drive the unauthorised peasants from those cultivated lands; and

(d) if so, whether any steps are being taken to continue the cultivation of those vacated lands?

The Minister of States, Transport and Railways (Shri Gopalaswami): (a) The total acreage under food crops in the State for the Agricultural year 1951-52 is 1,03,30,000 acres for Kharif and Rabi only.

(b) The information is not readily available and has to be collected from various taluk offices which would take considerable time.

(c) and (d). The Hyderabad Land Revenue Act provides for the summary ejection of unauthorised occupants of Government waste-lands and for levy of penal assessment on such encroachment. Unauthorised occupants of Government waste-lands broadly fall into the following categories:

(i) Harijans and backward classes who had no other land and who had made the waste-lands fit for cultivation and were cultivating them for several years.

(ii) Lands cultivated and held by persons who had lands not exceeding the area of an economic holding and where the lands encroached are under their personal cultivation for a period not less than six years.

(iii) Small bits of land held by landlords who own an area more than an economic holding where such bits are essential or more useful for cultivation of their existing holdings.

(iv) Landlords already holding other land in excess of an economic holding.

In order to secure proper utilisation of waste-lands the State Government have sanctioned the grant of patta rights to Harijans and other backward classes in category (i) above under the Special Laoni Rules. Persons in category (ii) and (iii) above have been granted patta rights on payment of upset price equal to 16 times the land revenue assessment; the State

Government have ordered that the big landlords in category (iv) above, who have encroached upon waste-lands, should be ejected and the land distributed to *Harijans*, backward tribes and other landless people.

Shri Kamath: During, Sir, the troubled days in Hyderabad following the partition of India was there a lot of unauthorised occupation of land by the *Razaakars* and their allies, and if so have such lands been restored to the rightful owners or rightful tenants?

Shri Gopalaswami: There was certainly some unauthorised occupation in the sense that my hon. friend uses that particular expression. There were also cases where the actual tillers stuck on to the land. The law being what it was landholders were given the right to recover physical possession of their lands, but I do not think there was much of a success in that particular operation on the part of landlords for quite a considerable time. I believe possession of a certain amount of land has been recovered. There is still some land which is in the occupation of people who have no title to the land.

Shri A. Joseph: Will the hon. Minister please say whether *patta* rights of Government waste lands which are being cultivated by *Harijans* will be given to them and the number of such *patta* rights issued during 1951?

Shri Gopalaswami: I am afraid I must ask for notice of that question.

Dr. Deshmukh: May I know, Sir, in how many cases there was actual ejection and what was the acreage covered by such cases?

Shri Gopalaswami: I am afraid I must ask for notice of that also.

Shri A. Joseph: A number of *Harijans* and other backward classes are cultivating waste land for the past five years at least. Will the Central Government issue orders to the State Government to issue *patas* to these cultivators?

Shri Gopalaswami: I am afraid the Central Government have no jurisdiction to do so.

Shri M. Naik: May I know what is the policy of Government in regard to allotting lands, either reclaimed or unreclaimed, to people who have not got an economic holding in Hyderabad?

Shri Gopalaswami: I suggest this question be put to the Hyderabad Government when the new legislature there comes into being.

JUTE

*197. **Shri S. C. Samanta:** (a) Will the Minister of Food and Agriculture be pleased to state the quantity of jute grown in different parts of India in the year 1951-52 (State-wise)?

(b) How much more jute is proposed to be grown in the year 1952-53?

(c) When do Government expect to be self-sufficient in jute?

(d) How much paddy land has been utilised for growing jute in West Bengal in the year 1951-52?

(e) How much more land is proposed to be utilised for jute-growing in the year 1952-53?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) Assam 8.40 lakhs bales; Bihar 9.56 lakh bales; Orissa 3.87 lakh bales; West Bengal 23.31 lakh bales; U.P. 1.03 lakh bales; Tripura .61 lakh bales.

(b) The target of additional production for 1952-53 is under consideration in consultation with the State Governments.

(c) The target of relative self-sufficiency is expected to be achieved by 1955-56.

(d) In 1951-52 the acreage under paddy as well as jute increased in West Bengal over the previous year. There was, therefore, no net diversion from paddy.

(e) The matter is still under consideration in consultation with the State Governments.

Shri S. C. Samanta: May I know, Sir, whether it is a fact that all the lands that were growing jute were also growing paddy at the same time?

Shri Thirumala Rao: I cannot understand the question. Does he mean to ask whether jute and paddy are growing by rotation in the same area?

Shri S. C. Samanta: Yes.

Shri Thirumala Rao: I have no definite information.

Shri S. C. Samanta: May I know whether the West Bengal Government represented to the Central Government that they should be given rice for the diversion of paddy lands to jute?

Shri Thirumala Rao: That I have answered several times. We have agreed to give about 50,000 tons in view of diversion of paddy lands to jute.

Shri Chattopadhyay: What has been the increased acreage under paddy and jute in West Bengal?

Shri Thirumala Rao: In 1950-51 the acreage under rice was 9,385,000 acres; in 1951-52 it is 9,670,000. Under jute in 1950-51 it was 651,000 acres; in 1951-52 it is 876,000 acres. But in 1951-52 the increase in rice acreage was 232,000 acres and in jute it was 225,000 acres. Therefore, there was practically no diversion of acreage from rice to jute.

Shri B. K. Das: May I know whether there were different targets for different States for the year 1951-52, whether those States have reached those targets, if not what are the reasons, and which States have not been able to reach their targets?

Shri Thirumala Rao: Sir, a reply to the question will involve a big statement and take the time of the House. If the hon. Member would put down a separate question I shall give the information.

Shri Sivan Pillay: May I know whether the cultivation of jute has been newly tried in any other State in India and, if so, with what success?

Shri Thirumala Rao: As my friend seems to be interested in Travancore-Cochin, I may say that we have spent some money and tried to grow jute there, but we have failed.

Shri S. C. Samanta: May I know how far the campaign to grow more jute has hampered the grow more food campaign in West Bengal and whether Government is aware that land is being gradually diverted for money crops there?

Shri Thirumala Rao: Sir, it has been the policy of the Integrated Plan to grow cotton, jute and food crops, and whatever diversion is made is met by food imports in Bengal.

Shri B. K. Das: Is it a fact that some of the States have refused to divert more land for the production of jute, and may I know what is the programme for growing more jute in those areas?

Shri Thirumala Rao: I am not aware of any States refusing, but we are in correspondence with the State Governments in regard to the fixing of targets for the coming year.

Shri V. Gangaraju: May I know how the jute growing experiments in Madras State have fared?

Shri Thirumala Rao: There is no jute grown in Madras—what is known as mesta is being grown in Madras.

HOMOEOPATHIC ENQUIRY COMMITTEE

*198. **Shri S. C. Samanta:** Will the Minister of Health be pleased to refer to the answer given to my starred question No. 2712 asked on the 2nd April, 1951 and state:

(a) whether any further action has been taken by Government to implement the recommendations of the Homoeopathic Enquiry Committee and the resolutions unanimously passed by the Third Health Ministers' Conference held in 1950;

(b) whether the views of all State Governments on the recommendations of the Enquiry Committee have been received; and

(c) if so, what are their views?

The Minister of Health and Communications (Rajkumari Amrit Kaur): (a) The position is still the same as stated by me in reply to the hon. Member's starred question No. 2712, dated the 2nd April, 1951. The views of the Medical Council of India are awaited.

(b) and (c). Yes. A summary of the views of the State Governments is laid on the Table of the House. [See Appendix I, Annexure No. 40.]

Shri S. C. Samanta: The statement shows that most of the Governments have agreed to the setting up of homeopathic research and training institutions in India. May I know what time it will take for Government to decide to take any practical step in the matter?

Rajkumari Amrit Kaur: Well, Sir, the creation of these institutions depends on an arrival at a decision regarding the courses of instruction to be given and therefore I have to wait till the reply from the Medical Council comes. My latest information is that while they have considered the question they were unable to arrive at any conclusive decision and they are now taking it up again in April.

Shri S. C. Samanta: Do Government propose to enact Central legislation on the subject?

Rajkumari Amrit Kaur: Not until we have the views of the Medical Council of India.

Shri Kamath: When were the views of the State Governments in this matter received by the Centre and when were they referred to the Medical Council of India for their opinion?

Rajkumari Amrit Kaur: The matter was referred to the Medical Council of India in December, 1950. The Resolutions of the Health Ministers'

Conference were also referred to the State Governments. The replies took a long time in coming, and the Medical Council of India, as I have said before, have not yet sent in their opinion.

Shri Kamath: Inasmuch as the statement laid on the Table shows that most of the State Governments have agreed to the constitution of the Central Council of Homoeopathic Medicine, is the Ministry taking steps in this direction at least?

Rajkumari Amrit Kaur: The views of the State Governments have been sent to the Medical Council of India and as I said before, I have got to await their reply before I can take any action at all.

Dr. Deshmukh: Has this question been referred to the Planning Commission and has its opinion been obtained?

Rajkumari Amrit Kaur: No, Sir.

FOOD POLICY

*200. **Shri M. Naik:** (a) Will the Minister of Food and Agriculture be pleased to state what is the present food position of India?

(b) What is the total quantity of food procured both internally and from outside India up-to-date as against the total requirements of the country for the current financial year?

(c) Have Government formulated any food policy for the year 1952-53?

(d) What are the main features of the policy and how do they differ from the policy for the current year?

The Deputy Minister of Food and Agricultural (Shri Thirumala Rao): (a) The main factors of the present food position in the country are:

(1) Failure of crops following the prolonged spell of drought in Western India starting from the third week of August and the failure of the N. E. Monsoon over parts of Madras and Hyderabad leading to local scarcity in these areas.

(2) The Kharif crop has been good in Orissa and Madhya Pradesh and the rains received in November improved the prospects of the coming crop in the rabi-growing areas. The net result is that the prospects of the year 1952 are not worse than those of 1951. An import of 5 million tons is being provided for, to meet the difficulties and set up a reserve. The total stock in Government's hands has also increased from

10 lakhs on 10th February 1951 to 17 lakhs on 9th February, 1952. The supply position of rice, however, continues to be difficult.

(b) The Basic Plan of food distribution is worked on the basis of the Calendar year. The total requirements for Government distribution in 1951 as estimated by the State Governments at the end of 1950 amounted to 99,92,000 tons, against which 36,59,000 tons were actually procured from internal sources and 47,23,322 tons were imported during 1951. Actual offtakes in 1951 were 78,20,000 tons.

(c) and (d). Attention of the hon. Member is drawn to the statement made by hon. Minister for Food on the floor of the House on 22nd February, 1952. Briefly, for the year 1952 the policy is a continuation of the policy for 1951, except that:

(i) The existing schemes of subsidy and food bonus have been discontinued. Government of India will, however, supply imported milo at a subsidised rate of Rs. 15 per maund. Similarly imported coarse and broken rice will also be supplied at subsidised rates of Rs. 25 and Rs. 21 per maund respectively.

(ii) With a view to securing prompt internal procurement of rice, the State Governments have been allowed till end of May, 1952 an increase in their procurement price not exceeding Rs. 2 per maund varying according to areas and circumstances.

(iii) Greater emphasis has been laid on procurement of rice within the country and enforcement of further austerity measures regarding rice consumption.

(iv) Securing supplies from overseas consistent with availabilities and reasonableness of prices.

Shri M. Naik: What are the normal imports of rice from outside?

Shri Thirumala Rao: Last year I think we have imported about 8 lakh tons.

Shri M. Naik: What are the countries from which rice is imported?

Shri Thirumala Rao: Siam and Burma chiefly. We got a little quantity of rice from China also last year, and Pakistan.

Shri M. Naik: The hon. Minister stated the other day that the international position of rice production was not very satisfactory. May I know whether by India's entry into

bilateral agreements with any of the rice producing countries, it gets rice supply from those countries?

Shri Thirumala Rao: The agreements with Burma and Siam are bilateral agreements.

Mr. Speaker: I think the point is whether there is any agreement on behalf of India to supply rice to other countries.

Shri Thirumala Rao: No, Sir.

Shri M. Naik: May I know whether there is any bilateral agreement by other countries to supply rice to India?

Shri Thirumala Rao: There is a bilateral agreement between Siam and Burma and Pakistan also.

Shri M. Naik: How do these countries stand in respect of the supply of rice to India and in respect of the agreements made by these countries?

Shri Thirumala Rao: Of course, there are some disappointments in the implementation of these agreements but still they are the only source from which we are getting rice.

Shri M. Naik: May I know whether in respect of the austerity measure which the hon. Minister referred to, whether Government is going to initiate any austerity policy in respect of the surplus state so as to make procurement programme more intense?

Shri Thirumala Rao: Yes. That is one of the decisions of the recent Food Ministers' Conference that there will be more stringent drive of procurement of rice in the surplus provinces where rice is produced and an inducement is also offered up to Rs. 2 a maund up to the end of May, 1952.

Shri M. Naik: May I know whether the procurement will be confined to the surplus portion which is put in the market or that it will also be extended to the growers by way of a levy system or anything like that?

Shri Thirumala Rao: It all depends on individual systems that are in vogue in the various states. I cannot give details.

Dr. Deshmukh: Is there any possibility of creating at least a nucleus of a reserve out of the imports of foodgrains this year?

Shri Thirumala Rao: We hope so. We have got now, as I stated before, 17 lakhs of tons on the 19th February, 1952.

Shri Shiv Charan Lal: In view of the rapid downward trend of the prices of foodgrains, especially of wheat and coarse grains in Northern India, is the Government going to reconsider the price at which they are going to supply grain in the controlled area?

Shri Thirumala Rao: I do not know. The fall registered may be a very temporary one and it may not affect the overall prices continuing in the whole of the year.

Shri M. Naik: The hon. Minister in his statement has referred to the policy of the procurement bonus system. He has also referred to certain types of development schemes which have been financed by the bonus paid by the Centre. May I know what are these types of development schemes which have been financed by the Centre and which have been implemented so far?

Shri Thirumala Rao: This bonus was first introduced or was intended to encourage procurement but the intended purpose was not achieved and therefore the Central Government thought it best to spend this money on development projects and minor irrigation schemes which are to the tune of nearly 100 schemes in every state. That will bring fresh land under cultivation and give water supply to land already under cultivation.

SOUTHERN, CENTRAL AND WESTERN RAILWAYS

*201. **Shri M. Naik:** (a) Will the Minister of Railways be pleased to state the dates on which inauguration of Southern, Central and Western Railways has taken place?

(b) In what way and to what extent has economy, if any, been secured by this re-grouping?

The Minister of State for Transport and Railways (Shri Santhanam): (a) The Southern Railway was inaugurated on the 14th April, 1951 and the Central and Western Railways on the 5th November, 1951.

(b) While better co-ordination in the movement of traffic has been secured on the Zones already formed, it is too early to assess the full extent of the economy. However against 334 officers existing on the old M. & S.M., S.I. and Mysore State Railways before regrouping, only 321 officers were provided on the Southern Railway.

Shri M. Naik: May I know when the other zones are going to be inaugurated?

Shri Santhanam: It will be considered at the Central Advisory Council meeting to be held on the 27th.

Shri M. Naik: May I know whether there have been objections from some State Governments, some commercial concerns as well as some employees urging the postponement of further grouping to certain future dates and at least till the new House of Parliament sits?

Shri Santhanam: That will be taken into consideration.

Shri Kamath: Is it a fact that there is a proposal before the Government to name the Southern Railway as the Great Southern Railway whereas the adjective 'great' will not be prefixed, to other Railways?

Shri Santhanam: I think the hon. Member is drawing upon his imagination.

DEVELOPMENT OF MINOR PORTS

*202. **Shri M. Naik:** (a) Will the Minister of Transport be pleased to state whether a survey was recently conducted for development of minor ports in India and if so, whether Government have received any report thereof?

(b) What are the places and States which have been recommended for such development?

(c) What is the estimated expenditure involved in these development schemes?

(d) When do Government propose to take action on the recommendations?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Yes. A survey of minor ports in India was conducted by Shri S. Nanjundiah, an officer on Special Duty, appointed for the purpose. He submitted his report in two parts, the first in May, 1951 and the second in June, 1951.

(b) The report contains recommendations covering different aspects of working of practically all the minor ports in the country.

(c) An approximate estimate of the expenditure involved on certain improvements essential for maintaining all the minor ports in their present level of efficiency is Rs. 2.5 crores. This includes the cost of dredgers and tugs.

(d) The report was placed before the National Harbour Board in November 1951 and the recommendations of the Board are being pursued in consultation with the State Governments on whom rests the primary responsibility for implementing them. A statement showing the recommendations of the Board and the progress of action taken on each of the recommendations is placed on the Table of the House. [See Appendix I, annexure No. 41].

Shri M. Naik: May I know whether the survey report has recommended the establishment of any minor port on the eastern parts of Orissa?

Shri Santhanam: Mr. Nanjundiah's reports deal with only minor ports in this country.

Shri M. Naik: From the statements, I find that some prescribed dates were fixed for submission of reports by the State Governments. Have any reports been received from the State Governments so far in respect of Orissa and other States which have been asked to submit their reports by the specified dates?

Shri Santhanam: I have not got the details. I would like to have notice.

Shri Lakshmanan: May I know what is the nature and extent of help that the Centre is giving to the States for the implementation of these recommendations?

Shri Santhanam: It will depend upon the nature of the development required in each port.

Shri Shiva Rao: My hon. friend referred to a statement being placed on the Table of the House. Does that include any decision taken by Government on one of the recommendations, classifying these reports as minor ones and intermediate ones.

Shri Santhanam: Yes, Sir, it does contain such information.

Shri M. Naik: May I ask how far technical assistance from abroad is available for implementation of these development schemes?

Shri Santhanam: We have got men with technical knowledge in the officers of our major ports. So no special technical assistance from abroad is required for our minor ports.

ASSOCIATED FARMS

*203. **Dr. Deshmukh:** (a) Will the Minister of Food and Agriculture be pleased to state whether any Associated Co-operative Farms have been sanctioned by Government?

(b) What are the places at which these have been opened?

(c) What is the amount sanctioned for expenditure on each?

(d) Are any proposals pending disposal and if so, how many and from what States?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) to (c). Yes. The Government of India sanctioned a grant of Rs. 34,500 and a loan of Rs. 1,53,500 to the Bhopal Government in 1950-51 for starting an Associated Farm at Ajnal.

The Governments of Orissa, West Bengal, Travancore-Cochin, Himachal Pradesh and Ajmer have informed the Government of India that they are taking steps to encourage the establishment of Associated Farms, but they have not approached the Government of India so far for financial assistance.

(d) No such proposals are pending with the Government of India.

रक्त कोष

*२०४ श्री ओराब : (क) स्वास्थ्य मंत्री यह बतलाने की कृपा करेंगी कि भाग 'ग' राज्यों में अब तक कितने रक्त कोष खोले गये हैं और कहाँ कहाँ ?

(ख) इन में से कितने रक्त कोषों का रक्त रोगियों के लिए काम में लाया गया और कितने रोगियों की प्राण रक्षा की गई ?

(ग) क्या यह सत्य है कि कुछ स्थानों पर रक्त के बदले धन का दान किया जा रहा है ; यदि ऐसा है तो इस धन को किस प्रकार काम में लाया जा रहा है ?

BLOOD BANKS

[*204. Shri Oraon: (a) Will the Minister of Health be pleased to state how many Blood Banks have so far been opened in Part 'C' States and at what places?

(b) How many of these Blood Banks have had their blood stock utilized for patients and how many patients' lives have been saved?

(c) Is it a fact that at some places money is being donated in place of blood and if so, how is such money being utilized?]

The Minister of Health and Communications (Rajkumari Amrit Kaur): (a) One at the Irwin Hospital, New Delhi.

(b) The blood stock in the Blood Bank referred to is being utilised for patients. So far 2461 lives have been saved.

(c) Yes. The money donated in Delhi is credited to the poor fund and out of this amount payments are made to donors who need money at the rate of Rs. 5 per head. Milk is provided to the Jail convict donors out of this fund.

श्री ओराब : क्या मंत्राणी साहिबा यह बतलायेंगी कि जो लोग के कीमत नहीं दे सकते उन को रक्त दिया जाता है कि नहीं ।

[Shri Oraon: Will the hon. Minister please state whether blood is provided to those who are not in a position to pay for it?

राजकुमारी अमृत कौर : जी हाँ, बराबर दिया जाता है। उन से कोई कीमत नहीं ली जाती।

[Rajkumari Amrit Kaur: Yes, it is provided and nothing is charged from them.]

Shri M. Naik: How many Blood Banks are there all over India?

Rajkumari Amrit Kaur: I would like to have notice of that question. I know Punjab has one; there is one in Bombay and Madras. I am not quite sure about the other places.

RAILWAY WAGONS

*205. Shri Massey: Will the Minister of Railways be pleased to state:

(a) the total number of broad gauge wagons on Class I Railways;

(b) the average carrying capacity of each wagon;

(c) the tonnage carried in the year 1950-51; and

(d) the average turn round of wagons?

The Minister of State for Transport and Railways (Shri Santhanam): (a) 148,675 including 10,902 special type wagons.

(b) The average capacity per wagon, excluding special type wagons, is 21.8 tons.

(c) 98,232 thousand tons.

(d) 11.0 days.

Shri Massey: The hon. Minister's statement gave 10.5 days; but I find it is 11 days. Do these include un-economic wagons which are not used in the pool?

Shri Santhanam: I am not quite sure; I would like to have notice.

Shri M. Nalk: May I know to what extent the shortage of wagon position in India has so far been met?

Shri Santhanam: So far as a Broad-gauge is concerned, I do not think there is a general shortage of wagons at all. There may be shortages in particular places where there is excess of traffic at particular moments. Generally, we have got all the wagons required. We are arranging to meet the shortage in metre-gauge wagons.

Shri Massey: Could the hon. Minister give the daily allotment of wagons to industries for loading?

Shri Santhanam: I have given the total number of wagons and the turn round. It is a matter of calculation, I think.

Mr. Speaker: Next question.

Shri Massey: No. 206. I am sorry; I have not got a statement in reply to this question.

WAGONS FOR INDUSTRIES

***206. Shri Massey:** Will the Minister of Railways be pleased to lay on the Table a statement showing:

(a) the wagons indented for by each principal private industry in the year 1950-51;

(b) the wagons allotted in the year 1950-51 against such indents;

(c) the wagon indents cancelled by each such industry after allotment has been made;

(d) the wagons not utilized by each such industry after supply has been made by the Railways; and

(e) whether there is any penalty imposed if indents are cancelled after (i) allotment; and (ii) supply?

The Minister of State for Transport and Railways (Shri Santhanam): (a) to (d). The compilation of informa-

tion required would involve an amount of labour which would not at all be commensurate with the result.

(e) Yes.

Shri Massey: I am sorry; it is a question of a daily morning prayer to every Transportation Officer and the figures should be easily available.

Mr. Speaker: I think it should be left to the hon. Minister and for the present his opinion should prevail. Next question.

ANGLO-INDIANS IN RAILWAYS

***207. Shri Massey:** Will the Minister of Railways be pleased to state:

(a) the number of posts reserved for Anglo-Indians in class I Railways in each year from 1946 up to date;

(b) the number of such posts filled by Anglo-Indians each year;

(c) the number of Anglo-Indians holding class I posts each year from 1946 up to date;

(d) the number of Anglo-Indians holding class II posts each year from 1946 up to date;

(e) the total number of Anglo-Indians in the Railway services each year from 1946 up to date;

(f) the highest post held by an Anglo-Indian in each year from 1946 up to date;

(g) the number of Anglo-Indians who have since 1947 applied for appointments in the Railways; and

(h) the number rejected?

The Minister of State for Transport and Railways (Shri Santhanam): (a) to (h). It is considered that the time and labour involved is disproportionate to the usefulness of the information.

Shri Massey: This is a matter of reservation under the Constitution. The figures should be easily available. How are we to know that we are getting our safeguards?

Mr. Speaker: I think he will take that into consideration. Next question.

SAILING VESSELS COMMITTEE REPORT

***208. Shri Shiva Rao:** Will the Minister of Transport be pleased to state:

(a) whether any action has been taken on the Report of the Sailing Vessels Committee; and

(b) if the answer to part (a) above be in the affirmative, the nature of such action?

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

(b) Government's conclusions were announced in a Resolution dated the 24th January 1952 a copy of which is laid on the Table of the House. [See Appendix I, annexure No. 42].

As mentioned in that Resolution, a suitable organisation will shortly be set up under the Director General of Shipping to deal with problems affecting the sailing vessels industry.

NAWABZADI ABIDA SULTANA OF BHOPAL

*209. **Shri Kamath:** Will the Minister of States be pleased to refer to the answer given to Starred Question No. 957 asked on the 11th September, 1951 and state:

(a) whether the inquiry into the property of Nawabzadi Abida Sultana of Bhopal has been completed; and

(b) if so, with what result?

The Minister of States, Transport and Railways (Shri Gopalaswami): (a) and (b). Subsequent to the information given in September 1951, immovable property worth Rs. 3,000 and shares of the value of Rs. 1,23,000 have been declared as evacuee property. Enquiry in regard to one piece of land is pending.

EX-STATE TELEPHONE STAFF.

*211. **Shri Dholakia:** (a) Will the Minister of Communications be pleased to state whether the ex-State Telephone Staff taken over in the merged and new Part C States by the Government of India has been absorbed in the Central Government service?

(b) If not, what is the reason for the delay?

(c) Will they be allowed the same scales of pay and allowances as are allowed to the Central Government employees or not?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) Does not arise.

(c) Yes.

Shri Lakshmanan: May I know whether in the matter of categorisation of the ex-telephone employees a uniform policy has been adopted or any preferential treatment has been given to individual States?

Shri Raj Bahadur: We have aimed at a uniform policy.

Shri Lakshmanan: May I know whether over and above the prior

scales of pay of those employees, the nature and responsibilities of the prior office was taken into consideration?

Shri Raj Bahadur: What has been done is that these posts have been equated with central posts and we have taken into consideration the relative duties and responsibilities attached to them.

BARRACKPUR AERODROME

*212. **Shri A. C. Guha:** (a) Will the Minister of Communications be pleased to state since what date operational work at the Barrackpur aerodrome has been started to relieve the congestion and pressure at Dum Dum?

(b) What kind of aircrafts have been directed to land at Barrackpur?

(c) How far has the Dum Dum aerodrome been relieved of congestion and pressure?

(d) Are the technical facilities and mechanical devices provided at Barrackpur adequate?

(e) What is the number of aircrafts landing monthly at Barrackpur and the nature and amount of cargoes carried?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) On the 1st August, 1950, Barrackpur aerodrome was opened to civil air traffic.

(b) (i) Aircraft of the Bengal Flying Club,

(ii) Privately owned aircraft,

(iii) Aircraft not equipped with effected two-way radio equipment capable of maintaining communication with Air Traffic Control, and

(iv) Aircraft engaged on non-scheduled flights which are not permanently based at Dum Dum Airport.

(c) To the extent of about 1000 aircraft movements involving handling of 1000 passengers and 2730 tons of cargo per month approximately.

(d) Yes.

(e) On an average 500 aircraft land at Barrackpur per month. The average quantities of cargo loaded and unloaded are 1330 and 1400 tons per month respectively. While the incoming cargo is mostly tea, the outgoing cargo consists of miscellaneous items of merchandise such as, machinery, plant and spares, medicines, handloom products, silk goods and stationery.

Shri A. C. Guha: To which places is this cargo mostly carried?

Shri Raj Bahadur: Mostly inside this country.

Shri A. C. Guha: Is there any passenger traffic also?

Shri Raj Bahadur: I would refer the hon. Member to part (b) of the answer.

Shri A. C. Guha: In reply to part (b) of the question, the hon. Minister referred to some passenger craft also. Am I to understand that passenger craft also is landing at Barackpur?

Shri Raj Bahadur: I have referred to the types of aircraft that are landing at the airport.

Shri Kamath: Arising out of the answer to part (c) of the question, which refers to the Dum Dum Airport, may I know whether this International Airport has been provided with all the equipment and other mechanical devices in accordance with the standards prescribed for other international air ports of the world?

Shri Raj Bahadur: I cannot say whether it has all the equipments referred to by the hon. Member but of course, they have been provided with all the equipment possible within our limited financial resources and such as are required for international airports.

Shri A. C. Guha: Sir, I have not been able to get an answer to my question whether passengers are also carried on this line.

Mr. Speaker: I thought that among the types of aircraft running on this particular line mentioned in the reply there are some passenger aircraft also.

Shri Raj Bahadur: I have already mentioned it in part (b) of the answer which I shall again read out:

“(b) (i) Aircraft of the Bengal Flying Club,

(ii) Privately owned aircraft,

(iii) Aircraft not equipped with effective two-way radio equipment capable of maintaining communication with Air Traffic Control, and

(iv) Aircraft engaged on non-scheduled flights which are not permanently based at Dum Dum Airport.”

Shri A. C. Guha: Do these aircraft engage on non-schedule flights carry passengers also?

Shri Raj Bahadur: They are mostly freight services.

Shri A. C. Guha: But my question is whether they are allowed to carry passengers?

Shri Raj Bahadur: Not in a regular manner, so far as I know, Sir.

Shri Kamath: Is it not a fact that soon after the Santa Cruz air crash in 1949, a committee was appointed by Government to enquire and report on the equipment and other matters relating to international airports and if so, what action has so far been taken by Government on the recommendations of that committee?

Shri Raj Bahadur: I would require notice to be able to give information as to what extent exactly the recommendations of that particular committee have been implemented.

FAMINE IN KUTCH

*213. **Shri Dholakia:** Will the Minister of States be pleased to state:

(a) the measures which are being taken by Government for giving relief to the people affected by famine in Kutch whether by providing work or giving doles to deserving people;

(b) the amount each worker gets as daily wage and that paid as dole for sustenance;

(c) the steps taken to provide drinking water in the villages where there is scarcity; and

(d) the steps taken for the maintenance of cattle?

The Minister of States, Transport and Railways (Shri Gopaldaswami): (a) Government have sanctioned the following measures to meet the conditions of acute scarcity in Kutch:

(i) work on certain major and minor irrigation tanks included in the Five Year Plan of Kutch has been taken up this year as relief works;

(ii) construction of village approach roads and construction of new tanks in villages and repairs to old village tanks. The number of such works under execution at present is 78 spread over Kutch;

(iii) grant of *taccavi* loans wherever required.

(b) Wages paid to labour engaged on famine relief works are calculated according to the scales prescribed in the Bombay Famine Relief Code; the average earning of a worker is annas 11 per day. No doles are being given at present.

(c) A sum of Rs. 2.50 lakhs has been sanctioned to provide drinking water in villages where there is scarcity. These include sinking of new wells and repairs to existing ones. Arrangements are also being made for the transport and storage of water to the needy villages.

(d) (i) Out of the 39 Government Forests in the State 29 have been thrown open for grazing. Out of the remaining 10, 4 have been reserved for cutting and stocking of grass to meet emergencies and 6 have been reserved for opening of cattle camps in summer. Cutting of cher leaves has been allowed and, in order to encourage growth of green fodder remission of Bhog (Government's crop share) has been allowed during the famine period.

(ii) A sum of Rs. 2.50 lakhs has been sanctioned for grants to 16 Pinjrapoles which receive cattle from the scarcity areas. The total number of cattle received by them after 1st October 1951 is 2997.

(iii) A sum of Rs. 25,000 has been sanctioned for the purchase of vaccine and sera for protection of cattle. 382 heads of cattle were treated during January 1952 for various diseases.

Pandit Thakur Das Bhargava: Sir, in view of the fact that many requests have been made to the Government and suggestions made for scrapping the old Famine Code and prescribing rates of wages at a much higher level, may I know what action Government propose to take in this matter? With your permission, Sir, I would like to point out that lately there was discussion here in which it was stated that the rate in Ajmer is only 10 as. 6 ples and here it is 11 as., and the view was expressed that the rate should nowhere be less than Re. 1 per day.

Shri Gopaldaswami: I take it that the hon. Member is putting it as a general question and not with reference to Kutch.

Pandit Thakur Das Bhargava: With regard to Kutch also.

Shri Gopaldaswami: What I have said is that the average earning of a worker is annas 11 per day. I do not know exactly what the maxima and minima are. But on the general question, I think the hon. Minister of Food and Agriculture may be addressed a question.

Pandit Thakur Das Bhargava: Are dependants allowance or maternity benefits allowed?

Shri Gopaldaswami: I am afraid I am not in a position to answer.

Shri S. C. Samanta: Did Government hesitate to declare certain areas in Kutch as famine-stricken areas simply because certain sections of the Famine Code came in the way as regards present economic conditions?

Shri Gopaldaswami: I am unable to follow either the argument or the question. At present what the Kutch Government have done is to open these works in order to give employment to such people as need it, and persons have been coming to these works and they are given employment and paid wages. So long as that continues, according to my knowledge of Famine Codes the circumstances have not reached the stage of declaration of famine.

Pandit Thakur Das Bhargava: May I know the distance that a man has to go daily in order to reach his place of work?

Shri Gopaldaswami: There are quite a large number of works spread all over a large number of villages. For instance, the construction and repairs to tanks and other connected works are done in fifteen villages and in 43 places in those villages. Construction of village approach roads is done in 18 villages and regular irrigation works in 6 villages. They have tried to spread the work all over the areas where there is unemployment.

Pandit Thakur Das Bhargava: This is a general reply; but I want to know whether people have to travel to places other than their own villages and if so what is the maximum distance they have to cover every day.

Shri Gopaldaswami: I cannot give an accurate answer to that question; but I have no doubt that no person will be asked to travel more than 5 to 6 miles per day.

Pandit Thakur Das Bhargava: Sir, with your permission I would like to put this question to the Food Minister. He was pleased to inform the House a few days back that he was considering the question of these wages. May I know whether they have settled on a fair wage and have they arrived at the result that no less than Re. 1 should be paid to a worker per day?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): Sir, I gave that assurance only the other day when criticisms were levelled by the two hon. Members—the two Pandit Bhargavas—about these wages. I said this matter will be considered by Government. But that was only

two or three days ago and the Ministry has been busy with many other things.

Pandit Thakur Das Bhargava: But if you let pass two months like this, then the famine too will be over without your doing anything in the matter.

बिहार में चावल का भाव

*२१४. श्री श्रीराव : साहब तथा कृषि मंत्री यह बतलाने की कृपा करेंगे कि :

(क) क्या बिहार की राशन-दुकानों पर चावल एक ही दर पर बेचा जा रहा है या भिन्न भिन्न स्थानों में भिन्न भिन्न दरों पर ; तथा

(ख) यदि ऐसा है तो इस के क्या कारण हैं ?

PRICES OF RICE IN BIHAR

[*214. **Shri Oraon:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether rice is being sold at the same rate at various rationing shops in Bihar or whether the price differs from place to place; and

(b) if so, the reasons therefor?]

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao):

(a) The retail issue price of rice varies from place to place.

(b) This is due to the variation in the retailers' commission, which among other items covers the varying cost of transport from the wholesale depot to the retail shop.

श्री श्रीराव : हिन्दुस्तान में अनाज खरीद कर के एक जगह से दूसरी जगह ले जाना पड़ता है। उस का खर्चा गवर्नमेंट बरदाश्त करती है या राशन के अनाज खाने वालों को देना पड़ता है।

[**Shri Oraon:** In India, foodgrains are purchased at one place and then have to be carried to different places. May I know whether it is the Government or the consumers who bear the cost of transport?]

श्री विश्वमल राव : पहले गवर्नमेंट दे देती है। फिर राशन लेने वालों से वसूल करती है।

[**Shri Thirumala Rao:** The Government pays it in the first instance but later on it is charged from the consumers.]

श्री श्रीराव : हिन्दुस्तान में प्रत्येक राशन की दुकान में एक ही रेट से राशन बेचा जाता है या कुछ बेची होती है ?

[**Shri Oraon:** May I know whether rationed foodgrains are sold at the same rates at every ration shop throughout India or whether prices differ?]

श्री विश्वमल राव : मुल्क बहुत बड़ा है एक रेट पर नहीं बेचा जा सकता।

[**Shri Thirumala Rao:** The country is very large, so the rates cannot be the same throughout.]

Short Notice Question and Answer.

AIR ACCIDENT NEAR NAGPUR

Shri A. C. Guha: Will the Minister of Communications be pleased to state:

(a) Whether there has been any enquiry into the night air service accident at Nagpur in the early morning of the 19th February, 1952;

(b) What the causes of the accident were and the nature of the casualties;

(c) Whether, in view of the two recent accidents, one on the 21st November, 1951 and this one, Government propose to consider the desirability of reviewing the whole question of night air service carrying passengers; and

(d) Whether the Company concerned running the service has been keeping to the standards as required by the terms of the contract and the licence?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) An Expert Committee has been appointed to investigate the accident and the Committee commenced investigation on the spot on the day the accident took place.

(b) The causes are under investigation. As a result of the accident, three persons, namely, the Pilot, the Radio Officer and a passenger were

killed. The remaining 12 passengers and two crew received injuries and have been progressing satisfactorily.

(c) The accident on the 21st November 1951 occurred during the day time and not at night. All aspects of the question are considered by Government when an accident takes place and so far nothing has come to light which would justify a review of the question of the continuance of the night airmail service. In the light of the observations and recommendations of the Enquiry Committee now investigating this accident, Government will take such steps as may be necessary with a view to avoidance of similar accidents in future.

(d) The Company is operating this service under a licence issued by the Air Transport Licensing Board. The Company has so far strictly adhered to the terms of the licence.

Shri A. C. Guha: May I be permitted to put questions also on the other accident? Because that also has been mentioned in my question. That matter was not discussed in the House. The Enquiry Committee Report was merely laid on the Table of the House.

Mr. Speaker: Let him frame the question. I will see what the question is.

Shri A. C. Guha: The hon. Minister has stated that steps are being taken to avoid accidents in the future. May I know what are the steps that have been taken so far or are contemplated?

Shri Raj Bahadur: My reply was that Government will take such steps as may be necessary with a view to avoidance of similar accidents in future.

Shri A. C. Guha: What are the steps contemplated?

Mr. Speaker: He is awaiting the Report of the Enquiry Committee and steps will be taken in the light of the recommendations of the Committee.

Shri A. C. Guha: The Report of the Enquiry Committee into the other accident shows that the Enquiry Committee has reported that the aircraft did not carry equipment to make use of the instrument landing system and if so, whether that is an imperative condition for any aircraft getting a license?

Shri Raj Bahadur: I regret it will be dangerous to rely on my memory only to reply accurately with regard to the recommendations made in that Report.

Shri A. C. Guha: It is not a question of recommendation. It is only a finding of the Report, that the aircraft did not carry any equipment to make use of the instrument landing system. Is it a condition for every aircraft before getting a licence for carrying passengers?

Shri Raj Bahadur: I should be obliged to the hon. Member if he puts aircraft before getting a licence for present I will require notice.

Shri A. C. Guha: Is it true that the ground log book did not contain any entry that messages about mist and fog at the Dum Dum aerodrome were sent to the aircraft concerned and is it true that the last page of the log book of that aircraft is missing so that there is no means to ascertain whether the danger messages were sent to the craft?

Mr. Speaker: I think those questions were put.

Shri A. C. Guha: No, Sir. That was never discussed.

Mr. Speaker: I carry some recollection that some question about the missing log book was put.

Shri A. C. Guha: That was about Santa Cruz. Every time there is an accident pages of the log book are missing. That is intriguing Sir. That is why I am referring to this question.

Shri Raj Bahadur: I am prepared on the Nagpur accident not on the Dum Dum accident. I require notice for that.

Mr. Speaker: The question refers only to the Nagpur accident.

Shri A. C. Guha: Is it true that during the last two years of night air service, when another company was running this line there was no accident even though at the first stage it was only an experimental venture?

Shri Raj Bahadur: As a matter of fact the only change has been that the Government of India have purchased shares owned permanently by the Hyderabad Government otherwise the same people are controlling it, the same operative and managerial staff continue to function.

Shri A. C. Guha: The night air service was previously being run by another company.

Shri Kamath: Does the first report from Sonegoan port or the Civil Aviation Department officials received by Government at the airport reached the scene of the accident much later

than the fire brigade from the Nagpur City?

Shri Raj Bahadur: I regret the report has not yet been received.

Shri Kamath: I am referring to the first report and not the Enquiry Committee Report.

The Minister of Health and Communications (Rajkumari Amrit Kaur): The report is completely contrary to what the hon. Member said. The fire brigade reached in time. In fact if they had not gone in time and if they had been late, there would have been very grave trouble.

Shri R. K. Chaudhuri: Does the hon. Minister remember that a Resolution was moved in this House recommending the stoppage of the night mail planes?

Shri Raj Bahadur: I don't remember it.

Shri R. K. Chaudhuri: Does the hon. Minister know that immediately after moving the Resolution and on the suggestion by the Government Benches a Committee was formed to go into the whole question and that Committee recommended that there should be no night-flights?

Shri Raj Bahadur: I regret I am not aware of any such Resolution having been passed by the Parliament.

Shri Kamath: Is it not a fact that the rescue work to which the hon. Minister referred in the sense of pulling passengers out of the burning aircraft was done mostly by an Officer of the Accounts Department there and not by the fire-fighting crew?

Rajkumari Amrit Kaur: That is not correct, Sir.

Shri Kamath: Does Government propose to institute an independent enquiry on the lines of the Enquiry done in the case of the Pathankot air crash?

Shri Raj Bahadur: It is an independent enquiry. The Committee of Enquiry consists of experts.

Dr. Deshmukh: Apart from the question of any recommendation that may be made by the Committee, has Government taken any steps to warn the company against repeated accidents and to look into the administration of the company?

Shri Raj Bahadur: There is no question of warning. In spite of the achievements of science, the factor of human frailty is still continuing.

Shri A. C. Guha: My previous question was that the night air service which was being run by another company has recently been changed to this company and whether there was any accident in the previous two years even though it was only an experimental venture in the first instance?

Mr. Speaker: I think this was already answered by the hon. Minister.

Shri A. C. Guha: No, Sir. This is a new and a Government concern.

Mr. Speaker: The point is that the personnel is the same, the management is the same, the Director is the same.

Shri A. C. Guha: No, Sir, it is not true. There was another company running the night air service.

Shri Raj Bahadur: It is a fact that the Himalayan Airways which ran the night air services formerly had no accidents but comparison is odious. There are many companies here and in other countries of air services who have met with accidents. I may point out that the Air India, Airways (India) Ltd., Kalinga Airlines etc. have all had accidents. Here I have a report that the people in Elizabeth, New Jersey heard two thunderous explosions of crashing aircrafts in eight weeks....

Mr. Speaker: We will proceed to other business.

WRITTEN ANSWERS TO QUESTIONS

BANKING FACILITIES FOR KUTCH

*192. **Prof. K. T. Shah:** (a) Will the Minister of States be pleased to state whether there is any office of the Reserve Bank or of the Imperial Bank of India in the State of Kutch for transaction of the financial business for the State?

(b) Are there any Co-operative Credit Societies in Kutch and if so, what is their number?

(c) Has any Land Mortgage Bank been established in Kutch since the State came under the direct administration of the Government of India?

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

(a) No.

(b) There is only one Co-operative Credit Society in Kutch viz. The Kutch District Police Co-operative Credit Society.

(c) No.

**CONTRACTS FOR KANDLA PORT
DEVELOPMENT**

***193. Prof. K. T. Shah:** Will the Minister of Transport be pleased to state:

(a) the names of the firms or companies with which the contracts in connection with the construction and development of the Port of Kandla have been placed, separately between firms or companies which are Indian, and those which are non-Indian; and

(b) whether any provision has been made in these contracts which would ensure security for carrying out these contracts satisfactorily and if so, what?

The Minister of State for Transport and Railways (Shri Santhanam): (a) The Kandla Port Development project consists of two parts *viz.* the Main Harbour Works, expected to cost about Rs. 7 crores, and other works such as roads, houses, water and power supply etc. The question of contract for the Main Harbour Works is still under consideration. A statement showing the particulars of contracts for other works so far entered into is placed on the table of the House. [See Appendix I, annexure No. 43.]

(b) Generally, all the contracts follow the standard forms of contract laid down under the C.P.W.D. Code and contain adequate guarantees for ensuring the carrying out of the contracts satisfactorily. The contract for the main harbour works will also be on the same basis.

POST AND TELEGRAPH OFFICES IN KUTCH

***194. Prof. K. T. Shah:** Will the Minister of Communications be pleased to state:

(a) the number of combined Post and Telegraph Offices in Kutch, as on the 31st December, 1951;

(b) the number of Post Offices only in Kutch as on the 31st December, 1951, and at the end of each of the financial years since that State came directly under the Government of India;

(c) the number of Telephone Exchanges and connections in Kutch as on the 31st December, 1951, and the plans for their extension under the Five Year Development Plan for that State;

(d) whether any facilities have been provided, or projected to be provided for Trunk Telephone Service in Kutch together with the places where such facilities would be available as and when installed; and

(e) what are the terms on which Government instal such facilities in backward or less developed areas?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) 14.

(b) 159 on 31-3-49, 163 on 31-3-50, 163 on 31-3-51, 163 on 31-12-51.

(c) On 31-12-51, Bhuj and Sardarganj, exchanges, each of 50 line capacity, existed with 49 and 14 working connections respectively.

It is proposed to replace the 50-line Board by a 100 line exchange at Bhuj during the year 1952-53. The 50-line exchange at Sardarganj is proposed to be replaced by a 100 line exchange during 1952-53. Due to the fact that the integration of the States was completed only recently, it has not been possible to draw up concrete development plans for Kutch. Such development as is possible within the available resources will be undertaken.

(d) A trunk line Palanpur-Kandla-Bhuj is already under construction and will be completed during 1952-53. Trunk facilities will thus be provided at Bhuj and Sardarganj. Subsequently Anjar, Adilpur, and Kutch, Mandvi will also be connected to the trunk network.

(e) When a project is remunerative the Department itself provides communication facilities. Otherwise, such facilities are provided when the State Government or private parties give the necessary guarantee to safeguard the Department against loss.

IMPORTED FOODGRAINS (FREIGHT)

***210. Shri Jhunjhunwala:** Will the Minister of Food and Agriculture be pleased to state the amount of freight paid on imported foodgrains separately to Indian-owned ships and foreign ships during each of the calendar years 1946-47 to 1950-51?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): A statement is placed on the Table of the House showing the amounts of freight paid on imported foodgrains to Indian-owned ships and to foreign flag vessels during the calendar years 1946 to 1951.

STATEMENT

(Figures in lakhs of Rupees)

Year	Indian owned vessels	Foreign flag vessels
1946	16.4	1469.6
1947	89.4	1440.6
1948	134.8	1417.2
1949	65.0	1348.1
1950	49.5	793.5
1951	147.8	3871.0

DECK PASSENGERS COMMITTEE REPORT

*215. **Shri Kamath:** Will the Minister of Transport be pleased to state:

(a) whether the recommendations of the Deck Passengers Committee have been considered by Government; and

(b) if so, what action, if any, has so far been taken by Government and the Shipping Companies thereon?

The Minister of State for Transport and Railways (Shri Santhanam): (a) and (b). The recommendations of the Deck Passenger Committee are now under the active consideration of Government. The Maritime State Governments, the Major Port Authorities, the Shipping interests and other authorities concerned have had to be consulted. This has been done and Government hope to be able to announce shortly their decisions on the several recommendations made in the report.

पुरलिया-लोहरदगा रेलवे लाइन

*२१६. श्री ओराँब : रेल मंत्री यह बतलाने की कृपा करेंगे कि क्या बिहार में बी० एन० रेलवे की छोटी लाइन को जो रांची लाइन कहलाती है और जो पुरलिया से लोहरदगा जाती है, बड़ी लाइन में बदलने के किसी प्रस्ताव पर विचार किया जा रहा है ?

(ख) यदि ऐसा है तो यह काम कब आरम्भ किया जायेगा :

PURULIA-LOHARDAGA RAILWAY LINE

[*216. **Shri Oraon:** (a) Will the Minister of Railways be pleased to state if any proposal is under consideration to convert the small gauge line of B.N. Railway in Bihar, known as Ranchi Line, which runs from Purulia to Lohardaga, to a broad gauge line?

(b) If so, when will the work be taken up?]

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

(b) As no decision has yet been reached, Government are not in a position at this stage to state whether or when the work will be taken up.

RAILWAY ACCIDENT (ENQUIRY)

*217. **Shri A. C. Guha:** Will the Minister of Railways be pleased to state:

(a) whether Government have made a thorough enquiry into the last year's accident on the Delhi Shahadara Light Railway;

(b) if so, what the findings of the enquiry are and what action has been taken thereon; and

(c) whether Government have taken any steps to improve the travelling conditions in that Railway?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Yes. An enquiry was held by the Government Inspector of Railways, Circle No. 1, Calcutta.

(b) His findings are:—

- (i) that the derailment was due to the breakage of an axle box of a wagon on the train,
- (ii) that there was not enough evidence to hold any person directly responsible for the accident,
- (iii) that the system and the facilities provided for the examination of rolling stock need improvement, and
- (iv) that the relief arrangements were prompt and adequate; and medical aid reached the site as early as practicable.

Necessary action has been taken by the Railway Administration in connection with item (iii).

(c) Government have taken the question up with the Railway Company, and it is understood that the managing Agents of the Railway are doing their best to improve travel conditions on that Railway.

POLITICAL PENSIONS

27. **Shri Raj Kanwar:** Will the Minister of States be pleased to state:

(a) how far the work of revision of political pensions has progressed; and

(b) when it is likely to be completed?

The Minister of States, Transport and Railways (Shri Gopaldaswami): (a) and (b). The whole question of political pension has recently been reviewed by Government and a decision on the general policy has been taken. Briefly stated the approved principles are as follows:

(1) The allowances at present being paid to direct representatives of the former rulers should not be scaled down save in accordance with the terms of the original settlement.

(2) The allowances payable to the relatives and dependants of these rulers should lapse after the demise of the present recipients.

(3) The remaining pensions other than grants to religious and charitable institutions should terminate on the demise of the existing holders.

(4) Grants to religious and charitable institutions should be continued on the existing basis subject to an annual verification that the grant is being utilised and needed for the specific purpose of the original grant.

In the light of this decision, orders on about 8000 out of a total of 10000 cases will shortly issue. Every endeavour will be made to expedite decisions on the remaining cases.

DELHI IMPROVEMENT TRUST ENQUIRY COMMITTEE REPORT

28. Shri Raj Kanwar: Will the Minister of Health be pleased to state:

(a) whether orders have been passed on the Report of the Delhi Improvement Trust Enquiry Committee; and

(b) if not, when this is likely to be done?

The Minister of Health and Communications (Rajkumari Amrit Kaur): (a) and (b). The recommendations of the Delhi Improvement Trust Enquiry Committee have been considered by the Government of India and the Chief Commissioner Delhi has been asked to issue necessary orders to the Delhi Improvement Trust wherever possible, particularly in regard to those recommendations on which immediate executive action is feasible and to communicate his formal proposals in respect of important matters for the orders of Government.

METHODS OF AGRICULTURE

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

(a) how far the decision of the Indian Council of Agricultural Re-

search, to study and examine the different methods of Agriculture in ancient India with particular reference to manuring, irrigation, etc., and to publish them as a monograph, has been materialised;

(b) the estimated expenditure for the purpose;

(c) when the work is expected to be completed; and

(d) the number of persons employed for the purpose?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao):

(a) A bulletin containing information on crop husbandry available from archaeological and literary sources of evidence will shortly be published by the Indian Council of Agricultural Research.

A two-year scheme for writing a monograph on wider aspects of Agriculture in ancient India has been put into operation at the Indian Agricultural Research Institute from 1st August 1951.

(b) Rs. 14.460-0-0.

(c) By July, 1953.

(d) One Assistant at the Agricultural Research Institute, at present. One Stenotypist will be employed from April, 1952.

ADMINISTRATION OF KUTCH

30. Prof. K. T. Shah: (a) Will the Minister of States be pleased to state what was the total revenue derived every year from the State of Kutch, under the several Main Heads of Revenue, in each financial year since the administration of that State came under the Government of India?

(b) What was the total revenue expenditure for Kutch in each of the financial years since the State came directly under the Government of India?

(c) What was the total capital outlay, or Developmental Expenditure for Kutch in each of the financial years since the State came directly under the Government of India?

The Minister of States, Transport and Railways (Shri Gopaldaswami): The statements containing the information upto the 31st March 1951, are laid on the Table of the House. [See Appendix I, annexure No. 44.]

POLIO

31. Shri Raj Kanwar: Will the Minister of Health be pleased to state:

(a) how many cases of polio are still under treatment at the Safdarjang Hospital, New Delhi;

(b) when was the last case admitted; and

(c) the total number of polio cases admitted in the Hospital, the number of those fully cured and the number of those who died?

The Minister of Health and Communications Rajkumari Amrit Kaur:

(a) 14.

(b) 17th January, 1952.

(c) 315 of whom 8 patients died. It is not possible to state the number of cases fully cured as their stay in the Hospital was not long enough to give the patients 100 per cent. improvement; cases are usually kept in the Hospital for nearly six to seven weeks and about 80 to 85 per cent. show marked improvement during this period.

RAILWAY LINK WITH KANDLA PORT

32. Prof. K. T. Shah: (a) Will the Minister of Railways be pleased to state when it is expected to complete the Railway connection between the Port of Kandla in Kutch and the railway system of Saurashtra or of Rajasthan leading to Delhi?

(b) At what stage was the project on the 31st January, 1952, and when is the line expected to be thrown open to traffic goods as well as passengers?

(c) What are the firms, or companies, if any, with whom the contracts for the construction of this Railway line have been placed, specifying separately Indian and non-Indian firms and companies?

(d) Has any provision been included in these contracts to ensure the punctual performance thereof, and, if so, what are those terms and conditions?

(e) What was the original estimate of the total cost of the construction and equipment of this Railway line and how far has this estimate been varied, as on the 31st January, 1952?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Metre Gauge. A metre Gauge Railway line is under construction between Kandla and Deesa, a station on the western Railway. It is expected to be completed by October 1952.

402 PSD.

(b) The progress made upto 31st January, 1952, on major items of work was as under:

(1) Formation——Almost completed.

(2) Bridges——Almost completed.

(3) Permanent way linking——76 per cent.

(4) Station buildings and staff quarters——40 per cent.

The line is expected to be opened for public traffic, both passengers and goods, by 1st October, 1952.

(c) A list of contractors with whom contracts have been placed for various construction works is enclosed. All are Indian Firms.

(d) Satisfactory execution of works by contractors and their completion on due dates, is the essence of the contracts. The conditions of contract provide for imposition of penalty, such as forfeiture of security deposits, termination of contracts etc., in the event of non-fulfilment of the contract or any default in the execution of the work.

(e) The line was originally estimated to cost Rs. 489 lakhs. It is now estimated to cost Rs. 567 lakhs.

STATEMENT

List of Contractors on the K. D. Railway Construction

S. No.	Name of Contractor
(1)	M/s. S. M. G. Rishi & Co., Meerut.
(2)	M/s. Saurashtra Blocks & Tiles Industries Ltd.
(3)	M/s. Hindustan Construction Co. Ltd., Bombay.
(4)	Mr. Harbham Walji, Sabarmati.
(5)	M/s. Kaira Construction Co., Nadiad.
(6)	M/s. Radhanpur Construction Co., Radhanpur.
(7)	M/s. Kailash Engineering Co., Morvi.
(8)	M/s. Bantasingh Parshottandas Patel & Co., Bhavnagar.
(9)	Mr. Laxman Hirjee, Hajapur-Cutch.
(10)	M/s. Sindhu Resettlement Corporation, Gandhidham.
(11)	M/s. Shivji Bhimji & Co., Madhapur (Cutch).
(12)	M/s. M. P. Mandan & Co., Shanai (Cutch).

S. No.	Name of Contractor
(13)	Famous Garrage, Gandhidham.
(14)	Mr. Bulchand Seoomal, Gandhidham.
(15)	M/s. Gogaldas Bhindo & Co., Bombay.
(16)	M/s. J. Rodgers & Sons, Udaipur.
(17)	Mr. Nadirshah N. Khambata, Virangam.
(18)	M/s. Shapoorji Pallonji & Co. Ltd., Bombay.
(19)	Mr. Madanlal Laminarayan, Abu Road.
(20)	M/s. Raja Nogah & Sons, Kumbharis.
(21)	M/s. Allen Berry & Co., Bombay.
(22)	Mr. John Doss, Andheri.
(23)	M/s. Fali & Homec Bros., Bombay.
(24)	Mr. D. David, Bombay.
(25)	Rose Auto Service Station, Bombay.
(26)	M/s. Bhagwandas & Sons, Bulsar.
(27)	Mr. Shivaingh Dharamsingh, Sardarganj.
(28)	Surat Cotton Spg. & Weaving Mills Co. Ltd., Ahmedabad.

S. No.	Name of Contractor
(29)	M/s. Shangvi Venidas Kesharji & Co., Anjar.
(30)	Pt. Vijayashankar M. Chandi of Varahi.
(31)	M/s. Shriram Ramgopal, Deesa.
(32)	Mr. Aliaji, Chitrod.
(33)	Mr. K. K. Patel, Anjar.
(34)	M/s. Jairam Ramji, Anjar.
(35)	M/s. Anjar Weaving & Spinning Mill Ltd., Anjar.
(36)	M/s. J. T. Kotah & Co., Morvi.
(37)	M/s. Atinaram H. Vazirani & Bors., Kandla.
(38)	M/s. Kalidas Jethaji, Deesa.
(39)	M/s. Dulerai & Co., Navalakhi.
(40)	M/s. Abram Alarakha, Navalakhi.
(41)	M/s. Kekabhai Ibramji Bore, Radhanpur.
(42)	M/s. Timaram Singhal, Sardarganj.
(43)	M/s. Govind Moti & Co., Anjar.
(44)	Mr. Velji Rooda, Anjar.

Monday, 25th February, 1952



PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

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(5th February, 1952 to 29th February, 1952)

Fifth Session

of the

PARLIAMENT OF INDIA

1952

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CORRIGENDA

to

the Parliamentary Debates (Part II—Other than Questions and Answers), Fifth Session, 1952

In Volume I,—

1. No. 2, dated the 6th February, 1952,—

(i) Col. 23, line 33 for "to provide for" read "further to amend", and in line 2 from bottom for "further to amend" read "to provide for".

2. No. 5, dated the 12th February, 1952,—

(i) Col. 309, for existing last line read "chancellories or in government, but"

(ii) Col. 362, line 31 for "Kamth" read "Kamath".

3. No. 6, dated the 13th February, 1952,—

(i) भाग ३९१, पंक्ति १५ में "एम जुनही" के स्थान पर "जुल्म नहीं" पढ़ें ।

(ii) भाग ३९२, पंक्ति २५ में "बतक" के स्थान पर "बक्त" पढ़ें ।

(iii) Col. 443, line 8 for "ony" read "only".

(iv) کالم ۳۷۲ آخری لائن کے شروع میں وہ ملی ہیں ان کے متعلق یہ ہمیں

(v) Col. 529, for existing last line read "excess of such moisture as may reasonably be expected, by watering the".

(vi) Col. 530, insert "both parties are protected. They pro-" as last line.

4. No. 8, dated the 15th February, 1952,—

(i) Col. 648, after line 7, insert "this demand has come before the House today, that".

(ii) Col. 658, line 32 for "OUTLAY" read "OUTSIDE".

(iii) Col. 659, line 6 from bottom for "Jagivan Ram" read "Jagjivan Ram"

(iv) Col. 676, last line for "liament" read "Parliament".

(v) Col. 686, line 16 from bottom for "Gapalaswami" read "Gopalaswami".

5. No. 9, dated the 18th February, 1952,—

(i) भाग ८०३, नीचे से पंक्ति ४ में "जचित राम" के स्थान पर "अचित राम" पढ़ें ।

6. No. 11, dated the 20th February, 1952,—

(i) भाग १००७, पंक्ति ९ को "की जरूरत है" पढ़ें ।

7. No. 14, dated the 23rd February, 1952,—

(i) Col. 1184, line 8 for "Jagivan Ram" read "Jagjivan Ram".

(ii) Col. 1191, for existing line 4 read "Clause 6 —Contributions and matters".

(iii) भाग १२२७, पंक्ति १० में "यस्य" के स्थान पर "सत्तम" पढ़ें ।

8. No. 15, dated the 25th February, 1952,—

(i) भाग १२५४, पंक्ति २४ में "रती" के स्थान पर "तीर" पढ़ें ।

9. No. 19, dated the 29th February, 1952,—

(i) Col. 1564, in the beginning of line 17 from bottom insert "voted".

(ii) Col. 1612, line 3 from bottom for "purpose" read "propose".

(iii) भाग १६२४, पंक्ति ५ में "सउन" के स्थान पर "उस ने" पढ़ें ।

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

1231

PARLIAMENT OF INDIA

Monday, 25th February, 1952.

*The House met at Half Past Nine
of the Clock.*

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

10-38 A.M.

PAPERS LAID ON THE TABLE

**NOTIFICATIONS AMENDING DELHI MOTOR
VEHICLES RULES**

The Minister of States, Transport and Railways (Shri Gopaldaswami): I beg to lay on the Table, under subsection (3) of section 133 of the Motor Vehicles Act, 1939, a copy of each of the following notifications issued by the Chief Commissioner, Delhi, amending the Delhi Motor Vehicles Rules, 1940:—

(1) No. F. 12(4)/51-MLT, dated the 9th July, 1951.

(2) No. F. 12(56)/51-MLT, dated the 5th September, 1951.

(3) No. F. 12(99)/51-MLT, dated the 15th September, 1951.

(4) No. F. 12(140)/50-MLT, dated the 8th October, 1951.

(5) No. F. 12(65)/51-MLT(I), dated the 5th October, 1951.

(6) No. F. 12(65)/51-MLT(II), dated the 5th October, 1951.

(7) No. F. 12(65)/51-MLT(III), dated the 5th October, 1951.

(8) No. F. 12(107)/51-MLT, dated the 6th October, 1951.

(9) No. F. 12(141)/51-MLT, dated the 18th October, 1951.

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(10) No. F. 12 (97)/51-MLT, dated the 19th October, 1951.

(11) No. F. 12(116)/51-MLT, dated the 12th November, 1951.

(12) No. F. 12(72)/51-MLT, dated the 12th November, 1951.

(13) No. F. 12(152)/49-MLT, dated the 1st December, 1951.

(14) No. F. 12(131)/50-MLT, dated the 22nd December, 1951.

(15) No. F. 12(156)/51-MLT, dated the 2nd January, 1952.

(16) No. F. 12(53)/49-HFW/MLT, dated the 15th January, 1952.

(17) No. F. 12(172)/51-MLT, dated the 24th January, 1952.

[Placed in Library. See No. P-265/52.]

RAILWAY BUDGET

GENERAL DISCUSSION

Mr. Speaker: Before we proceed to the first stage of the general discussion on the Railway Budget, I should like to inform hon. Members that I propose to fix the following time-table in connection with the Railway Budget:

1. General Discussion on the Railway Budget—From 10-40 A.M. to 12-40 P.M. today.

2. Vote on Account on the Railway Budget—From 10-30 A.M. to 12 Noon tomorrow—subject to any time being taken up by short notice questions; then there will be an extension by a few minutes.

At 12 Noon tomorrow all the outstanding Demands for Grants on Account will be put to the Vote of the House.

The remaining time on both these days will be utilised for the outstanding legislative business.

[Mr. Speaker]

As regards the time limit for speeches on the General Discussion of the Railway Budget today, I fix 10 minutes for each hon. Member excepting the hon. Minister of Railways for whom 20 minutes or more will be allowed if necessary.

Hon. Members will see that though the Budget is very important, we now deal with only the Vote on Account and this Budget, in all its aspects, will be subject to detailed scrutiny by the new Parliament. There is very little to be said by the Members of the present Parliament excepting in cases where they find that there is something which is very objectionable even in the lump.

The Minister of Works, Production and Supply (Shri Gadgil): Those who are returned can also participate in the new Parliament?

Mr. Speaker: They will, if they get a chance and catch the Speaker's eye. The suggestion thrown by the hon. Minister implies that the floor should be held only by the defeated candidates. I am not prepared to accept that proposition to give them a longer time. I am merely limiting myself to the limitation and the character of the Budget.

Shri A. C. Guha (West Bengal): Before I start making any comments on the Budget I must compliment the Indian Railways and the hon. Minister for the rehabilitation so far effected in Indian Railways. I particularly would like to mention the splendid work done by the Indian Railways in carrying food to Bihar. That is an achievement for any Railway to be proud of. It has saved the nation from a great catastrophe which might have been of greater dimensions than those of the disaster of 1943 famine in Bengal. That the Railways could have transported more than five times the usual amount of foodgrains to Bihar, and within a short period of two months, is really a thing on which the Indian Railways deserve to be complimented.

I think most Members will agree that there has been much improvement in the service and in regularity and also that there has been less congestion in railways travel. But, I have also a few words of criticism about the Railways. Last year the increase in the fare was not very much appreciated by this House and the result achieved also lends support to the apprehension that we entertained. I think we have already reached the marginal line and it may be a sort of warning for the Indian Railway authorities to see that the poor travellers may not be taxed

any further. In this connection one point is very significant, namely that while the revenue from railway fares of the lower class passengers has shown a decrease of less than 1 per cent., but the decrease in the revenue from the upper classes is more than 10 per cent. It has been the general grievance of the Indian public that the upper class passengers are treated more generously than they deserve. In view of the fact that upper class travel is becoming more and more unpopular primarily due to air traffic, I think some of the accommodation now reserved for upper class passengers should be diverted to third class traffic and more amenities should be given to the third class passengers so that they may have some return for the money they are giving to the Railway exchequer.

This year, the Railway Minister has in the White Paper suggested an increase in the freight for goods. There too I would ask the hon. Minister whether we have not reached the marginal line and therefore whether the revenue may not fall. Only last year in his speech the hon. Minister of Railways stated:

"In considering any further adjustment of freight rates, it is necessary to bear in mind possible inflationary stresses and their inevitable repercussions on the price level in the country both of industrial and of consumer goods. On these considerations, I feel that it would be extremely inadvisable to increase freight rates further in the context of our requirements of additional finance."

But, his logic seems to have disappeared this year and he thinks that increase in freights this year will not have any inflationary influence. Only after twelve months the Hon. Minister has thought it quite advisable to increase the freight rates. I would draw his attention particularly to the freight rates on foodgrains. The food subsidy has been abolished and that would lead to increased cost of living. If the railway freight for foodgrains is going to be increased that will further increase the cost of living.

The Minister of State for Transport and Railways (Shri Santhanam): May I just interrupt, Sir? There is no proposal to increase freight rates on foodgrains at all.

Shri A. C. Guha: Freight rates on certain items of food are to be increased.

Shri Santhanam: No.

Shri A. C. Guha: It is not possible for me to find out the items now and so for the present I am prepared to accept the hon. Minister's assurance.

Pandit Thakur Das Bhargava (Punjab): If there is no increase, so much the better, but unfortunately this is not true.

Shri A. C. Guha: Yes, but I think there are some items of foodstuff on which there is an increase of freight.

Shri Santhanam: In certain lines the freight rate of sugar was not brought up to the normal. It is being done now and that is the only increase contemplated.

Shri A. C. Guha: But I think there is an increase on pulses and other foodstuff also. Anyway for the present I am taking the assurance that there is no increase on foodgrains.

[SHRIMATI DURGABAI in the Chair]

Then there has been a steady increase in working expenses. This year's increase is about Rs. 9 crores. Of course the revenue increase is much bigger than this but we should remember that if at any time the revenue increase is not maintained, this increase in the working expenses will even then have to be borne by the Railways. So the Railway authorities should be careful about increasing their working expenses.

Now I would like to say something about the Shroff Committee report on Railway stores. I think that report should have been discussed in this House just as on previous occasions we had discussed the Planning Commission's report and the Air Transport Committee's report. This report deserves careful scrutiny of this House and it is really a regrettable matter that the Government set up committees whose reports are later published but seldom are those reports considered by this House.

In the short time that has been allowed to me, it is not possible to go into the details of this report. On page 127, we find a table, from which we learn that at the end of the financial year 1947-48 the value of stores was Rs. 20 crores and 65 lakhs. Since then it has been increasing, and at the end of the financial year 1951-52, the estimated value of the stock is expected to be Rs. 44 crores and 69 thousand. That is to say, within these four or five years it has increased by more than 100 per cent. The Committee suggested that during the current financial year, there should be a decrease of at least Rs. 10 crores in the value of the stores, but the White Paper given to

us says that the value of the stores would only go down by Rs. 2 crores. In other words, the recommendation of this Committee has not been implemented in a very important matter. It is not merely a question of ignoring the recommendation of this Committee, but it is a question really of having a closer scrutiny of our purchases of stores. It is beyond our comprehension how stores were allowed to increase year by year until at last they have reached a dimension of 100 per cent. more within four or five years.

Shri Sondhi (Punjab): What about the prices?

Shri A. C. Guha: Prices have not increased so much.

Shri Sondhi: 150 per cent.

Shri A. C. Guha: No. All the stores in 1947-48 have been valued at the original rate.

In another table, we find that almost every year the paper for the Indian railways supplied by the Controller of Printing and Stationery has been much beyond or much below their requirements. I do not know whether there is any adjustment between railways as regards the supply of paper. If this has not been effected, how are the railways going to manage their affairs? How can they carry on if the paper supply is below their requirements? And then, what has happened to the paper stocks with railways which got something above their requirements?

Then this Committee has suggested that the railways should have a separate machinery for purchasing their requirements of stores. But one member of the Committee has appended a minute of dissent. The Ministry of Works, Production and Supply has also sent a protest against this proposal. I for one do not like this particular recommendation of the Committee. In the last two or three years, some officers of the Railway Board—Members or Chairman—went abroad and made huge purchases for the railways. I may have no objection to these two particular deals. The purchases they have made may be all right, but it is a very wrong and dangerous system that any officer going abroad should be permitted to make purchases without going through the usual Government machinery. If the railways are allowed to make their purchases by themselves, then other Departments also will take the same line and the entire machinery of Government purchase and a coordinated arrangement for the purchase and standardisation of Government requirements would no longer be there. So, I do not like that

[Shri A. C. Guha]

the railways should set up their own machinery for making purchases. In the White Paper it has been stated that the Government has not yet come to any definite conclusion as regards this recommendation of the Shroff Committee. Therefore, I sincerely hope that the Railway Minister and the Railway Board will take into consideration the points raised by the Ministry of Works, Production and Supply and also the minute of dissent by one of the members of the Committee.

Then, fuel economy is almost a permanent complaint of the public. There also a Committee is going into matter. Madam, as you have rung the bell, I will not go into other points. I would just like to mention two more items. I want to draw the attention of the hon. Minister to the Sealdah section of the E.I. Railway. The other day, he said something about the O.T. Railway. I think he will agree that the condition of this section is as bad, if not worse than that of the O.T. Railway. I have recently had occasion to travel frequently on these lines and in some of the important junctions like Bangaon and Ranaghat there are no passenger amenities. Many coaches are running without lights and there is hardly any arrangement for refreshment. Of course, there has been some improvement in Bongaon in regard to refreshment arrangements. Still there is much room for improvement in the Sealdah section of the E.I. Railway to put it on a par with the main section of E.I.R. I hope the hon. Minister will pay particular attention to its development.

Another point is about the light railways. On several occasions I have brought this question before the House and tried to draw the attention of the Government and the House to it. This year there is a provision for taking two of these light railways under Government control. I do not know why the Government should not evolve a definite plan of taking over all these light railways within two or three years. There are about 16 of these railways. If Government decide to take two railways this year, there will be fourteen left and Government can complete this whole scheme of taking over these railways within three or four years. Now that the Railways have got enough money, I think they should remove this grievance of the public.

In Calcutta there are six or seven small railway stations which create

great inconvenience to the public. From one station to another, it takes a long time to go. Had the Government taken over all these railways, there would have been a consolidated railway with its terminus at Sealdah or Howrah. Then I would also like to refer to the proposal in connection with which the Wellington Bridge was built over the Ganges. I do not know at what stage it is at present. According to it, the E.I.R. and B.N.R. trains will all terminate at Sealdah. That is a proposal which deserves consideration, so that Calcutta may have one railway station for all the railways carrying passengers to and from Calcutta.

With these few words, I again give my compliments to the Railway Board and to both the Ministers, particularly, I would mention the retiring Minister, Mr. Santhanam. They have been able to do so much for the railways during the last three or four years.

Shri Sondhi: But the senior Minister is also threatening to go.

Shri Massey (West Bengal): Before complimenting my friend the Railway Minister, I feel that I should say that I am and have been a railwayman for many years, my father joined the railways about 1886 and worked on the old O. & R. now the O.T.R. and finally the M. & S.M. Rly. I fully appreciate the difficult position in which both my friends were placed in when they took over the railways after independence. The exodus of senior officers and senior subordinates left them very little choice and they have had a very difficult task to face.

I am not usually a member of a mutual admiration society. My hon. friends can call for my records from the railways and they will see that I have always been in trouble because I have been an honest critic. In my recent tour of the railways the staff all over told me that they were sure justice would be done to them if only their cases could be put before Mr. Gopaldaswami Ayyangar. Wherever you went you could hear praises of both the Ministers. However, before they demit their offices, I hope they will remove one serious injustice on our railways, that is the one relating to class II, or the lower gazetted service officers.

11 A.M.

The Chief Commissioner of Railways when he gave his evidence before the Central Pay Commission made it very clear that there was no difference in the work or the responsibilities between the Class II officer and the

Junior scale Class I officer. There is absolutely no difference between them. But yet there is a difference in pay and there is a difference when it comes to his being promoted to any higher grades, or senior scale of service. I think this is a very serious matter.

It is laid down in Article 16 of our Constitution that there should be equality of opportunity for all citizens in matters relating to employment or appointment to any offices in the State. I know that the Kunzru Committee in their report justified the existence of the Class II service. But I feel that that report was written before the Constitution was drawn up. Why was the Class II service introduced on the railways? The Class II service on the railways is a legacy of foreign domination. They did not want an officer from the ranks to be equal to the covenanted officer. I feel the time has come when this whole policy must be reviewed and changed and I hope the Railway Minister will give the lead in bringing his Department in conformity with the principles laid down in the Constitution.

Then, there is the question of promotion and direct recruitment. Nowhere in the world is direct recruitment made to the officers cadre on the railways to the extent it is on Indian Railways. Only in exceptional cases is direct recruitment made and it is only when people cannot be obtained from the lower ranks. But today India stands out alone, where recruitment to Class I service is more or less direct. The Kunzru Committee recommended that an officer before he is promoted to the senior scale should have at least nine or ten years in class II. But today if you go round the districts you find youngsters out of school, with not even two or three years of experience, acting as senior scale officers. I do not for a moment mean to say that they have not got the intelligence. Some of them are in fact too clever. But I would like to give the House a little bit of the experience that I gained during my tour. A very good college boy, a clever young officer—I do not wish to mention names—went round to a district where they were having trouble for water. He called the Loco. foreman, a senior official nearly 60 years old and who had many a time officiated in the senior scale and asked him: "How is it that you are having water trouble? You have got two pumps of 24,000 gallons capacity each; why do you not work them together." The foreman replied that though the capacity of the pumps was 24,000 gallons each, the pipe line was capable of taking only 24,000 gallons an hour. The young officer said it was nonsense and asked

the foreman to work both the pumps. The result was that the pipes burst and there was a total failure of the water-supply. That is the difference between theory and practice. I appeal to my hon. friends to give due consideration to this matter. I know the Railway Board have a lot of difficulties. But they seem to have coined a new phrase—the latest one I heard where promotion was not given or an appeal not considered was that "it is a matter of public interest". If a loco officer is promoted, or transferred, how does it become a matter of public interest? For that matter, everything is a matter of public interest.

These are some points I would like the Railway Minister to look into and see what he can do. I give this as a warning, because as Mr. Gopalaswami Ayyangar himself said the other day, from papers we see that there is likely to be a strike. Your class II and Class I officers today have not got the same feeling. Many of them are looking for jobs outside and you will be left in the lurch if there is a railway strike.

I now come to the serious question of transportation and wagons. My hon. friend this morning could not give me some information I asked for in connection with wagon allotment. This is a very serious matter. The whole nation is crying for wagons. Every transportation officer has got a statement laid on his table daily about the wagon position and it is strange that the railway board could not give us some information about the allotment of wagons for industries.

I would now refer the House to page 125 of the blue book "The Indian Railways" (1950-51). We have been told that we have set up new records this year. The total tons carried on the broad and metre gauge lines were 122 millions. If you look to the figures of 1941-42 it comes to 128 million tons. My hon. friend may perhaps say that this is due to the fact that we have less wagons today. But if you look at the figures of wagons, you will find that we are better off today in wagons than in 1941-42.

Then if you take the figure of tons carried per wagon, we have carried 18 tons as against 13.5 tons carried in 1941-42. What has happened to our wagons? My hon. friend asked me to work out the availability figure from the turn-round figure. I have got that figure and from the wagons available I find that today if our statistics are correct there are 20,000 wagons standing idle in traffic yards. I would like this figure to be verified,—it is very important. If all wagons are included in the pool, then your turn-round

[Shri Massey]

figure is 12.5 days and not 10.5 days. These figures must be verified; these statistics must be useful. They must not be made to paint rosy pictures to be placed before Parliament. We want to know the actual working of our railways. Why are we deprived of wagons. I have asked in my last Budget Speech why are we not running through express goods trains? I have not had an answer to that question. Only last night I was told that it takes from twenty to thirty days before merchants get their consignments from Bombay, Calcutta or Madras. How long is this going to continue?

I am a member of the Fuel Enquiry Committee. I have the permission of the Chairman to give some figures. Take the Singareni collieries. We are loading wagons three tons short of the maximum permissible carrying capacity. That means if we properly load wagons we could supply South India with practically 13,000 tons of coal more a month. In the C.P. areas the average loading is short of a little more than one ton. If you only put one ton of coal extra on each wagon, instead of heavily penalizing the collieries, we would be sending out from that area alone over 3,000 tons of coal per day, or 90,000 tons of coal per month.

As the Coal Commissioner told me there is ample coal available, but wagons are not available. Unfortunately you are not making the maximum use of those wagons which are already available. A considerable amount of fuel and wagon hours are being wasted every day on account of the bad marshalling of trains. I can give you several instances where trains have to be shunted 5 to 10 times in order to remove wagons required for one destination. These factors must effect fuel economy and your wagon turn-round position. These are important factors, and I feel that something must be done to run more express goods trains, you will then be able to run five trains instead of two trains between Calcutta and Madras and *vice versa*, you will then greatly improve your efficiency. I hope my hon. friend will not think that this is just merely destructive criticism. It is constructive criticism. I hope we shall show them that within a few days it will be possible to move more coal, which means moving more traffic. Every extra ton loaded in a wagon means 4 million tons moved in the year.

Shri R. K. Chaudhuri (Assam): I am thankful to you for giving me this opportunity of speaking on the Railway Budget. I am particularly thank-

ful to you, because this may be the last opportunity that I will have to speak in this House with you as the Chairman. You have been very kind to me and although on occasions I may have gone astray I am generally grateful to you for bringing me to my proper train whenever I have gone out of it. I hope that there is time even now that you shall come back to this House and continue your useful activities. I trust that there is enough of patriotism in this House and among our countrymen, and indeed we will recognize your merit and see you back here.

Mr. Chairman: Two minutes' time has been unnecessarily wasted by the hon. Member.

Shri Kamath (Madhya Pradesh): But they have been well spent.

Shri R. K. Chaudhuri: I have spoken only the truth and nothing but the truth. There is no touch of any idea of adulating you and I think all the Members of the House share my feelings in this respect.

Paying compliments can sometimes be an infection. There has been enough of compliments paid to the Railway administration just before me. But when I pay a tribute to the Railway authorities I do not do so as a result of any infection. I do so sincerely and give it out of my sincere feeling of admiration for the Railway administration during the past two years, particularly on behalf of my Province, Assam. Assam has received a very generous treatment at the hands of the present Railway administration. The House will remember what great difficulties we had to face even in the transport of maize in the early days of Pakistan. We had very great difficulties in passing through Parvatipur. The Assam Link was constructed within an incredibly short time. Nobody thought that within two years a line would be constructed which would pass only through India saving the passengers the great botheration and danger of having to travel through Pakistan territory. Originally only about Rs. 30 crores were granted for this purpose. But afterwards the amount was increased many times more in order to have speedily a direct link without touching Pakistan. For this if for nothing else Assam would always remain grateful to the present Railway administration.

In this connection I would also like to remind those Members of the House who were here in 1946 or 1947 of the scandalous condition of the Railway administration at that time. I had to bring to the notice of the House the serious congestion and inconvenience to the travelling public. At that time

It was necessary to take the aid of a porter to introduce any passenger into a railway compartment, particularly third-class compartment. There would always be a huge lot of passengers in the compartment already, and a porter had to introduce or push a passenger through the window. That was what was done. And a great problem at that time, as I mentioned to the House then, was this. It was very easy for male passengers to be thus helped into the compartments, but what would happen to a fat lady passenger? The lady, passengers were sometimes in such a situation that the husband had gone inside the compartment and the lady, who could not be pushed through the window, had to be left on the platform and the train had to leave. That was the difficulty during those days. Now, that difficulty has practically disappeared. We have no longer to take the help of porters to get into a third-class compartment, and generally on behalf of the women and lady passengers I thank the Railway Administration for removing this difficulty.

There is another matter so far as my Province is concerned about which I have been inviting the attention of the House as early as at the time of the 1946 Budget and ever since. That is about a particular railway in Assam known as the T.B. Railway. I had in and out of season spoken about that railway in this House. Some people had thought that this railway was intimately connected with tuberculosis and that all the infection of a tubercular disease had also infected that railway. Fortunately, thanks to the present Railway administration they are going to put an end to that famous railway. That railway was run by a private company which was founded by an Italian gentleman. That railway is going to be scrapped now and the Government is going to purchase it and is going to start their own service, I think, by next June. That is an achievement for which the people of Assam will be very grateful to the hon. Minister in charge of the Railway administration.

A great grievance of the Assam public as regards the Assam link is this that they now have to reach Calcutta in 42 hours, whereas formerly the time taken between Assam and Calcutta was only 24 hours or less than that. I believe the speed may be accelerated as time goes by. At least the time should be reduced to 36 hours, if not less. Steps should be taken in this direction. As it is, it is very difficult for ordinary persons to travel by air, which can be done in two hours for reaching Calcutta whereas by train we have to take 42 hours, sometimes

more. That, I would submit, is a scandalous state of things and early steps should be taken to shorten the time as far as possible.

I understand from the hon. Member who had just spoken before me that about 20,000 wagons are lying idle in the yard. But even then we do not get more than 6 wagons a day for the conveyance of our goods from different places to Assam. In these 6 wagons mostly the railway stores go and the public do not get an opportunity of carrying their goods speedily through the Railways.

I would also in this connection draw the attention of the hon. Minister to this fact that the railway transport from outside Assam has been so difficult that the tea-planters have to book their tea by plane because they do not get sufficient transport in railways or in steamers. I submit that this is an unusual sort of thing, that is to say large quantities of goods have to be conveyed by plane when there are railway trains and steamers moving and that this has to be done is, in my opinion, a very sad commentary on the transport system of this country.

I am glad to note, generally speaking that the finances of the Railways are in a very sound condition, although I know that the Railway Administration in India in the past and in the present has been so unmindful of the employment of Assamese people in that Railway.

If any further distention of my physical frame was possible, I feel distended with pride that one of us, a native of the Province of Assam is in charge of the finances of the Railway Administration in India. That is a matter of pride for me and I think that is a lesson which the Railway Administration should bear in mind that given an opportunity the Assamese can do as well or better than anyone in the country.

I think that the Railway Administration ought to be more sympathetic with the Assamese people, who generally do not get any posts so far as the services are concerned.

I would like the hon. Minister to take note of the general discontent which is prevailing amongst the lower staff of the Railway Administration. There has been frequent and arbitrary transfers. Instead of punishing people in a straight forward manner, when there is no evidence to punish them, they simply transfer a poor employee from one station to another which results in great inconvenience to the family which does not get quarters. Here they are told they will have to quit within 24 hours and when they

[Shri R. K. Chaudhuri]

leave they do not get quarters elsewhere. I do not understand why there should be such frequent transfers of the lower staff. They are put to very serious inconvenience for this reason. The plea usually put forward is 'interest of public service'. If they have committed any offence, they ought to be given an opportunity to explain and not be punished in this backdoor fashion.

I also wish to draw the attention of the hon. Minister to the fact that a large number of employees have been recently discharged from the Assam Railways on account of their failure. I understand to produce the requisite certificate from the Pakistan Government about their educational qualifications. They had mentioned certain educational qualifications in their original applications for employment and they have been in service for a number of years. I know of a case of a young man who has been in service for the last 10 years and these men have been asked to produce the requisite testimonials of educational qualifications. They had produced some testimonials of educational qualifications which the Pakistan Government denies as being their own; they say that they are forged and as a result these unfortunate persons have been discharged, all because they failed to produce a certificate from the Pakistan Government in spite of the fact that they have been serving for the last ten years and their services have not been found unsatisfactory. At the time of absorption, they are being told that they have not been able to produce genuine certificates or those which are admitted to be genuine. I think I must now definitely close. I had something more to say.

Mr. Chairman: We have only 45 minutes more and I would like to finish the debate by 12-20, when I would call upon the hon. Minister to reply.

Pandit Kunzru (Uttar Pradesh): The Speaker said that the discussion would go up to 12-40.

Mr. Chairman: The idea was that the discussion should be complete by 12-20. This is what is given to me here and the rest of the time, i.e., after 12-45 will be utilized in the transaction of other legislative business. That means that this time would include the hon. Minister's reply also. Therefore, I would like to call upon the hon. Minister at 12-20.

Dr. Deshmukh (Madhya Pradesh): We are not in the least sorry that the hon. Minister did not stick to the promise that he had held out.....

Mr. Chairman: I would request hon. Members to keep to the time limit strictly because a large number of hon. Members want to speak.

Dr. Deshmukh: I will try and do that, Madam.

The House was only too glad to receive one more Budget speech from the hon. Minister, Shri Gopalaswami Ayyangar and on this occasion if his words were to be the final say and if they were to be acted upon, I would certainly like to take the opportunity of expressing my, and I am sure of the House, gratitude for the solid services rendered by him to the Railway Administration in our country. He is, one of those very few celebrated administrators whose services were available to us during this period of transition and if we have a very happy and satisfactory state of affairs in the Railways today, I am sure we owe it to no other single factor than the sober and seasoned advice and guidance that the hon. Member gave. In fact, if the House would permit me, I would like to spend a few minutes on this point and would take this occasion of even offering a prayer:

"God give us men. A time like this demands strong minds, great hearts, true faith and tried hands, men whom the lust of office does not kill, men whom the spoils of office cannot buy."

The contents of this quotation, in my opinion, apply fittingly to the hon. the Railway Minister. The condition of the Railways is not only satisfactory from the point of view of the finances; it is also satisfactory comparatively, at any rate, from the point of view of the comfort and convenience of the people.

And, yet, I for one would have preferred one or two things being done if he could have given effect to them. For one, I would have liked him to reduce the fares to a certain extent. It is quite clear that we have reached a state of diminishing returns. Not only were our expectations of receipts from enhanced fares not fulfilled; but the law of diminishing returns has set in and in my view if the fares structure was maintained as it was in the previous year, I feel certain that we would have had a larger surplus than we have at the present moment. If we compare the figures of the year previous with the last year, we will find that there was an additional and unexpected revenue of near about 41 crores as against 25 crores that we

have this year and so I want to contend that if we had maintained the same fares structure as it was the year before, in all probability, we would have had much more than 25 crores. This raising of the fares has not been responsible for giving us a larger capital or a larger profit. Of course, it was meant for a very good purpose. Although there is a fundamental objection to a concern like the Railway trying to make profit for capital expenditure or rehabilitation, I for one would support the Ministry in having recourse to this so long as I am satisfied that there is a surplus comparable to the sacrifices which the people make and there is also increased attention paid to efficiency in the administration. Though the surplus has increased by 25 crores, near about one half has been eaten by larger expenditure. This, I submit, requires to be looked into and I am sure, while laying down his office, the hon. Minister will see that greater attention is paid to efficiency and economy and if it is possible even today take a decision to lower the fares. Although it might lead to greater congestion and over-crowding, I am sure the relief would be immense so far as the public is concerned. At the present moment, the fares are exorbitant and the pinch has already been felt by the people. It would be well if the administration recognises this fact and gives utmost and badly required relief.

The other fact which I do not feel satisfied about is our programme of new lines. I think it is time we recognised that India requires a longer mileage of Railways. Although it is said in so many words in the papers given to us that India is the country with the longest railway mileage in Asia, compared to the extent of the country, I do not think the present extent of Railways is in any sense adequate. I do not see any reason why in our Five Year Plan attention has not been paid to larger extension of our Railways. If we have any proper sense of priorities, concentrated attention should be paid to the construction and extension of railway lines and not to stations. I would much rather construct miles of railway lines without stations rather than spend money on stations because once you have railway lines, you can improve comforts and conveniences and add stations at a later date.

There is need also for greater co-ordination between road and rail. I was one of the sworn enemies of the Railway administration going on the road. But, I think the time has come and especially with the independence of the country when this question ought to be tackled a little more carefully. The Railway Department should

take the responsibility for the construction of more Roads. When the Railways were badly off in 1931 or 1932, the proposal was made and the policy was adopted by the Central Government that no roads shall be constructed which are parallel to Railways. There is no objection raised nowadays because road transport is cheaper and as such is more beneficial to the people. From that point of view, I would suggest that that question should be examined and the Railway Department should assist the Provincial Governments and have a plan for the construction of more roads so that transport conditions in the country improve. The Planning Commission says:

“Economic activity involves a continuous movement of goods and persons from the centres of production to the centres of distribution and consumption. Obviously an efficient transport and communications system is indispensable for progress, especially if the distances are as great as in India.”

If this dictum of the Planning Commission is taken more seriously I hope it will be possible to have a coordinated plan of Rail road transport system in the country.

Pandit Kunru: The Budget speech of my hon. friend the Railway Minister was no less important than his previous written Budget statements. It raises a number of questions that require careful consideration, but, within the time allotted by the Speaker, it is impossible to do. I shall therefore confine myself to two or three points.

It is pleasing to know that our finances are in a prosperous condition. But, we must remember in this connection the enhancement that was made in the fares this year. Although the yield of the enhancement has not been what we expected, nevertheless, it has added several crores to the railway revenues. It is not surprising therefore that even after contributing large sums to the Depreciation Reserve Fund, the revenues can show a considerable surplus. We expect to have a larger surplus next year. The surplus expected at the end of 52-53 is estimated to be about 286 lakhs more than the amount at which the current year is expected to close. It is pertinent to point out in this connection that as a result of what the Railway calls the Freight Rate Adjustment, revenue from goods traffic has been increased by about 9 crores. Working expenses on the other hand are expected to go up by about seven crores. There will therefore be an increase in

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revenue of about two crores. It is not surprising therefore that next year we expect to have a surplus of about 2½ crores. I mention this because this by itself does not seem to be a test of the efficiency of the Railways. There is no doubt that the Railway Board and the Railway officers and men all over India have tried to discharge their duty efficiently. But, the figures relating to the surplus that has been realised or that may be realised in future furnish no proof of the growing efficiency of the Railways.

In order to determine how the Railways are working, we must turn to certain figures that are known as efficiency statistics. The hon. Railway Minister referred to some of them in the course of his speech. I too shall take some of them in order to enable the House to know to what extent there has been an improvement in the working of the Railways in the course of the current year. I shall first take the question of Engine Utilisation. We can determine this by finding out the engine-miles per engine-day. We find in 1949-50 the engine-mileage was more than the engine mileage in 1947-48 and 1948-49. That by itself is satisfactory. But what we have to see is the extent of the increase. The engine mileage, that is to say the number of miles done per day was 75 in 1949-50 and in 1950-51 it was 76. There is therefore a slight increase. But it is not of such a character as to make us certain that power is being utilised as well as it should be. The Railway Enquiry Committee which has dealt with this matter at some length has suggested that the target to begin with should be 87 miles, which was the average attained by all the broad-gauge railways in 1941-42. And now, though there has been improvement since the Committee reported, we are still a long way behind the performance of the Railways in 1941-42. When we consider the number of new standard engines that have been obtained and the pooling of engines which, I understand, has been adopted on all the lines, we have a right to expect that the performance should be better, that the engines miles per day should be substantially higher. We have during the last three years received, according to the Railway Reports about 800 new standard engines. Now, we required about 600 for the replacement of over-aged engines. We have, therefore, not lagged behind in respect of replacements, and have in addition, received about 200 locomotives and that is more than what was required for the annual replacement of engines that should be scrapped. These engines were expected or believed to have a higher speed

than the older engines. It is to me a matter of some surprise, therefore, that the engine mileage per day is not greater than that shown in 1950-51. In October 1951 it has increased further. It was 78. But we shall have to wait till after the end of the whole year in order to know what the performance for the year as a whole has been. Now, if you take the meter-gauge figures, they tell much the same story.

Then I shall deal very briefly with the question of the repair of locomotives in mechanical workshops and in the sheds and transportation workshops. On the broad-gauge there has been an improvement claimed. I think, by the Railway Minister, the percentage of engines under repair was 20.3 in 1949-50 and it was 19.1 in 1950-51. So far as the meter-gauge is concerned, the position is not very satisfactory. The percentage was 17.9 for 1949-50 and 17.2 in 1950-51. There has been, therefore, hardly any increase, considering that the Railway Enquiry Committee recommended that the figure should be substantially brought down. I hope that the Railway Board will try to work steadily to lower the figure so that more power may be available for moving trains. What I mean to say is, if power were better utilised, then our existing stock of passenger coaches and goods wagons would be able to give better service to the public.

I shall just refer to one more point, and that is about the turn-round of wagons. It is true that while the turn-round was 11.1 days in March 1949, it was 10.5 in March 1951. But I find from the comparative abstracts for the railways that for October 1951 the figure is again 11.6 days. Here again we have no reason to congratulate ourselves. The figures relating to the meter-gauge tell much the same tale. The turn-round was 6.4 in March 1949, 5.8 in March 1951 and 6.3 in October 1951, and that is practically what it was in March 1949.

It is not possible for me to examine the efficiency statistics further. But I should like with your permission, Madam, to refer to one important point that was raised by the hon. Minister in his speech. After referring to certain figures which in his opinion showed that there had been a substantial improvement in the efficiency of the Railways he thanked the Railway Board and said, "and let me say in answer to some critics who hesitated to accept the small changes I made in the constitution of the Board a year ago, that those changes have produced results which are all to the good. Administration has improved. Administration has been smoother and the

relations between the political chiefs and the permanent services who run the Railway Board have been of the happiest possible description."

I think I have shown that while there has been some improvements on our Railways, it is not of such a character as to make us feel assured with regard to the future. I certainly do not regard it with the same satisfaction as my hon. friend the Railway Minister. Again, the observation made by the Railway Minister tempts me to recall what I said with the elimination of the post of Chief Commissioner of Railways last year. When some observations that I made implied that the Chief Commissioner might be retiring on account of disagreement between himself and the Railway Minister, the Railway Minister took strong exception and now observe the language that he has used. He has virtually said to us that he is happy that he has no more to deal with the Railway Board through the old channel. Again the hon. Minister wants us to agree with him in thinking that the organization that he has set up is sound. This organization involves that one of the Members of the Railway Board should act as the Chairman at its meetings and that instead of one, two Members of the Railway Board should have access to the Minister. Now let us consider, what the House would think if some of the other Ministers who deal with, what I may call the technical services were to follow the example set by the Railway Minister. Suppose my hon. friend Mr. Gadgil said that there was no need for a Chief Engineer and that he would be able to deal with the engineers himself and that he would be able to get competent advice from the Superintending Engineers and that one of them will act as Chairman whenever meetings of the engineers were held, should we regard such an organization as sound? I doubt, whether with all our desire for economy we could approve of such a system.

The Minister of States, Transport and Railways (Shri Gopalaswami): May I put only one question to the hon. Member? Because he has referred to this particular matter. Does my hon. friend seriously think that the inter-relationship between the grandam Chief Commissioner of Railways and his colleagues on the Railway Board was anything like the inter-relationship between the Chief Engineer in the P.W.D. and his subordinate the Superintending Engineer?

Pandit Kuzru: No two analogies could be completely the same in all respects but I honestly think that the analogy that I have given holds good.

I shall not develop this point because I have already exceeded my time. But may I ask the Railway Minister before I sit down to tell us whether the economy that he expected in respect of the reduction in personnel both higher and lower when the question of the formation of the Southern zone was discussed last year have been realized. He was silent on this point in his speech but as this is a matter of some importance in considering the formation of three more zones in the near future, I hope that he will be able to tell us whether the expectations that the pamphlets placed before us gave rise to have been fulfilled.

श्रीमती उमा नेहरु : जनाब चेरमैन साहिबा, में सब से पहले श्री गोपालास्वामी और श्री सन्याम को मुबारिकबाद देना चाहती हूँ। जिन्होंने पिछले तीन सालों के अन्दर रेलवे डिपार्टमेंट में इतनी तरक्की की है, लेकिन मुझे उन से इतना जरूर कहना है कि इस तरक्की के बाद भी और जब रेलवे का किराया भी बढ़ गया है, तब भी हम देखते हैं कि हमारी जो रेल की गाड़ियाँ हैं कोचेज (coaches) हैं, उन में अब भी हमें तकलीफ़ है। तकलीफ़ यह है कि थर्ड क्लास में बहुत सी गाड़ियों में तो पंखे लगे हुए हैं, लेकिन फ़र्स्ट और सिकंड क्लास में जो पंखे हैं वह ठीक से नहीं चलते हैं। थर्ड क्लास में अगर लैम्प ठीक तरह से जल भी रहा है, लेकिन सिकंड और फ़र्स्ट क्लास के गुसलखानों में शौचो नदारद है। पानी गुसलखानों में ठीक तरह नहीं चलता है, यह ठीक है कि थर्ड क्लास में बहुत तरक्की हुई है, लेकिन फ़र्स्ट और सिकंड क्लास में जो कोचेज हैं, उन में हम अब भी देखते हैं कि बहुत कमी है और सुधार की आवश्यकता है। जब हम सफ़र करते हैं तो यह पाते हैं कि उन के दरवाजे टूटे हुए हैं, उन को हम ठीक तरह से बन्द भी नहीं कर सकते हैं। मैं चाहती हूँ कि इस तरह तबज्जह दी जाय। इस के बलावा हम को और भी ऐंटीशनल कोचेज (additional coaches)

[श्रीमती उमा नेहरू]

की ज़रूरत है। मैं जानती हूँ कि आप ने इस तरह तरक्की तो की है, लेकिन हालत यह है कि इस वक़्त भी ओवरक्राउडिंग (overcrowding) है और थर्ड क्लास में तो खास तौर से इतने मुसाफ़िर भरते हैं कि वहाँ लोगों को राश आजाता है और बच्चे बहुत मुसीबत में पड़ जाते हैं। मैं ने खुद अपनी आंखों से देखा है कि आज भी लोग पटरी पर चलते हैं, आप ने टिकटलैस ट्रेवलिंग (ticketless travelling) को रोकने की कोशिश की है और उस में कामयाबी भी हासिल की है फिर भी वह बिल्कुल अमी बन्द नहीं हो पाई है, और आज भी बहुत से लोग बरीर टिकट के सफ़र करते मिलते हैं। और मेलों में खास तौर से बरीर टिकट चलने वालों की भरमार होती है। यह जो कुरुक्षेत्र का मेला हो रहा है, इस में अगर आप चले जायें तो देखेंगे कि थर्ड क्लास में जरा भी जगह नहीं होती और डिब्बे ठसाठस भरे रहते हैं। मैं जब फ़र्स्ट और सैकेंड क्लास में जाती हूँ और देखती हूँ कि जगह न होने के कारण वह पटरी पर खड़े होते हैं, तो मैं खुद उन को दरवाज़ा खोल कर कहती हूँ कि अन्दर आ कर गाड़ी में बैठ जायें और मैं उन को अपने पास बिठा लेती हूँ। मैं चाहती हूँ कि आप इस ओवरक्राउडिंग (overcrowding) की तरफ़ तवज्जह दें और इस को दूर करने को कोशिश करें। इस के अलावा स्टेशनों पर मैं ने देखा है कि खाने पीने की चीज़ों और पानी का माफ़ूल इन्तज़ाम नहीं होता। लखनऊ ने तो इस बारे में बहुत तरक्की की है और उस के लिये मैं लखनऊ के रेलवे अधिकारियों को मुबारकबाद देती हूँ, वहाँ स्टेशन पर पानी बहुत ठंडा मिल जाता है।

मैं चाहती हूँ कि जैसा आप न लखनऊ में इन्तज़ाम किया है, वैसा ही और दूसरे छोटे छोटे स्टेशनों पर भी करें, जहाँ मुसाफ़िरों को पीने के लिये पानी नहीं मिलता है। वहाँ खाना मिलता ही नहीं और जो थोड़ी बहुत मिलता भी है वह बहुत गन्दा और खाने के काबिल नहीं होता है। मैं चाहती हूँ कि इस की तरफ़ तवज्जह की जाये। साथ ही साथ इस पिछले चुनाव में जब मैं घूमी तो व्यापारियों ने मुझे बताया कि वैगन्स (wagons) की बहुत कमी है और गाड़ियों की कमी की वजह से माल पड़ा रह जाता है। एक आलू के तिजारती ने बताया कि वैगन न मिलने से और ट्रान्सपोर्ट का बन्दोबस्त न होने के कारण उस का आलू पड़ा सड़ रहा है। इसलिये रेलवे डिपार्ट-मेन्ट को ट्रान्सपोर्ट का इन्तज़ाम ठीक करने की तरफ़ खास तौर से तवज्जह और कोशिश करनी चाहिये।

सब से आखिरी बात जो मुझे आप से कहनी है वह यह है कि रेलवे महकमों में उन कर्मचारियों की जिन की तनख्वाहें कम हैं, और खास रती से यह टिकट कलेक्टरों और कंडक्टरों जो संग जाते हैं, उन की हालत से मैं खूब वाकिफ़ हूँ, मेरी आदत है कि जब सफ़र में मेरा उन का संग होता है तो मैं उन की सारी आमदनी खर्च और सारा ब्यौरा पूछती हूँ और इस नाते मुझे मालम है कि उन की हालत कितनी खराब है और मैं चाहती हूँ कि उन की तरफ़ तवज्जह की जाय। और मैं तो ऐसे विचारों की हूँ कि जिन को आप बड़ी तनख्वाह का मानते हैं अगर उन की तनख्वाह में से कुछ घटाना ज़रूरी हो तो भी उस को करना चाहिये ताकि रुपये का बंटवारा

ठीक तरह से हो सके। मैं चाहती हूँ कि गरीब रेलवे इम्प्लाइज (employees) की तरफ़ खास तौर से तबज़ह की जाय और उन को राहत पहुँचाने की तरफ़ कदम उठाना चाहिये और अगर उन टिकट कलक्टरों और कन्डक्ट्रों की तनख्वाहों में ज़रूरी इजाज़ा कर दिया जायगा तो यह करप्शन जो आज फैला हुआ है और जिस को हम अपने देश से हटाना चाहते हैं, वह भी हट जायगा। बस इतना ही मैं आप से कहती हूँ और आखिर मैं फिर मुबारकबाद देती हूँ और मुझे पूरी उम्मीद है कि हमारे श्री गोपालास्वामी जाने से पहले इन सब चीज़ों को ठीक कर सकेंगे और मैं तो आशा करती हूँ कि आज तो वह जा रहे हैं, लेकिन हम चाहते यह हैं कि वह फिर हमारे पास वापिस आ जायें।

(English translation of the above speech)

Shrimati Uma Nehru (Uttar Pradesh): Madam, at the very outset I would like to congratulate Shri Gopaldaswami and Shri Santhanam who have carried out a great deal of improvement in the railways during the last three years. But I must say that in spite of this improvement and in spite of the increase in railway fares, we find that the railway coaches are still not quite comfortable. The trouble is that while there are fans in some of the third class carriages, fans fitted in First and Second Classes do not work properly. If the lights in third class compartments are in order, glass-panes in the lavatories of the first class compartments are often missing. Water supply in the compartments is also unsatisfactory. It is right that conditions are much better so far as third class carriages are concerned but still we find that there is much need and scope of improvement in the first and second class coaches. While travelling we find doors in many carriages broken and that we cannot shut them properly. I want that attention should be paid in this direction. Then, I have to submit that we still need additional coaches. Although I am aware that some progress has been made in this respect but overcrowding still persists, particularly in the third class compartments where people sometimes faint and children get suffocated on account of heavy

rush. Even these days, I have seen people travelling on foot-boards. Then about ticketless travelling. I know you have tried to check it and you have been successful to some extent, but unfortunately it has not been stopped completely and people still travel without ticket, more so during the *mela* days, when ticketless travellers can be found in large numbers. During these days of Kurukshetra Fair, if you go and see conditions in third class compartments, you will find that there is not an inch of space left and people are actually packed like sardines. When I travel in first or second class and find people travelling on the footboards due to heavy rush, I always open the doors and ask them to come in. I want that the Government should pay more attention towards this problem of overcrowding and try to solve it as early as possible. Then, I find that there is no proper arrangement of water and refreshments on many stations. Lucknow has made a remarkable progress in this regard and for that I would congratulate the authorities there. We can get cold water at Lucknow Station. I want that arrangement such as at Lucknow should be made at smaller stations also where people have to face a great difficulty due to non-availability of water. Refreshment or other eatables are not available at such stations and if at all available they are very dirty and unfit to be taken. Therefore the Government should look to this matter also. Then again, during my election tours I met many business men and they told me that there was an acute shortage of wagons as a result of which their goods kept lying at one place for a very long time. A potato dealer told me that his potatoes were rotting at a certain place because wagons were not available and there was no arrangement of transport. So the railway administration should give special attention towards this problem and try to find a solution.

Lastly, I have to submit that the Government should also try to realize the hardships of those railway employees, particularly ticket-collectors and conductors who are getting low salaries. I know their financial position very well because whenever these people travel with me, I call them by my side and ask them everything about their income and expenditure and therefore I know how pitiful their condition is. I would like the Government to pay proper attention in this direction also and I am of the view that if it is necessary to make a cut in the salaries of those who, in your opinion, are getting more than sufficient salaries, do it so that there may be an equitable distribution of money. I want that the poor railway employee

[Shrimati Uma Nehru]

should not be ignored and all steps should be taken to improve his lot. With the necessary increase in the salaries of ticket-collectors and conductors, I believe, the prevalent corruption will also disappear. That is all I have to say. In the end I would offer my congratulations to the hon. Minister, Shri Gopaldaswami and I have every hope that he will set these matters right before he leaves and as a matter of fact, I, for one, hope, and it is my earnest desire, that although he is leaving us today he should be amongst us again.

12 NOON

Shri Khandubhai Desai (Bombay): This is possibly the last occasion on which this House will be considering the Railway Budget. But I am not prepared to believe nor even to concede for a moment that the hon. Gopaldaswami will not be with us for conducting the Railway Administration in the future. Ways must be found to see that the Administration that he has conducted so efficiently for the last three and a half years will again get his services. I am speaking not from the personal point of view but from the impersonal and national point of view. This is one sector of the administration which has consistently shown improvement and progress through imagination and foresight.

In the time at my disposal it will be very difficult for me to go into details, and so I have to satisfy myself with certain general observations. We had been criticising the Railway Administration over the last four and a half years but I am glad to note that the Railway Administration has been, generally and comparatively speaking, more responsive to the criticism levelled against it in this House. Had other sectors of the country's administration also responded as the Railway Administration has done the situation in the country would have been a little better. The case of the Railways proves that if the officials respond to criticism and to public opinion impersonally there is great hope of improvement throughout. As I have already stated, comparatively the Railway officials have been more responsive to public criticism than officials working in other sectors of the administration (*Interruption*). I must have my say whatever it is. This is an occasion when we are ending this Parliament and we must give credit to those who have done fairly by the people.

Babu Ramnarayan Singh (Bihar): Who are they?

Shri Khandubhai Desai: Of course not you.

Now, the progress has been presented before this House through facts and figures. The expenditure ratio which was about 75 per cent. has been reduced, to about 65 per cent. That itself shows that efficiency has improved. It may be argued that the freights and fares have been increased and that being so naturally the expenditure ratio will reduce itself, but we should not forget that the expenditure also has increased owing to the rise in the cost of living throughout, that the cost of materials and stores have risen and considering these factors the Railways, I think, have done well in keeping their expenditure ratio down. When the last administration handed over this great asset to us it was really in a shattered and tattered condition. There was confusion, much improvement could have been made—that can be said for everything, but we have to see whether the trend during the last few years has been towards progress, whether some progress had been brought about. The answer will be that we are well on the way towards stability. The Railway finances have been stabilised. The Railway Enquiry Committee of which my esteemed friend, Pandit Kunzru was the chairman has submitted a very exhaustive report, and I feel that that report also gave concrete indications where improvement can be effected and the Railway Administration and the Ministry are trying to put the suggestions into action. The Stores Enquiry Committee also has made a report and I hope the railway administration will, as it has done during the past, act on the recommendations of the Stores Enquiry Committee.

Now when the Railways are better placed, when the finances have been stabilised, when the Depreciation Fund has improved, when rehabilitation is going on, now is the time when the Railway Administration should have more imagination and foresight and take up immediately the question of expansion, that is putting up lines in backward areas which are essential for the economic prosperity of those backward areas. This question has to be looked at not only from the point of view of rupees, annas and pies, not only from the point of view of whether a particular line in a particular area will yield a return or not, it has to be looked at from the broader national point of view. Even if a particular line may not be a paying proposition from the business point of view, a certain amount of risk has to be taken and the Railway finances are now in a state to take that risk.

The hon. Minister stated that the relations of the Administration with the employees had been fairly good. There have been certain difficulties, but thanks to the spirit of mutual accommodation on both sides the Railways have not been put to greater difficulties. I hope the good relations will continue. Industrial relations will depend not upon rupees, annas and pies but will entirely depend, as I said last year, upon the human and psychological approach as between the Administration and the employees. A rupee or two here or a rupee or two there does not matter. If there is a psychological satisfaction and understanding between the employers and the employees that alone will bring about the welfare of the people concerned.

There is another point to which I would like to make a reference. The dearness allowance which is being paid to the Railway employees has ceased to have any separate significance. It has become more or less a basic wage. Therefore, this artificial respiration should be stopped and the dearness allowance should be made a part and parcel of the basic wage. If that is done, I may assure the House that further efficiency can be expected from the railway employees. With this end in view, I would suggest that a Commission be appointed to look into the whole question of wage structure.

There is one other point to which I would like to make a reference—a point which I have been mentioning for two or three years. It is with regard to the efficiency of our workshops. Stores have been enquired into and other things have also been gone into and certain healthy conventions have been laid down. But as yet nothing has been done regarding the improvement of the efficiency in the workshops. Whenever this question is raised, they say that the employees are becoming inefficient. Maybe. You cannot say one way or the other. But it is no use harping on the same theme without facing the realities. Employees have also something to complain about and I would suggest with all the earnestness at my command that the Ministry should appoint a Committee to enquire into the working of the workshops, so that the blame may be placed wherever the blame attaches and improvement can take place.

With these few words, I again express my thanks to the Railway Ministry for showing continuous progress in this sector of our Government administration.

Prof. S. L. Saksena (Uttar Pradesh): There is very little time in which we can discuss this important Budget. Tributes have been paid to the hon. Minister Shri N. Gopalaswami Ayyangar and I also am glad to join them. He has the remarkable genius of administering two Departments—the Railways and States—and yet he has discharged his functions so well. But I do not think everybody will be as capable as he is and the Railways should have a Minister solely devoted to them, giving his whole time to this work.

The great achievement of the Minister is the re-organisation of the Railways. We would have liked to have more details as Dr. Kunzru wanted in regard to the results achieved so far as a result of the regrouping. At present, I only want to indicate to the hon. Minister the apprehensions which people are entertaining on this subject. The O.T. Railway is still the worst managed railway in the whole country and we are told that it is now going to be grouped with the North Eastern Section and its headquarters are to be at Calcutta. This has given rise to tremendous criticism and protest all over Bihar and Eastern U.P. As you know, the O.T. Railway has been serving North Bihar and Eastern U.P. for so long and Gorakhpur, its headquarters, is so well situated that it can cater for both the provinces very well. To shift the headquarters from Gorakhpur to Calcutta will mean that the huge staff of the O.T. Railway will be put to very great inconvenience. Recently, I have seen some notices asking the staff to volunteer to go to Calcutta without provision of quarters. Do you think that in Calcutta they can accommodate themselves without quarters? It would be impossible. I therefore suggest that this scheme should be postponed and reconsidered. Calcutta should not be the headquarters of the new Section. Gorakhpur has functioned so well for so long and it should not be changed. Gorakhpur should remain the headquarters and inconvenience to at least fifty thousand workers, many of whom will be required to go to Calcutta and other places, should be avoided. The protest against this has been so universal and so largely voiced from all sections, i.e. commercial people, trade unions as well as citizens, that the position requires immediate attention. In fact, the hon. Minister may have heard that a committee has been formed in the U.P. to give voice to the feelings in this matter. I would therefore request the hon. Minister to appoint a committee to examine the whole thing and see that the head-

[Prof. S. L. Saksena]

quarters are not shifted. The shifting will also not be economical, because the Northern section will have a regional headquarters at Gorakhpur. Besides, in time of war we will have to shift our headquarters from Calcutta to some other place. Calcutta is not thus a wise choice. Therefore, we would not centralise the Headquarters of all the Railways in Calcutta. Gorakhpur is more convenient than Calcutta and I would therefore urge the hon. Minister to give careful consideration to the protests from all over the Eastern U.P. and also from Assam.

Shri R. K. Chaudhuri: The Assam Government has protested from Assam.

Prof. S. L. Saksena: Then, I would like to devote a few minutes to the condition of the staff. It is not happy. There is the strike threat hanging over the head of the railways. Only today I saw the statement of Mr. Guruswami in which he says that the Government have done nothing and the strike may have to be launched. The same is our view in the A.I.R.L.O. I think the Railway Minister should try to look into the grievances of Railwaymen with a little more consideration and sympathy. You always show a surplus, but you have not taken care to relieve the burden of the passengers who have to pay high fares, nor have you done anything for the railwaymen who have to pass their lives in such misery on small salaries. One of our sisters referred to the conditions of the middle class employees in the railways. If you try to see the life of these people, you will be shocked to know how they live. I therefore think that the dearness allowance should be made a part of the basic wage. Although it might mean the expenditure of some more revenue, efficiency will go up and there will be more contentment and stability. I think you should not grudge to them a living wage which is their due.

I would like to remind the hon. Minister about one thing more. On the last occasion also, I drew his attention to the plight of the clerical staff on the railways. In fact, I have received a letter, dated the 21st instant from the secretary of the All India Railways Ministerial Staff Association which says:

"On the 18th July 1951, the hon. Prime Minister also gave word to our General Secretary to look into our case, but the promise remains unfulfilled, only to drive us to-

wards the grave slowly by the process of semi-starvation. Today Railway ministerial staff are helpless in the free, democratic, secular India of Hon. Nehruji. If they agitate, they are called Communists."

This is the feeling of at least 40,000 railway clerks. The Labour Advisory Committee was pleased to recommend that 25 per cent. of the clerical staff should be put in the grade Rs. 80—160, but you probably know that the term "routine clerk" cannot be applied to all the remaining 75 per cent. clerical staff. They have to do much more difficult work than a routine clerk and a much larger proportion of the clerks should get into the category of senior staff. I would therefore demand that at least 75 per cent. of the clerks should be eligible for the Rs. 80—160 grade. As you know, these are middle class people and today the middle class is the worst hit. These people are also not able to make even both ends meet. Therefore, until you give them some satisfaction and keep them contented you really cannot improve the situation. Only when they are properly attended to, the position will improve. The amount spent on them will be repaid to you in better service from them. I hope therefore that the grievances of the administrative staff will be looked into and the promises made by the Prime Minister will be fulfilled.

Then, about the amenities, I was really happy to listen to my hon. friend Mr. Chaudhuri saying that in the Assam Railway there is no congestion now. I wish that the same thing was true in the O.T. Railway. In the O.T. Railway I find that even today in every train that goes, people are travelling on the roof of the trains. There is as much congestion inside the trains as there was before and they have to climb on the top. I wish that the congestion on the O.T. railway were relieved, as it has been done on the Assam Railway.

Shri Gopalaswami: Some of your stock has been pinched for Assam.

Prof. S. L. Saksena: You have given some satisfaction to Mr. Chaudhuri; I do not grudge that. I only wish that some attention may be paid to O.T. railway as well.

In regard to water supply even now I find great scarcity of water on certain stations of the O.T. Railway. I am sure the hon. Minister will look into the complaint and do all in his power to improve it.

Shri A. C. Guha: On a point of personal explanation. The hon. Minister contradicted that there was an increase in the freight charges of food-grains. I would like to draw his attention to pages 11 and 12 paragraph 22; page 22 paragraph 14 and page 29 paragraph 29 of the White Paper. If words of the English language have any meaning, it only means that there has been an increase in freight charges.

Mr. Chairman: Originally we started with the idea that the hon. Minister will reply at 12-20. Since some more hon. Members wish to speak, I think we can go on with the general discussion till 12-40.

Dr. M. M. Das (West Bengal): As has been said by many of the previous speakers, the railway administration of our Government deserve our congratulation for the commendable success it has achieved during the past four years. Not only, has there been complete recovery from the deplorable position to which our railways were reduced by war and partition, but our railways were able during this short period of four years to rehabilitate themselves to a large extent satisfactorily. Although much more remains to be done yet, what has already been done is not negligible.

The credit for this achievement very rightly goes to the hon. Minister for Railways and Transport, Shri Gopalaswami Ayyangar and his worthy lieutenant Mr. Santhanam to whom the Minister himself paid glowing tributes the other day. Mr. Ayyangar, an elderly statesman of great ability and wisdom, calm, serene and unruffled even in the face of highest provocations commands the respect and confidence from every quarter of this House. It is true that on many occasions his demands upon this House have been no doubt very great. It is with great reluctance that we have persuaded ourselves to agree to his views. But today, we can very well congratulate ourselves on the fact that we have not placed our confidence in unworthy hands.

As has been said in the budget speech of the hon. Minister the recovery of our railways has been more or less complete. There have been noticeable improvements all round and our railways are placed today on a much better economic footing than in the past. The net surplus is progressively higher, arising from 15 crores during the year 1950-51 to 22 crores in 1951-52 and an estimated figure of 25 crores in 1952-53. But although, the net surpluses during the last three years 1950-51, 1951-52

and the coming year 1952-53 would amount to about Rs. 62 crores, although the depreciation reserve fund is expected at the end of the year 1952-53 to be about Rs. 100 crores and the reserve fund to be about Rs. 40 crores, yet it is a matter of pity that our Government cannot resist the temptation of exacting more money from the people either in the shape of fares and freight under the slightest pretext. Last year passenger fares were increased and this year it has been proposed to raise the freights of essential goods like foodgrains, sugar, iron and steel and coal. From the increased freights upon coal alone there will be an additional revenue of about Rs. 6 crores. Coal has been the proverbial 'goose' not only for the hon. the Railway Minister but also for the other Ministers. Last year when raising fare rates of passengers the hon. Minister spoke eloquently why it is advisable to raise passenger fares. This year also when proposing an increased freight upon essential goods and coal he has spoken eloquently why it is necessary and advisable to increase the freight. A shrewd administrator that he is he is never wanting in excuses or reasons. But I do not understand how the hon. Minister for Railways who enjoys a great reputation to be one of the most reasonable and considerate men—like a spoilt child—wants more as he gets more.

As I said, coal is the proverbial 'goose' not only with the Railway Minister but with the other Ministers too. The hon. Minister of Labour comes before the House with a Bill to impose a cess upon coal for his labour welfare fund. The hon. Minister of Works, Production and Supply comes before the House with a Bill to impose another cess for stowing and conservation. Now the Railway Minister comes before the House and proposes an increase of freight upon this very important household article. I submit that coal being one of the most important necessities of every household we should not do anything which will increase its price. I hope the hon. Minister who enjoys a high reputation to be one of the most reasonable and considerate men should give proper consideration to this matter.

Shrimati Jayashri (Bombay): I rise to congratulate the Minister for Railways for the achievements of the Railway administration. We are glad that many amenities have been provided for the third-class passengers. But the main question of overcrowding still remains to be solved. I would like here to read out a report which says that one boy was suffocated to death in an overcrowded train from Bular to Surat. This report was from Surat.

[Shrimati Jayashri]

dated October 8th. The report says that the boy was with his mother in a passenger coach attached to a parcel train. The boy is reported to have died near Durgri station while the mother sustained injuries. This is a sad tale and I hope that in future the question of overcrowding in passenger trains will be looked into.

We are told that to solve this overcrowding, more *janata* trains have been introduced. But I would like to draw the attention of the hon. Minister to the fact that these *janata* trains stop only at a limited number of stations and therefore do not cater to the needs of passengers travelling from smaller stations. I would therefore request the hon. Minister to see that this *janata* train really serves the people and justifies the name '*janata*'.

The other matter to which I would like to draw attention is to the deposits placed by the people travelling in suburban trains who buy season tickets. In Bombay, I am informed there are nearly four lakhs of people travelling daily and their deposits which will amount to about Rs. 15 lakhs is with the Government. I would like to know whether the interest on this amount will be paid to those people who have placed the deposit with the Government.

The next point I would like to refer to is this. In their economy drive I am informed that Government are going to reduce some of the posts of women railway guides. These women guides are doing a very useful work in solving the question of traffic in women and I would say that it would be a wrong economy on the part of Government to try to reduce the number of the women guides. I hope the report is not correct.

There is another point and that is about temporary service. Lakhs of people are yet in temporary service and they are not put on a permanent basis. The report here says that the number of posts converted from temporary to permanent is 88,000 and of temporary staff confirmed is 1,72,000. Still 1,11,000 are in temporary service. I hope that they will all be placed in permanent service in the near future.

And the last point to which I would like to draw attention is the income from tourist traffic. There is great complaint about the inadequacy of travelling facilities as well as accommodation. Tourists get disgusted and we lose a large income from this source. I hope that this matter will also be looked into.

An Hon. Member rose—

Mr. Chairman: There are only five minutes. Whichever hon. Member could finish within five minutes, I would like to give him the chance. Mr. Gokulbhai Bhatt.

श्री भट्ट : माननीय सभानेत्री जी, पांच मिनट में जो कुछ मुझे कहना है मैं कहे देता हूँ। लेकिन यहां पर मैं एक बात बतला देना चाहता हूँ कि हम यहां पर पहले और दूसरे दरजे के वेटिंग रूम में बैठ कर बात कर रहे हैं। यह मिसाल में इसलिये पेश कर रहा हूँ कि हम तीसरे दरजे के वेटिंग हॉल (Waiting-Hall) में बैठ कर यह बहस नहीं कर रहे हैं। इस का मतलब यह है कि हमारे रेलवे डिपार्टमेंट ने बहुत कुछ तरक्की की है और हमारे माननीय मन्त्री जी ने बहुत आशा और उम्मीद के साथ अपने काम को शुरू किया था और अभी भी वह काम जारी रख रहे हैं और वह कह रहे हैं कि, रेलवेज बिल डू बेटर, दे हैव उन बेटर एंड इन फ्यूचर इयर्स आलसो दे बिल डू बेटर। इस में कुछ शक नहीं है कि रेलवेज ने बहुत कुछ तरक्की की है लेकिन मैं जिस बात की तरफ आप की तबज्जह दिलाना चाहता हूँ वह तीसरे दरजे के लोगों की हालत है और उन की शिकायतें हैं। अभी हमारी एक बहिन ने कहा कि भीड़ में कोई आदमी द्वास रुक जाने से मर भी गया। ऐसी तो कई मिसालें हैं। अगर आप उन एक्सीडेंट्स (accidents) की रिपोर्टें देखें तो आप को मालूम होगा कि तीसरे दरजे के मुसाफ़िर किस तरह अन्दर बिठाये जाते हैं और किस तरह कुली उन के सामान को नहीं बल्कि उन को डब्बों के अन्दर ढकेलते हैं। अगर आप जा कर उन की हालत को देखें तो आप के मन में

राष पैदा होगा और आप कहेंगे कि रेलवेज ने बहुत तरक्की की है, बहुत मुनाफा किया है अपनी फाइनेन्शल पोझीशन (financial position) को अच्छा किया है, यह सब कुछ किया है, लेकिन जब तक हम तीसरे दरजे के लोगों की तरफ तबज्जह नहीं देते हैं जिन से कि हम पहले और दूसरे दरजे वालों से सात या आठ गुनी आमदनी करते हैं, और जब तक हम अपनी अक्ल को काम में ला कर उन की हालत को नहीं सुधारते हैं तब तक उन के शाप हमारे ऊपर बरसते रहेंगे। यह कोई मामूली बात नहीं है। हमारे रेलवे बोर्ड के जो आदमी हैं वह बहुत तजुबेकार हैं और अपनी हिकमत से बहुत कुछ काम करते हैं। उन से मैं कहना चाहता हूँ कि आप ऐसी तरकीब निकालिये कि जिस से हम तीसरे दरजे के लोगों की तकलीफों को दूर कर सकें। मैं यह कई मर्तबा कह चुका हूँ। पिछली मर्तबा भी मैं ने यह कहा था और आज भी यह कहना चाहता हूँ बहुत से लोग प्लेटफार्म टिकट ले कर अन्दर आ जाते हैं और भीड़ कर देते हैं। उन को इस बात से रोकना चाहिये कि वह डब्बों के अन्दर जा कर न बैठें।

दूसरी बात यह है कि कई लोग प्लेटफार्म पर घुस आते हैं और डब्बों में जा कर सीटों पर अपना बिस्तर बिछा देते हैं या अपनी चद्दर लगा देते हैं और लोगों से आठ आना या एक रुपया ले कर उन को वह सीट देते हैं।

مستشرقان اور كوشش (مولانا آزاد)

کہا چادر ہٹانے کے لئے -

श्री अट्ट : जी नहीं, वह अपना कपड़ा पहले से बिछा लेते हैं और सीट को रिजर्व कर लेते हैं और जब और आदमी आते हैं तो उन से आठ आना, रुपया या दो रुपया

ले कर वह सीट दे देते हैं। इस रीति से यह चोरी चल रही है।

Shri Gautam : It is a common feature.

श्री भट्ट : करीब पचास आदमी पहले से यार्ड (yard) में आ जाते हैं और सीटों पर अपना कपड़ा बिछा कर उन को रिजर्व कर लेते हैं। इन की तरफ न पुलिस ध्यान देती है, न रेलवे कर्मचारी लोगों की मदद करते हैं। मैं ने कई बार इन की तरफ उन का ध्यान दिलाया और कुछ को गिरफ्तार भी करवाया पर वह शायद रुपया आठ आना पुलिस को दे कर छूट जाते हैं। यह एक बड़ा खराब धन्धा चल रहा है।

दूसरी बात मैं यह कहना चाहता हूँ कि आप कोई शटिल ट्रेन (shuttle train) चलाने की भी सोचिये और जो माल गाड़ियां चलती हैं उन के साथ भी दो-तीन डिब्बे ऐसे लगा दीजिये जिन में कि तीसरे दरजे के लोग जा सकें।

अभी सोशल गाइड्स (social guides) के बारे में बतलाया गया सन् १९५०-५१ की रिपोर्ट में लिखा गया है कि यह सोशल गाइड्स बहुत कुछ कर रहे हैं। लेकिन अब मालूम होता है कि हम इन को निकालना चाहते हैं। अगर ऐसा है तो थर्ड क्लास वालों की मदद करने वाला कोई नहीं रह जायेगा। न कोई पुलिस वाला उन की मदद करता है, न कोई रेलवे का कर्मचारी उन की मदद करता है, न गाइड उन को कोई मदद दे सकता है, इस से थर्ड क्लास के मुसाफिरों को इन्तहा दरजे की तकलीफ होती है। उन की तरफ हम ध्यान नहीं देते हैं और उन को जब तक आराम नहीं मिलता है तब तक हमारा काम पूरा नहीं हो सकता। हमारे सन्धानम जी ने दूसरे दरजे वालों के लिये इतना काम किया है कि उन का नाम

[श्री भट्ट]

दूसरे दरजे वालों के साथ जुड़ गया था। हमारे दोनों मन्त्रियों ने बहुत काम किया है और मैं उनको मुबारकबाद देना चाहता हूँ।

مولانا آزاد : اب ان کا نام تھسروے

درجے کے ساتھ جڑ جائیگا۔

श्री भट्ट : हमारे सन्धानम जी अब जाना चाहते हैं। पर हमारे माननीय मन्त्री गोपालास्वामी अयंगर जी और उन के जो रेलवे बोर्ड के आदमी हैं वह लोग तो रहेंगे। इस चीज की तरफ उन की तबज्जह जानी चाहिये।

इस के अलावा मैं रियूफिंग (re-grouping) की तरफ आप का ध्यान दिलाना चाहता हूँ। मैं चाहता हूँ कि जिस गति से आप चल रहे हैं उस को थोड़ी सी कम कीजिये। पहले जो आप ने ज़ोन (zone) बनाये हैं उन का हम परिणाम देख लें कि क्या बचत हुई, क्या आपरेशन (operation) में तरक्की हुई और क्या क्या फ़ायदा हुआ, तब हम और आगे बढ़ें। यह सवाल सेंट्रल एडवाइज़री कमेटी के सामने है इसलिये मैं इस पर और कुछ ज्यादा नहीं कहना चाहता हूँ।

इस के अलावा मैं ग्रेन शाप (grain shop) के बारे में भी थोड़ा सा कह देना चाहता हूँ। वहाँ पर जो माल नमूने का दिखाया जाता है वह अच्छा होता है पर बाद में जो माल भेजा जाता है वह हलके दरजे का होता है। इस की तरफ भी मैं आप का ध्यान दिलाना चाहता हूँ।

अब मेरा समय खत्म होता है। मैं फिर एक बार माननीय मन्त्री जी को धन्यवाद देता हूँ।

(English translation of the above speech)

Shri Bhatt (Bombay): I will be finishing all I have to say within five minutes. But I may point out one thing. It is that we are sitting here and discussing the Budget in an atmosphere comparable to that of a first or second class waiting room. We are not keeping the third class waiting hall in view while discussing the matter. I know that the Railways have shown good progress and the work of improvement which was started by our hon. Minister with great hope and enthusiasm still continues and he promises us that 'the Railways will do better, they have done better and in future years also they will do better'. As I said the Railways have certainly made progress but even then I would like to draw your attention towards the conditions prevailing in third class compartments and the grievances of the passengers of that class. While describing the difficulties of third class passengers, my hon. colleague Shrimati Uma Nehru said that a passenger even died of suffocation on account of overcrowding in the trains. Such examples are not uncommon. If you just go through the periodical reports on accidents, you will come to know the hardships which the third class passengers have to suffer in order to push themselves into the compartment and also how the coolies have to throw them in instead of their luggage. If you go and see the conditions yourself, you will be very sorry and annoyed at their plight and will feel that although Railways have made much progress, shown greater profits and improved their financial position to a great extent yet the administration has done little in the direction of improving the conditions for third class passengers who are giving us seven or eight times more income than first and second class passengers. Unless we do something to set these conditions right, these people will always curse us. It is not such an ordinary matter that we can leave it without paying any attention. The officers in our Railway Board are experienced persons and they try to do their best and I would like to ask them to find out ways and means whereby the difficulties and hardships of the third class passengers can be removed. I have been saying one thing for a long time and I repeat it today also. It is that many people simply purchase platform tickets, enter the compartments and over-crowd them. This should be stopped and they should not be allowed to enter and sit in the compartments.

Another thing is that many persons somehow manage to enter the platform, get into the compartments and then spread their beddings or sheets

on the seats. After that they take one rupee or eight annas from the passengers and give them those seats.

The Minister of Education (Maulana Azad): Do they charge for removing the sheets?

Shri Bhatt: No, they spread their clothes and thus reserve the seats and when passengers come, they charge eight annas or a rupee for giving the seats to them. Thus this blackmarketing is going on.

Shri Gautam: It is a common feature.

Shri Bhatt: About fifty persons enter the yard and reserve the seats by spreading their clothes on them. Neither the police look into the matter nor the railway employees help the people. I drew their attention several times towards this fact and got some people arrested also but it seems they tip the policemen and thus get themselves released. This is a very bad practice going on.

Then I would like to suggest that the Government should also try to start shuttle train services and attach passenger bogies to goods trains so that third class passengers may be able to take advantage of that.

A reference was made about the social guides. The 1950-51 Report says that the social guides are doing a lot of work. But it appears now that we are going to do away with them. If that is so, the third class passengers would be left without any assistance. The police do not help them, the railway employees do not help them and the guard also cannot help them. Thus the third class passengers are left to their own fate and have to face enormous difficulties. We are not paying any attention to them and unless we do that, our task remains incomplete. My hon. friend Shri Santhanam has done so much for the second class passenger that his name was for ever associated with the second class passenger. Both of our hon. Ministers have done a great deal and for that I would like to congratulate them.

Maulana Azad: Their name would now be associated with third class.

Shri Bhatt: Shri Santhanam now wants to leave us. But the hon. Minister Shri Gopalaswami Ayyangar and members of the Railway Board are here and they should pay their attention in this direction.

Then I would like to refer to re-grouping. I want that the pace with which you are going ahead in this matter should be lessened to some

extent. Let us first see the results of the zones which we have already made and see what economy has been effected, what improvements have been made in the operation of Railways and then only we should proceed further. Since the proposal is before the Advisory Committee, I need not speak much on it.

I may also make a reference to grain shops. The commodities supplied there are of a quality inferior to what is shown in the samples. I would like to draw your attention towards this fact also.

My time is over but before taking my seat I congratulate the hon. Minister once again.

Shri Santhanam: I do not propose to take much of the time of the House or deal with many of the matters in detail. First, there is no time, and secondly, this is not the occasion to deal with all the matters in great detail because the occasion will come when the Budget will be presented and the House will have adequate time to scrutinise all the figures and get full explanations. Therefore, I shall try to deal briefly with a few of the matters mentioned during the last two hours.

Before I do so, I wish to express my gratitude to the hon. Members for the appreciation of the work done by the Railway Administration during the last four years. I am particularly glad that hon. Members of this House have realised the great service done to the country by the Railway Minister.

Dealing with statistics, one has to be very careful because so many changes have taken place during so many years. Statistics are not always comparable. For instance, Mr. Massey quoted ton miles in 1941-42 and ton miles in 1950-51. If he had looked at page 125, and paid some attention to the notes, he would have found that the figures for 1940-41 included traffic carried by the whole of the North West, Bengal and Assam Railways while the figures given for 1950-51 do not include them. Therefore if you reduce the quantity carried by the Pakistan Railways, you will find that there has been a remarkable improvement in the traffic. The only basis of comparison must be 1947-48 or 1948-49. Then, he will find that there has been a considerable improvement in the actual tonnage carried.

Shri Massey: My point is this. Irrespective of the period, take a certain number of wagons, take a certain turn round, you get a certain tonnage. You have given the figure 146. Irrespective of the period.....

Shri Santhanam: I am afraid I cannot wait for a long speech from the hon. Member.

Shri Massey: The point is serious; it is a question of comparative statistics.

Shri Santhanam: The point I am driving at is, we have to be careful in making comparisons. He took the year 1941-42 and tried to compare it with 1950-51. He took the total tons and not the individual performance into consideration.

Then, my hon. Pandit Kunzru quoted certain figures to show that efficiency was not in evidence to such an extent as expected. Here also I would suggest that the fact that the Indian States railways have been integrated from 1st April 1950 should be borne in mind when comparing these figures. The figures for 1950-51 and also 1951-52 have been to some extent, affected by the inclusion of these lines. As a matter of fact I find that from August to December the engine miles have been between 78 and 79. The meter gauge portion has been more affected by this integration because the bulk of the new lines coming from the States belong to the meter gauge and therefore the slight reduction in the engine miles in the meter gauge system is due to the fact that the engine miles in these State railways were considerably less than that in the Indian Government railways. But we are taking every step to see that the whole system is pulled up to the standard set by the report of the hon. Member's own committee.

Then again, a point was made about freights. It is true that certain anomalies with regard to the freight on sugar, grains etc. have been removed; but this does not mean an increase in the freight. Actually a substantial change has been the abolition of the inflated mileages. Under the old system when the construction of a certain length of railway was particularly costly, they used to put the mileage high, sometimes double or three times, especially in the hill railways. But in order to rationalise the system we are abolishing all these inflated mileages and we expect to incur a loss of about Rs. 2 crores. Therefore, though there may be a slight increase because of the removal of certain anomalies in certain sections, there will be a considerable reduction in other sections and taking the picture as a whole the freight structure, except on iron, steel and coal, will show a reduction rather than an increase.

Pandit Kunzru: May I interrupt the hon. Minister? Does his argument about inflated mileages apply also to the Gangetic plain?

Shri Santhanam: Wherever the inflated mileage exists it applies. Sometimes in the plains also it applies, as for instance, I believe somewhere between Dehra Dun and Lucknow there was inflated mileage. If the hon. Member wants more details I can give him. But wherever these inflated mileages exist we are abolishing them, except in certain hilly and semi-hilly sections.

Shri A. C. Guha: But unless there has been an increase in freights, how could there have been increase in the nett revenue?

Mr. Chairman: The hon. Minister has got very little time at his disposal now and hon. Members would do well to allow him to cover as many of their points as possible.

Shri Santhanam: The nett increase is due to the increase in the coal freight and by the removal of certain anomalies. For instance in the freight rates on iron and steel there will be some increase. But if you leave these, you will find that there will be a reduction in the rates received on other articles. My friend Mr. Das made a passionate protest but the fact is that we have been carrying coal for the past 5 years at half the working cost i.e. for every ton of coal half the cost of transport has been subsidised. As coal forms nearly one-third of the total freight of the Indian Railways this cannot go on unless the rest of the articles continue to subsidise it more and more. In fact this freight structure was a bottleneck for the transport of coal itself because it was becoming increasingly unprofitable for railways to carry coal. Take the sea freight to-day. No coal moves by sea because it is more than double the rate of railways. Before the war coal freight by sea was cheaper than by rail but now the coal freights by sea have been multiplied many times while in the railways it has been more or less stationary. We have to bring some sort of rationalization not only for the future of the coal trade but also to see that Indian Shipping carry a certain part of the coal for the national benefit. The coal has to go from Calcutta to Saurashtra by Railway because no industry in Saurashtra will take coal by sea as the shipping freights are more costly. Therefore it is necessary not only for Railway finances but for balancing the economy of the country.

Then there was of course the usual argument about the increase of the passenger rates. I have been during the election campaign calculating in most places what this increase actually meant to the peasant and I have worked it out and found that in no

part of the country is a peasant paying more than half the wheat or rice or maize to-day for every mile that he travels. If he paid one measure per mile in 1939 or 1940, he is paying only half a measure to-day. This is obvious from the index figures. The average rise in wheat and rice price is 400 while the rate structure has increased just double from 3 to 6 pies.

Dr. Pattabhi (Madras): Will Government take the payment in kind?

Shri Santhanam: I think it will be a preferable thing for Government. Only the administration may be more difficult.

I find that my friend Mr. Bhatt would not change his tune whatever the facts. It may be true that in certain sections there is still overcrowding but I do claim to a large extent that essential overcrowding has disappeared over the bulk of the Indian Railways.

Some Hon. Members: Question.

श्री भट्ट : आप ही कहते हैं कि 'ओवरक्राउडिंग परिसिस्ट्स', यह आप ही के शब्द हैं ।

[**Shri Bhatt:** You yourself say that overcrowding persists. These are your words.]

Shri Santhanam: Overcrowding to a certain extent persists and in a country like India it is bound to persist during *melas*, fairs and festivals. You could never hope to provide a service which will not include overcrowding during *melas*, fairs and festivals but normal overcrowding has diminished in most sections of the Indian Railways. A number of trains run for instance from Bombay to Ahmedabad—I have been to that area recently—and people's Associations have come and told me that the overcrowding to a large extent has disappeared. Even in the Assam link—I am glad to note that my friend Mr. Chaudhuri has testified to the facts—we have introduced more through train services and to some extent there has been reduction of overcrowding. I do appreciate the fact that on the O.T.R. where the passenger traffic is particularly heavy there is still a considerable amount of overcrowding but overcrowding is a comparative statement. Let the hon. Members from that part of the country think of overcrowding in 1948 and 1949 and tell us honestly whether the same thing persists, even on the O.T.R.

Pandit Thakur Das Bhargava: It has definitely diminished everywhere.

Shri Santhanam: I do not say we can be content with it or there is room for complacency but this is a thing which has to be continued. Even to-day we are carrying nearly $3\frac{1}{2}$ times the passenger we carried in 1938/39 and in addition to the passenger and locomotive stock has not been of the same order. Therefore it is only a question of continuing the process so that practically there will be no overcrowding in any part of the country. In this connection I may refer to my friend Mr. S. L. Saksena's complaint that the O.T.R. is backward; on the other hand he protested against the new scheme of regrouping. In fact, one of the objects of the new scheme of regrouping is to pull up the O.T. and Assam Railways to national standards. My hon. friend, of course, naturally objected to any transfer of large numbers of staff from Gorakhpur to Calcutta, but if Gorakhpur is to remain the headquarters four times the number of staff would have to be transferred from Calcutta to Gorakhpur. So it is a question of minimum transfer of staff consistent with national efficiency and that is the basis on which we have worked. No doubt we shall give more details to the Central Advisory Council when it meets on the 27th—what it will decide I do not want to anticipate at present.

Again we have been asked: Have the economies promised through regrouping taken place? That is the question which my friend, Pandit Kunzru put. One thing is clear from the Budget: we have regrouped three zones and it has not affected adversely the finances of the Railways. Formerly it was thought that there will be great dislocation, and great losses but not a ripple has been heard of dislocation of traffic and the Railway Budget shows that Railway finances have not been affected at all by the regrouping. After all, within eight months' time can you give a complete picture of the economy achieved or the changes brought about of the magnitude of the regrouping that has taken place? That no dislocation has occurred, that no deterioration in the finances has occurred is positive proof that, this great national reconstruction has been timely and has been carried out in a manner which will help national economy. When we do big things we cannot always ask that the thing should be pulled out by the roots to examine it. If there has been any serious deterioration or deleterious effect on the national finances or on transport or on anything else then I can understand. Even Pandit Kunzru had to admit that there has been improvement in the operational effi-

[Shri Santhanam]

ciency—only not so much as he wants. Therefore, the great plan of reorganisation is an urgent necessity which will avoid all these small Railways, all these uneconomic Railways, and give to India six big systems which Parliament could grasp—now it is not possible for any Member of Parliament to study the Budget books and find out how the Assam Railway is working or how the O.T. Railway is working. In fact, the Assam Railway, particularly, is a very deficit Railway and unless it is merged with a bigger Railway it will have no scope for expansion. Every time the Minister will come and say, "We are losing four or five crores already, how many more crores are we to lose?" But now under the reorganisation scheme it will be merged and the system itself will become an economic and a prosperous system. Therefore, I suggest to the House—now I can speak with absolute disinterestedness—that this negative attitude towards our economy should go. We should take a positive attitude. This regrouping has been advocated by all committees; we have asked for it during the days of the British rule and we have been continuously asking for it. Now when the time came and we took the step, when it has been proved that nothing disastrous has happened, I do not see why people should go on hesitating and say, "Postpone it, postpone it." If you postpone it some things may not happen but certain other things may happen and a necessary reform might be delayed indefinitely. That is a greater danger than the imaginary fears expressed by people that something may happen. I say no untoward things have happened—half the railways have been regrouped and they are functioning well. Therefore I suggest that the House should give its blessings to the Railway Ministry and say that it should go forward with regrouping of the rest of the railways.

1 P.M.

I was not surprised to find one of our lady Members complaining that while there has been improvement in third-class travel, the upper classes are not so good and that in the second-class and first-class the fans and other equipments are not up to date. In fact, I think the complaint is a little justified. For the first two or three years, we concentrated only on third-class traffic and we did not mind even a little deterioration in the upper class traffic. But we do not want this deterioration to go on and we have taken the matter up and measures have

been taken to see that all the equipment in the upper classes is put in tip-top condition.

Mr. Massey spoke about Class II lower gazetted officers. On a careful consideration of all factors, we have found that Class II is essential in order to provide promotion for the lower subordinates on the one hand and also to ensure that some people start at a fairly high scale so that they may be ready for higher responsibilities in their middle age. The abolition of Class II and stoppage of direct recruitment for Class I will mean that when our officers take responsibilities, they will be too old, they will be losing initiative, and they will lack energy. Therefore, we want young people also to hold positions of responsibility. That is why direct recruitment is essential for Class I. If this is admitted, then the only way in which proper facilities can be provided to subordinates is by the creation of Class II. That is why this system has been introduced and though there is some legitimate grievance on the part of the old people, people coming into this afresh will find no cause for grievance, because in every change some marginal adjustments have to be made and there is always a certain amount of difficulty.

Shri Massey: Is this the practice in other countries of the free world? Has any other free country got Class II? Can you show me any other country where Class II posts have existed and subordinates cannot rise to the highest positions in the railways?

Shri Gopaldaswami: I think that if we were given time we shall be able to illustrate it from the history of other countries. But my hon. friend quoted an Article of the Constitution. Let me remind him that he cannot victimise the Railway Ministry alone. He should look round the other services operating in this country and he will find analogies there.

Shri Massey: I am not talking of the services as a whole. I am dealing only with the railways. Is it not a fact that one of the railways has taken the matter to the Supreme Court?

Shri Santhanam: We may leave the Supreme Court to decide about the Constitution and law as it deems fit. But if there is no justification for Class II, there is no justification for Class III or Class IV. Equal opportunity does not mean what my friend says. It only means that every man shall be given full opportunity for that service for which he is fitted and no man shall be discriminated against. Therefore, there is no difference between having Class II and Class III.

Shri Massey: Do you accept the principle of unequal pay for the same service and the same work? There are two different posts in Class II and Class III but the responsibilities and everything else are the same. What is the reason for this anomaly?

Shri Santhanam: Sometimes Class III officers also think that they are doing practically the same work as Class I officers.

Shri Massey: But they are not taking the same responsibility. In the case I have cited the Chief Commissioner himself has admitted that the work is identical and the responsibilities are identical, but the principle is different when you come to the new Class II. They do not do the same work.

Shri Santhanam: It is in the national interest that this classification has been adopted.

Shri Massey: That is the stock phrase of the Establishment Section.

Prof. S. L. Saksena: What about the ministerial staff.

Shri Santhanam: The Ministerial Staff Association is not a body which we have recognised because we do not believe in recognising sectional organisations.

As for the substance of the complaint itself, I would request my hon. friend Mr. Saksena to compare the position of the ministerial staff on the railways with the staff doing the same work in the United Provinces Government and prove that the railway staff are not better off—I do not say equal—than the staff of the U.P. Government doing the same work. I claim that class by class the railway workers in this country are better off than similar classes. I cannot give any absolute standard. Of course conditions are such that I would like to improve the position of class III. But it is a question not only of railway importance, but of national importance. We have to take the national picture also into account and I do claim that the ministerial staff on the railways are better off than similar ministerial staff in any State Government. I think that is a position which they themselves have admitted before me, but their argument is because you have got more funds why not pay more. These funds have been raised specifically for the development of the national asset of railways. If we have got more balance than some may think necessary, it is because we are not able to utilise them

for new constructions and other purposes owing to the ways and means position of the Indian Budget. I quite agree that it would be good for the country if we can embark on a large scale expansion of railway systems and open up backward areas. But today the Planning Commission is in charge of the coordinated development of the country and I myself will be pleased if the Planning Commission can see its way to sanction another Rs. 100 crores for the expansion of the railways during the next five year period. But we are also subject to discipline and when the Planning Commission says that the railways can only utilise so much of Indian capital in the next five years, we have to submit to it. It is not for want of will, but because of national considerations that we have to limit our rehabilitation and capital programmes according to the opinion of the experts.

Prof. S. L. Saksena: Will you consider raising the proportion from 25 per cent. to 50 per cent.?

Shri Santhanam: After all, all these questions will have to be duly considered. There is no finality in any matter. In due course the responsible Minister will have to consider every question afresh when the time for it comes.

I have only one word more and I shall finish. My senior colleague has already given a public assurance that a Commission will be appointed to consider the question of merging part or whole of the dearness allowance in the basic pay. It is a very difficult and complicated problem both from the point of view of workers and administration and therefore when the Commission is appointed it will have to consider it and come to a conclusion. Meanwhile I have no doubt that a Commission will soon be appointed which will go into this matter thoroughly.

Prof. S. L. Saksena: Will the question of provident fund contribution also be considered by them?

Shri Santhanam: That Commission will go into that also.

Mr. Chairman: Before I adjourn the House I have to make an announcement that the House from tomorrow onwards will meet in the afternoon also from 3 to 5 P.M.

The House then adjourned till Half Past Nine of the Clock on Tuesday, the 26th February, 1952.