

9th April, 1947

THE
LEGISLATIVE ASSEMBLY DEBATES
Official Report



Volume IV, 1947

(25th March, 1947 to 9th April, 1947)

THIRD SESSION
OF THE
SIXTH LEGISLATIVE ASSEMBLY
1947



LEGISLATIVE ASSEMBLY

President:

The Honourable Mr. G. V. MAVALANKAR.

Deputy President:

Khan MOHAMMAD YAMIN KHAN, M.L.A.

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Mr. P. J. GRIFFITHS, M.L.A.

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Sardar MANGAL SINGH, M.L.A.

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LEGISLATIVE ASSEMBLY

Wednesday, 9th April 1947

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

MEMBER SWORN:

Mr. Sitaram Chintaman Joshi, M.L.A. (Government of India: Nominated Official).

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

PAYMENTS TO PROVINCES FOR EXPENDITURE ON 'GROW MORE FOOD CAMPAIGN'

+1466. *Mr. Manu Subedar: (a) Will the Secretary of the Department of Agriculture be pleased to state what is the total amount of money paid by the Government of India under "Grow More Food" campaign to the various provinces so far in each year since the "Grow More Food" campaign was started?

(b) What is the total amount that is proposed to be given during the next year?

(c) What is the increase in (i) cultivated area, and (ii) production, which is ascribed to the "Grow More Food" expenditure, and in what manner is it ascertained that this is due to such expenditure?

(d) Is it a fact that Provinces, which have food surplus, have expressed their desire to go in for commercial crops?

Sir Pheroze Kharegat: (a) A statement (Statement I) is placed on the table of the House.

(b) It is not proposed to make any separate grants specifically for Grow More Food Schemes and provinces are expected to find the necessary money for the purpose from the block grants of Rs. 45 crores placed at their disposal for development. (Which includes the growing of more food).

(c) Two statements (Statements II and III) showing the increases in acreage and production under the principal foodgrains during the years 1942-43 to 1945-46 are placed on the table. It is not possible to say how much of the increase is due to the Grow More Food campaign, how much to climatic factors, how much to the prevailing prices and how much to other considerations.

(d) No such desire has been intimated to the Government of India.

†Answer to this question laid on the table, the questioner not having put the question.

Statement I—showing the Loans and Grants Sanctioned during 1943-47

Name of the Province	Rs. 1944-44		Rs. 1944-45		Rs. 1945-46		Rs. 1946-47	
	Loan	Grant	Loan	Grant	Loan	Grant	Loan	Grant
Assam	9,01,867	1,02,585	10,86,100	4,83,781	13,08,455	12,37,616	1,50,700	7,92,230
Bengal	62,15,000	12,84,184	23,15,000	14,74,313	41,40,500	23,73,909	41,66,700	62,62,004
Bihar		9,67,152	9,64,000	14,37,970		16,85,889		18,73,137
Bombay	3,00,000	8,61,771	6,00,000	40,46,028	8,22,500	47,01,176		36,14,950
C. P. & Berar	39,50,000	17,20,000	31,68,970	6,70,826	41,35,782	8,74,692	40,10,108	13,39,516
Madras	45,00,000	4,13,666	16,25,000	35,75,406	45,62,500	17,52,988	85,00,000	2,42,95,702
N. W. F. P.		1,07,500	12,59,300	11,12,342	14,31,000	3,83,079		4,16,299
Orissa	5,77,300	1,73,650	14,67,600	9,56,241	21,70,147	13,20,680	16,54,785	23,87,408
Punjab		3,00,000		15,70,860		4,32,025		6,45,270
Sind		4,85,335		78,000		2,32,775		4,55,997
U. P.		9,37,200		27,57,290		13,32,190		18,03,240
Total	1,64,44,167	76,52,043	1,24,85,970	1,81,63,007	1,86,70,884	1,63,26,919	1,84,82,293	4,19,05,753

Statement II—Area under Principal Foodgrains in the Reporting Areas of India
(Thousand Acres)

	RICE			WHEAT			JOWAR		
	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46
Temporarily settled Areas									
Ajmer-Merwara . . . . .	..	..	..	17	26	27	78	100	111
Bombay	1,961	2,060	2,037	1,782	1,641	1,696	8,580	7,684	8,075
C. P. & Berar	5,747	5,850	6,023	3,293	2,070	2,665	4,412	5,385	5,145
Coorg	85	88	87	..	..	..	..	..	..
Delhi . . . . .	..	..	..	49	53	51	18	23	27
Madras	9,958	10,774	9,952	..	..	..	4,878	4,828	4,148
N. W. F. P. . . . .	..	..	..	1,025	1,070	1,085	76	101	66
Punjab	1,052	1,207	1,329	9,624	10,282	10,220	881	867	857
Sind	1,223	1,288	1,418	1,088	1,437	1,243	431	467	366
U. P.	7,156	7,102	7,112	7,938	7,703	8,056	2,200	2,412	2,522
Total	27,182	28,369	27,958	24,816	24,892	25,043	21,554	21,867	21,307
Permanently settled Areas									
Assam	5,280	5,541	5,303	..	..	..	..	..	..
Bengal	22,061	26,150	26,685	161	191	202	6	8	6
Bihar	9,680	9,671	9,747	1,107	1,235	1,186	67	73	72
Orissa	5,080	5,111	5,107	4	6	7	39	38	38
Total	42,101	46,773	46,842	1,272	1,432	1,395	112	119	116
Total Br. India	69,283	75,142	74,800	26,088	26,324	26,438	21,666	21,986	21,423
Reporting States	4,523	4,939	5,085	8,677	8,462	8,121	13,145	13,937	12,203
Grand Total	73,806	80,081	79,885	34,765	34,786	34,559	34,811	35,923	33,626

Statement II—Area under Principal Food grains in the Reporting Areas of India
(Thousand Acres)

	BAJRA			RAGI			MAIZE		
	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46
Temporarily settled Areas									
Ajmer-Merwara	25	55	40	...	...	...	...	...	76
Bombay	3,624	5,027	3,638	...	578	525	...	63	153
C. P. & Berar	108	131	120	...	...	...	...	181	150
Coorg	...	...	...	...	...	...	...	...	...
Delhi	49	64	55	...	...	...	...	...	3
Madras	2,686	2,595	2,266	1,682	1,756	1,586	...	2	43
N. W. F. P.	111	161	111	...	...	...	...	58	491
Punjab	2,703	3,894	3,565	...	...	...	...	472	1,383
Sind	799	876	830	...	...	...	...	1,327	...
U. P.	2,066	2,862	2,852	...	...	...	...	2	2,500
Total	12,171	15,665	13,467	2,320	2,333	2,111	4,017	4,703	4,799
Permanently settled Areas									
Assam	...	...	...	...	...	...	...	...	...
Bengal	2	2	2	...	...	...	...	...	...
Bihar	63	62	68	620	548	538	1,572	1,35	1,23
Orissa	5	8	5	292	271	269	28	1,568	1,496
Total	70	72	75	912	819	807	1,071	1,722	1,648
Total Br. India	12,241	15,737	13,542	3,232	3,152	2,918	5,088	6,425	6,447
Reporting States	4,667	5,623	5,207	2,172	2,208	1,916	644	422	369
Grand Total	16,908	21,360	18,749	5,404	5,360	4,834	6,332	6,847	6,816

Statement II—Area under Principal Foodgrains in the Reporting Areas of India
(Thousand Acres)

	BARLEY			GRAM			TOTAL	
	Normal (Average 1936-37 to 1938-39)	1945-46	'age 1944-45 to 1944-45	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45
Temporarily settled Areas								
Ajmer-Merwara	40	34	45	17	26	20	232	315
Bombay	16	12	16	637	520	522	17,412	17,707
C. P. & Berar	16	17	21	1,151	1,224	1,213	14,880	15,431
Coorg	..	..	..	..	..	..	85	88
Delhi	14	14	17	46	56	90	178	215
Madhya	4	(a)	1	62	66	57	19,342	20,077
N. W. P. P.	165	172	180	165	200	105	2,004	2,184
Punjab	697	751	851	3,655	4,627	6,021	19,709	23,068
Sind	18	24	30	335	392	436	3,697	4,493
U. P.	3,906	4,352	4,124	5,911	6,185	6,125	31,166	32,836
Total	4,876	5,276	5,255	11,969	13,397	14,589	108,905	116,411
Permanently settled Areas								
Assam	..	..	..	..	..	..	..	..
Bengal	..	..	..	..	..	..	..	..
Bihar	97	165	161	288	484	492	5,280	5,541
Orissa	1,288	1,205	1,251	1,362	1,459	1,482	22,686	27,431
	(a)	1	2	6	11	6	15,760	16,857
Total	1,386	1,371	1,414	1,656	1,954	1,980	49,180	54,305
Total Br. India	6,262	6,747	6,669	13,625	15,251	16,569	158,085	170,716
Reporting States	17	12	12	1,322	715	1,163	35,167	36,318
Grand Total	6,279	6,759	6,711	14,947	15,966	17,732	193,252	207,034

(a) Below 500 acres.

202,960

Statement III—Production of principal food grains in the reporting areas of India
(Thousand Tons)

	BARLEY			GRAM			TOTAL		
	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46
<i>Temporarily settled Areas</i>									
Ajmer-Merwara	12	19	14	2	4	3	34	54	35
Bombay	5	4	2	91	82	56	3,254	3,229	2,368
C. P. & Berar	3	3	3	205	206	213	3,655	3,724	3,352
Coorg							55	64	65
Delhi	5	6	4				47	56	61
Madras				14	16	26	7,304	7,327	5,462
N. W. F. P.				12	12	9	582	559	598
Punjab	50	39	64	21	21	27			6,212
Sind	188	235	172	656	970	1,119	5,403	6,690	1,358
U. P.	4	8	5	51	96	98	1,075	1,443	1,358
	1,347	1,424	1,451	1,680	1,681	1,492	9,063	9,571	9,159
Total	1,614	1,738	1,715	2,738	3,088	3,041	80,472	32,717	28,681
<i>Permanently settled Areas</i>									
Assam									2,016
Bengal	31	45	34	79	130	109	1,797	2,006	9,824
Bihar	438	409	363	439	465	401	8,982	10,027	4,126
Orissa	(a)	1	(a)	2	2	2	5,002	4,972	1,366
Total	469	455	397	520	597	512	17,399	18,398	17,332
Total Br. India	2,083	2,193	2,112	3,258	3,685	3,553	47,871	51,115	46,013
Reporting States	2	2	2	210	91	119	7,415	7,332	5,856
Grand Total	2,085	2,195	2,114	3,468	3,776	3,672	55,286	58,497	51,869

(a) Below 500 tons

Statement III—Production of principal food grains in the reporting areas of India
(Thousand Tons)

	BAJRA			RAGI			MAIZE		
	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46	Normal (Average 1936-37 to 1938-39)	Average 1942-43 to 1944-45	1945-46
<i>Temporarily settled Areas</i>									
Ajmer Merwar	1	4	1	...	...	...	11	10	7
Bengal	436	576	342	...	186	163	58	43	23
C. P. & Bihar	25	31	22	...	...	...	81	55	36
Coorg	...	...	...	...	...	...	...	...	...
Delhi	8	16	12	...	761	533	1	(a)	1
Madras	672	576	346	...	...	...	31	21	11
N. W. F. P.	19	23	17	...	...	...	216	202	235
Punjab	273	573	572	...	...	...	364	501	529
Sind	93	199	104	...	...	...	1	1	...
U. P.	334	590	550	...	...	...	623	945	950
Total	1,861	2,588	1,866	971	947	686	1,416	1,777	1,782
<i>Permanently settled Areas</i>									
Assam	...	...	...	...	...	...	...	...	...
Bengal	1	1	(a)	...	...	...	23	44	41
Bihar	23	19	19	...	154	189	426	463	373
Orissa	1	1	1	...	61	60	7	7	7
Total	25	21	20	259	215	199	456	514	421
Total Br. India	1,886	2,609	1,986	1,230	1,162	895	1,872	2,291	2,203
Reporting States	695	971	758	498	562	259	107	52	28
Grand Total	2,581	3,580	2,744	1,728	1,724	1,154	1,979	2,343	2,231

(a) Below 500 tons.

INCREASE IN IRRIGATED AREA IN INDIA.

†1467. *Mr. Mahu Subedar: (a) Will the Secretary of the Department of Agriculture be pleased to state what is the total increase in irrigated area in India during 1946-47 as compared with 1938-39?

(b) What is the total estimated increase during the next five years?

(c) Which irrigation schemes have been definitely sanctioned and which of them are going to be undertaken at the expense of, or with the assistance by contribution from the Centre, and which are the Provinces, in which the schemes are proposed to be started, what are the names of the schemes and what is the cost thereof?

Sir Pheroze Kharegat: (a) Figures for 1946-47 are not available in the case of most Provinces. A statement is placed on the table showing the acreages irrigated in 1938-39 and the latest year for which figures are available. It shows an increase of over 65 lakh acres under irrigation, but the area irrigated from year to year varies with the season.

(b) The information supplied by seven Provinces shows that during the next five years an additional 48 lakh acres of land will be brought under irrigation. The other four Provinces may have schemes to bring more land under irrigation but figures for the same have not yet been received.

(c) A statement giving such information about irrigation schemes as has been received from Provinces is laid on the table.

STATEMENT I

Statement giving details of irrigated areas in various Provinces

Name of Province	Irrigated area in acres		Increase over 1938-39 in acres	Anticipated increase during 1947-52 in acres
	In 1938-39	In the latest years for which figures are available		
1. Assam	900	42,780	41,880	6,93,950
2. Bengal	19,46,000	20,37,000	91,000	No reply from Provincial Govt.
3. Bihar	2,29,826	4,73,693	2,43,867	11,45,000
4. Bombay	13,47,000	1,40,300	56,000	No reply from Provincial Govt.
5. C. P. & Berar	10,60,000	15,20,900	4,60,900	2,300
6. Madras	72,96,157	82,39,019	9,42,862	1,00,000
7. N. W. F. P.	10,56,000	11,20,000	64,000	No reply from Provincial Govt.
8. Orissa	13,38,951	16,64,274	3,26,223	1,73,650
9. Punjab	1,68,35,000	2,08,43,903	40,08,903	17,28,000
10. Sind	44,33,047	55,29,245	10,96,198	5,00,000
11. U. P.	1,39,61,000	1,22,95,000	7,66,000	No reply from Provincial Govt.
Total			65,64,933	43,56,800

†Answer to this question laid on the table, the questioner not having put the question.

STATEMENT II

Details of irrigation schemes

Name of scheme	Cost	Contribution from Government of India, if any
1	2	3
	Rs.	Rs.
ASSAM		
Minor Irrigation Projects	6,34,910	3,52,578
BIHAR		
Minor Irrigation Projects (construction of tanks, wells, etc.)	30,00,000	7,50,000
CENTRAL PROVINCES		
Moorum Nala Project in Balaghat District	10,99,000	5,50,000
Arco tank project in Chindwara District	15,20,000	Nil
Cheechband tank project in the Chindwara District	6,61,000	Nil
MADRAS		
Extension of irrigation in Komaragiri patnam village, East Godavari District.	1,10,650	Nil
Extension of Hospital channel in East Godavari District.	83,000	Nil
Providing irrigation facilities to the dry lands of Relangi village, West Godavari District.	410	Nil
Excavating new Seethampa Channel, Kistna District	3,94,000	Nil
Providing irrigation facilities to Mahnarthi lanka and Chiruvolu lanka villages, Divi Taluk, Kistna District.	16,119	Nil
Providing irrigation facilities from the tail end of the Gomatigunta channel, Indupolli village, Cannavaram taluk, Kistna District.	13,900	Nil
Excavation of a new Rudravaram Channel for providing irrigation facilities to Rudravaram and Chigurikota lands, Kistna District.	40,400	Nil
Extension of Cauvery Mettur project irrigating beyond Narasinga cauvery.	25,30,000	6,53,570
Vakkur Kappiyampuliyur scheme, South Arcot District.	39,031	4,726
Restoration of Kothavadia tank, Coimbatore District.	1,95,000	27,833
Improvements to Allivoikol and seven other drains in Cauvery Mettur Project area.	7,65,000	Nil
Construction of an sicut across the Cauvery at Jeddarpalayam, Salem District.	6,32,500	Nil

Name of scheme 1	Cost 2	Contribution from Government of India, if any 3
MADRAS—contd.		
Constructing a temporary dam with lock of simple gate on Mampusha Canal, Colicut Taluk, Malabar District.	Rs. 1,700	i s. Nil
Excavating a new branch channel Mevani Distributary from mile 8-3½ Kugalur Branch channel in Coimbatore District.	70,180	Nil
Excavation of a new Ponnukumada channel and branch channel in Kistna District.	17,900	Nil
Irrigation facilities to dry lands in Mandavalli and Chigurukota blocks, Kistna District.	40,000	Nil
Peddakandalem project Construction of an anicut across Kandalem at Gentalpalli Vinukonda Taluk, Guntur District.	4,94,000	Nil
Excavation of a channel to supplement supply to the tail end ayscut of No. 6 Distributary of Chapad Channel, Cuddaph District.	8,900	Nil
Restoration of Mella tank of Gotipaddiya village, Markapur Taluk, Kurnool District.	70,906	Nil
Remodelling and extending R. B. 5/9 channel for providing irrigation facilities to lands in Therukukottai and Vadakkukottai villages in Pattukottai taluk, Tanjore District.	12,750	Nil
Construction of a lock at Podalada in the Gannavarm canal in the Godavari Delta system.	1,62,570	Nil
ORISSA		
Dewari Project in Baragul sub-division . . .	2,07,000	68,453
Magore Nala project in Khalikote Estate . . .	41,000	13,667
Bisipura tank project in Ganjam District . . .	17,230	7,080
Rambhila tank in the District of Balasore . . .	4,570	2,980
Madhujuri tank project	80,400	45,200
Khajalagand Bund project	55,850	27,850
Victoria Sagar project	79,500	53,033
Basantia tank project	20,594	8,260
Sarangagado project in Ganjam	1,16,160	64,640
Ketakijhari project	5,000	3,333
Tartuligoda tank project	22,800	15,200
Mallangi Tank Project	22,800	15,200
Hiradarabatti Tank Project	13,35,500	Amount not fixed. / st

Name of scheme 1	Cost 2	Contribution from Government of India, if any 3
ORISSA—contd.		
	Rs.	Rs.
Derajang Tank Project	10,00,000	Nil
Patrapara Project	5,00,000	Nil
Kanlo Project	3,00,000	Nil
Bauli Project	3,00,000	Nil
Barapat Project	25,000	Nil
Salia and Saheb bundh Project	10,00,000	Nil
Derras Channel Project	1,96,800	Nil
Haldia Tank Project	1,50,000	Nil
Reopening of Disty. No. 2 of Rushikulya Canal	3,00,000	Nil
Extension of Disty. No. 10 of " "	1,00,000	Nil
Extension of Disty. No. 14 of " "	1,50,000	Nil
Reexcavation of Dasmouja Canal	1,20,500	Nil
Padguda Tank Project	70,000	Nil
Mudulipali Tank Project	20,000	Nil
Debakinala Channel Project	80,000	Nil
Satamsina Tank Project	8,000	Nil
Daruthenga Tank Project	12,000	Nil
Khangabundha Tank Project	10,000	Nil
Gumagarh Tank Project	1,04,650	Nil
390 Tanks Restoration Project	2,13,200	Nil
Project	5,322	Nil
Gorodojhorl Tank Project	4,000	Nil
Santrapokhari Tank Project	2,000	Nil
Kolho Tank Project	2,500	Nil
Kamaria Tank Project	1,423	Nil
Extension of Disty. No. 3 of Pattamundai Canal	20,000	Nil
Outlet at Cowpur	8,000	Nil
Anglai Channel Project	50,000	Nil
Installation of tubewells of 10" diameter	18,82,928	Nil
Nursery tubewell project	9,24,840	Nil
River pumping installation	4,20,400	Nil

Name of scheme	Cost.	Contribution from Government of India, if any
1	2	3
ORISSA—concl'd.		
Barge Irrigation Project	4,76,348	Nil
Renovation of Government Tanks	1,80,00,000	Nil
Installation of tubewell by private parties	10,00,000	Nil
Sinking of wells	15,00,000	Nil
Minor Private Irrigation Works	60,00,000	Nil
PUNJAB		
Conversion of Burala Branch Extension from non-perennial to perennial. }	26,14,000	Nil
Remodelling of Burala Branch		
Basul T. W. Project	3,18,00,000	2,78,000
Thal Project	13,29,00,000	Nil
Bhakra Dam Canal and Hydro-electric Project	42,01,00,000	50,000
Constructing three low dams in Gurgaon District	11,48,000	3,85,000
Western Jumna Canal Karif extension	1,57,37,000	Nil
SIND		
Lower Sind Barrage Scheme	21,00,00,000	Nil

COACHES FOR RUNNING MILITARY SPECIAL TRAINS.

1468. *Mr. Ahmed E. H. Jaffer: (a) Will the Honourable Member for Railways be pleased to state the number of coaches placed at the disposal of the Military for running special trains and what is the number of military special trains which are being run at present?

(b) What is the number of first, second and third class coaches still with the Military for their use and how long will these be retained by them?

(c) What steps do Government propose to take to get them back for the use of civilian traffic and when?

The Honourable Dr. John Matthai: (a) The number of coaches with the Defence Department on the 8th March, 1947 (the latest date for which figures are available) was 595. The number of Military special trains (including military mail trains, which run at regular intervals between specified stations) which ran during February, 1947 (the latest month for which figures are available) was 286.

(b) First and second class bogie composite carriages	60
3rd class bogie carriages	297
3rd class and luggage bogie composite carriages	46
Bogie coaches of various classes converted for use of the Military.	192

Total 595

The rate at which these coaches are returned to the owning railways is based upon the number of military personnel to be carried. This number is largely dependent upon the rate of demobilization and repatriation of the Armed Forces.

(c) The Railway Board have throughout kept in close touch with the Movements Directorate, G.H.Q. (I) with a view to ensuring that coaching stock is returned to Railways as speedily as possible. 57 per cent. of the total stock loaned to the Defence Department during the war has so far been returned by that Department.

Mr. Ahmed E. H. Jaffer: Is the Honourable Member aware that even now coaches labelled "For Military Only" often go with several berths vacant and civilians are not allowed there? Will he ask the military authorities to allow civilians to use these coaches which are going empty?

The Honourable Dr. John Matthai: One problem regarding that which is now under examination is this that military personnel, apart from travelling in these military trains are also in the habit of travelling by general trains. We are taking up this question with Defence Department so that the military personnel would travel by trains allotted exclusively for military purposes. That is one direction in which I think a certain amount of relief could probably be obtained.

Shri Sri Prakasa: Is the Honourable Member aware that military personnel travel in the general compartments even when compartments are reserved for them in the same rake? I refer to the rake that contains both types and not only the military special. Is it a fact that civilians are not allowed to travel in the military compartments in a similar manner?

The Honourable Dr. John Matthai: That raises more or less the same kind of problem as I have been trying to explain.

Sri M. Ananthasayanam Ayyangar: Were any of these coaches retained permanently by the military before the war and is there now any proposal to allot any portion of the coaches permanently to them?

The Honourable Dr. John Matthai: I do not like to answer that question off-hand but my impression is that there was no such practice.

Mr. Sasanka Sekhar Sanyal: Do these special trains which are given to the military bring any special income to the railways?

The Honourable Dr. John Matthai: The kind of income that we get from our customers.

Mr. Manu Subedar: Does the Defence Department's return of 57 per cent. apply only to passenger coaches and bogies or does it apply also to the goods-wagons left with the military?

The Honourable Dr. John Matthai: The question of goods wagons does not arise in this particular case. The only rolling stock which is now outstanding with the Defence Department are these passenger vehicles.

Mr. Manu Subedar: Is not the military traffic still engaging a large amount of goods wagons, and during the period of the transport crisis in this country would it not be possible to reduce that military traffic by goods wagons a good deal?

The Honourable Dr. John Matthai: Military stores have got to be moved like other stores but there has been no question of loading wagons for that purpose. That question arises only in respect of passenger vehicles.

Shri Mohan Lal Saksena: Pending the conclusion of the talks which the Honourable Member is having with the Defence Department will he issue instructions that when compartments are reserved for military people in any train they should not be allowed to travel in general compartments so long as there is room in the compartments reserved for them?

The Honourable Dr. John Matthai: I am prepared to consider that.

OVERCROWDING IN INTER AND THIRD CLASS CARRIAGES.

1469. *Mr. Ahmed E. H. Jaffer: (a) Will the Honourable Member for Railways be pleased to state whether Government are aware that third-class and inter-class coaches on all Government managed Railways are overcrowded?

(b) How long will this hardship to the third-class and inter-class passengers continue and what steps do Government propose to take to remove this hardship?

The Honourable Dr. John Matthai: (a) Government are aware that on many trains the demand for accommodation in inter and third class coaches is in excess of the available seating capacity.

(b) This hardship will not be allowed to continue one moment longer than is absolutely necessary. Since the cessation of hostilities, the principal railways have reintroduced or extended 1,085 trains, covering a daily mileage of about 68,634 and to this extent a most unsatisfactory situation has been remedied. As more coaching stock becomes available by release from the Defence Department and by building in Railway Workshops and outside agencies, passenger services will be progressively increased. By the 31st of March 1948 we expect to have in service approximately 14,100 B.G. and 7,800 M.G. coaching vehicles as against 12,347 and 7,309 respectively in 1939.

Mr. Ahmed E. H. Jaffer: In view of the fact that trains are always overcrowded from the starting station, is there any possibility of intermediate stations being informed in advance about this overcrowding so that they may not issue any tickets?

The Honourable Dr. John Matthai: That is usually done but in certain cases of course it has been difficult to observe the practice.

Dr. Zia Uddin Ahmad: In view of the overcrowding even in ordinary trains may I know if special trains can be introduced during *melas* and such other occasions?

The Honourable Dr. John Matthai: On special occasions of that kind we are prepared to consider the question of releasing additional coaching stock but it is not always possible to do it in view of the present acute shortage of vehicles.

Sri Ananthasayanam Ayyangar: Is it not a fact that in mail and passenger trains want of accommodation for third class passengers is due more to the want of pulling capacity of the engine inasmuch as dining cars are attached which may be replaced by third class coaches?

The Honourable Dr. John Matthai: To some extent that is correct, that is to say when you have a dining car attached it does add to the total load that a locomotive has got to pull. But then it raises the problem whether the public are prepared to do without dining cars.

Sri M. Ananthasayanam Ayyangar: Is it not a fact that one single dining car is as heavy as 1½ of third-class bogey?

The Honourable Dr. John Matthai: The Honourable Member apparently has the information.

PAYMENTS FOR FOOD PURCHASED FROM ABROAD

1470. *Mr. Ahmed E. H. Jaffer: (a) Will the Secretary of the Food Department be pleased to state how much food is expected to be purchased by India from abroad during the year 1947 through Government agency and through private sources?

(b) Is food purchased through private individuals based on payment of commission; and if so, how much?

(c) How is the payment made, whether by cash or by barter arrangement?

Mr. K. L. Panjabi: (a), (b) and (c). No allocations of rice and no programme regarding other cereals has yet been laid down by the International Emergency Food Council for the second half of 1947 and it is therefore impossible for me to furnish an estimate of the total quantities which we hope to purchase during the whole year. As regards the system of purchase it varies from country to country and from grain to grain. Our rice allocations in South-East Asia are purchased on a Government to Government basis. Similarly, we purchase wheat from Australia and United States of America on a Government to Government basis. But flour and other grains from the United States are purchased by our Supply Mission in U.S.A. through commercial channels. We are also able to buy small quantities of flour from Canada through our Indian Trade Commissioner who operates through the Canadian Department of Trade and the Committee of Flour Exporters. As regards the Middle East we purchased some millets from Egypt last year on a Government to Government basis and some wheat has recently been purchased from Turkey through the British Ministry of Food. In other Middle East countries we make arrangements according to the needs of the situation. In one case we have a firm of commission agents and in other cases we are negotiating for out and out purchases through the trade. There are also under consideration certain barter arrangements.

Mr. Manu Subedar: Is it a fact that Government do not permit private individuals to import food material into this country, and if that is so, will Government explain the reasons why the machinery of trade should not be used for getting wheat, wheat flour and other items from foreign countries through the businessmen who have connections?

Mr. K. L. Panjabi: Trade channels are used for importing wheat and wheat flour wherever they are procurable through trade.

Mr. Manu Subedar: Will the Honourable the Food Secretary see whether it is not a fact that people had offers from Canada of 5,000 tons of wheat flour, and that when they went for a food licence they were refused because it was explained to them by the Honourable the Food Member that it was not the policy of Government to secure additional imports through trade channels?

Mr. K. L. Panjabi: I will look into this case.

Sri M. Ananthasayanam Ayyangar: May I know if it is really profitable for the Government to import such food through ordinary trade channels in preference to Government agencies?

Mr. K. L. Panjabi: Departmental purchases have done well in the case of some of the countries. In the case of other countries, we are open to offers from the trade.

Sri M. Ananthasayanam Ayyangar: May I know whether there is any proposal to import maize from America or Argentina?

Mr. K. L. Panjabi: Both the proposals are under consideration.

Sri M. Ananthasayanam Ayyangar: Is the Government aware that maize was not at all taken as an article of food anywhere in the South except when practically they were dying for want of food, and large quantities of maize flour were thrown because it was useless even as cattle food?

Mr. K. L. Panjabi: I am not aware that maize flour was thrown away as useless.

Mr. President: These details hardly arise out of this question.

Sri M. Ananthasayanam Ayyangar: It arises this way. The question is 'how much food is expected to be purchased by India from abroad during the year 1947'. What is the good of importing food which cannot be used? Large quantities of maize were ordered from Argentina and America and stocks are held but it is useless.

Mr. President: Does the Honourable Member say that this is the opinion of people about maize throughout the country?

Sri M. Ananthasayanam Ayyangar: I know of one province; other members can say how the people feel in other provinces.

Mr. President: I am afraid the question will be one of distribution of the food brought in.

Dr. Zia Uddin Ahmad: Will the Honourable the Food Secretary take advantage of the presence of the representatives of the Indonesian Republic in India, and arrange with them to purchase large quantities of sugar and rice which I understand they were willing to give to India?

Mr. K. L. Panjabi: The prospects of importing sugar and rice from Indonesia were discussed with some members of the Indonesian Republic while they were here.

Sri M. Ananthasayanam Ayyangar: May I know from the Honourable Member if his department is or is not continually watching what kinds of articles of foodgrains which are imported from foreign countries are acceptable to the masses of this country, and if they are not, whether steps are being taken to avoid importing those articles of food which people do not like?

Mr. K. L. Panjabi: We are continuously getting reports from the Provincial Governments and if the Honourable Member is referring to the quality of the imported goods, every consignment on its arrival at the port is inspected by the officers and samples are sent to the laboratories for tests, and no consignment is distributed if it is injurious to public health.

Seth Govind Das: The Honourable Member said that the question of importing sugar and rice from Indonesia was discussed with the delegates from that Republic. May I know what is the result of those discussions and whether we may expect sugar and rice from that country?

Mr. K. L. Panjabi: Government is awaiting further information from the Indonesian Minister concerned.

SKELTON'S GUIDEWAYS TRANSPORT STARTED IN JAMNAGAR STATE

1471. ***Mr. Ahmed E. H. Jaffer:** (a) Will the Honourable Member for Railways be pleased to state whether Government are aware that there is in India a cheaper and more convenient form of transport known as Skelton's Guideways recently started in Jamnagar State?

(b) If so, what steps do Government propose to take to include this in the Post-war schemes of Government, so as to connect the different villages of India?

The Honourable Dr. John Matthai: (a) and (b). I would refer the Honourable Member to my predecessor's reply to starred question No. 296, asked by Mr. P. B. Gole, in this House on the 6th November 1946, which concerns the same subject. I have nothing to add to that reply.

IMPROVEMENT IN CALORIE LEVEL OF DIET IN INDIA

1472. ***Mr. Ahmed E. H. Jaffer:** (a) Will the Secretary of the Food Department please make a statement on the Food supplies of the country and the prospect of avoiding famine conditions in the year 1947?

(b) What was the average calorie level of India's diet during the year 1946?

(c) What was the calorie level of diet in India before the outbreak of the last war for the average consumer?

(d) Is there any possibility of improvement in the calorie level of the diet in India in the near future?

Mr. K. L. Panjabi: (a) and (d). The indications are that austerity conditions will continue since the indigenous supplies of the principal cereals will again be less than are required, and importation from abroad is limited by the competitive demands of other nations. We hope to effect some improvement in the availability of the protective foodstuffs. The Government of India will continue their policy of importing foodgrains in order to make up the deficit to the maximum extent possible.

(b) To estimate the average calorie level of India's diet during the year 1946 would have required large scale diet surveys, which it has not been possible to undertake. The calorie value of cereals which were rationed at the scale of 12 ozs. per day is approximately 1200. There was also other supplementary food of varying calorie values but I am afraid it is not possible to attempt any accurate assessment of what the average calorie level was.

(c) Some diet surveys were carried out before the war in rice eating areas and the calorie value of a poor man's diet was found to vary between 1850 and 3000 calories per day. We have, however, not got sufficient data to estimate what the average calorie intake over the whole of India was.

Mr. Sasanka Sekhar Sanyal: May I know from the Honourable Member whether Government has drawn up any literature to show the calorie values that are required in respect of the different classes of the Indian people?

Mr. K. L. Panjabi: There are some opinions of Scientists available and these have been published in our Bulletin called 'Nutrition' showing the requirements of calories for different types of workers.

Mr. Sasanka Sekhar Sanyal: Is the Government advising the department to bring up the diet that is rationed as far as possible to the standard which is accepted by the Government in respect of calorie values?

Mr. K. L. Panjabi: The cereal ration does not provide for all the calories which the consumer requires. There are supplementary foods which are not rationed. As I have mentioned in reply to the question, we are doing our best to import more supplementary foods from foreign countries for deficit areas.

Mr. Sasanka Sekhar Sanyal: In determining ration for different classes do Government take into consideration the requirements of different sections of people in respect of calorie values?

Mr. K. L. Panjabi: The cereal ration is the same for all consumers except heavy manual workers.

Sri M. Ananthasayanam Ayyangar: Arising out of the answer given by the Honourable Member, may I know what steps have been taken for supplementing the cereal food content so as to increase the caloric value of the food as a whole?

Mr. K. L. Panjabi: As far as the Food Department is concerned, we have been trying to import larger quantities of supplementary foods and I think the Agriculture Department will be in a position to explain how far the Grow More Food Campaign in respect of these foods has been successful.

Shri Mohan Lal Saksena: I understand that large stocks of jawar and maize are lying in Meerut and other districts of the United Provinces and will Government say why they are importing foodstuffs from abroad?

Mr. K. L. Panjabi: According to our reports, there is no surplus of jawar in the United Provinces at present.

Khan Abdul Ghani Khan: Did I hear the Member for Food say that the poor man in India has 3,000 calories per day?

Mr. K. L. Panjabi: These figures were taken by me from the diet surveys undertaken and the details are contained in Dr. Ackroyd's bulletin on nutrition.

Sri A. K. Menon: Is the Government aware that in some parts of the Madras Presidency only ten ounces of rice are given as daily food and there is no kind of supplementary food?

Mr. K. L. Panjabi: I will make enquiries if the Honourable Member gives me further details. My impression is that the overall ration of twelve ounces has been maintained throughout the province.

Sri A. K. Menon: You may take it from me that in Malabar . . .

Mr. President: The Honourable Member may give information elsewhere. Next question.

TRANSFER OF SURPLUS AMERICAN FOODSTUFFS TO HIS MAJESTY'S GOVERNMENT

1473. *Mr. Manu Subedar: (a) Will the Secretary of the Food Department be pleased to state why, in view of the food scarcity in India was it necessary to offer to His Majesty's Government 18,000 tons of food-stuffs from American surpluses and 46,000 tons from other surpluses declared by the Defence Department?

(b) Was every effort made, to dispose of these supplies in India and did such efforts meet with failure?

(c) If so, what were the efforts made and why did such efforts fail?

(d) Was pressure brought by His Majesty's Government on the Government of India to transfer this food to them and, if so, in what manner and through which channel?

(e) Has any definite transaction been made with His Majesty's Government and, if so, what is the transaction?

Mr. K. L. Panjabi: (a) 9,377 tons of U. S. A. surpluses out of a total of about 56,000 tons have been sold to His Majesty's Government as there was no prospect of disposing these quantities in India before deterioration overtook them. The other surpluses were the property of His Majesty's Government and no question of offering them arises.

(b) Yes, the efforts met with failure, because these items represented varieties which were unfamiliar to popular taste and quantities far in excess of normal consumption.

(c) Since June last American surpluses have been pressed on Provincial Governments and trade, directly and through agents, at prices on an average of 25 per cent. below the cost price, without disposal of more than about 1/3rd of the total quantity available. There are many reasons for the poor response to the offers, included among which are the unfamiliar nature of many items, the sizes of their containers, their uncertain condition and storage life, and the difficulties of railway transport to different centres of consumption. Even after sale to His Majesty's Government of 9,377 tons, there is a balance of nearly 12,000 tons for disposal, for which the prospects are not fair.

(d) No, on the other hand, His Majesty's Government had to be persuaded to accept surpluses of this kind.

(e) As a result of negotiations it has been agreed that 9,377 tons of American Surplus foodstuffs be sold to His Majesty's Government at £48 per ton f. o. b.

Mr. Manu Subedar: Having regard to the subsidy which this Government has to bear on the importation of food, will the Honourable the Food Secretary tell this House why the Government of India did not make even greater efforts than those described in order that essential foods, and supplementary

foods contained in these American surpluses would be absorbed in this country by those who are familiar with them and in their turn they would release their hold over the cereals they were consuming?

Mr. K. L. Panjabi: We have repeatedly advertised the sale of these articles. The response has not been good. Some of these articles are not in good condition and there is a certain amount of prejudice against them. We are doing our best but I must confess that the rate of disposal has been slow.

Mr. Manu Subedar: Is it a fact that His Majesty's Government and their agents had the pick of what the Americans left behind and was there need of very great persuasion on the part of my friend's department and the Disposal Department to induce His Majesty's Government to take these 9,000 tons of very essential material which would have been consumed here?

Mr. K. L. Panjabi: We were afraid that owing to limited life these goods would have no value after a certain time, and felt that the rate of disposal, therefore, should be accelerated. We deputed a Special Officer to go to the United Kingdom with certain samples and he concluded an agreement with His Majesty's Government. We were anxious on our part to accelerate the disposal as far as possible.

Mr. Manu Subedar: What will Government do about the 12,000 tons now remaining and before they become uneatable? Will not Government try to dispose them off to provinces for free distribution to colleges, hospitals, poor man's places, beggar homes, widow's homes and other institutions who are willing to take them over?

Mr. K. L. Panjabi: Is it the suggestion that these should be distributed free?

Mr. Manu Subedar: Free or at a nominal cost. When the material is dead it will have no value.

Mr. K. L. Panjabi: It will be considered.

Sri V. C. Vellingiri Gounder: What are the quantities exported and what are imported from outside?

Mr. K. L. Panjabi: These are all stocks which were imported for the use of the Defence forces.

Khan Abdul Ghani Khan: With reference to the price—£48 per ton, that works out to nine annas per seer. Am I to understand that the Government of India practically gives this at a loss to His Majesty's Government. You cannot do anything like that in India.

Mr. K. L. Panjabi: We are offering these goods in India at the same price.

Mr. Ahmed E. H. Jaffer: Is Government selling deteriorated foodstuff and if so what precautions are being taken by Government considering it is injurious to public health?

Mr. K. L. Panjabi: The normal precautions: namely, visual inspection of the stocks when they are sold and we also undertake, in case any of the stocks are injurious to health, to replace them free of charge.

VALUE AND QUANTITY OF SURPLUS AMERICAN FOODSTUFFS GIVEN TO HIS MAJESTY'S GOVERNMENT

†1474. ***Mr. Manu Subedar:** (a) Will the Secretary of the Food Department be pleased to state how much food material has been given to His Majesty's Government from American and Army surpluses and what is the total value thereof?

(b) In what manner are accounts relating to this settled?

†Answer to this question laid on the table the questioner not having put the question.

(c) Is it a fact that these accounts have merely gone to swell the sterling balances?

(d) How much of this food has left this country?

(e) What attempts have Government made to retain essential foodstuffs in this country?

(f) Have they found, after examination of the problem, that the food difficulty in India is over?

Mr. K. L. Panjabi: (a), (b) and (c). His Majesty's Government have agreed to accept 9,377 tons of U.S.A. surplus foodstuffs @ £ 48 per ton F.O.B. by book adjustment. The effect of this transaction on sterling balances will be known when the accounts are closed. As regards Army surpluses of foodstuffs in India, they were the property of His Majesty's Government and therefore the question of giving them these surpluses does not arise, nor are any financial adjustments necessary. India's sterling balances are, therefore, not affected on this account.

(d) None of the U.S.A. surplus foodstuffs has yet left India. Of the 95,820 tons of imported foodstuffs which were reported to His Majesty's Government as surplus to our Army requirements, 43,000 tons have been despatched overseas in accordance with the wishes of His Majesty's Government, who owned these stocks.

(e) All demands for U.S.A. surplus foodstuffs received from Indian buyers in India have been given priority over H.M.G.'s demands and only those stocks for which there is no demand in India have been offered to H. M. G. Army surpluses of imported foodstuffs reported to H.M.G. were also surplus to the requirements of India as a whole.

(f) The food problem in India is not affected by the export of surpluses which owing to their peculiar nature are not in demand in this country

TAKING OVER BY THE STATE OF BENGAL NAGPUR RAILWAY

1475. *Seth Govind Das: Will the Honourable Member for Railways be pleased to state:

(a) whether it is a fact that the Bengal Nagpur Railway has been taken over by the State, if so, when; if not, why not;

(b) whether Government are aware that the freight and fare rates on the Bengal Nagpur Railway are higher than those on other State-managed Railways like the East Indian, Great Indian Peninsula, etc.;

(c) whether Government are aware that the high freight and fare rates cause hardship to the people and act as a handicap to the development of Trade and Commerce; and

(d) whether Government propose reducing the fares and freight rates to the same level as in other State-Railways; if not, the reasons therefor?

The Honourable Dr. John Matthai: (a) Yes. The B. N. Railway was taken over on 1st October 1944.

(b) No. The general level of freight rates and fares on the B. N. Railway does not differ materially from that on other Indian Government Railways.

(c) and (d). Government believe that the present level of freight and fare rates on the B. N. Railway, which is about the same as on other Railways in India, does not act as an impediment to the development of trade and commerce and for this reason do not contemplate any reduction.

Seth Govind Das: Is it not a fact that the freights, particularly of the B.N.R. and of the G.I.P.—both lines running from Jubbulpore to Nagpur, differ very much?

The Honourable Dr. Jehn Matthal: Since I received notice of my Honourable friend's question, I have gone with some care into this question. I have had detailed statistics prepared for me and while I am prepared to admit that in respect of certain articles over certain distances there are variations between the B.N.R. and other railway systems, taken as a whole, by and large, it is difficult to establish the proposition which the Honourable Member has put forward.

Seth Govind Das: Is it not a fact that in particular routes, such as I have just mentioned, viz., between Nagpur and Jubbulpore, these freights differ very much?

The Honourable Dr. Jehn Matthal: On certain classes of goods possibly it might. Probably the best way in which I can deal with this matter is that if the Honourable Member has a little time I can sit down with him and show him the comparative tables that we have drawn up.

Sri M. Ananthasayanam Ayyangar: Is it not a fact that in spite of the so-called higher rates on the B. N. Railway the administration is working at a loss year to year?

The Honourable Dr. Jehn Matthal: That does not really arise out of this question.

PROPOSED TRANSFER OF THE HEAD OFFICE OF DIVISIONAL SUPERINTENDENT, E. I. RAILWAY FROM ALLAHABAD TO CAWNPORE.

1476. *Seth Govind Das: Will the Honourable Member for Railways be pleased to state:

(a) whether Government are aware that the East Indian Railway propose to transfer the Head Office of the Divisional Superintendent from Allahabad to Cawnpore;

(b) whether Government are aware that there is great agitation against such a move; and

(c) whether Government's attention has been drawn to a paragraph in the 'notes of the day' on page 4 of the *Leader* of the 26th December 1946?

The Honourable Dr. Jehn Matthal: (a), (b) and (c). A proposal for the transfer of the Divisional Headquarters from Allahabad to Cawnpore was considered by the E. I. Railway Administration but has since been dropped.

OBSTRUCTION BY EUROPEAN MILITARY OFFICERS FROM ENTERING A FIRST CLASS COMPARTMENT BY MR. MAHABIR TYAGI, M. L. A. (U. P.).

1477. *Seth Govind Das: Will the Honourable Member for Railways please state:

(a) whether it is a fact that Mr. Mahabir Tyagi, M.L.A. (U. P.), was not allowed by three English military officers to enter a first class compartment in which a berth was reserved for him, while on his way to attend the United Provinces Assembly Session; and

(b) whether Government propose to take steps to stop such cases of obstruction?

The Honourable Dr. Jehn Matthal: (a) The Honourable Member has not furnished the necessary details of the alleged incident, such as the Station, the date of occurrence and the train. I presume, however, that he refers to an incident at Dehra Dun station on the 9th January, 1947, when Mr. Tyagi travelled by 10 Down Express leaving at 19.38 hours. The facts in this particular case are that no first class berth had been reserved for Mr. Tyagi but he was first on the waiting list for accommodation and was offered a second class berth vacated by a military officer. As Mr. Tyagi entrained, another military officer also entrained the same compartment and claimed the berth on the ground that as it had been vacated by a military officer he had a prior

claim to it. The R.T.O. however intervened and the berth was occupied by Mr. Tyagi.

(b) Does not arise.

Seth Govind Das: Is it not a fact that apart from Mr. Tyagi, instances do take place even now in many stations and on many occasions? Under these circumstances will Government issue definite instructions at least to different important places, so that such instances may not occur?

The Honourable Dr. John Matthai: I will have that done.

NON-AVAILABILITY OF POST CARDS IN KARACHI, JUBBULPORE, AND CERTAIN OTHER PLACES

1478. *Seth Govind Das: Will the Secretary of the Communications Department be pleased to state:

(a) whether Government are aware that post-cards have not been available for several weeks now in a number of places in the country, such as Karachi and Jubbulpore;

(b) if so, the reasons therefor; and

(c) the steps taken by Government to prevent its recurrence?

Mr. Masarrat Husain Zuberi: (a) Yes. There was a temporary shortage of half-anna postcards in certain post offices, including Karachi and Jubbulpore. The position has, however since improved.

(b) The shortage was due to temporary shortage of stocks with the treasuries.

(c) Action has been taken to step up the production and directives have been issued to treasuries and post offices to maintain adequate stocks of postcards.

Seth Govind Das: Is it not a fact that recently even envelopes were not available in Delhi?

Mr. Masarrat Husain Zuberi: It does not arise out of this question, but I am prepared to reply. When this fact was brought to my notice I took action immediately and there was no shortage thereafter.

Mr. Ahmed E. H. Jaffer: May I ask the Honourable Member whether he has considered the desirability of increasing the size of the present postcards?

Mr. President: I believe that the question was dealt with formerly in a supplementary question and I cannot permit a repetition of the same question.

VALUE OF MACHINERY AND PLANTS ORDERED FROM UNITED STATES AND UNITED KINGDOM

1479. *Seth Govind Das: Will the Honourable Member for Industries and Supplies be pleased to state:

(a) the total value of machinery and plants, India has so far ordered from the United States and the United Kingdom (separately);

(b) the dates by which they will begin delivering those goods and when they will be completely supplied;

(c) whether Government propose to send another Purchase Mission to countries like Australia to secure plants and machineries for those provinces and industries which subsequently decided to purchase machineries;

(d) whether Government propose to give facilities to industrialists for purchasing machinery and plants from Australia directly;

(e) whether Government are maintaining a list of applicants for machinery and plants for different industries and whether Government propose to consider the question of purchasing plants and machinery from other countries; and

(f) whether Government propose to consider the desirability of co-opting industrialists in the Purchase Missions?

The Honourable Sri C. Rajagopalachari: (a) The total value of licences issued during the years 1945 and 1946 for the import from the U.S.A. and U.K. of machinery and plants for which import licences were necessary is as follows: U.S.A.—Rs. 29,89,06,816, U.K.—Rs. 98,05,47,769. Government have no information whether all the licences issued are covered by firm orders. Besides the above, there have been orders for certain kinds of machinery, their parts, etc., which are covered by the Open General Licence VII and for which no licence is required for import from U.K. and other Empire countries excluding Canada, Newfoundland and South Africa.

(b) It is not possible to furnish this information as statistics of deliveries made or to be made against the licences issued have not been maintained.

(c) No, Sir.

(d) Government will give all possible facilities subject to the condition that the applications for import licences of such industrialists will be examined on merits and in accordance with plans approved by the Government of India if the plants are required for any planned industry.

(e) Yes, Sir. A list of applicants for plants and machinery for different industries is maintained.

As regards the possibility of obtaining Capital Goods from other countries, Government are exploring availabilities in the Continent of Europe and the information collected will be published in the form of pamphlets for the information of interested importers.

(f) No, Sir.

Seth Govind Das: Is it a fact that before the present Government came into power an effort was made so that orders may be placed in the United Kingdom even at a higher price?

The Honourable Sri C. Rajagopalachari: No, Sir. The parties interested went to the U.K. and Government did not interfere in the placing of the orders at all. As long as the industry concerned and private enterprise are having the control, it is not easy to divert them from one country to another.

Shri Sri Prakasa: In view of the fact that there is a general feeling in this House that interested parties should never be approached or allowed to have anything to do in what they are interested in, will the Honourable Member see that the pamphlets mentioned by him reach only those who are not interested?

The Honourable Sri C. Rajagopalachari: I have not been able to follow the question.

Mr. President: Nor is it very necessary to do so!

Sri M. Ananthasayanam Ayyangar: May I know why attempts have not been made to import plant and machinery such as textile machinery from Japan if available?

The Honourable Sri C. Rajagopalachari: I hope Honourable Members are aware that the purchases referred to in this connection are made by the parties concerned and not by Government. Government only issue the licenses when applied for and give them information such as is available from time to time. As regards Japan I may tell Honourable Members that the American Government is firmly on the saddle there and does not allow things to be easily passed out.

Mr. Manu Subedar: Is it not a fact that Government are not giving the same facilities for import of machinery from Belgium, Czechoslovakia, Sweden and other Continental countries?

The Honourable Sri C. Rajagopalachari: It is not correct as put by the Honourable Member. It is possible that in some of these countries the situation is not yet settled enough for transactions to be concluded but Government will have no difficulty in giving any permission when it will be useful.

INCREASE IN PRICES OF COMMODITIES DUE TO REMOVAL OF CONTROL

†1480. *Seth Govind Das: Will the Honourable Member for Industries and Supplies please state:

- (a) whether Government are aware that, as a result of the removal of controls, the prices of a number of commodities have shot up to high levels;
- (b) whether Government are aware that increases in the prices of medicines and medicinal foods are causing hardship to the poor; and
- (c) if so, what steps Government propose to take to remedy this state of affairs?

The Honourable Sri C. Rajagopalachari: (a) When the Hoarding and Profiteering Prevention Ordinance ceased to have effect in the Provinces, the Government of India announced, in a press note, their intention to consider the re-imposition of the price and distribution controls, if it was found that there was a tendency on the part of the producers and dealers to exploit the consumer. Accordingly, in December last the Government of India addressed the Provincial Governments, asking for reports as to the supply position and the trend of prices of certain articles such as fountain pens, clocks, cutlery crockery, lead pencils, umbrellas, cycles, etc. Their views were also invited in regard to the desirability of reimposing control over prices, and distribution of these articles. Only eight Provincial Governments have replied so far. These replies indicate that there has been a rise in prices in respect of articles, but six of the Provincial Governments out of those who have replied are not in favour of re-imposing the control.

(b) So far as medicines and medicinal foods are concerned, the price control is being maintained by Provincial Laws or Ordinances, and therefore there could not have been any increase in prices.

(c) Government do not feel that there are good enough reasons to re-impose controls already removed.

NON-OBSERVANCE OF COMMUNAL PROPORTION IN RETRENCHMENT OF MUSLIM EMPLOYEES IN INDUSTRIES AND SUPPLIES DEPARTMENT

†1481. *Mr. Ahmed E. H. Jaffer: (a) Will the Honourable Member for Industries and Supplies please state why the principle of communal ratio has not been observed in retrenching Muslim employees of the Department of Industries and Supplies?

(b) What was the proportion of Muslims in each technical designation under the Directorate of Leather manufacture in April 1944?

(c) What is the number of Muslims now existing in each of the aforesaid designations in comparison to non-Muslims?

(d) How many Muslims holding war appointments have been retrenched from service in each of those designations?

(e) Were the Muslims retrenched from Leather Directorate in excess of their quota of 25 per cent. in their respective designations?

(f) If the answer to part (e) above is in the negative, how do Government propose to make up the deficiency in Muslim representation?

The Honourable Sri C. Rajagopalachari: (a) The principle is followed wherever applicable.

(b) to (f). All vacancies in technical designations in Ordnance (including Clothing and Leather) Factories are exempt from the orders governing communal representation in recruitment. The questions do not, therefore, arise. Even otherwise it is not possible to maintain any communal ratio in each particular designation. However I have placed on the table figures asked for in (b) (c) and (d).

†Answer to this question laid on the table, the questioner having exhausted his quota.

Statement showing proportion of Muslims in each Technical designation under the Directorate of Leather Manufacture in April 1944 and their number in comparison to non-Muslims on the 1st March 1947

Technical Designation	Proportion of Muslims in April 1944	Number on the 1st March 1947 of		Number of Muslims holding war appointments, retrenched from service
		Muslims	Non-Muslims	
	Percentage			
1. Works Manager	0·0	Nil	2	Nil
2. Assistant Works Manager	9·5	4	6	Nil
3. Principal Foreman	0·0		1	Nil
4. Foreman	8·7		8	Nil
5. Assistant Foreman	5·7	1	19	2
6. Chargeman	10·6	10	38	3

PRODUCTION OF MORE DURABLE CLOTH BY TEXTILE MILLS FOR RURAL AREAS

†1482. *Pandit Sri Krishna Dutt Paliwal: Will the Honourable Member for Industries and Supplies be pleased to state:

(a) the steps Government are taking or propose to take, to make the Textile Mills produce more durable cloth to meet the requirements of the people, especially of the rural masses; and

(b) whether Government propose to consider the question of appointing a Statutory Commission to enquire and report as to the advisability of taking over the industry and running it exclusively in the interest of the consumers?

The Honourable Sri C. Rajagopalachari: (a) Government have not yet got the final recommendations of the *ad hoc* official committee set up to advise Government on the subject. I have nothing to add to what I have said in answer to questions on several occasions.

(b) No, Sir.

MANUFACTURE IN INDIA OF MINING EQUIPMENT AND STORES

†1483. *Maharajkumar Dr. Sir Vijaya Ananda: Will the Honourable Member for Industries and Supplies please state whether Government propose to consider the advisability of appointing an expert committee of engineers to examine how far mining equipment both basic and ancillary and mining stores can be manufactured in India, if necessary by purchasing the patent rights of such machinery imported from abroad?

The Honourable Sri C. Rajagopalachari: Some items of mining equipment such as Rails, Cross-overs, Coal Tubs, Screening Plants, Head Gears, Steam Haulage Engines, etc. are being manufactured in India. The question of developing manufacturing capacity for other items will be considered in the light of the recommendations of the Panel on Industrial Plant and Heavy Machinery which are now under examination.

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

DEVELOPMENT OF WIRE ROPE INDUSTRY IN INDIA

†1484. ***Maharajkumar Dr. Sir Vijaya Ananda:** Will the Honourable Member for Industries and Supplies please state whether Government propose to take steps for the development of the Wire Rope Industry in India, as its products will shortly be required in large quantities for the aerial rope-ways to be constructed in the collieries in the near future?

The Honourable Sri C. Rajagopalachari: Wire ropes used in India cover a very wide range of qualities, specifications and sizes and the recurrent demand for each variety or size is very small. It is understood that the demand for even the most popular sizes would not constitute an economic load on one unit. As regards the demand for aerial rope-ways, it would appear that while the initial requirement will be considerable, the recurrent demand will not be so much. Without the prospects of a recurring demand, and having regard to the shortage of raw material it does not appear opportune to take steps to develop a Wire Rope Industry at present. But the matter will be further looked into.

SURVEY PROJECTS IN THE BENGAL ASSAM RAILWAY

1485. ***Mr. Tamizuddin Khan:** (a) Will the Honourable Member for Railways be pleased to state whether the survey work of the following survey projects in the Bengal and Assam Railway, viz. (i) Faridpur-Barisal, (ii) Gauripore-Mymensingh and (iii) Bahadurabad-Manikarchar, has been finished?

(b) If so, have the survey reports been received and have any decisions been arrived at on these reports?

(c) If not, why has no provision been made in the next year's budget for completing the survey work?

(d) Is there any likelihood of the construction work of any of these proposed lines being taken up during the course of the coming financial year?

The Honourable Dr. John Matthai: (a) and (b). The position is as follows:—

(i) *Faridpur-Barisal.*—Survey work of this project has been recently completed, and survey reports are being compiled by the Railway Administration.

(ii) *Gauripore (Mymensingh)-Saldapaikura.*—There is no project called Gauripore-Mymensingh as mentioned by the Honourable Member; perhaps Gauripore—(Mymensingh)—Saldapaikura is meant. Survey work of this project has been completed and survey reports have since been received. As this project will run less than 20 miles to the north of the existing Gauripore (Mymensingh)—Singhiani section, it is not being pursued at present.

(iii) *Bahadurabad-Manikarchar.*—The project as originally sanctioned was Bahadurabad-Manikarchar, but as a result of survey investigations, Singhiani was chosen as the southern terminal in place of Bahadurabad to suit traffic and engineering considerations. Survey work of this project has been completed and survey reports have been received. No decision has, however, been taken for the construction of this line since the justification of this project in relation to other forms of transport in the Province is under consideration.

(c) Does not arise as survey work has been completed.

(d) It is not possible to say definitely if the construction of any of these lines will be taken in hand during 1947-48, as the decision for constructing lines can only be taken after all the implications of the projects have been studied.

Mr. Tamizuddin Khan: Is the Department consulting the Government of Bengal with regard to these projects?

The Honourable Dr. John Matthai: Yes, Sir. We consult the Provincial Governments on these matters.

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

CONSULTING ENGINEERS EMPLOYED BY THE RAILWAY BOARD AND THE RAILWAYS

1486. *Mr. Manu Subedar: (a) Will the Honourable Member for Railways be pleased to state how many firms of Consulting Engineers are employed by (i) the Railway Board, and (ii) individual Railway systems?

(b) What are the terms and conditions, on which they are employed?

(c) Is it a running and continuous agreement or, is it terminable and periodical?

(d) Have the names of Indian firms been considered, or, have they been suggested?

The Honourable Dr. John Matthai: (a) (i) and (ii). The Railway Board and all Indian Government Railways employ the services of Messrs. Rendel, Palmer and Tritton for general works and of Messrs. Merz. and McLellan for electrification works under agreements which exist between the Government of India and those firms.

(b) and (c). A copy of the documents relating to their terms and conditions has been placed in the Library of the House.

(d) At the time these agreements were entered into, the names of Indian firms were not considered or suggested.

Mr. Manu Subedar: Are the agreements running and continuous or are they terminable?

The Honourable Dr. John Matthai: They are terminable on notice being given.

Mr. Manu Subedar: May I know whether the services rendered by these people are quite equal to the amount of money paid to them and may I know what was the amount of money paid to them during any particular year for which the Honourable Member has got figures?

The Honourable Dr. John Matthai: I am afraid I am not in a position to give the figures straightway but I should be able to collect the information and give it to the Honourable Member later.

Mr. Manu Subedar: Is it not a fact that a recent report submitted by Messrs Rendel, Palmer and Tritton on the question of road-rail co-ordination was considered even by the British officials in the Honourable Member's Department as not worth the paper on which it was written?

The Honourable Dr. John Matthai: I must have notice of that question.

Sri M. Ananthasayanam Ayyangar: May I know if any attempts are being made to invite applications from Indians with a view to appointing Indian Engineers as Consulting Engineers?

The Honourable Dr. John Matthai: The whole policy of appointing Engineering Consultants is under the consideration of Government.

APPOINTMENTS CREATED IN POSTS AND TELEGRAPHS DEPARTMENT

1487. *Mr. Manu Subedar: (a) Will the Secretary of the Communications Department be pleased to state how many additional Gazetted and non-Gazetted appointments were created in the Posts and Telegraphs Department during the eighteen months before the end of the war, and what is their number on the Traffic, Engineering and Postal sections; how many are still retained, and why?

(b) Were any men in the Traffic Branch of the Posts and Telegraphs Department raised from Rs. 370 to Rs. 1,000 and from Rs. 500 to Rs. 1,000 and, if so, who were they and why?

(c) Have the qualifications of men, who were promoted to Class I Services in Traffic and Engineering Branches been taken into account?

(d) Is it a fact that some persons in these Branches in Class I are not matriculates?

Mr. Masarrat Husain Zuberi: (a) The information is being collected and will be placed on the table of the House in due course.

(b) During the period 1st October 1944 to 31st March 1946 no Traffic Branch Officers of the Posts and Telegraphs Department had their pay raised on promotion from Rs. 370 to Rs. 1,000.

Two officers drawing Rs. 500 in the scale of Rs. 500-15-600 had their pay raised to Rs. 1,000 on promotion in the pay scale Rs. 1,000-50-1,500. The officers in question are Mr. H. Marks and Mr. S. Samson. The promotions were made on the advice of the Federal Public Service Commission in accordance with the normal rules.

(c) Promotion to posts in Class I in the Telegraph Traffic and Engineering Branches is made by Government by selection on the basis of merit, the service record and technical qualifications of the officers being taken into account.

(d) Yes.

Mr. Manu Subedar: May I know with regard to part (d) how people who have not passed even the Matriculation examination got raised to class I position?

Mr. Masarrat Husain Zuberi: There are only four such officers and they were recruited in 1913 when there was no Matriculation qualification imposed. I may explain, Sir, that the Telegraph Traffic Service, Class I is filled entirely by promotion and there is no direct recruitment. The recruitment is at the lowest level, that is at the Telegraphist level where we now have the minimum qualification of matriculation.

Mr. Manu Subedar: May I know what were the reasons for raising two officers from Rs. 500 to Rs. 1,000 straightway?

Mr. Masarrat Husain Zuberi: Because there were vacancies in class I.

ABSENCE OF OVER-HEAD BRIDGE OVER RAILWAY LEVEL CROSSING NEAR SANTA CRUZ RAILWAY STATION IN BOMBAY

†1488. ***Mr. Ahmed E. H. Jaffer:** (a) Will the Honourable Member for Railways be pleased to state if Government are aware that there is no over-head bridge over the Railway level-crossing near Santa Cruz Railway Station in Bombay Suburban District?

(b) Are Government aware that the level-crossing is not opened immediately the trains depart, with the result that passengers are unable to reach the Santa Cruz Aerodrome in time and thus miss their planes?

(c) What steps do Government propose to take to construct an over-head bridge at this level-crossing?

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

(b) No complaints have been received that passengers are unable to reach the Santa Cruz Aerodrome in time and thus miss their planes on account of delays at the level crossing near Santa Cruz Railway station.

(c) Plans and estimates for the construction of an over bridge over the level crossing are under preparation.

INACCURACY OF COMMUNAL STATEMENTS FURNISHED BY RECRUITING AUTHORITIES OF POSTS AND TELEGRAPHS DEPARTMENT

1489. ***Mr. Tamizuddin Khan:** Will the Secretary of the Communications Department be pleased to state:

(a) whether Government are aware that communal statements furnished by subordinate recruiting authorities of the Posts and Telegraphs Department are sometimes inaccurate; and

†Answer to this question laid on the table, the questioner having exhausted his quota.

(b) if so, whether Government in the Posts and Telegraphs Department intend to allow examinations of the same by authorised agents of recognized service organisations?

Mr. Masarrat Husain Zuberi: (a) No.

(b) No. The Government are not prepared to allow their official records to be scrutinised by agents of Department Unions.

ALLEGED "HUGE FRAUD UNCOVERED IN CENTRAL TELEGRAPHS" AS REPORTED IN *Blitz*.

1490. *Mr. Manu Subedar: (a) Will the Secretary of the Communications Department be pleased to state whether the attention of Government has been drawn to a report in the News Magazine "*Blitz*" of the 1st March 1947, under the heading "Huge fraud uncovered in Central Telegraphs"?

(b) What steps are Government taking in order to investigate the case?

(c) Do Government propose to make a statement of the facts of the case as far as they are known to them?

Mr. Masarrat Husain Zuberi: (a) Yes.

(b) and (c). The Posts and Telegraphs Department handed the case to the Police for investigation long ago. I regret that at this stage the details cannot be made public.

Mr. Manu Subedar: Will the Honourable Secretary tell this House who committed this fraud and what are the amounts involved?

Mr. Masarrat Husain Zuberi: As the case is being investigated I regret I cannot say anything.

Sri M. Ananthasayanam Ayyangar: Were the steps initiated by the Department or were they taken only after the matter was brought out by *Blitz*.

Mr. Masarrat Husain Zuberi: The *Blitz* cannot take credit for it. We knew it long ago.

Shri Mohan Lal Saksena: May I know how long the police will take to take action in the matter.

Mr. Masarrat Husain Zuberi: I believe, Sir, that they are taking final action very soon, within a week.

Mr. Manu Subedar: Will the Honourable Secretary tell this House where this event took place, how many officials were concerned and what are the amounts which are estimated to have been involved?

Mr. Masarrat Husain Zuberi: I am afraid I won't disclose these details.

Sri M. Ananthasayanam Ayyangar: Is the matter still in course of investigation by the Department or is it now done by courts of law?

Mr. Masarrat Husain Zuberi: It is being investigated by the police and my information is that they are going to put the chalan in the Court within a week.

AGREEMENT re PRODUCTION OF DEHYDRATED MEAT BETWEEN THE CENTRAL FOOD DEPARTMENT AND DEHYDRATED MEAT COMPANY OF POONA.

1491. *Mr. Manu Subedar: (a) Will the Secretary of the Food Department be pleased to state whether the attention of Government has been drawn to a report in the News Magazine "*Blitz*" of the 1st March 1947, under the heading "Samuel.....Dehydrated" relating to the agreement between the Central Food Department and Dehydrated Meat Co. of Poona for producing dehydrated meat?

(b) Do Government propose to make a statement of the facts of the case as far as they are known to them?

(c) What steps are Government taking in order to investigate the allegations?

(d) Which high official of the Department was concerned with sanctioning and watching over the execution of the work entrusted to the firm in question?

Mr. K. L. Panjabi: (a) Yes, Sir.

(b) In 1944 Government entered into a contract with Mr. Samuel for producing dehydrated meat for the Defence Services based on cost *plus* profit of five per cent. He produced 30 tons during the educational period of the contract on which the profit stipulated was withheld, on account of the high cost of production. Subsequently he produced 443 tons at a profit fixed at approximately three per cent., which also has been withheld pending action on a complaint made by a dismissed employee that Mr. Samuel has been manipulating the accounts.

(c) The complaint was referred to the Police who made a most detailed enquiry. The Police report was examined in the Legislative Department by the Government Solicitor, who advised against criminal prosecution and suggested civil action. This is being taken and in the meanwhile all payments to the firm have been with-held.

(d) The then Deputy Director General (Mr. A. P. Hunge) and the Chief Director of Purchase (Brigadier E. J. Boughton) were concerned with the sanction and watching over the execution of the work of the firm, assisted with a Military Officer of the rank of Captain, stationed at the factory premises.

Mr. Manu Subedar: Arising out of this may I enquire whether Government have looked into the cost figures of other people who may also have sold to Government on the cost *plus* five per cent. basis?

Mr. K. L. Panjabi: Yes, Sir, we did look into the cost figures of some other dehydration factories too but could find no evidence on which to take any action.

Mr. Manu Subedar: Have not the Government got comparative figures of cost in different places and could they not come to any conclusions from them?

Mr. K. L. Panjabi: The allegation in this case was that goats were purchased at a price lower than that charged to Government. There is no question of comparison with costs in other factories because the prices of goats vary from region to region.

DISCRIMINATION BY AERODROME OFFICER AT DUM DUM IN ASSIGNING BUILDINGS AT AERODROMES TO CERTAIN AVIATION COMPANIES

†1492. ***Mr. Manu Subedar:** (a) Will the Secretary of the Communications Department be pleased to state if any instructions have been given to the Aerodrome Officer or Inspectors at Dum Dum, or to any other officers to show special favour to any particular Aviation Company in any respect?

(b) Is it a fact that, in assigning building at the Aerodrome, special facility was given to certain Companies, which was not extended to other Companies under similar circumstances?

(c) How many buildings have been given to various Companies, when and on what terms?

(d) Which Aerodrome Officer was concerned in this and do Government propose to ascertain whether he did in effect exercise discrimination between one Company and another?

Mr. Masarrat Husain Zuberi: (a) No.

(b) No.

(c) A statement is laid on the table of the House. The rates for housing of aircraft in hangars at Government aerodromes are prescribed in Schedule V of the Indian Aircraft Rules 1937.

(d) Does not arise. The Government however repudiates the insinuation underlying in this part of the question. No undue favour is shown to any Company.

† Answer to this question laid on the table, the questioner having exhausted his quota.

Statement showing hangars buildings and other accommodation occupied by different operating companies at Calcutta Airport, Dum Dum (As on 25th Mar 1947)

Name of Operating Company	Name of Building occupied	Area occupied in sq. ft.	Date of occupation	Terms of allotment	Rate of rent (per 100 sq. ft. per mensem)	Remarks
I. A. S. & T., Ltd. & Bengal Government.	(a) Hangar No. 1	13,400		Monthly tenancy basis, terminable on one month's notice and payment of standard rent of the premises.	Rs. 6	
	(b) Annexe to hangar 1	3,170		Do.	6	
	(c) Hangar No. 10	19,392		Do.	8*	Not occupied due to defective roof.
	(d) Officers quarters at 14, The Mall.	3,560		Do.	3*	
Airways India Ltd.	(a) Hangar No. 9	21,014		Do.	4*	
	(b) Annexe to hangar 9	4,306		Do.	4*	
	(c) Terminal Building (Counter).	190		Do.	10*	Half of the Counter with Tata Air Lines.
Tata Air Lines	(a) Annexe to Hangar 9	858		Do.	4*	
	(b) Terminal Building (Counter).	190		Do.	10*	Half of the counter with Airways India.

These allotments are as on 25th March 1947. There has

Dalmia Jain Airways'	(a) Hangar No. 11	24,576	Do.	8*
	(b) ½ Engine + Shed	13,650	Do.	3*
	(c) Garage and Washing platform (CMU area).	953	Do.	3*
	(d) Oil store (CMU area)	1,292	Do.	3*
	(e) Officers Quarters at 14, The Mall (5 Nos. 1 double quarters).	2,136	Do.	3*
	(f) Menials Quarters (Nos. 5)	1,000	Do.	3*
I. N. A., Ltd.	(a) Terminal Building (Controller's Office).	365	Do.	10*
	(b) Annex to hangar No. 3	103	Do.	6*
	(c) Freight Shed	677	Do.	3*
Mistri Airways	(a) Terminal Building (Counter).	190	Do.	10*
Netherlands Government Air Transport.	(a) Terminal Building (Counter).	380	Do.	10*
	(b) Terminal Building (1 room)	76	Do.	10*
Air France	(a) Terminal Building (1 room)	76	Do.	10*
Moitra & Co.	(c) Freight Shed	677	Do.	3*

been considerable reshuffling from time to time and actual dates of occupation of each portion have not been given. Except for hangar etc., space in 4 C. M. U. area, floor space allotted to each company remains essentially the same irrespective of changes in actual location.

Half of the counter with Bharat Airways.

* Rate fixed provisionally, pending fixation of the standard rent, which will be determined, when the completion cost of the building is known.

Name of Operating Company	Name of Building occupied	Area occupied in sq. ft.	Date of occupation	Terms of allotment	Rate of rent (per 100 sq. ft. per mensem)	Remarks
C. N. A. C.	(a) Hangar No. 2	15,000		Monthly tenancy basis, terminable on one month's notice and payment of standard rent of the premises.	Rs. 6	
	(b) Annexe to Hangar No. 2	2,730		Do.	6	
	(c) Garages (8 Nos.)	1,720		Do.	3*	
	(d) Workshop (South) of hangar No. 2.	4,832		Do.	3*	
	(e) Workshop (West of H. 2)	465		Do.	3*	
	(f) Workshop (North of H. 2)	3,883		Do.	3*	
	(g) Hangar No. 13	31,752		Do.	5*	
	(h) Terminal Building (Counter).	190		Do.	10*	Half Counter with Mistri Airways. 1/4 of the Control. ler's Office (4 CMU).
	(i) Admn. Block (4 CMU)	1,708		Do.	3*	
	(j) Side room attached to Admn. Block.	130		Do.	3*	

These allotments are as on 26th March 1947. There has

(e) Store attached to Hangar 13.	6,344	been considerable reshuffling from time to time and actual dates of occupation of each portion has not been given. Except for hangar etc. space in 4 C. M. U. area, floor space allotted to each company remains essentially the same irrespective of changes in actual location.	Do.	5*
(f) Office attached to Hangar 13.	835		Do.	5*
(g) Dope Store	1,320		Do.	3*
(h) T. sailor Pump House	236		Do.	3*
(i) Freight Shed	1,726		Do.	3*
(j) Watchman's Post (Time Office).	1,218		Do.	3*
(k) Hangar No. 12	31,752		Do.	5*
(l) Terminal Building (Counter).	380		Do.	10*
(m) Store attached to Hangar 12.	6,302		Do.	5*
(n) Watchman's Post (Time Office).	1,218		Do.	3*
(o) Watchman's Post No. 4	143		Do.	3*
(p) Canteen Building (Accts. Portion.)	3,005		Do.	3*
(q) Admin. Block (4CMU)	1,708		Do.	3*
(r) Car Park	786		Do.	3*
(s) Residential quarters (Men-als).	3,400		Do.	3*

Orient Airways

* Rate fixed provisionally, pending fixation of the standard rent, which will be determined, when the completion cost of the building is known.

Name of Operating Company	Name of Building occupied	Area occupied in sq. ft.	Date of occupation	Terms of allotment	Rate of rent (per 100 sq. ft. per mensem)	Remarks
<i>Accommodation occupied by operating Companies by arrangement with R. A. F.</i>						
Mistri Airways	Annexe to hanger No. 7	315			...	Hangars Nos. 6 and 7 and their annexes will be taken over from the R. A. F. and will be set apart for common use, in which accommodation will be given to B. O. A. C., K. L. M., Air France, I. N. A., Air India Ltd., Mistri Airways, etc.
N. G. A. T.	Annexe to hanger No. 6	1,133	.....		...
Air France	Annexe to hanger No. 6	1,133	.....		...
Bharat Airways	Annexe to hanger No. 7	475	.....		...
Orient Airways	½ of Hanger No. 6	16,380			...	
P. O. A. C.	½ of Hanger No. 6	16,380	.....		...
	Annexe to Hanger 6 (4 rooms).	2,408	.....		...

LEGISLATION ON THE RECOMMENDATIONS OF THE HINDU LAW COMMITTEE

1493. *Shrimati Ammu Swaminadhan: (a) Will the Honourable the Law Member be pleased to state if in view of the recommendations of the Hindu Law Committee Government propose to take steps to introduce the Code as drafted and revised by the Committee in the form of a Government Bill during the present session of the Assembly?

(b) Are Government aware that Bills embodying some of the recommendations of the Committee have been passed or introduced or are being prepared in some of the Provinces?

The Honourable Mr. Jogendra Nath Mandal: (a) I will move for leave on Friday next to introduce a Bill in the precise form of the draft Code prepared by the Committee.

(b) A Bill provide for the prevention of bigamous marriages among Hindus has been passed by the Bombay Legislature and according to a recent press report by the Legislature of the North-West Frontier Province. I understand that a private Bill with the same object has been introduced in the Madras Legislature. I also understand that a Bill to provide for divorce in respect of Hindu marriages has been passed by the Bombay Assembly. I have no further information of relevant provincial legislation, whether pending or projected.

Shri Sri Prakasa: In view of the fact that notices sent out to us say that the Honourable Member is going to ask for leave to introduce a Bill 'to amend and modify certain branches of the Hindu Law', will he kindly tell us if he is going to introduce the whole Code as drafted by the Rau Committee in the form of his Bill or only some parts of it?

The Honourable Mr. Jogendra Nath Mandal: The entire Code—all the branches of it.

Shrimati Ammu Swaminadhan: May I know what is the next step which Government propose to take after introducing the Bill? Is the Bill going to be circulated?

Mr. President: That will depend upon the House.

The Honourable Mr. Jogendra Nath Mandal: I may add one point. I think I should let the House know it. Government propose to circulate the Bill by executive order and Government may, in the next session of the Assembly, move a motion for reference to a Joint Committee of both Chambers of the Legislature.

Shri Sri Prakasa: Could we have copies of the Code distributed among us or could we purchase it?

The Honourable Mr. Jogendra Nath Mandal: Due to the strike in the Press, printed copies of the Bill with the recommendations of the Committee could not be had. The printed copies will be circulated among the Members of the Legislature but for the public, it will be a priced publication.

Lala Deshbandhu Gupta: With reference to the reply given to part (b), may I know whether Government have considered the desirability of extending these Bills as passed by different provinces to the province of Delhi under the Delhi Laws Act?

The Honourable Mr. Jogendra Nath Mandal: As I understand it, the Bill will be operative over the whole of India.

Lala Deshbandhu Gupta: Let me make myself clear. A Divorce Bill has been passed by the Bombay Legislative Assembly. Will Government consider the desirability of extending it to the province of Delhi, under the Delhi Laws Act, just by an executive order?

The Honourable Mr. Jogendra Nath Mandal: No, Sir.

Shri Sri Prakasa: Why are there repeated strikes in the Press during the session of the Assembly?

Mr. President: That does not arise out of the question.

CONTRAVENTION OF HOME DEPARTMENT INSTRUCTIONS IN THE MATTER OF CONFIRMATION OF TRACERS IN THE BRIDGE BRANCH OF THE N. W. RAILWAY

1494. *Hafiz Mohammad Abdullah: (a) Will the Honourable Member for Railways please state community-wise the number of Tracers, Class I, Grade I, confirmed during the month of June 1946, in the Bridge Branch of the North Western Railway?

(b) Is it a fact that these confirmations were made in contravention of Government of India, Home Department Resolution, dated the 4th July 1934, and the Instructions issued by the Railway Board which clearly stipulate that these confirmations should be made in accordance with the communal rotation order?

(c) Is it a fact that the Assistant Secretary, North Western Railway admitted in his letter No. 752-E/54 (E.III), dated the 22nd June 1946, that there is a deficiency in the Muslim quota?

(d) If the replies to parts (b) and (c) above be in the affirmative, do Government propose to take any steps to make good the deficiency in the number of Muslims confirmed, and if not, why not?

The Honourable Dr. John Matthai: (a) The number of persons of each community who were confirmed as tracers, Class I, Grade I, in June 1946 in the Drawing Branch (Bridge) of the Headquarters Office of the N.W. Railway was one Hindu, three Muslims, three Sikhs and one Indian Christian.

(b), (c) and (d). Details have been called for from the N. W. Railway administration and I will lay a statement on the table of the House in due course.

Shri Sri Prakasa: Could the Honourable Member tell us what are the different communities which his Department recognises?

The Honourable Dr. John Matthai: All the Principal communities in the country.

Sri M. Ananthasayanam Ayyangar: In view of the fact that questions are constantly coming up with regard to the filling of vacancies according to the ratio, will the Honourable Member see, at least so far as his department is concerned, that a committee is set up to keep a watch over this from time to time?

The Honourable Dr. John Matthai: The information called for is with regard to the actual number of people belonging to these communities who are in employment. The ratios have been prescribed by an order of Government but it is not always possible at any given time to say that the ratios are exactly observed. There are various circumstances which may make it difficult for those ratios to be observed from time to time. The information asked for relates only to actual employment.

Sri M. Ananthasayanam Ayyangar: If the ratios cannot be made up for want of competent persons, has the Government ordered that the special reasons should be communicated to Government, so that they may be in touch with what is going on.

The Honourable Dr. John Matthai: The Railway Administrations have strict instructions to see that these ratios are carefully observed but if we are going to ask for information from here, the information would cover such a wide range that it would be hardly practicable and it is hardly worth while.

Sri M. Ananthasayanam Ayyangar: Are periodical statements sent to Government as to why the ratios are not kept up?

The Honourable Dr. John Matthai: We have a clear idea. The question here relates to the number of people in actual employment of different communities on a particular date.

Sri M. Ananthasayanam Ayyangar: Will the Honourable Member see that this sore is not raked up from time to time in filling up the various vacancies?

The Honourable Dr. John Matthai: This is a plain request. I do not see any sore behind it.

COLLECTION OF LAC CESS IN 1946

1495. *Babu Ram Narayan Singh: Will the Secretary of the Department of Agriculture be pleased to state:

- (a) the amount of Lac Cess collected in the year 1946;
- (b) the amount of expenditure incurred in respect of all Governmental Organisations connected with research in lac in the year 1945-46; and
- (c) the particular achievements of Lac Research Institute and the service done by it to Lac Industry in 1945-46?

Sir Pheroze Kharegat: (a) Rs. 2,53,880 in the year 1945-46.

(b) Rs. 3,30,929 in the year 1945-46.

(c) A reference is solicited to the annual report of the Indian Lac Research Institute a copy of which has been placed in the library of the House.

Babu Ram Narayan Singh: What has the Institute done towards greater production of lac?

Sir Pheroze Kharegat: A great deal of research has been carried out on the entomological side in order to prevent the insects being damaged by other insects and in order to find out what are the best forms of treatment of the trees in order to encourage the lac insect.

Sri M. Ananthasayanam Ayyangar: Have any steps been taken to extend the production of lac and distribute it over the various parts of the country?

Sir Pheroze Kharegat: At present the greater part of the lac is produced in Bihar in the forest areas there but a certain amount of production is taking place in other parts of the country as well and it is for the Provincial Governments concerned to encourage further production in those areas where the climatic conditions are suitable for the purpose.

Seth Govind Das: Is it a fact that there was lac production in the C.P. a few years ago and it has deteriorated in recent years?

Sir Pheroze Kharegat: A good deal of lac was produced in the C.P. I have no information about deterioration but I shall make inquiries.

Babu Ram Narayan Singh: May I know whether the Institute has discovered any steps which might ensure greater price for the producer of lac?

Sir Pheroze Kharegat: It cannot secure a better price but what it is trying to do is to find out other and better ways of utilising the lac which will result in a greater demand for the lac and thereby we hope to secure better price, but the position at present is that there is an acute shortage of lac and the price is already extremely high.

LINKING BY AIR SERVICE OF SRINAGAR WITH DELHI, LAHORE AND RAWALPINDI

1496. *Shri Mohan Lal Saksena: (a) Will the Secretary of the Communications Department please state whether it is a fact that, in view of the enormous tourist traffic to Srinagar, the question of linking Srinagar with Delhi, Lahore and Rawalpindi by an air service is under examination?

(b) If the question of such an air service has already been examined, do Government propose to state as to what stage the negotiations have reached and when such an air service can be expected to function?

(c) Have the Government of His Highness the Maharaja of Jammu and Kashmir agreed to accept the Air Transport Licensing Rules as framed by the Government of India and as administered by the Air Transport Licensing Board?

Mr. Masarrat Husain Zuberi: (a) Yes. Some air transport companies have applied to the Air Transport Licensing Board for licences to operate air services to connect Srinagar with other towns in India.

(b) A scheduled air transport service to Srinagar involves many technical difficulties, particularly the suitability of the aerodrome and the provision of Radio Aids to Navigation in view of the difficult nature of the terrain to be crossed and the bad weather experienced over the hills. All these factors are being carefully investigated. No date for the commencement of the service can be given as it will depend on the completion of the required route organisation and on the consent of the authorities concerned.

(c) Not yet. The matter is still under the consideration of His Highness' Government.

Statement showing the names of Air Transport Companies who have applied for Licences to operate Air Services to connect Srinagar with other towns in India.

1. Indian National Airways Ltd., New Delhi	Delhi-Lahore-Rawalpindi-Srinagar.
2. Ditto	Rawalpindi-Srinagar.
3. Orient Airways Ltd., Calcutta	Lahore-Srinagar.
4. Aryan Airways Ltd., Bombay	Lahore-Srinagar.
5. Segal Air Transport Ltd., New Delhi	Delhi-Ambala-Lahore-Chaklala-Srinagar.
6. Ditto	Bombay-Baroda-Ahmedabad-Jaipur-Chaklala-Srinagar.
7. Mistry Airways Ltd., Bombay	Bombay-Ahmedabad-Jodhpur-Bikaner-Lahore-Srinagar.

RECRUITMENT OF TOWN INSPECTORS OF POST OFFICES

1497. *Sree Satyapriya Banerjee: (a) Will the Secretary of the Communications Department be pleased to state what the system of recruitment of the Town Inspectors of Post Offices is?

(b) Are the posts only for three years and are the incumbents of these posts to be reverted to their former posts; if so, what is the policy underlying it?

(c) Were representations made by the Town Inspectors in May, 1946 and later by the President of the Post and Telegraph Federation demanding the stoppage of reversions and upgrading of these posts into Lower Selection Grade or creation of a separate cadre for them? If so, what was the result?

(d) Is it a fact that on the matter being referred to the Honourable Member for Communications, he remarked that he did not approve of the principle of reversions? If so, what do Government propose to do in respect of the Town Inspectors who have been so reverted?

(e) Do Government propose to consider the desirability of stopping reversions or extending tenure of these posts from three to five years pending final decisions? If not, why not?

Mr. Masarrat Husain Zuberi: (a) The recruitment of Town Inspectors is made by selection subject to certain conditions.

(b) Yes. The object is to afford opportunities to the largest number of comparatively young, deserving officials in each Postal Division to obtain training as Town Inspectors so that they may gain knowledge of procedure of enquiries and acquire experience of dealing with the public.

(c) and (d). Representations as stated were received. The remark attributed to the Honourable Member is not correct. He only promised to consider the suggestions made in the representations. On examination it was decided that the *status quo* should be maintained.

(e) No. As stated in reply to part (b), opportunity must be given to the largest number of suitable officials.

Sree Satyapriya Banerjee: Is it not a fact that after reversion the Town Inspectors are made to work under those whose work they supervised as Town Inspectors?

Mr. Masarrat Husain Zuberi: That is not so. The Town Inspectors are recruited from the clerical cadre and so are reverted to the clerical cadre. They do not, as Town Inspectors, supervise the work of the clerks.

Sree Satyapriya Banerjee: Has their case been brought to the notice of the Central Pay Commission?

Mr. Masarrat Husain Zuberi: I am not sure, but they must have represented.

Sri M. Ananthasayanam Ayyangar: What is the agency which recruits these Towns Inspectors?

Mr. Masarrat Husain Zuberi: They are selected by the Superintendents of each Circle.

Sri M. Ananthasayanam Ayyangar: Why is it that their recruitment is not entrusted to the Federal Public Services Commission or the Local Public Services Commission to which similar business is entrusted by the Central Government?

Mr. Masarrat Husain Zuberi: These Town Inspectors are clerks who are already working in the Department and they are appointed just for a period of three years. While they are serving as Town Inspectors, they are given an allowance of Rs. 30 a month.

Mr. President: The question hour is over

(b) WRITTEN ANSWERS

HELP TO PROVINCES FOR IMPROVEMENT OF MILK SUPPLY

1498. ***Mr. Mohammad M. Killedar:** With reference to the reply to part (d) of starred question No. 1099 asked on the 21st March 1947 regarding the help given to the Provinces for establishment of dairies and improving the milk supply, will the Secretary of the Department of Agriculture kindly state:

(a) how much amount is being given to each Province as help for improving the milk supply;

(b) whether schemes are submitted by the Provinces to the Government of India for approval; and

(c) whether any scheme has been submitted by the Government of Bombay, if so, whether Government propose to place it on the table of the House?

Sir Pheroze Kharegat: (a) A statement is placed on the table.

(b) Only those schemes are sent to the Government of India in respect of which financial assistance from the Centre is required.

(c) The two schemes set up by the Government of Bombay for 1947-48 provide for the appointment of dairy development staff and for the distribution of imported concentrates at subsidised rates to the owners of milch cattle. A copy of the latter scheme is placed on the table.

Statement showing loan and grants given to different Provinces for increasing and improving the milk supply

Name of Province	Loan and Grant sanctioned during 1945-46		Grant sanctioned during 1946-47
	Grant	Loan	Grant
	Rs.	Rs.	Rs.
1. Ajmer-Merwara	5,712		1,92,000
2. Assam	2,73,984	...	60,638
3. Baluchistan . . . . .	...		19,12,460
4. Bengal	60,567	...	...
5. Bombay	12,22,558	...	11,86,629
6. G. P. and Berar	41,522	1,00,000	...
7. Coorg . . . . .	...	...	4,050
8. Delhi	3,77,000	50,000	29,000
9. Madras			32,340
10. Punjab			37,200
11. Sind . . . . .	...		11,812
12. U. P.	21,800	...	3,07,750
Total	20,03,143	1,50,000	37,73,879

Scheme for the supply of concentrates at subsidised rates to the owners of milch cattle in Bombay Province during the year 1947-48.

It is anticipated that during the year 1947-48 about 25,000 tons of cottonseed will be purchased by this Government in Sind and 5,000 tons in Hyderabad (Deccan). Besides 5,000 tons of cottonseed is expected to arrive from Portuguese East Africa according to the arrangements already made. Out of the imported stocks, 21,000 tons would be reserved for consumption in Bombay City and Bombay Suburban District and the remaining 14,000 tons of cottonseed will be supplied to the districts. The average landed cost in Bombay of Sind cottonseed is expected to be about Rs. 13 per Bengal Maund and that of cottonseed imported from Hyderabad (Deccan) and Portuguese East Africa Rs. 10 and Rs. 11-4-0 per Bengal Maund respectively. The imported seed will be sold to cattle-owners at the subsidised rate of Rs. 8 per Bengal Maund. The total loss to Government in this respect is estimated to at Rs. 41,17,025.

There remains yet a balance of 4,000 tons of wheat bran from the original imported quota allotted to this Province from Argentine by Government of India. It is proposed to obtain it after April 1947 when the present imported stocks of wheat bran have been exhausted. The loss on this account would be about Rs. 2,43,000. Taking into consideration any further loss that might be incurred on fresh imports of concentrates during the next financial year, I am to request that the Government of India may please be moved to sanction a subsidy of Rs. 25,00,000 to this Province for meeting 50 per cent. of the total loss that would be incurred by this Government on the sale of imported concentrates to owners of milch cattle next year.

EXPENDITURE ON SALVAGE OF DRY CATTLE

1499. *Mr. Mohammad M. Killedar: With reference to replies to parts (f) and (h) of starred question No. 1113 asked on 21st March 1947, regarding the expenditure incurred on schemes for salvage of dry cattle, will the Secretary of the Department of Agriculture please state:

(a) whether the **Government of India** are contributing anything towards these schemes, and if so, how much to each Province;

(b) whether the **schemes** submitted by the Government of Bombay are successful; and

(c) whether any of the **dry cattle farms** started by the Government of Bombay are now closed for not being successful? If so, what are their names?

Sir Pheroze Kharegat: (a) A grant of Rs. 15,900 was given to Madras in 1945-46 and of Rs. 12,500 in 1946-47. No grant for cattle salvage has been given to Bombay as the **Provincial Government** did not ask for any financial assistance.

(b) The **Bombay Government** consider that the scheme has been as successful as can be expected in the **restricted conditions** of cattlefeed and hay prevailing. In the last two years 74,365 cattle belonging to some 3,000 cattle owners have been salvaged of which 39,697 were returned to the original owners.

(c) Two **dry cattle farms** were started and are functioning at Palghar and Jamner; a third farm is now proposed to be started at Kedgaon in Sholapur. The farm at Palghar is **self-supporting** owing to income from sale of animals; out of 870 buffaloes maintained 512 were sold. No Government farm has been closed.

SUBSIDY TO PROVINCES FOR DEVELOPMENT OF FLYING CLUBS

1500. ***Shri Mohan Lal Saksena:** Will the Secretary of the Communications Department be pleased to state:

(a) whether the **Central Government** are giving subsidies to Provincial Governments for encouraging the development of Flying Clubs, if so, what amount is being given to the United Provinces;

(b) whether **Government** are aware that the United Provinces Government have promoted a **Provincial Flying Club** and have subsidized the same;

(c) whether it is a **fact** that that Flying Club has applied for any aid from the **Government of India**;

(d) whether it is a **fact** that the Director-General of Civil Aviation has promised to give the **United Province Flying Club** a 'Bellman Hangar' free of cost; and

(e) if so, what **action** has been taken by Government in that behalf?

Mr. Masarrat Hussain Zuberi: (a) Government of India pay subsidies direct to the flying clubs and not to Provincial Governments.

(b) Yes.

(c) Yes.

(d) No.

(e) Provision for the housing of the **Provincial Flying Club** aircraft is being made in a Government hangar at Amausi which is expected to be ready in July or August 1947.

UNITED PROVINCES PROVINCIAL FLYING CLUB

1501. ***Shri Mohan Lal Saksena:** Will the Secretary of the Communications Department be pleased to state:

(a) whether **Government** are aware that the objects of the United Provinces **Provincial Flying Club** are to have a Central Organisation at Lucknow and to open branches, first, in Cawnpore and later in all the University towns of the Province;

(b) whether the **United Provinces Provincial Flying Club** has applied for any training machines;

(c) whether it is a fact that the Director-General of Civil Aviation has assured the United Provinces Provincial Flying Club that they would get training machines after they have employed the requisite staff;

(d) whether Government are aware that on that assurance they have already employed a staff costing about Rs. 3,000 per month;

(e) if so, what are the reasons for the delay in providing the Flying Club with the machines;

(f) whether it is a fact that the United Provinces Provincial Flying Club has applied to the Government of India for permission for the free use of Government Aerodromes inside and outside the Province; and

(g) if so, what action has been taken by the Government of India in that behalf?

Mr. Masarrat Husain Zuberi: (a) Yes, but Cawnpore has a Flying Club of its own.

(b) Yes, the Lucknow Flying Club has applied.

(c) It is an essential preliminary to the allocation of aircraft that the necessary instructional and maintenance staff should be available.

(d) It is understood that this expenditure is being borne in respect of joint operations of a flying club and a Provincial Communication Flight.

(e) Government have sanctioned the loan of six aircraft to the Lucknow Flying Club. Two have been allotted and collected by the Club and four will be allotted when they become available after reconditioning in the Hindustan Aircraft Factory, Bangalore.

(f) Yes.

(g) The concession of free use of Government aerodromes by flying club aircraft is restricted to the parent aerodrome.

MUSLIMS IN INDIAN COUNCIL OF AGRICULTURAL RESEARCH (STATISTICAL BRANCH)

1502. ***Mr. Shah Nazar Hasan:** Will the Secretary of the Department of Agriculture please state:

(a) whether it is a fact that in the list of officers in the Indian Council of Agricultural Research (Statistical Branch) as published by the Department, there is not a single Mussalman; and

(b) whether a Muslim ever applied for appointment to any post in the Statistical Branch?

Sir Pheroze Kharegat: (a) One Muslim has recently been appointed as Statistical Assistant. It is not feasible to maintain the proper communal proportion in every section of an office and the number of Muslims in the Indian Council of Agricultural Research Office is 25 out of 84.

(b) For gazetted posts in the Statistical Branch only one Muslim was called for interview by the Federal Public Service Commission; he was not selected. For non-gazetted posts, one Muslim was selected but he did not join. Steps are nevertheless being taken to find Muslims for posts which have been kept vacant for the purpose. Out of 27 candidates selected for training, six were Muslims but one of them did not join.

ISSUE OF CLOTH RATION CARDS IN DELHI

1503. ***Babu Ram Narayan Singh:** Will the Honourable Member for Industries and Supplies be pleased to state:

(a) the total number of Ration Cards for cloth issued in Delhi for the last quarter ending the 28th February, 1947; and

(b) the quantities of coarse and fine cloth allotted to Delhi and issued to all the Ration Permit holders in the last quarter?

The Honourable Sri C. Rajagopalachari: (a) 267,278.

(b) 213 bales of fine cloth and 1,530 bales of coarse cloth were allotted to Delhi in the last quarter. The quantities made available for sale were 512 bales of fine cloth and 2,696 bales of coarse cloth. Out of this about 353 bales of fine cloth and 2,620 bales of coarse cloth were actually sold to permit-holders.

ISSUE OF COUPONS FOR CLOTH RATION PERMITS

1504. ***Babu Ram Narayan Singh:** Will the Honourable Member for Industries and Supplies please state:

(a) whether Government are aware that the system of issuing coupons for Cloth Ration Permits was changed in Delhi in the last quarter ending the 28th February, 1947, and if so, why;

(b) whether Government are aware that according to the old system the units could be divided into smaller parts and if so, whether Government propose to consider the desirability of restoring the old system; and

(c) whether Government are aware that Cloth Ration shop-keepers are not given coarse and fine cloth in the proportion to that allowed in Cloth Ration Permits, and if so, whether Government propose to consider the desirability of taking steps to have the two varieties issued in the correct proportion?

The Honourable Sri C. Rajagopalachari: (a) and (b). The change of system mentioned by the Honourable Member has now come to my notice, and my Department are addressing the Delhi Administration with regard to restoration of the previous system.

(c) Yes, Sir; I am investigating whether it is possible so to arrange deliveries from mills that they conform to the proportion of coarse and fine cloth permits issued by the Delhi Administration.

SALE OF RATIONED CLOTH IN DELHI BLACK MARKET

1505. ***Babu Ram Narayan Singh:** Will the Honourable Member for Industries and Supplies please state whether Government are aware that in Delhi city, Rationed Cloth is openly sold in the black market and if so, what are the measures Government have taken or propose to take to check it?

The Honourable Sri C. Rajagopalachari: Government are aware that in certain places in Delhi city rationed cloth has been sold at black market rates. The Enforcement Branch of the Delhi Civil Supplies organisation organised four raids on the 21st and 25th February last, and arrested four big shop-keepers and recovered several hundred yards of fine rationed cloth. In 1946, 142 cases of black marketing were registered by the Enforcement Branch against dealers. Ninety-two of these cases resulted in conviction and twelve in acquittal. Thirty-eight cases are pending.

RUNNING OF A THROUGH THIRD AND INTER CLASS COACH BETWEEN DELHI AND LUCKNOW

1506. ***Shri Mohan Lal Saksena:** Will the Honourable Member for Railways be pleased to state:

(a) whether Government are aware that there is no direct train service between Delhi and Lucknow for third class passengers;

(b) whether Government are aware of the hardships which this class of passengers have to experience while changing at Cawnpore, or at Moradabad, on account of overcrowding in the connecting trains;

(c) whether it is a fact that prior to the war there was a fast through train between Delhi and Lucknow for all classes of passengers;

(d) whether any action has been taken to re-introduce the direct train service referred to in part (c) above, now that the war is over;

(e) if the reply to part (d) above be in the negative, what steps Government propose to take to relieve the present difficulties of travel experienced by the third class passengers between Delhi and Lucknow; and

(f) whether Government propose to consider the desirability of attaching a composite Inter and Third Class through coach to a fast Express or Mail train both *via* Cawnpore as well as *via* Moradabad, if running a through-train is not found feasible?

The Honourable Dr. John Matthai: (a) There is no direct train service between Delhi and Lucknow for any class of passengers but through service carriages are running between Delhi and Lucknow which have no accommodation for third class passengers.

(b) Government are aware that a certain amount of inconvenience involved in changing trains is aggravated these days by the state of overcrowding in trains.

(c) Yes.

(d) The restoration of the through service train between Delhi and Lucknow will be considered in the order of priority to be determined by the Railway Administration in relation to urgent public needs on other sections of the Railway.

(e) and (f). The Railway Administration to whom the matter was referred, report that owing to the present heavy load of trains there is no room for extra through service carriages to be attached for third class passengers. Accommodation for Inter-class passengers is however available in the through service carriages running between Delhi and Lucknow *via* Moradabad.

DATA *re* COST OF AGRICULTURAL PRODUCTION

1507. *Sri V. C. Vellingiri Gounder: Will the Secretary of the Department of Agriculture please state:

(a) the arrangements so far made for the collection of necessary data relating to the cost of agricultural production on the recommendations of the Krishnamachari Committee;

(b) whether any steps have been taken to devise methods for the formation of regions; and

(c) what steps have been taken by the Government to implement final decisions as regards fixation of prices in different regions?

Sir Pheroze Kharegat: (a) No arrangement have yet been made but a pilot scheme to test the methods to be adopted and to form an estimate of the size of sampling that is necessary for undertaking costs of production enquiries on a country-wide scale has been drawn up in the Economics and Statistics Section of the Department of Agriculture. It has now to be discussed with others before it can be finalised.

(b) There is no recommendation for the formation of regions.

(c) The price for any region or place will be determined on the basis of the normal difference in the price in that region or place and the basic price for the selected area.

LIFTING OF BANS ON THE CONTROLLED AND UN-CONTROLLED FOODGRAINS

1508. *Mr. Manu Subedar: (a) Will the Secretary of the Food Department be pleased to state whether Government have received any representation regarding the desirability of lifting bans on the movement of controlled foodgrains and uncontrolled foodgrains, from and to the Provinces and States and from and to districts in the same Province?

(b) Is the control over movements really effective, or, have Government discovered that there are leakages in and breaches of this control of movement regulation?

(c) What is the policy of Government regarding the free movement of those goods, which are controlled?

(d) Are Government aware that the cultivator receives less in surplus areas because of these restrictions and that the food material, which is not permitted to move out of a Province, is used for cattle?

(e) Is it a fact that the prices taken in the foodgrains index number are prices prevailing in the principal markets for these goods in the surplus areas?

Mr. K. L. Panjabi: (a) Yes, Sir.

(b) There undoubtedly are leakages and breaches of Movement Control Orders, but on the whole, in most part of the country, movement control is sufficiently effective to make it possible for the various administrations to enforce notified prices and to procure surpluses at those prices.

(c) The foodgrains and their products, the prices of which are controlled, are also subject to movement control, as it is only by enforcing movement control that price control can become effective.

(d) It is true that owing to movement control, the producer in a surplus area receives less than what he would otherwise get, but he does receive a fair price. I have no information that foodgrains which are not permitted to be exported are used for cattle, nor can I readily see how this can happen on any considerable scale for, under the present system of controls, surpluses are assessed and are allowed to be exported.

(e) The statement showing the markets, whose price quotations are used for the purpose under reference, is laid on the table. It will be seen that quotations in respect of areas other than surplus areas are also used.

Markets whose price quotations are used in the Cereals and Pulses groups of the Food Index (new) issued by the Economic Adviser to the Government of India.

Commodity	Variety	Market
CEREALS		
Rice .	(1) Kalma ordinary .	Calcutta.
	(2) Atraludda*	Bezwada*
	(3) Red Srinathi	Patna.
Wheat	(1) Punjab White	Karachi.
	(2) White .	Lyalpur.
	(3) Ready Dara	Hapur.
Jowar	White 1st quality .	Hyderabad (Deccan).
Bajra	White 1st quality .	Ditto†
PULSES		
Gram	(1) Deshi .	Patna.
	(2) 2% dirt	Lahore.
Dall Arhar .	3% dirt	Lahore.

(1) (*) = Substituted for Nellore raw, Madras City in January, 1944.

(†) = Replaced by bajra quotation at Salem (Madras) with effect from first week of May, 1944, and again by quotation at Erode (Madras) in November, 1946.

MANUFACTURE OF MILK POWDER IN INDIA

1509. *Sri V. C. Vellingiri Gounder: (a) Will the Secretary of the Food Department be pleased to state whether the attention of Government has been drawn to an article in the "Madras Mail" dated the 25th March, 1947 under the caption "More Milk"?

(b) Are Government aware that a milk production factory is working with the imported milk-powder?

(c) How much milk-powder supplied to this factory in the year 1946 was purchased from the Military Department?

(d) Have Government arranged to supply this factory with imported milk-powder for future years?

(e) Have Government any scheme to manufacture milk-powder in India and to develop milk producing factories in the country?

(f) Are Government aware that this factory milk produced with the addition of vitamins like shark liver oil and coconut oil is one of the methods of solving the shortage of milk?

Mr. K. L. Panjabi: (a) and (b). Yes, Sir.

(c) No milk powder purchased from the Military Department was supplied to the factory by the Central Government.

(d) Milk powder can now be freely imported.

(e) The Government of India have appointed a panel who are considering the development of the milk powder industry in the country.

(f) The production and sale of reconstituted or blended milk is one of the short term measures advocated by the Government of India for solving the present milk problem, especially as it would take a considerably long time to bring the production of fresh milk into line with the demand.

RAISING OF PERCENTAGE OF SESAME OIL ADDED TO HYDROGENATED OIL

1510. *Pundit Thakur Das Bhargava: (a) Will the Secretary of the Food Department please state if in other countries ten per cent. of Sesame oil is added to the hydrogenated oil instead of five per cent. proposed to be added in this country?

(b) Do Government propose to consider the desirability of raising this from five to ten per cent.? If not, why not?

(c) Are Government taking any steps to devise a plan whereby an ordinary buyer will be able without reference to any analyst to distinguish between ghee and hydrogenated oil?

Mr. K. L. Panjabi: (a) According to information available, Sesame oil, to the extent of ten per cent. is added to hydrogenated oil in Belgium, Austria, Denmark, Finland, Germany, Portugal, Sweden and Switzerland.

(b) No. The limit of five per cent. which enables detection of adulteration of ghee even by adulteration with five per cent. of Vanaspati, was fixed after consulting competent scientists. It is not possible to increase the addition as Sesame oil may not be available for this purpose.

(c) Yes. Arrangements for testing samples on the premises of ghee shops are being considered.

INDIANISATION OF TELEGRAPH TRAFFIC SERVICE, CLASS I

1511. *Shri D. P. Karmakar: (a) Will the Secretary of the Communications Department please state the number of posts borne on the cadre of the Telegraph Traffic Service, Class I, as on the 1st January 1944, 1st January 1945 and 1st January 1946?

(b) What was the number of (i) Indians, and (ii) Anglo-Indians and (iii) Europeans in the Telegraph Traffic Service, Class I, as on the 1st January 1944, 1st January 1945 and 1st January 1946?

(c) How many officers of the Telegraph Traffic Service, Class II, were selected for promotion to the Telegraph Traffic Service Class I, in the year 1943, 1944 and 1945 and how many of those selected were (i) Indians, (ii) Anglo-Indians and (iii) Europeans?

(d) Have Government taken any steps in the past to Indianise the Telegraph Traffic Service, Class I? If not, why not?

(e) In view of the paucity of Indians excluding Anglo-Indians and Europeans in the cadre of the Telegraph Traffic Service, Class I, do Government propose to select senior Indian officers of the Telegraph Traffic Service, Class II, for promotion to the Telegraph Traffic Service, Class I? If not, why not?

Mr. Masarrat Husain Zuberi: (a), (b) and (c). A statement giving the required information is placed on the table of the House.

(d) No special steps have been taken in the past.

(e) Senior Indian officers are eligible for promotion to the Telegraph Traffic Service, Class I.

Statement showing the number of Indians Anglo-Indians and Europeans and Telegraph Traffic Services, Class I

Parts (a) and (b)

Date	Number of posts in T. T. S., Class I		Number of Indians, Anglo-Indians and Europeans			Remarks
	Permanent	Temporary	Indians	Anglo-Indians	Europeans	
1-1-1944	3	3	...	3	1	2 vacant.
1-1-1945	3	5	1	5	2	
1-1-1946	3	6	2	6	1	

Part (c)

Year	Number of officers selected	Number of Indians, Anglo-Indians and Europeans		
		Indians	Anglo-Indians	Europeans
1943	5		4	1
1944 . . . . .	...	...	...
1945	5	2	3	...

PROPOSED CONSTRUCTION OF RAILWAY LINES IN SIND UNDER DEVELOPMENT PROGRAMME

1512. *Seth Sukhdev: (a) Will the Honourable Member for Railways be pleased to state whether there are any Railway lines proposed to be constructed in Sind under the post-war development programme?

(b) If so, what are the routes of the proposed lines and the names of the important stations on each of the proposed lines?

(c) When will the proposed lines be completed?

(d) What is the estimated cost of each line?

The Honourable Dr. John Matthai: (a) No decision has yet been taken in the matter of construction of any railway lines in Sind but five projects are under investigation.

(b) A statement showing the names of the projects and the proposed routes is placed on the table of the House.

(c) The question of the construction of these lines can only be considered after the Survey Reports are received and examined, not only in correlation with the two other forms of surface transport but also from the financial aspect. Government have so far received the Traffic Survey report of one project only, viz., Pithoro-Jhol project, which shows that the line is not likely to be commercially remunerative. Its further examination in relation to other forms of transport is yet to be made. It is therefore not possible to say at this stage when the construction will be taken in hand and completed.

(d) The estimated cost of construction for Pithoro-Jhol will be about Rs. 53,14 lakhs. The estimated cost of other projects is not known at present.

Statement

Name of project	Gauge and mileage
<i>(a) New Lines.</i>	
1. Tando Mohammad Khan—Mughalbin .	Broad Gauge, 72 miles.
2. Badin—Gujrat (Bombay-Sind) . . .	Broad Gauge, 300 miles..
3. Karachi—Quetta	Broad Gauge, 440 miles.
4. Pithoro—Jhol	Metre Gauge, 62 miles.
<i>(b) Conversion from Narrow Gauge to Broad Gauge.</i>	
5. Jacobabad—Kashmore	Broad Gauge. 77 miles.

The Bombay—Sind construction is being investigated along two alternative routes viz. :—

(i) via Babin—Rahim ki Bazar—Nagarparkar (Northern Route), and

(ii) via Badin—Lakhat—Malia (Southern Route).

Similarly survey investigations of Karachi—Quetta project are being done along two alternative routes viz. :

(i) via Bela—Wad—Khuzdar—Zard—Baleli—Quetta; and

(ii) via Mahri—Wad—Khuzdar—Kalat—Zard—Khanak—Quetta.

The principal stations on the Pithoro-Jhol alignment are Kahi, Tando Mithakhan and Sanghar.

WAITING ROOM AND OTHER PASSENGER FACILITIES AT TIRUVARUR JUNCTION IN TANJORE DISTRICT ON S. I. RAILWAY

1513. *Sri T. V. Satakopachari: Will the Honourable Member for Railways be pleased to state:

(a) whether Government are aware that the Tiruvarur Junction in Tanjore District on the South Indian Railway is an important centre for passenger traffic and passengers have to wait at the station for the connecting trains for a long time;

(b) whether Government are aware that the station has no waiting rooms for all classes of passengers, that the platform shed does not cover the entire platform and that even the portion covered is occupied by staff offices with the result that passengers are exposed to the weather;

(c) whether Government are aware that the Station is one of the oldest on the line and has not been added to or altered to suit modern conditions in spite of its importance; and

(d) whether Government propose to put up modern type of waiting rooms and sheds on the platform for accommodating passengers?

The Honourable Dr. John Matthai: (a) Tiruvarur Junction is a busy passenger station. In the mornings passengers from the Tiruturaipundi side bound for the Negapatnam side and *vice versa* have to wait at Tiruvarur for about two hours. In all other cases, connections are available at about half an hour's interval.

(b) There is a waiting hall at the station, but there is no separate waiting room accommodation for upper class passengers. The Parcels office, Telegraph office, etc., are located in the covered portion of the platform.

(c) Yes.

(d) The remodelling of Tiruvarur Junction, which includes the provision of a modern type station building, waiting rooms, refreshment room, etc., has been included in the 1948-49 Works Programme.

CONTROL OF HINDUSTAN AIRCRAFT FACTORY

1514. *Prof. N. G. Ranga: Will the Honourable Member for Industries and Supplies be pleased to state:

(a) how much money has so far been spent by Government upon the Hindustan Aircraft Factory;

(b) who controls it now;

(c) in what proportion have the Government of India, the Mysore State and any private interest contributed to its capital expenditure and towards covering its losses; and

(d) whether Government propose to develop this factory, and to control it or whether it is proposed to maintain it, until it becomes self-paying and then hand it over to some private firm?

The Honourable Sri C. Rajagopalachari: (a) The total expenditure both Capital and Revenue from 1942-43 to 1945-46 amounted to Rs. 9,65 lakhs against which recoveries of Rs. 786 lakhs for work done or services rendered have been made from the parties concerned, leaving an uncovered expenditure incurred by Government since 1942-43 to 1945-46 at Rs. 179 lakhs. This amount includes Rs. 82½ lakhs on account of Government share money, premium and solatium paid in acquiring the controlling shares and the complete control of the Factory upto 31st March 1946.

The accounts of the company for 1946-47 have not yet been compiled.

(b) With effect from the 1st April 1946, the Company status of the H. A. L. has been revived and it is at present being managed by three Directors, two the nominees of the Government of India and one the nominee of Mysore State. These Directors are responsible to the General Body of shareholders, *viz.*, the Central Government and Mysore State. The Board of Directors is being reconstituted. The reconstituted Board will consist of H. M., Industries and Supplies (Chairman), Dewan of Mysore State (Vice-Chairman) and one industrialist (Mr. J. R. D. Tata) Member.

(c) For the duration of the war, Government had sterilized the interest of Mysore State by paying them a solatium of Rs. 12½ lakhs and was in complete control of the Factory. All expenditure incurred during that period whether Revenue or Capital and the losses, if any, have been met by Government. From 1st April, 1946, the Mysore State has again become an active partner in the Factory. The Company has agreed to acquire the useful assets added during the war at their present value. Mysore Government will contribute one-third of the value of such assets to maintain their one-third interest in the Company's Capital. The profits and losses of the Company from 1st April 1946 will be to the account of the two share-holding Governments.

(d) Government proposes to develop the Factory and establish the production of aircraft in India and to control it by a Board of Directors, as stated in part (b) of the reply. Government has no intention at present to dispose of the factory when it becomes self-paying.

FERTILIZER PLANT AT SINDRI

1515. *Prof. N. G. Ranga: Will the Honourable Member for Industries and Supplies be pleased to state:

(a) at what stage are the plans and work connected with the Fertilizer Plant at Sindri;

(b) what has so far been done to make the necessary enquiries and ensure supplies of components needed for fertilizer manufacture from Indian manufacturers since the Standing Finance Committee met on 30th July 1946 and made its recommendation; and

(c) whether Government are watching the results of the researches being made in India and abroad as to the beneficial or deleterious effects of the use of Ammonium Sulphate?

The Honourable Sri C. Rajagopalachari: (a) An agreement has been concluded with an American firm of consultants for the design of the factory. An agreement is being negotiated with a British firm of chemical engineers (Messrs. Power Gas Corporation) for the supply of some plant and for construction of the factory. In the meantime the supply of some of the plant is proceeding, in anticipation of the finalisation of details of the contract. About three quarters of the plant required has been ordered, with fairly good delivery dates having regard to the world shortage of capital goods. The first instalment of plant from abroad will begin to arrive towards the end of 1947.

A considerable amount of plant and all the structural steel work will be made in India.

All land required for the factory is in Government's possession. Difficulties are being experienced over the acquisition of land for the township, but it is hoped this matter will be settled shortly. All necessary arrangements for water supply are in hand. Work is well advanced on the preparation of the factory site and the installation of foundation will commence in May.

A considerable amount of temporary accommodation has been constructed for staff engaged on erecting the factory. The construction of permanent accommodation for staff to operate the factory will start shortly. A temporary railway siding has been installed for the receipt of plant. The permanent railway link, five miles long, will be completed as a single track connection by August this year, the construction of the marshalling yard and the factory sidings will follow. Arrangements for the supply of raw materials, such as coal, coke and gypsum are in hand.

The draft of the constitution of the Statutory Corporation for the operation of the factory is in the final stage. Particulars of the staff required for operating the power-house have been sent to the Federal Public Service Commission for recruitment, particulars of the chemical and engineering staff will be sent shortly. Arrangements have been made for Indians to be sent abroad for training. They will return to the country before the factory starts operation.

According to the programme as it stands now, it is anticipated that pilot production of ammonium sulphate will start early in 1949, and that full production will be established by the middle of 1949.

Specifications have been drafted for the machinery for the cement factory to operate on the lime sludge thrown up as a by-product in the manufacture of fertilizers.

More detailed information is available in the Chief Technical Adviser's Monthly Situation Report for March, a copy of which is laid on the table.†

(b) Wide publicity has been given in the press and in trade journals to this matter. Copies of all enquiries for plant to be manufactured in India are sent to the Engineering Association of India which represents Indian manufacturers.

†Not printed in these Debates. A copy placed in the Library of the House.—*Ed. of D.*

Great difficulty is being experienced in inducing Indian manufacturers to undertake this special class of work, nevertheless a fair volume of orders has been placed in India for structural steel work and certain component parts of the plant.

(c) Yes, Sir.

GRANT OF SPECIAL PAY AS COMPENSATION TO STAFF OF RAILWAY BOARD TRANSFERRED TO SIMLA

1516. *Mr. Madandhari Singh: (a) With reference to the reply given to part (a) of starred question No. 1117, asked on 20th March 1946, regarding the different rates of special pay for deputationists in the Railway Board, New Delhi, will the Honourable Member for Railways be pleased to state whether Government are aware that the staff of the Railway Board who are transferred to Simla are also involved in the maintenance of double establishments? If so, does this condition also apply to them?

(b) If the reply to part (a) above be in the affirmative, were the staff of the Railway Board's Office, New Delhi who were transferred to Simla, given any special pay?

(c) If the reply to part (b) above be in the negative, do Government propose to compensate, with retrospective effect, those of the staff who were transferred from Delhi to Simla and had to maintain double establishments? If not, why not?

The Honourable Dr. John Matthai: (a) It is possible that some of the staff who have been transferred from the Delhi Office to the Simla Office may have to maintain two establishments. The reply to the second para. is in the negative.

(b) Does not arise.

(c) The orders referred to apply only to transfers to the Railway Board's office from an outside office and not to transfers from one branch of the Railway Board's office to another. All staff in the Railway Board's office are liable to serve in the branches in Delhi or in Simla. The staff in Simla are allowed Simla House Rent, Compensatory and Winter allowances under the existing rules. There is, therefore, no justification for compensating them by the grant of the Special pay.

SCHEME FOR CONNECTING KOTAH WITH AJMER BY A NEW B. B. & C. I. RAILWAY BROAD GAUGE LINE

1517. *Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Member for Railways be pleased to state if it is a fact that the Railway administration had prepared a scheme for opening a new Bombay, Baroda and Central India Railway Broad Gauge line, connecting Kotah with Ajmer? If so, at what stage is that scheme at present?

(b) Do Government propose to pursue the scheme further and what time is likely to be taken for its implementation?

The Honourable Dr. John Matthai: (a) It is a fact that Kotah-Ajmer project is included in the post-war programme of new lines approved for investigation and the B. B. & C. I. Railway are, at present carrying out survey investigation of this line.

(b) The project is still under investigation and unless the survey reports are received and examined, not only in correlation with other forms of surface transport but also from financial aspect, it is not possible to say, at this stage, when the construction of this line will be taken in hand.

TELEGRAPH COMMUNICATION BETWEEN SANDVIP ISLAND AND MAIN LAND

1518. *Sree Satyapriya Banerjee: Will the Secretary of the Communications Department be pleased to state:

(a) whether it is a fact that the island of Sandvip (Noakhali) has no telegraphic communication with the main land;

(b) whether it is a fact that Government had incurred much expenditure in making all the preliminary arrangements for telegraphic communication with the island including the installation of telegraph posts etc., and that the final connection was stopped during the war for want of cable only; and

(c) whether Government propose to take up the matter and complete the installations? If so, when?

Mr. Masarrat Husain Zuberi: (a) Yes.

(b) A report has been called for from Postmaster-General, Bengal.

(c) The Government will take a decision after considering the report.

RAILWAY CLEARING ACCOUNTS OFFICE IN DELHI

1519. *Sreejot Rohini Kumar Chaudhuri: Will the Honourable Member for Railways be pleased to state:

(a) whether Government are aware that the Railway Clearing Accounts Office in Delhi was burnt several times during the last two years and the last occasion being on 7th March 1946;

(b) whether it is a fact that a new building has been built or is being built to accommodate the said office; if not, the reasons therefor;

(c) whether Government propose to discontinue the office; and

(d) whether it is a fact that the quarters of the clerks of this office are being used as office; if so, what provision has been made for their accommodation?

The Honourable Dr. John Matthai: (a) Within the last two years the Railway Clearing Accounts Office has been burnt down on one occasion only, namely on the 7th March 1946.

(b) It was decided immediately after the fire to rebuild the Office at the same site. The N. W. Railway were unable to undertake the work but the Labour Department, as it was then, agreed to the work being executed by the Central P. W. D. The construction has not yet started because the C. P. W. D. have only very recently been able to spare an Architect to prepare the design.

(c) No.

(d) At the time of the fire 500 quarters were in course of construction. They have not yet been rendered habitable as quarters since no water supply has been provided and certain essential sanitary fittings are still lacking.

About 150 of these incomplete quarters are being used at present to accommodate the office. As none of these quarters had ever been occupied by clerks no question of finding alternative living accommodation arose.

CONTROL PRICE OF PADDY IN THE PROVINCE OF MADRAS AND ASSAM

1520. *Sreejot Rohini Kumar Chaudhuri: (a) Will the Secretary of the Food Department be pleased to state whether Government propose to raise the control price of paddy in the Provinces of Madras and Assam to relieve the condition of agriculturists?

(b) If so, to what extent and from what date?

Mr. K. L. Panjabi: (a) No, Sir.

(b) Does not arise.

ADVANCE OF MONEY TO PROVINCES FOR NATIONALISING THE MOTOR TRANSPORT SYSTEM

1521. *Sreejot Robini Kumar Chaudhuri: (a) Will the Honourable Member for Transport be pleased to state whether the Government of India propose to advance money to Provincial Governments, so that they may nationalise the existing motor transport systems in their respective Provinces, during the course of the year 1947-48?

(b) What will be the basis on which such advances will be made?

(c) Do Government propose to invite schemes in this behalf from Provincial Governments or to offer particular amounts to Provinces, whether they apply for the same or not?

The Honourable Dr. John Matthai: (a) and (b). Certain schemes involving financial participation by Provincial Governments in road transport organisations have been approved as items in the Provincial development plans, and the Government of India have agreed to assist the Provincial Governments by providing loans if required.

(c) The Government of India have asked the Provincial Government to keep them informed of such schemes, but it is for the Provincial Governments to decide whether they require any financial assistance.

UNSTARRED QUESTIONS AND ANSWERS

APPOINTMENTS FOR MUSLIMS AND SCHEDULED CASTES IN THE POSTS AND TELEGRAPHS DEPARTMENT

121. Mr. Tamizuddin Khan: (a) Will the Secretary of the Communications Department be pleased to state the percentage of appointments in the Posts and Telegraphs Department reserved for (i) Muslims and (ii) Scheduled Castes, in the different Provinces or Administrative Divisions?

(b) Do any vacancies so reserved lapse every year for want of qualified candidates?

(c) If so, do Government propose to lay on the table of the House a list showing the number of Muslim and Scheduled Caste vacancies that have lapsed since 1940 in the Bengal and Assam Circle, year by year, and cadre by cadre?

(d) How have the vacancies that so lapsed been filled up?

Mr. Masarrat Husain Zuberi: (a) statement (statement I) showing the percentages of reservation for Muslims and Scheduled Castes in the different Circles is laid on the table.

(b) Yes.

(c) A statement (statement II) showing the number of Muslim and Scheduled Caste vacancies that have lapsed since 1940 in the Bengal Circle is laid on the table of the House. Figures for Assam Circle are not yet available. A supplementary list will be placed on the table of the House when the information is received.

(d) The lapsed vacancies, after being carried forward from one calendar year to the next, are finally treated as unreserved and filled by merit regardless of communal considerations. I may however make it clear for the information of the Honourable Member that the question of making up the deficiency of the representation of minority communities in the Posts and Telegraphs Services is being examined by an Officer on Special Duty.

Statement I.—Showing the percentages of reservation fixed for the recruitment of Muslims and Scheduled Castes in the Different Circles

Circles	Percentages reserved for	
	Muslims	Scheduled castes*
Bengal and Assam	41— $\frac{2}{3}$	8— $\frac{1}{3}$
Bihar and Orissa	16— $\frac{2}{3}$	8— $\frac{1}{3}$
Bombay	12— $\frac{1}{2}$	8— $\frac{1}{3}$
Central	8— $\frac{1}{3}$	12— $\frac{1}{2}$
Madras	8— $\frac{1}{3}$	4— $\frac{1}{6}$
Punjab and N. W. F.	50	4— $\frac{1}{6}$
ited Provinces	16— $\frac{2}{3}$	16— $\frac{2}{3}$
Sind and Baluchistan	58— $\frac{1}{3}$	4— $\frac{1}{6}$

*This is based on the overall percentage of 8— $\frac{1}{3}$ for Scheduled Castes which has since been increased to 12— $\frac{1}{2}$ vide Home Department Resolution No. 31/8/46-Notes (S) dated the 6th June 1946. Necessary action is being taken to revise the reservation percentages for Scheduled Castes for the different Circles accordingly.

Statement II.—Showing the number of Muslim and Scheduled Caste vacancies that have lapsed since 1940 in the Bengal Circle

Name of service, etc.	1940		1941		1942		1943		1944		1945		1946	
	Muslims	Scheduled castes	Muslims	Scheduled castes	Muslims	Scheduled castes	Muslims	Scheduled castes	Muslims	Scheduled castes	Muslims	Scheduled castes	Muslims	Scheduled castes
Clerical staff—														
Permanent	17	nil	14	nil	29	nil	6	nil	nil	nil	nil	nil	nil	nil
Temporary	15	5	30	11	12	19	19	5	30	17	1	2	1	2
Telephone Operators—														
Permanent	1	nil	3	nil	3	nil	nil	nil	nil	nil	nil	nil	nil	nil
Temporary	nil	nil	nil	1	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil
Postmen—														
Temporary	nil	1	nil	6	nil	nil	nil	1	nil	1	nil	2	nil	2
Inferior Staff—														
Temporary	nil	3	1	1	1	nil	nil	3	2	5	5	2	5	2
Linemen—														
Temporary	nil	nil	2	2	15	14	14	nil	1	1	1	1	nil	nil
Total	33	9	50	21	60	39	39	9	33	23	6	6	23	6

N.B.—Separate reservation for Scheduled Castes was prescribed as late as 11th August, 1943.

APPOINTMENT OF MUSLIMS AND SCHEDULED CASTES IN UN-RESERVED VACANCIES IN
BENGAL AND ASSAM CIRCLE OF THE POSTS AND TELEGRAPHS DEPARTMENT

122. **Mr. Tamizuddin Khan:** (a) Will the Secretary of the Communications Department be pleased to state whether in the recruitment of men to the subordinate services in the Posts and Telegraphs Department, certain vacancies are treated as unreserved?

(b) If so, do Government propose to lay on the table of the House a list showing the number of vacancies treated as unreserved each year since 1940 and the number of such vacancies filled up by Muslims, Scheduled Castes and others separately in the Bengal and Assam Circle?

Mr. Masarrat Husain Zuberi: (a) Yes.

(b) A statement showing the number of vacancies treated as unreserved in each cadre in the Posts and Telegraphs subordinate services for the years 1940 to 1945 separately, is laid on the table of the House. Figures for 1946 are not yet available. Unreserved vacancies are filled in by competition of all communities though separate reservations are made for Muslims, scheduled castes and other minorities.

Statement

Name of service	1940					1941				1942					
	Total number of vacancies reserved as unreserved	Vacancies filled by				Total number of vacancies reserved as unreserved	Muslims	Scheduled castes	Other minorities	Hindus other than scheduled castes	Total number of vacancies reserved as unreserved	Muslims	Scheduled castes	Other minorities	Hindus other than scheduled castes
		Muslims	Scheduled castes	Other minorities	Hindus other than scheduled castes										
I. Clerical staff	201	1	1	2	197	218	2	2	214	128	nil	nil	nil	128	
II. (a) Cadres of Branch Postmasters, Overseers, Reader, Sorting Overseer and Head Postmen; (b) Postmen and village postmen; and (c) Mail guards.	143	1	14	nil	128	101	1	19	81	129	3	15	nil	111	
III. Inferior staff (to whom the communal orders apply).	126	2	10	nil	114	120	8	12	99	98	nil	7	nil	91	
IV. Line staff (Linemen, Sub-Inspectors and Line Inspectors).	33	3	5	nil	25	34	1	5	28	17	nil	nil	nil	17	
V. Wireless Supervisors and Wireless Operators.	7	nil	nil	nil	7	6	nil	nil	6	4	nil	nil	nil	4	
VI. Telegraph Masters and Telegraphists.	nil	nil	nil	nil	nil	1	nil	nil	1	12	nil	nil	nil	12	
VII. Miscellaneous Superior Staff	43	1	1	2	39	17	1	nil	16	11	nil	nil	nil	11	
Total	553	8	31	4	510	497	13	38	445	399	3	22	nil	374	

Statement

Name of Service	1943					1944					1945									
	Vacancies filled by					Total number of vacancies treated as unreserved					Vacancies filled by					Total number of vacancies treated as unreserved				
	Muslims	Scheduled castes	Other minorities	Hindus other than scheduled castes	Total	Muslims	Scheduled castes	Other minorities	Hindus other than scheduled castes	Total	Muslims	Scheduled castes	Other minorities	Hindus other than scheduled castes	Total	Muslims	Scheduled castes	Other minorities	Hindus other than scheduled castes	Total
I. Clerical staff	3	nil	nil	63	66	3	nil	nil	63	66	3	nil	nil	162	92	1	2	nil	92	384
II. (a) Cadres of Branch Postmasters, Overseers, Reader, Sorting Overseer and Head Postmen; (b) Postmen and village postmen; and (c) Mail guards.	nil	5	nil	48	53	nil	5	nil	48	53	4	2	nil	48	96	3	16	nil	77	352
III. Inferior staff (to whom the communal orders apply).	4	4	nil	97	105	4	4	nil	97	105	11	2	2	49	184	4	4	1	175	1
IV. Line Staff (Linemen, Sub-Inspectors and Line Inspectors).	1	2	nil	10	13	1	2	nil	10	13	nil	nil	3	6	6	nil	1	nil	5	6
V. Wireless Supervisors and Wireless Operators.	nil	nil	nil	2	2	nil	nil	nil	2	2	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil
VI. Telegraph Masters and Telegraphists.	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil
VII. Miscellaneous Superior Staff	1	nil	nil	5	6	1	nil	nil	5	6	1	nil	nil	6	3	nil	nil	nil	3	3
Total	9	11	nil	225	245	9	11	nil	225	245	19	4	2	298	384	8	23	1	352	1

NUMBER OF MUSLIMS AND SCHEDULED CASTES AND THE SUPERIOR POSTS IN
POSTAL DEPARTMENT

123. Mr. Tamizuddin Khan: Will the Secretary of the Communications Department be pleased to state the number of Postmasters General, Deputy Postmasters General, Assistant Postmasters General, Superintendents, Postmasters of Grades A and B, Selection Grade Officers and Inspectors in the different Circles in British India and the number of Muslims, Scheduled Castes, Europeans and others holding these posts?

Mr. Masarrat Husain Zuberi: Two statements are placed on the table of the House.

Statement showing communal representation of Gazetted staff in the P. & T. Department in the Grades of Postmasters-General, Dy. Postmasters-General, Supts. of Post Offices and R. M. S., and Postmasters, Grade A as it stood on 1st January 1947

Name of Circle	Postmasters-General					Deputy Postmasters-General					Supts. of P. Os. and R. M. S.					Postmasters Grade 'A'				
	Muslims	Scheduled Castes	Europeans	Others	Total	Muslims	Scheduled Castes	Europeans	Others	Total	Muslims	Scheduled Castes	Europeans	Others	Total	Muslims	Scheduled Castes	Europeans	Others	Total
Assam	1	..	..	5	6	..	..	..	..	..
Bengal	1	..	1	..	..	1	2	3	2	..	..	17	19	..	..	..	7	7
Bihar	1	1	1	..	..	..	1	1	..	..	11	12	..	..	..	1	1
Bombay	1	1	1	..	..	2	3	3	..	..	16	19	..	..	..	7	7
Central	1	1	1	..	1	..	2	4	..	..	12	16	1	..	..	1	2
Madr.s	1	1	..	..	..	3	3	..	..	..	17	17	1	..	..	3	4
Punjab	1	1	2	..	..	1	3	13	..	..	13	26	1	..	..	7	8
S. & B.	1	..	..	5	6	..	..	..	..	..
U. P.	1	1	1	..	..	2	3	11	..	..	8	19	2	..	..	4	6

Statement showing the communal composition of non-gazetted staff in the P. & T. Department in the cadre of Postmasters, Grade B, Inspectors (Post Offices and R. M. S. and other selection grade officials as it stood on the 1st January 1947

UNSTARRED QUESTIONS AND ANSWERS

Name of Circle	Postmasters Gr. de 'B'							Inspectors Post Offices & R.M.S. (including Hd. Clerks to Supdts.)							Other Selection Grade Officers						
	Muslims	Scheduled Castes	Europeans	Others	Total	Muslims	Scheduled Castes	Europeans	Others	Total	Muslims	Scheduled Castes	Europeans	Others	Total	Muslims	Scheduled Castes	Europeans	Others	Total	
Bengal Circle	1	nil	nil	28	29	9	nil	nil	76	85	10	1	nil	219	230						
Assam Circle	nil	nil	nil	2	2	2	nil	nil	18	20	3	nil	nil	21	24						
Bihar and Orissa Circle	nil	nil	nil	6	6	6	nil	nil	53	59	15	nil	nil	86	101						
Bombay Circle	nil	nil	nil	17	17	6	nil	nil	93	99	13	nil	nil	253	266						
Central Circle	3	nil	nil	6	9	10	nil	nil	52	62	22	1	nil	78	101						
Madras Circle	nil	nil	nil	25	25	13	nil	nil	100	113	12	nil	nil	172	184						
Punjab and N.-W. F. Circle	4	nil	nil	13	17	35	nil	nil	97	132	82	nil	1	124	207						
Sind and Baluchistan Circle	nil	nil	nil	3	3	9	nil	nil	16	25	8	nil	nil	43	51						
U. P. Circle	5	nil	nil	5	10	26	nil	nil	51	77	35	nil	nil	121	156						
Total	13	nil	nil	105	118	116	nil	nil	556	672	200	2	1	1,117	1,320						

REDUCTION OF PAY OF CLERKS IN THE MYMENSINGH HEAD POST OFFICE DUE TO RECLASSIFICATION OF MYMENSINGH TOWN

124. Mr. Tamisuddin Khan: Will the Secretary of the Communications Department be pleased to state:

(a) whether it is a fact that clerks attached to the Mymensingh Head Post Office (Bengal) have been subjected to reduction of pay permanently as the result of re-classification of Mymensingh Town as a 'B' Group locality from the 'C' Group with effect from the 1st October 1939;

(b) if so, how many of them are Muslims and how many non-Muslims;

(c) whether it is a fact that these clerks were subjected to another reduction of pay in April 1935;

(d) whether the authorities concerned received any representations from these clerks regarding the reduction of pay, and if so, how they were disposed of; and

(e) whether Government are considering the desirability of reviewing the cases?

Mr. Masarrat Husain Zuberi: (a) Yes, but the reduction of pay was due to the failure of the clerks to retain their previous scale of pay under F.R. 23.

(b) Muslims three, non-Muslims five.

(c) Yes.

(d) Representations were received regarding the reduction in pay referred to in part (a) of the Question. The clerks were, given a second opportunity to retain their previous scale of pay and thereby escape this reduction in pay.

(e) The Director-General of Posts and Telegraphs has recently issued orders granting those officials one advance increment in their time scales of pay. No further review is contemplated.

ADDITIONAL STAFF FOR MYMENSINGH HEAD POST OFFICE

125. Mr. Tamisuddin Khan: Will the Secretary of the Communications Department be pleased to state:

(a) whether Government have received telegraphic complaints from the public regarding the inadequacy of staff in the Mymensingh Head Post Office in Bengal;

(b) whether any proposals for increase of staff in the said office have been received from local postal authorities; and

(c) whether Government are considering the desirability of sanctioning any additional staff for the said post office?

Mr. Masarrat Husain Zuberi: (a) No.

(b) and (c). Yes.

APPLICATIONS FOR TELEPHONE CONNECTIONS IN CALCUTTA

126. Sree Satyapriya Banerjee: Will the Secretary of the Communications Department be pleased to state:

(a) the number of applicants for telephone in Calcutta who are still on the waiting list;

(b) whether Government are aware that a considerable number of applicants who applied later have been given priority in preference to the earlier applicants; and

(c) if the answers to part (b) above be in the affirmative, what steps, if any, Government propose to take to redress the grievances of new applicants for telephones?

Mr. Masarrat Husain Zuberi: (a) 13,539 on 31st March, 1947.

(b) New telephone connections are provided strictly according to an applicant's position on the waiting list maintained by the General Manager, Telephones, Calcutta, the only exceptions being Doctors, Banks, important public Institutions, such as hospitals, schools, colleges, and those recommended as essential by Government Departments.

(c) Does not arise.

SHORT NOTICE QUESTION AND ANSWER

MASSING OF ARMED MUSLIM NATIONAL GUARDS ON BORDER OF ASSAM

Sreejut Rohini Kumar Chaudhuri: Will the Secretary of the Defence Department be pleased to state:

(a) whether the attention of Government has been drawn to the news reported by the United Press of India and published in the *Hindustan Times* (Daily Morning Edition), dated the 26th March 1947, under the 12 Noon caption, 'League Volunteers massed on Assam Borders';

(b) whether Government are aware that a large number of Armed people calling themselves 'Muslim National Guards' have already penetrated into certain parts of Assam such as Barpeta, Lakhipur and Mangaldai and that there was a clash between the Armed Police and these people in the course of which an Armed constable was seriously injured;

(c) whether Government are aware that about 25,000 Armed 'Muslim National Guards' have collected themselves in the border of Assam and Bengal in Mymensingh District and that similarly 2,000 Armed 'Muslim National Guards' have gathered at Assam-Tipperah Border and that the object of these forces is to attack the inhabitants of Assam;

(d) whether Government are aware that a sort of a fort has been raised in Bengal near a place called Mankachar, in the District of Garo Hills in Assam, in which a large number of Armed 'Muslim National Guards' have been kept in readiness;

(e) whether it is a fact that the Government of Assam have requested the Government of India for Military aid;

(f) if so, whether and when such aid was placed at the disposal of the Government of Assam;

(g) if not, why not; and

(h) whether Government will consider placing at least two planes at the disposal of the Government of Assam for the purpose of reconnaissance and dropping leaflets in order to allay panic?

Mr. G. S. Bhalja: (a) Yes, Sir.

(b), (c) and (d). No, Sir. This is primarily the concern of the Provincial Government.

(e) Yes, Sir.

(f) and (g). In accordance with the normal practice troops are available to the Provincial Government, if, in the latter's opinion, the Civil Police Forces are not adequate to maintain law and order. The G.O.C.-in-Ch., Eastern Command, is fully aware of the situation, and can be trusted to make necessary arrangements according to the forces at his disposal as is his duty at all times.

(h) No, Sir. The Provincial Government have made no such request.

Mr. President: Prof. N. G. Ranga.

Shri Mohan Lal Saksena: Prof. Ranga is not here. Can I put his question?

Mr. President: Has Prof. Ranga given authority to the Honourable Member to put his question?

Shri Mohan Lal Saksena: No, Sir.

Mr. President: Then, I am afraid, the question cannot be put.

Sri M. Ananthasayanam Ayyangar: Sir, this is an exceptional case. In the case of ordinary questions, we know when they will be tabled, but in the case of Short Notice Questions we do not know this. Unless the Member in-

charge intimates to the Member putting the question that he is prepared to answer it on a particular date, there is no knowing when it will come up. Therefore, you will kindly allow this question to be put.

Mr. President: The ordinary practice is and I know it also from the records that the Honourable Member in charge intimates the date on which the question will be answered. I also know of cases when it was inconvenient for the Members to be present and the date of answering the question was therefore changed. Only recently it happened in the case of a short notice question by Mr. Manu Subedar. He was absent and the date on which it was to be replied was changed from one date to another by previous arrangement. So if the Honourable Member was to be absent today, it was his duty to see that the date was changed.

Shri Mohan Lal Saksena: But when the notice was sent to the Honourable Member, he was not in the town.

Mr. President: It cannot be helped.

MOTION FOR ADJOURNMENT

IMPENDING DANGER TO CALCUTTA PORT DUE TO SUSPENSION OF DREDGING OPERATIONS IN THE RIVER HOOGLY AS A RESULT OF STRIKE OF OPERATIVES

Mr. President: I have got notice of an adjournment motion to discuss a definite matter of urgent public importance, namely:

"The impending permanent danger to Calcutta Port arising out of suspension of dredging operation in the river Hoogly as a result of the continuance of the strike of twenty-two thousand Port Trust employees and Marine operatives."

This notice has come from the Hony. Lt.-Commander Aftab Ali, I understand that the Port Trust is a statutory body and these employees are under its control. I do not see how the autonomy of a body like that can be interfered with and how the adjournment motion, therefore, is in order in this House

Hony. Lt. Commander Aftab Ali (Nominated Non-Official): May I submit, Sir, that the Calcutta Port Trust, although it is a statutory body, is still under the control and the direction of the Government of India in the Transport Department. It is laid down in the Act that in the event the Port Commissioners fail to carry out the duties assigned to them, then the Government of India shall have the power to interfere and issue such executive direction as the Government may deem fit and proper.

Mr. President: Even assuming that there are these powers, the point is whether the Honourable Member had approached the Government to exercise those powers?

Hony. Lt.-Commander Aftab Ali: The Government of India in the Labour Department deputed their Labour Commissioner with a view to settle the dispute. But for reasons best known to the Labour Commissioner and the Port Trust Authorities, the terms of the settlement were not honoured by the Chairman of the Port Commissioners. However, my present concern is that if the work is not immediately resumed, then the Port of Calcutta might be permanently lost.

Mr. President: I do not dispute the importance of the matter. I want to know how it is relevant and how it has become the responsibility of the Government of India to interfere in this matter in the way in which the Honourable Member wants it to interfere on the facts disclosed. Let me hear the Government also.

The Honourable Dr. Joan Matthai (Member for Railways and Transport). Sir, I would, respectfully endorse the opinion that you have expressed that this is a matter which really lies within the province of the Calcutta Port Trust Commissioners. On the point of facts which have been raised by the Honourable Member, Government are fully familiar with the situation as it has developed from time to time in the Calcutta Port. Sir, the facts are briefly these. The strike started sometime in the first week of February and the Chairman of the Port Trust and his official Advisers have been keenly alive to the danger that by reason of the suspension of the dredging operations, damage might be caused to the Calcutta Port. That matter had been very actively present to their minds. About two or three weeks ago, the Chairman of the Calcutta Port Trust discussed this very matter with representatives of Indian business interests in Calcutta who were naturally anxious about the position and he was able to satisfy them that there has so far been no permanent damage of any kind to the river and that arrangements are in hand which if put into effect would completely meet the situation. I may also say this, realising the possible gravity of the situation, I asked the Chairman of the Calcutta Port Trust to come up to Delhi and I had a long discussion with him last week and I am myself satisfied that so far as a result of the suspension of dredging operations no damage has been caused and I am also satisfied that the arrangements that he has in hand will be sufficient to meet any situation which may arise.

Mr. N. M. Joshi (Nominated Non-Official): The Honourable Member for Transport has now admitted that the possibility of grave danger is there but that the Government and the Port Trust are in a position to deal with that danger. It is that which the House wants to know whether Government is in a position to ward off danger and therefore the Motion requires discussion. The possibility of danger is admitted Government says we are alive to that danger, but the House wants to know how the Government are alive. The House has a right to discuss this matter.

The Honourable Dr. Joan Matthai: It is not merely that the Government are alive to a possible danger, but the Port Trust have worked out in detail schemes, which when put in force will meet the risk, if and when, it arises.

Mr. N. M. Joshi: It is that we want to know.

Mr. President: I do not think the matter is of an urgent nature and in view of the statement which the Honourable Member for Transport has made, no further time of the House need be taken up just to give information which the Honourable Member wants.

Mr. Manu Subedar (Indian Merchants' Chamber and Bureau: Indian Commerce): I hope, Sir, you are disallowing this Motion on the issue of urgency and not on the issue as to how far the Government of India are responsible for working of the Port Trust. In the Council of State, the late Sir Pheroze Sethna moved a Resolution about Indianisation, and I myself asked specific questions relating to the policy for which the Government of India are responsible. I hope, Sir, in your ruling, it is not involved that the Government of India have nothing whatsoever to do with the statutory body and that your ruling does not touch the entire issue of policy of that body or the Government of India in regard to that body which it is the privilege of this House to discuss. I hope there is no precedent in your ruling and that there is nothing included which will curtail the position from what it was before.

Mr. President: I do not intend to curtail any of the rights or privileges, nor am I laying down such a general and wide proposition that because it is a statutory body, the Government of India have nothing to do with it. As the Honourable Member pointed out, the Government of India have powers of supervision and if I can be satisfied that they have failed in the matter of

[Mr. President.]
 supervision which they ought to exercise, then certainly I could have seen my way to allow the Motion on that ground. But my chief point is to invite the attention of Honourable Members that because there is power of supervision, it does not therefore follow that the responsibility for the administration rests on the Government of India in all matters, big or small, in the internal autonomy of a local body. If that were the principle to be accepted for allowing adjournment motions, there would be an end to local autonomy and the freedom of local bodies and institutions. There is the further thing also that, in respect of any adjournment motion, it is decided always on its own facts. Therefore I am not laying down any such principle as the Honourable Member Mr. Manu Subedar is afraid of. I am disallowing it on both grounds on the present facts.

NOTIFICATION RE. AMENDMENT IN THE INDIAN AIRCRAFT RULES—
 LAID ON THE TABLE

Mr. M. H. Zuberi (Government of India: Nominated Official): Sir, I lay on the table a copy of the Department of Communications, Notification No. 1-M(A)/22-46, dated the 26th March, 1947 making a further amendment in the Indian Aircraft Rules, 1937, under sub-section (3) of section 5 of the Indian Aircraft 1934.

GOVERNMENT OF INDIA

DEPARTMENT OF COMMUNICATIONS

New Delhi, (3) the 26th March, 1947.

NOTIFICATION

No. 1-M (A)/22-46.—In exercise of the powers conferred by section 5 of the Indian Aircraft Act 1934 (XXII of 1934), the Central Government is pleased to direct that the following further amendment shall be made in the Indian Aircraft Rules, 1937, namely:

In Schedule I to the said Rules, to entry (2) under the sub-head "Area", the following shall be added, namely:

"but excluding a corridor 10 miles wide on a bearing of 280° (True) from Attock Railway Bridge to Peshawar Aerodrome, and an area 10 miles in radius around Peshawar Aerodrome."

M. H. ZUBERI,

Secretary to the Government of India.

ELECTION OF A MEMBER TO STANDING COMMITTEE FOR
 INFORMATION AND BROADCASTING DEPARTMENT

The Honourable Sardar Vallabhbhai Patel (Member for Home and Information and Broadcasting): Sir, I move:

"That this Assembly do proceed to elect in such manner as the Honourable the President may direct a non-official member in place of Mr. Ananda Mohan Poddar, resigned to serve on the Standing Committee to advise on subjects in the Department of Information and Broadcasting."

Mr. President: The question is:

"That this Assembly do proceed to elect in such manner as the Honourable the President may direct a non-official member in place of Mr. Ananda Mohan Poddar, resigned to serve on the Standing Committee to advise on subjects in the Department of Information and Broadcasting."

The motion was adopted.

ELECTION OF A MEMBER TO STANDING COMMITTEE FOR COMMERCE DEPARTMENT

The Honourable Mr. I. I. Chundrigar (Commerce Member): Sir, I move:

"That this Assembly do proceed to elect in such manner as the Honourable the President may direct one non-official member to serve on the Standing Committee to advise on subjects with which the Department of Commerce is concerned for the unexpired portion of the financial year, 1947-48 *vice* Khan Abdul Ghani Khan resigned."

Mr. President: The question is:

"That this Assembly do proceed to elect in such manner as the Honourable the President may direct one non-official member to serve on the Standing Committee to advise on subjects with which the Department of Commerce is concerned for the unexpired portion of the financial year, 1947-48 *vice* Khan Abdul Ghani Khan resigned."

The motion was adopted.

ELECTION OF A MEMBER TO STANDING COMMITTEE FOR FOOD DEPARTMENT

Mr. K. L. Panjabi (Government of India: Nominated Official): Sir, I move:

"That this Assembly do proceed to elect in such manner as the Honourable the President may direct, one non-official member to serve on the Standing Committee to advise on the subjects dealt with in the Department of Food for the Financial year 1947-48, in place of Lala Deshbandhu Gupta, M.L.A., resigned."

Mr. President: The question is:

"That this Assembly do proceed to elect in such manner as the Honourable the President may direct, one non-official member to serve on the Standing Committee to advise on the subjects dealt with in the Department of Food for the Financial year 1947-48, in place of Lala Deshbandhu Gupta, M.L.A., resigned."

The motion was adopted.

Mr. President: I have to inform Honourable Members that the following dates have been fixed for receiving nominations and holding elections, if necessary, in connection with the following Committees, namely:—

	Date for nomination	Date for election
1. Standing Committee for the Department of Information and Broadcasting.	Today	10th April, 1947.
2. Standing Committee for the Commerce Department.	Today	10th April, 1947.
3. Standing Committee for the Food Department.	Today	10th April, 1947.

The nominations for all the three Committees will be received in the Notice Office up to 4 P.M. today. The elections, which will be conducted in accordance with the Regulations for the holding of elections by means of the single transferable vote, will be held in the Assistant Secretary's room in the Council House, tomorrow between the hours of 10-30 A.M. and 1 P.M.

ANTIQUITIES (EXPORT CONTROL) BILL

The Honourable Sri C. Rajagopalachari (Member for Industries and Supplies): Sir, with your permission, on behalf of the Honourable Member for Education, I beg to move for leave to introduce a Bill to control the export of antiquities.

Mr. President: Motion moved:

"That leave be granted to introduce a Bill to control the export of antiquities."

Shri Sri Prakasa (Benares and Gorakhpur Division: Non-Muhammadan): Sir, I rise to a point of order. You did not allow my Honourable friend Sri Mohan Lal Saksena to put a question because the Honourable Member who had given notice was absent. How is it that this latitude is allowed for Honourable Members of Executive Council who spring these surprises on the spur of the moment and say that they are moving on behalf of one of their colleagues.

Mr. President: I should have thought that the Honourable Member Shri Sri Prakasa being an old Member of this House must be acquainted with the Rules. In case of Members of Government, "Member" means a Member of the Governor General's Executive Council and includes any Member to whom such Member delegates any function assigned to him under these Rules.

Shri Sri Prakasa: That is what I want to know. The Members also have to assign questions to each other and have to give you notice to that effect. Have you received any notice about this?

Mr. President: The Honourable Member had better read the rules.

Shri Sri Prakasa: But have you, Sir, received notice about this delegation?

Mr. President: The Honourable Member's statement to me is quite enough and I specifically asked Mr. Saksena, even in the case of Prof. Ranga, whether he had authority on the subject, and he said he had none.

The question is:

"That leave be granted to introduce a Bill to control the export of antiquities."

The motion was adopted.

The Honourable Sri C. Rajagopalachari: Sir, I introduce the Bill.

CONTROL OF SHIPPING BILL

The Honourable Mr. I. I. Chundrigar (Commerce Member): Sir, I beg to move:

"That the Bill to provide for the control of shipping, as reported by the Select Committee, be taken into consideration."

Before the Select Committee was appointed I explained the provisions of the Bill at some length and I do not think I should cover the same ground over again. The Select Committee have carefully considered the provisions of the Bill and they have made a few changes. One of the changes made is in clause 1 of the Bill as a result of which this Bill will remain in force for one year instead of three years as originally proposed. But Government may by notification in the official Gazette direct that it shall remain in force for a further period not exceeding one year. Then a few consequential changes have been made in clauses 2 and 7. In clause 5(1) (a) the Select Committee have made one change to express the meaning better. In clauses 6 and 9 they have made changes with a view to provide that before Government fixes the passenger fares or the cargo freight rates Government may have the question examined by a board which may advise the Central Government in respect of such rates. In sub-clause (5) of clause 8 the word "managing" has been put before the word "director", with the result that it will not apply to every director but only to the managing director. These are the few changes made in the Bill as originally introduced. The need for the control of shipping was explained by me at length at the time of the original motion and I need not take the time of the House any further on this subject. Sir, I move.

Mr. President: Motion moved.

"That the Bill to provide for the control of shipping, as reported by the Select Committee, be taken into consideration."

Mr. Manu Subbedar (Indian Merchants' Chamber and Bureau: Indian Commerce): Sir, I want to support the motion just made. After the very thorough and reassuring statement made by the Honourable the Commerce Member at the time when the Bill was taken to the Select Committee that he will take every care and every step to see that Indian companies are not penalised, I do not think the House will require any very great scrutiny about the Bill which has undoubtedly improved as it has emerged from the Select Committee. India has a very large coast line and India's mercantile marine has always been very deficient in number. There have been difficulties in the past, and though we do not wish to rake up the past I must point out that more powerful alien competitors have taken steps in the past to kill Indian companies which came into existence. That was a very bad time and I am sure under the new Government this sort of thing will not arise. But I will say that if shipping is to increase then facilities for the repair of ships must also increase, and ship building for which this country was at one time famous throughout the world and which has sadly declined should also be attended to and encouraged by Government by taking very active measures. I would say that instead of talking of nationalisation of all sorts of things Government should take up this thing in which the risks are greater and others are not induced to come in. It is very essential for the security and well being of this country that ship building should be done here and that Indian tonnage should expand. Government have recently encouraged Indian shipping companies to acquire ships from America. I read the other day that America still had several thousand ships which they were willing to give to Government. If the facility to Government to acquire these ships were bigger it would be my suggestion that Government should acquire them in the first instance. Precedents are not wanting. The Australian Government, when they were dissatisfied with the P. & O., set up their own fleet of ships. The U. S. A. Government have also made an experiment and recently Brazil and Argentine are also going in this direction, namely State-owned ships. This is an experiment which is worth thinking about.

Then, Sir, I should like to say that control and encouragement go together and ought to go together. When you control shipping enterprise in this country in the interests of the public, that rates may not be overcharged, and that there may not be either a glut or a deficit but that the fleet available may be evenly spread according to the requirements of the country or the nature of the traffic which they have to carry, nobody can dispute that. Besides, the trade is already used to the control during the period it has gone through. But when you control the entire trade it also implies that you are undertaking obligations in order to help that trade. I am glad that the Commerce Member has agreed that in fixing the rates there should be no arbitrary action but that rates should be fixed in consultation with the public both the users of freights and those who have freight to give. Now, Sir, I will only refer in passing to the fact that under section 115 of the Government of India Act, all British ships on the British register are to be regarded as ships on the Indian register. The Commerce Member has not told us, but that disability still continues; and I want to know whether under this Bill, when ships not really on the Indian register are to be regarded in the same manner as if they were registered in India, merely legally and under the interpretation of the Government of India Act, his powers on one set of ships will be the same as his power on another set of ships which are statutorily Indian but non-Indian in fact. During the war period it was our sad experience that it was the British Ministry of Shipping which was controlling every thing. They had the excuse of the war, and they had the excuse that they were the

[Mr. Manu Subedar]

only parties who were in a position to judge what was more important traffic, but many things were done at that time which dissatisfied both the business people in this country as well as the general community. The civil population was treated like dirt; their requirements were not considered at all and military priorities were there. The shipping control during the period of war was not one which would do credit; in fact, it was very significant of the subordinate position which this country had politically and of the fact that in this particular direction it was British Officials of the Shipping Ministry and British Officials of British Shipping Companies who had the extraordinary powers. As I said, all this is a past bad dream, and we do not wish to rake it up, but I merely mention it as a warning that the control which is now to be set up, and which is merely continuity of control as it has been in the past, ought not to imply all or some of the evils which the public experienced, and I trust Government will be careful in this direction and will make close scrutiny as to the measures which are being taken in order to see that Indian shipping is not penalized or is not in any other way impeded.

With regard to clause 3, the question is whether Indian shipping companies will be given reasonable opportunities, from the new tonnage which they have acquired, of making foreign voyages, that is long distance, and whether they would be given the discretion to determine this for themselves and in such a way as to bring advantage to themselves and to this country, or whether arbitrary action will be taken with regard to them and they will be prevented from taking long voyages. Let me indicate in this very highly complicated and technical issue what I mean. I think that Government have no power to prevent ships of other countries coming here. If that is so, they have equally no power to prevent such ships taking cargo and passengers from this country. If that is the case, while Government have no control over others who may come here and offer to take cargo and passengers in competition, Government will have absolute control over every ship registered in India. Therefore I say that there is apprehension which is at present being entertained by the people. There should be no room for such apprehension and I trust that the Honourable the Commerce Member will make it clear in his reply that Indian companies will be given full and legitimate opportunities of undertaking long distance voyages for passengers and of taking long-distance cargo to countries of Europe, America, Africa and elsewhere.

The Honourable the Commerce Member and the Select Committee have indicated that further legislation will be necessary. In view of the fact that we may have a new Act in this direction after some time, may I suggest that the Honourable the Commerce Member and his Department should get into touch not merely with the shipping people but also with those who use the freights and may I suggest that they will keep in touch with the carrying trade as well as those who are concerned with using this freight and have these problems duly studied. I have no doubt the Shipping Committee has already produced a valuable report, but I feel that comments on such reports should be secured from the Chambers of Commerce and others who are concerned. I may say that there is sometimes a conflict of opinion between the party whose freight is carried and the party who puts the freight. These freights are fixed in the old way by agreement between various Liners and various Companies. In other words, there was a pool and a monopoly which was against the interests of public and I am very anxious that while Government are having powers now to check rates and fares that they should equally have the whole problem studied so that when the new legislation comes any lacuna in this respect may be dealt with.

Sir, I would like to suggest another thing also, namely that there is heavy pressure at present on the Railways. This pressure in my opinion is likely to continue for some years more. I do not think the Railways for some years more can advertise to the public to 'come and travel' or to give us your goods. There is a lot of pressure on the railways, and other way of relieving such pressure is by increasing ships, and Government cannot do better service to this country and to themselves than by increasing the tonnage available so as to take away some of the pressure on the railway lines and to make the transport position relatively easy. And the ships are to be had; they are on offer from the United States of America. It is the Government's policy of not buying themselves any ships at all—which the Honourable the Commerce Member mentioned—to which I am adverting. Is there any sanctity about this decision of the Government? I hope it is not final and it will be reconsidered by them. Why not take 100,000 tons of ships which may be available in the United States and which private people due to lack of resources or lack of enterprise are not able to take? Why not bring this fleet here and run it for Government purposes and in connection with the Transport Department? In other countries the Railways and the shipping is run together and there is no reason why there should be this serious divorce between the two in this country except the fact that the shipping was almost entirely in the hands of Britishers and they did not want any interference or any regulation. But the position has now changed. We have regulation brought in by this Bill and I submit that the case for increasing shipping, if necessary at the hands of the State, is very strong in order to deal with the production crisis about which I have been frequently speaking in this House, and in order to deal with the transport crisis which is to some extent behind this production crisis, and I think since the ships are available now we should go in for them. If they are taken over by other countries then we shall be in a difficult position, because not only shall we not be able to relieve the transport crisis through which the country passing at present, but foreign countries, who will have acquired these ships, will bring these ships here, will over charge our own people, and take heavy rates and fares from them. Our Government may control the fares and freights which our ships are being charged, but how are they going to control the rates of all the other ships which will ply between Bombay and Calcutta and to which the Indian population will have to pay heavily. This is the situation which I seriously recommend Government to go into, and not the Commerce Department by itself, nor the Supply Department by itself, nor the Transport Department by itself; they should go into this question together because I have frequently complained that there is a tendency to regard these matters too much as departmental. But we the public, the taxpayers, most look at it as it affects the country as a whole; we cannot think departmentally. If I have therefore gone over issues which concern more than one department, my excuse is that I am speaking for the taxpayers and the public, and from their point of view this is not an issue which can be considered departmentally.

Sir, I support this motion.

Mr. Tamizuddin Khan (Dacca cum Mymensingh; Muhammadan Rural): I fully support the suggestion of my Honourable friend, Mr. Manu Subedar, that Government should seriously think whether they can take to shipbuilding themselves, and also acquire ships from elsewhere.

When Government is requested to take to nationalization regarding other industries, various objections are raised. Here there appears to be very great opportunities to Government to show their real sincerity about this matter of national acquisition of industries like this. Private enterprise is not being able to cope with the situation. Therefore, it is quite in the fitness of things

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that Government should come forward and take a step which will not only be extremely popular but will also be of great benefit to this country.

I very strongly support this suggestion of Mr. Manu Subedar.

Then I would like to say that this Bill has the support of every section of this House. Two of the main purposes of this Bill are that that section of the travelling public who travel by sea from port to port in India should be given protection and also Indian shipping should be given protection from unfair competition by foreign concerns. These are objects with which no Indian can be without sympathy. But in this connection I would like to draw the attention of the Honourable Member to one aspect of the situation. The travelling public certainly require protection because these are days when rates and fares are being raised by companies concerned indiscriminately. Therefore, the step that is being taken by the Government is a step in the right direction. But my objection is that the Government is not going the whole hog in this matter. Government is not proposing to give protection to a very deserving class of travellers by sea. I refer to Haj Pilgrims. Sir, it is a notorious fact that the fares that are realized from Haj Pilgrims are being raised almost every year and now these fares stand at an extremely high rate. So far as the number of such passengers are concerned, that will not compare unfavourably with the number of other passengers who travel from port to port in the Continent of India. And if we take the money that is realized as fares from these pilgrims, I think the total amount realized from the Haj pilgrims every year exceeds the fares paid by other classes of travellers by sea from port to port, either in British India or the Continent of India. Therefore there seems to be no reason why the interests of these Haj pilgrims should not be looked after. Certainly they deserve more consideration than other ordinary passengers because they travel for a holy purpose, and the sympathy of everyone is bound to be with them when they go out of their homes for a purpose like that. Therefore, I would rather go to the extent that they deserve far better consideration than other classes of passengers. But here what we are doing is this: we are refusing even equal consideration to this class of passengers with the other classes of passengers.

It may be said that the intention of this measure is only to give protection to people who travel from port to port in the Continent of India. I do not know whether that is an insurmountable difficulty. I am here raising a question, not a very wide question. I am not saying that you should include all passengers who travel from India to any port outside India. Not that. I am saying give protection to a particular class of such passengers, namely the Haj pilgrims: and secondly, it will be seen that these pilgrims only start from three ports in India and disembark themselves in one or two ports in the Arabian Sea or the Persian Gulf. Therefore, this is a limited matter and I do not think that it will be outside the scope of the Bill if appropriate amendments are made and this class of passengers is included within the provisions of this Bill, so that they may also be given the same protection as is proposed to be given to other ordinary passengers. I hope the matter will be given sympathetic consideration by the Government.

With these few words I support the motion of my honourable friend.

Mr. P. B. Gole (Berar: Non-Muhammadan): I do not wish to take much time of the House but I wish to make certain observations regarding this Bill. As I read the Bill I find certain difficulties and I wish to point them out to the Honourable Member in charge so that if he thinks them proper he might make the necessary amendments.

In clause 5, sub-clause (i) (c) the wording is:

"the order of priority in which passengers or cargo may be taken on or put off the ship at any port or place whether within or outside British India. . . ."

This clause wants to regulate the priority in which a cargo or passengers could be taken in a port outside British India. Within British India it is quite all right because that can be regulated by the port authority; but where priority is sought to be regulated in a port outside British India, then the question would arise whether a Master of a ship is to be guided by the rules and directions given by the port authorities outside British India. Supposing the order of the port authorities outside British India conflicts with the orders of the port authorities here; then what is the Master of the ship to do? I think this may create many difficulties and it will be wrong to regulate so far as the priority of the cargo and passengers is to be taken in a port outside British India because those port authorities outside British India may have their own regulations and the Master of the ship or the Captain will be obliged to follow the rules that may be obtaining there in that port outside British India. Therefore, it would perhaps be wrong to make any rules regarding the loading or unloading of ships in a port outside British India. That is a difficulty which I find and I hope the Honourable Member in charge will see that this anomaly is corrected.

Then I draw the attention of the Honourable Member to clause 7. The clause says: "A shipping authority may by notice or by post require.....to furnish.....information....." and so on. Really speaking, in all section in law, generally it is stated by registered post. Here the wording used is "notice served by post". Supposing a notice is sent under a certificate of posting irrespective of whether the notice is served upon the Master or the Captain or the Owner of the ship: if the authorities send a notice under a certificate of posting and whether it is served on the owner or not, here is a breach of the law and that renders the Master of this ship liable to punishment. A notice should be served personally or through registered post or through an office peon going and serving the notice directly upon the master of the ship or the person in authority. In this clause a particular procedure is laid down. Generally speaking even in civil courts notices are served by actual service on the person concerned and if that is not possible by registered post. According to the wording of the clause even service by post is sufficient. I should like to know why direct service through an office peon or registered post is excluded. I have not been able to follow the intention. If you regulate the service of notice by post, it should always be by registered post. This is rather defective. I do not know why notice is served by post and not directly through a peon. The object is that the notice should be served.

Clause 8 (5) says:

"If the person committing an offence punishable under this section is a company or other body corporate, every managing director, manager, secretary or other officer or agent thereof shall, unless he proves that he exercised all due diligence to prevent the commission of the offence, be deemed to be guilty of such offence."

This is too wide a provision. The officer or agent must be at least conversant with the directions given. Unless those words are put in every other officer or agent wherever he may be, whether he is aware of this notice calling for information, or any other breach committed by the company or the shipping master, then that agent or officer is sought to be made liable and the burden of proof that he tried his best to prevent an offence being committed is on him and if he fails he will be guilty. That to my mind is a very drastic rule. He probably did not know what the notice was or what the direction was and even in the absence of such knowledge he has to prove that he prevented the commission of an offence or a breach of the rule and unless he does that he will be presumed to be guilty, unless of course he is in direct charge of the ship or the office. Unless that man is in actual charge he should not be made guilty or punishable. Although the word 'managing' has been put in the Select Committee I do not understand how it escaped the notice of the Committee so far as other officers and agents mentioned therein are concerned. I should like to know from the Honourable Member in charge

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why he is so very strict regarding other officers or agents without saying that they should be conversant with the notice. Unless some explanation is given as to why such a wide clause has been framed in order to rope in all persons, agents or officers, it is very difficult to support this clause.

This is a very good Bill so far as coastal shipping is concerned and it is necessary that shipping should be regulated. I know in former Legislative Assemblies frequent attempts had been made to introduce shipping Bills in order to see that Indian enterprises in coastal shipping are encouraged. It is a good augury that the Commerce Member has taken up this question so early and I hope he will thereby encourage coastal shipping as an indigenous industry.

Mr. Ahmed E. H. Jaffer (Bombay Southern Divisions: Muhammadan Rural): Sir, while congratulating the Honourable the Commerce Member for bringing forward this Bill I do not wish to take up much time of the House by going into the details or the merits of the Bill. My Honourable friend Mr. Tamizuddin Khan and myself have written a minute of dissent on this Bill when it came up before the Select Committee. I would like only to add that I rise to support one point which has been made out by my Honourable friend Mr. Tamizuddin Khan and that is in regard to the question of control of fares for carrying pilgrims from Bombay to Hejaz and back. This is a very old question, which requires the urgent attention of Government and I am sure the Commerce Member will very kindly see that the fares are controlled and that in this Bill powers are sought to regulate the control of fares for carrying pilgrims from Bombay to Hejaz. I personally do not see any reason why year in and year out fares should be increased. This has an old history behind it. Before the war in the year 1937-38, the rate used to be Rs. 178 for carrying a deck passenger from Bombay to Hejaz, which included of course his food and other dues payable at the other end. Later on came the rate war, that is a year later. Then a ticket was sold between Rs. 25 and 30 per pilgrim including all the pocket expenses. The then Commerce Member Sir. Mohd. Zafrullah Khan forced the rate war to terminate and it was on that occasion, I remember, that the Moghul Line pointed out that the economic rate to carry a passenger would be Rs. 121 both ways, including food. Last year the pilgrims were carried to Hejaz at Rs. 363 and I do not know whether the companies this year are going to increase it further. As far as I remember when this question was discussed last time the Haj Officer to the Government of India did ask the shipping companies to decrease the fare but they refused to do so. I feel that this is the right time when Government should make a move in this matter. No doubt the Government can say that this Bill is only for a period of one year: It is to end at the end of March 1948. But now is the time when a beginning should be made and I do feel that the interests of the *Hajis* would be safe in the hands of the Honourable the Commerce Member and he will see that the rate for carrying pilgrims from Bombay to Hejaz is not only controlled but also that the fares which are being charged at the moment are brought down considerably, because I know that the shipping companies can carry pilgrims from Bombay to Hejaz for a much lesser amount than what they charge at present.

Mr. Mohammad M. Killedar (Bombay Northern Division: Muhammadan Rural): Sir, I support the measures proposed in this Bill. There is one thing which has been left out of this Bill and that is the shipping rates for passengers going abroad or outside India. My friend Mr. Tamizuddin Khan and Mr. Jaffer have said that the pilgrims who are going from Indian ports to Jeddah and other places are charged very heavily which is a fact. As pointed out by my friend Mr. Jaffer, during the year 1938 the economic fare was fixed by the then Commerce Member at Rs. 121, which included food and other out-of-pocket expenses, which used to be about Rs. 48. Actually the freight charged

by the companies used to be Rs. 73. The Haj traffic was suspended during the war, but in 1944 when the traffic to Hejaz was resumed, the shipping companies started charging Rs. 200 as freight plus the food and other out of pocket charges. And in the year 1945, a year after resumption, they charged Rs. 225. In this way the shipping companies who are plying for Hejaz pilgrims are going on increasing the freight every year. If the power to control the freight is not included in this Bill I think it will be very difficult for the pilgrims and I P.M. specially for third-class pilgrims who travel by deck classes.

Sir, in the year 1944, when the Haj traffic was resumed after its suspension for three years ships were allowed to carry 60 per cent of the capacity. Instead of 100 passengers they were carrying only 30 persons. At that time they charged Rs. 200 and the Government of India guaranteed that if there be any loss in the traffic the Government of India would bear the loss. But you will be surprised to know that there were no losses. They were charging at the rate of Rs. 200 per passenger to and fro and, while they were carrying only 60 per cent of the capacity. But now they are carrying 100 per cent capacity and they are charging Rs. 225. Shipping companies charged Rs. 225 last year and they propose to increase the fare from Rs. 225 to something more than that—what exactly we do not know. Questions were raised by the members of the Standing Haj Committee in the meetings of the Standing Haj Committee that the freights must be brought down and controlled by the Government. At that time the Honourable Member in charge of External Affairs pointed out that Government has no power to control it and therefore they cannot force shipping companies to reduce the fare or control the fares. But when we are preparing a legislation for controlling the shipping I think we should give powers in the hands of Government by which control can be imposed on such traffic.

Sir, you will be interested to know that in the traffic between Bombay and other Indian ports and African ports and between Indian ports and the Persian Gulf the increase of fares over the fares prior to the war is only by 100 per cent. But in the case of pilgrim traffic the increase is to the extent of about 200 per cent. In 1938, when the economic rate was fixed, it was Rs. 73. But last year they charged Rs. 225 which comes to an increase of more than 200 per cent. Unless the Government is empowered to control the freight I am afraid the shipping companies will not yield and they will go on increasing the freight every year. Next year the Haj traffic will have to bear a little bit more because it is proposed to allot 18 square feet to each passenger, instead of 16 square feet allowed at present to each passenger. I think on account of this additional accommodation which the shipping companies are going to provide they will try to increase the freight still more. For the facilities and the additional accommodation the pilgrims will not mind if a little increase is made. But such an exorbitant increase which they went on charging will be really ruinous to the poor pilgrims. I would request the Honourable the Commerce Member to accept the amendments which are proposed to be moved by Mr. Tamizuddin Khan and which will be taken up later on when the Bill reaches the second stage. I request that these amendments may be considered favourably and the power which is not included in the Bill may be included so that in future there may not be any sort of profiteering in this traffic.

Sri T. V. Satakopachari (Tanjore cum Trichinopoly: Non-Muhammadian Rural): I rise to say just a word for correcting an impression. I understood Mr. Gole to say, in criticising clause 7 in the course of the general observations he made, that the notice served by post had better be by registered post. I only wanted to draw attention to the fact that under section 27 of the General Clauses Act the meaning of 'service by post' in all Central and local legislation will mean, unless a different intention appears, to be "a service that shall be deemed to be effected by properly addressing, pre-paying, and posting by registered post, a letter containing the document, etc." So I would

[Sri T. V. Satakopachari]

submit that it was quite sufficient to use the words 'sent by post' and it is not necessary to include the word 'registered'.

Mr. President: His objection appeared to me to be alternative and twofold. His point was that notice may be served either personally or by post and if it was to be served by post then it should be by registered post.

Sri T. V. Satakopachari: I wanted to cover only the latter part.

The Honourable Mr. I. I. Chundrigar: Sir, I am glad to find that the Bill is supported by every section of the House. A few suggestions have been made to which I will now give a reply. Mr. Manu Subedar stated that there are powerful non-Indian shipping interests and that Indian shipping requires the support of the Government of India against those interests. I already enunciated the policy of Government when moving the motion for the consideration of this Bill before it was referred to the Select Committee. I stated that shipping is indispensable to a maritime state, having a coastline and that India with a very long coastline must have a strong navy and must have considerable Indian shipping. The policy of the Government of India will therefore be to give every legitimate assistance to the Indian shipping interests when dealing with the subject. He also referred to the need of making provision for repairs of ships and shipbuilding in India and he also made a suggestion that this is a time when there is no ship building industry worth the name in India and this is a time when Government could usefully consider the question of the establishment of a shipbuilding and ship-repairing industry, in other words nationalising the ship building and ship-repairing industry. That is a point which is engaging the attention of Government and Government will examine the suggestion which has been made by him and supported by the Honourable Member, Mr. Tamizuddin.

Then he referred to the question of Government helping the Indian shipping companies to acquire more tonnage from the United States of America or any other country. I may inform the Honourable Members of this House that my attention was drawn to this subject by the representatives of some of the Indian shipping companies at a recent meeting of the Shipping Policy Committee and I was informed that about 11 ships had already been acquired by two shipping companies from the United States of America. As to the acquisition of more ships, it was pointed out by some members, that it will be much better if the Government of India were to make an offer on behalf of the Indian shipping interests to purchase a stated number of ships from them and the suggestion I then made to the Indian shipping interests was that they should consider the question among themselves and each shipping company could give Government an idea of the number of ships they require, the type of ships they require and the tonnage of the ships they require and when this list is completed and an indication is given as to the prices at which they will be prepared to purchase the ships, Government will be only too glad to use its good offices for the purpose of rendering them as much help as they can in procuring this additional tonnage from the United States of America. I understand that the shipping companies are taking steps in that direction. Each shipping company is preparing a list of the number, type and tonnage of the ships they require and the price they will be prepared to pay for them and as soon as this list is completed and placed in the hands of Government, Government will use its good offices to render them as much help as they can.

Mr. President: The Honourable Member can continue his speech after Lunch.

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

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. President (The Honourable Mr. G. V. Mavalankar) in the Chair.

The Honourable Mr. I. I. Chundrigar: Sir, the next point urged by my Honourable friend Mr. Manu Subedar was that if the Government of India were to control Indian shipping, they should also come forward to assist Indian shipping whenever necessary. That assurance has been given by me more than once and I think there should be no doubt in the mind of the shipping companies as to the assistance which the Government will be willing to give them in all their legitimate demands.

Then, he referred to the Government of India Act, section 115. That section would not apply in a case of this character. When the Government of India are trying to control even the Indian shipping registered in India, the British shipping interests can have no occasion for complaint if we try to control them also. Then, he said that there may be some doubt as to the powers of Government to control foreign ships either taking passengers or cargo in India. The question is being thoroughly examined, but the Government of India feel that if it is found necessary to exercise such powers in India, there will be no objection to do so. However, the question is being fully examined and, before that is done, I can assure the Members of this House that the Government of India have taken up with His Majesty's Government the question of Indian shipping taking a greater share not only in the coastal trade of India but also in the overseas trade. His Majesty's Government have suggested that there should be first a conference between the representatives of Indian shipping interests and the representatives of the British shipping interests. If they can reach a settlement, so far so good. But if there are any points of difference left over, then the Government of India and His Majesty's Government will endeavour to remove those differences and bring about an agreement. The Government of India are hopeful that His Majesty's Government will realise that the Government of India cannot neglect Indian shipping and must encourage it. Even if the British shipping interests had rendered a service in the past to India by rendering shipping service, when India is in a position to serve herself I do not think the British shipping interests will have any occasion to thrust themselves on India. The question, therefore, is awaiting negotiations at this stage and that is why the Government of India have thought fit not to introduce any clause in this Bill to control shipping, which is not on the Indian register by bringing of completely under the control of the Government of India for picking up passengers and embargo in India.

Now, I come to the point raised by Mr. Tamizuddin Khan, Mr. Yusuf Abdoola Harron, Mr. Jaffer and Mr. Killedar, the Honourable Members of the Muslim League Party, regarding the fares for Haj. The Government of India are aware that the fares charged are excessive and a Conference was held last year before the Haj season to arrive at some amicable settlement as to the fare which should be charged. The shipping companies were not willing to show an account of their profits or expenses in connection with this traffic. It has been suggested to the Government of India that they should compel the shipping companies to produce before Government a correct account of the expenses they incur for carrying this traffic and the return which they get on it. I hope the shipping companies will not on this occasion refuse to make the necessary material available, but if they do, then the Government of India propose to exercise their powers either by fresh legislation which will be brought forward or by an Ordinance to do so. Therefore, Honourable Members who raised the question may rest assured that though it is not the intention of the Government of India to make it uneconomic for the shipping companies to participate in this traffic, they will see that they do not charge more than an economic or reasonable fare to these pilgrims.

[Mr. I. I. Chundrigar.]

Then, Sir, Mr. Manu Subedar also referred to the fresh legislation which is envisaged in the report of the Select Committee. On that point I can assure him that the report of the Shipping Policy Sub-Committee has been released to the press and they have examined a number of questions. A conference of the Indian shipping companies is called at Bombay on the 14th of this month for the purpose of discussing some of the questions which require further consideration and also for selecting representatives of the Indian shipping interests who should carry on negotiations with the representatives of British shipping interests about the participation of Indian shipping in the overseas trade and the greater participation in the Indian coastal trade. After that conference and these negotiations, the Government of India will consider the situation fully and bring a more comprehensive Bill before this House. Mr. Manu Subedar referred again to the question of inviting Chambers of Commerce to give their views on the report of the Shipping committee. That report has been published and the Government of India will welcome criticism of any Chamber of Commerce or any businessman or interest affected by this report. He also referred to the heavy pressure on Indian railways and the desirability of using shipping to relieve pressure on railways. That question is being examined, but as he may probably be aware there is very little additional shipping available for the moment, but efforts are being made to use as much shipping as possible in the near future. I have already referred to other points raised by the Honourable Member. Mr. Gole referred to three points about this Bill, one was regarding clause 5(1) (c) and he referred to the words "within or outside British India". Now, Sir, this question was fully discussed in the Select Committee and we came to the conclusion that unless the Government of India had the power of fixing the order of priority in which passengers or cargo may be taken out of British India some difficulties may be encountered. I will give him an illustration which will make my point clear. Supposing a ship sails from Bombay and it has got room for 50 passengers to go to U.K. Is it the desire of Mr. Gole that Government should have the right of fixing the order of priority or the shipping company itself should be complete masters of themselves and take any passengers or refuse to take any passengers it likes. If the Government of India have no control, then naturally the party which will have control is the shipping concern. It was therefore found desirable that this power should be with the Government, but how far and to what extent it should be used would be a matter for consideration in each individual case.

Mr. P. B. Gole: What I was saying was with regard to control outside British Indian ports. So far as British Indian ports are concerned, Government have got full powers, but how can priority be determined or dictated by the Indian Government with regard to ports outside British India?

The Honourable Mr. I. I. Chundrigar: The question of port outside British India may arise in two ways, either a ship coming from a port outside British India or going from an Indian port to a port outside British India, and the power would be useful so far as this end is concerned. Suppose the power is to be exercised at the other end the Government of India will have to consider whether they are in a position to enforce the order. The second point raised by him was regarding the notice as provided for in clause 7. There I feel that though the present clause was taken mostly from the Defence of India Rules, if there is a motion that delivery of notice may be either by hand or served through post, I would have no objection to accept the amendment. The third point raised by him was regarding sub-clause 5 of clause 8 and he stated that the clauses are very wide. But I may inform him that unless a *prima facie* case is made generally against any of the officers or other individuals mentioned in this sub-clause, they cannot be asked to prove that

they exercised all due diligence to prevent the commission of the offence. This has been put in simply with a view to provide that a very high officer of a company should not be permitted to throw the whole onus on a lower grade employee of the firm like a clerk or anybody else and himself escape liability. Therefore he will have to show that he used all due diligence before he can be exonerated. This point also was fully considered.

Mr. P. B. Gole: According to this sub-clause there is practically a presumption to be raised in favour of the prosecution. It is like this "shall be deemed to be guilty of such offence". It means that the presumption is to be drawn unless the other party proves otherwise.

Mr. President: I may point out to the Honourable Member, if it is competent for me to do so that, provisions on these lines will be found very probably in the Merchandise Marks Act and in other Acts also, I believe perhaps in the Factories Act also. But I am not quite sure. Some provisions in the Companies Act are also there. That is how this provision follows those lines for the reasons explained by the Honourable the Commerce Member just now, because in company management it is always possible for the higher authority to get things done and then father the whole thing on the head of a subordinate. The presumption is therefore there. The Honourable Member will find it positively, I believe in the Merchandise Marks Act.

The Honourable Mr. I. I. Chundrigar: It must be proved that the offence has been committed before this presumption can be raised. This in brief is my reply to all the points raised. I am thankful to the House for supporting this measure.

Mr. President: The question is:

"That the Bill to provide for the control of shipping as reported by the Select Committee be taken into consideration."

The motion was adopted.

Mr. President: The question is:

"That clauses 2, 3 and 4 stand part of the Bill."

The motion was adopted.

Clauses 2, 3 and 4 were added to the Bill.

Mr. President: Clause 5:

Mr. Tamizuddin Khan: Sir, it is gratifying that the Honourable Member has given an assurance that active steps will be taken in the matter of Hejaz pilgrim traffic. May I ask him whether there are any special difficulties, technical or otherwise, in accepting any of my amendments which I have tabled. If so, I do not like to move them. If not, I should like to move them.

The Honourable Mr. I. I. Chundrigar: The question is one of general importance. If we try to fix passenger fares or cargo freight rates from an Indian port to a place outside the continent of India, in that case, we must take general powers and not powers for the purpose of these pilgrims alone. Whether the Government of India should assume those powers is a matter on which final decision will be reached after the negotiations between the Indian shipping interests on the one hand and the British shipping interests on the other are completed and if necessary further agreement between the Government of India and His Majesty's Government is reached on the same subject. Therefore I do not want to treat the question piecemeal by tackling only the question relating to passenger fares between an Indian port and the place of pilgrimage and leave the question undecided relating to other passenger fares or cargo freights. The whole question will be considered together, but so far as this question is concerned, as I assured the Honourable Member, the Government of India will take it up with the shipping companies and I hope they will be helpful and not obstructive in this matter.

Shri Sri Prakasa (Benares and Gorakhpur Divisions: Non-Muhammadan Rural): Sir, it may be a matter of pure sentiment with me; but I should like the Honourable Member to consider sympathetically my suggestion that instead of the words "continent of India" the word "India" only should be used, in clauses 5 and 6. India is known to many of us as a "country", it has been described as a "sub-continent"; I do not think the Honourable Member should go further and call it a "continent". I believe in some pre-historic time it was a continent when Africa and India were joined together.

Mr. President: I believe the Honourable Member knows that some of the ports are within the territories of Indian States and so the phraseology of "British India" will not do.

Shri Sri Prakasa: The word "India" includes Indian India. If the word "India" is substituted for "continent of India" I think the Honourable Member's purpose will be served and my sentiment also will be satisfied.

The Honourable Mr. I. I. Chundrigar: Let me first assure my Honourable friend that I have not coined this word and I have not introduced it for the first time; it is on the statute-book since the year 1923 and I have merely repeated it in this Bill. I have explained to him why the words "continent of India" were used even in the enactment of 1923.

Shri Sri Prakasa: What is that piece of legislation?

The Honourable Mr. I. I. Chundrigar: It is in the Indian Merchant Shipping Act of 1923,—a connected piece of legislation. The words are used there in section 2(1) (iii); and I will explain why they are used. We all understand what is meant by the words "British India", namely, that portion of India which was under the British. Now "India" has been thus defined in the General Clauses Act:

"'India' shall mean British India together with all territories of any Indian rulers under the suzerainty of His Majesty, all territories under the suzerainty of such Indian rulers, the tribal areas and any other territories which His Majesty in Council may from time to time after ascertaining the views of the Central Government and the central legislature declare to be part of India."

Therefore 'India' does not mean the French and Portuguese possessions in India, and wherever the legislature wanted to include even the French and the Portuguese possessions in India the words used are "the continent of India". These words have been used in the Merchant Shipping Act of 1923 and they have been used in that sense in this Bill.

Shri Sri Prakasa: Cannot we correct an old mistake?

Mr. President: That will have to be done by a separate piece of legislation.

The question is:

"That clause 5 stand part of the Bill."

The motion was adopted.

Clause 5 was added to the Bill.

Clause 6 was added to the Bill.

Mr. P. B. Gole: Sir, I move:

"That in clause 7 of the Bill, the words 'served either by post or directly' be substituted for the words 'served by post'."

Mr. Shavar A. Lal: I suggest that the words "personally or" be inserted after the word "served".

Mr. P. B. Gole: Sir, I move:

"That in clause 7 of the Bill, the words 'personally or' be inserted after the word 'served'."

Mr. President: Amendment moved:

"That in clause 7 of the Bill, the words 'personally or' be inserted after the word 'served' and before the words 'by post'."

The question is:

"That in clause 7 of the Bill, the words 'personally or' be inserted after the word 'served' and before the words 'by post'."

The motion was adopted.

Mr. President: The question is:

"That clause 7, as amended, stand part of the Bill."

The motion was adopted.

Clause 7, as amended, was added to the Bill.

Clauses 8 and 9 were added to the Bill.

Clause 1 was added to the Bill.

The Title and the Preamble were added to the Bill.

The Honourable Mr. I. I. Ohundrigar: Sir, I move:

"That the Bill, as amended, be passed."

Mr. President: Motion moved:

"That the Bill, as amended, be passed."

Sri M. Ananthasayanam Ayyangar (Madras Ceded Districts and Chittoor: Non-Muhammadan Rural): Sir, India before the dawn of civilisation was one of the oldest maritime countries in the world. Persons who have read the *Puranas* know that there was a Maharishi by name Agastya of whom it was said that he made *achamana* with the oceans. That meant that he expanded India and made it greater India. Today we find images of Agastya in the island of Bali and in Sumatra, Java and other places. It was just an allegorical way of saying that he crossed the oceans. He crossed them without any difficulty and so it is said that he performed *achamana* by taking all the water with his hand. That was our ancient history. Our ships sailed to all the corners of the world. But when last year our friend Diwan Chaman Lall went to Argentina and arranged for the supply of food from there to this country it had to be delayed for want of ships. That is the unfortunate position in which we find ourselves landed after millions of years of an ancient civilisation in this country. During the war there was ample opportunity for Government to build a mercantile marine here. Advantage was taken of the war to build a similar mercantile marine for Australia with a population of only 7 million, a mercantile marine of which they can be proud. New Zealand with a population of only 8 million has built up a mercantile marine. We have got nothing like it. Are we to be thankful to the British Government, which is leaving this country, for the manner in which they have left us absolutely with unguarded shores from the political, the defence, and the trade points of view? We have got practically the largest coast or one of the largest coasts that any country in the world possesses. But still we are in that position. It is unfortunate that while I expect this measure to go the whole hog it is halting in its nature. It is no doubt true that discriminatory legislation is there; it has blackened the Government of India Act of 1935, with sections 111—116, under which discrimination is to be shown to British vessels. (But there is no such impediment so far as vessels from other countries are concerned. Why should the Honourable Member have hesitated to impose restrictions upon their one-sided traffic from this country, carrying away all the traffic without giving us any benefit? The Honourable Member says that he is going to introduce legislation after having a conference with the shippers in the United Kingdom. Does he still hold the view that satisfying the United Kingdom is satisfying the rest of the world? There are other countries in the world. The Honourable

[Sri M. Ananthasayanam Ayyangar.]

Member did not say that there is a conference going to be held soon of all countries in the world and of all the shipping interests? He referred only to the United Kingdom. Let there not be only an agreement with the United Kingdom alone which has been responsible for such discriminatory legislation, I would say it is discriminatory legislation which has crept into the Government of India Act 1935. We must develop a mercantile marine which can be easily converted into a good navy so that all the ships may be used, if necessary, in time of war. We have neither the one, nor the other. I

3 P.M. learn on reliable authority that America is parting with up-to-date ships which could be used for building up mercantile marine in this country, and a number of countries are placing orders on America. Opportunity must be taken at the earliest possible moment of this offer from America and a number of ships must be purchased. We have already nationalized one of the most important communication services in this country—Railways—and it is one of our assets. Almost all the sections of this House were anxious that civil aviation also ought to be nationalized. Then we have the shipping industry I put a question the other day to the Honourable the Commerce Member as to what is being done in the matter of building ships in this country and I referred to Vizagapatam dockyard. He said that two ships were in the course of construction. Where is two as compared to the huge number of ships that other countries have in the world? It is useless to proceed at such a slow pace. He should ask his colleagues to vote large sums of money for the purpose of having a nucleus of a mercantile marine. Possibly he will say that I must address this to the Honourable Member in charge of Industries and Supplies Department. Both of them should put their heads together and see that at the earliest possible opportunity a mercantile marine is developed in this country.

I am waiting, and I am sure the House will wait with great interest, to see when and how he is going to usher in a Bill, but let him not commit himself to a one-sided agreement in favour of one country as we have already been giving or we were forced to give, as against another. Let us not play into the hands of the United Kingdom's interests.

I shall be failing in my duty if I did not refer in this connection to one or two things that are happening in the world. I am told that Indian officers going in ships, whether they registered in the United Kingdom or in India, are not allowed to enter the Port of London. I shall only be glad if this statement is contradicted. I am also told that Indian seamen are not allowed to enter the various ports in Australia. If it is so, it is a dangerous thing to do and they should avoid it. But we can do that only by realizing our tall stature and building up a huge mercantile marine which is able to compete with other countries in the world, and by having its proper place in the industrial sphere of this country.

Sir, I support the motion and I expect, with this reservation, that he will bring in the other Bill as early as possible.

The Honourable Mr. I. I. Chundrigar: So far as the general sentiments expressed by my Honourable friend, Mr. Ayyangar, are concerned, Government is in full sympathy with him. But there are two points urged by him to which I should give a reply. He seems to misunderstand the nature of the proposed negotiations between the representatives of the Indian shipping interests and the representatives of the British shipping interests. The present position is, that even if we want to eliminate British shipping altogether, we have not the necessary shipping. Therefore we have to reach an agreement with them that they may keep their shipping on the Indian shores and gradually remove it as we may be in a position to substitute it by Indian shipping. It is therefore that we require special negotiations with the British

shipping interests and that is the nature of the negotiations which are going to be held, and that would be not to the benefit of one country alone. I hope and trust that it will be to the benefit of both the countries.

The second point raised by him was about the treatment given to Indian officers and seamen in the Port of London. I can assure him that it has come as a news to me. I shall make enquiries in the matter and if this allegation is correct, we will take action in the matter.

Mr. Mann Subedar: It is not seamen, but officers. Unless it is very recently modified, the provision was that if in a ship the captain, the first mate, or the second mate was a coloured person, that ship was not allowed to be unloaded in the port of London.

The Honourable Mr. I. I. Ohundrigar: I shall make enquiries in the matter because, as I said, I have heard it for the first time.

Mr. President: The question is:

“That the Bill, as amended, be passed.”

The motion was adopted.

MOTOR VEHICLES (SECOND AMENDMENT) BILL

The Honourable Dr. John Matthai (Member for Railways and Transport): Sir, I move:

“That the Bill further to amend the Motor Vehicles Act, 1930 (Second Amendment), as reported by the Select Committee, be taken into consideration.”

It is unnecessary to enter into details regarding the objects and the history of this Bill because from all the comments that we have received since this Bill was published and circulated I feel it is regarded in the main as a non-controversial measure. It deals mainly with the subject of reciprocity with the States in the matter of compulsory insurance of third-party risks. Government have worked out a complete scheme in this matter and about 50 states have expressed their desire to participate in this scheme of reciprocity, but it would not be possible for us to implement it until we know definitely what the final shape of Chapter VIII of the Motor Vehicles Act is going to be.

Sir, the most important point which Honourable Members have raised in connection with this Bill is the question of exempting vehicles owned by Government. The first thing that I would like to say regarding that, is, that the question of insurance does not in the least affect the legal liability of the owner; that is a different matter. What compulsory insurance does, is not to attach liability where there is none now. The whole point of compulsory insurance is to enable the owner to pay any claims which may be made against him, to put him in a position where he may be able to meet the claims. The suggestion has been made that the liability of Government in regard to negligence or wrongs committed by Government officers should be examined on more comprehensive lines and that the position should be made more definite and clear. That is a matter which is now under examination and if it follows as a result of this examination that action is feasible and advisable, Government will certainly take it, but I would suggest that the examination of so big a problem as that cannot very well be considered in isolation of matters covered by this Bill. But I am in a position to state that in the meantime Government are generally willing to accept liability for third party risks as if they were the private owners of vehicles. The Defence Department have already set up a Claims Commission for the purpose of expediting the award of compensation and so far as civil vehicles are concerned I want to assure the House that the matter is under active consideration and that a procedure which is specifically designed to ensure the minimum delay is being worked out and will be put into operation at the earliest possible date, we are also addressing Provincial Governments in that matter. I hope, Sir, that these assurances will fully satisfy the House.

[Dr. John Matthai.]

There is only one other matter to which I would like to refer, and that is, that the exemption which is provided in this matter for vehicles owned by Government in British India, must equally apply to vehicles owned by Indian State Governments. Obviously, this is a matter in which differentiation cannot be made and if it is made, the States will not agree. But I am in a position to state that the States have agreed that where their vehicles are involved in accidents in British India and the States concerned cannot be sued in a British Indian Court, the States will guarantee payment of any amount assessed by the District Magistrate in whose jurisdiction the accident takes place, subject to an appeal to the Central Government. This I think covers most of the matters which have been raised in connection with the Select Committee's report and I would now commend this Bill to the sympathetic consideration of the House.

Mr. President: Motion moved:

"That the Bill further to amend the Motor Vehicles Act, 1939 (Second Amendment), as reported by the Select Committee, be taken into consideration."

Mr. P. B. Gole (Berar: Non-Muhammadian): May I know whether the French Government and the Portuguese Settlement Government have given any undertaking to the Government of India that they will be responsible for any accidents or damages that may occur in British India?

The Honourable Dr. John Matthai: The matter has not been taken up with these two Governments so far.

Mr. P. B. Gole: May I know why they are being exempted now?

The Honourable Dr. John Matthai: The matter has not been taken up with these Governments. If any provision is made in the Act now, it may expedite arrangements which may be taken in hand later. Besides, the exemption involved is negligible.

Sri M. Ananthasayanam Ayyangar (Madras Ceded Districts and Chittoor: Non-Muhammadian Rural): It is an absolutely non-controversial Bill and though there have been two notes of dissent, not that they are minutes of dissent, certain suggestions may be taken into consideration. It must be taken that the Bill has emerged from the Select Committee with the unanimous opinion of all the people who partook in the proceedings. If the Bill was introduced it was for the purpose of enabling motor vehicles which are registered for the purpose of third party insurance in British India to see that motor vehicles which are registered in States are also accepted, provided they also undertake the liability that is imposed upon motor vehicles in the matter of insurance. That was the main object of this Bill. Till now, though the Motor Vehicles Act was amended in 1939, Chapter 8, relating to third party insurance comes into operation only in 1947. Before that chapter comes into operation, they wanted to enlarge the scope of the insurance by including motor vehicles that are registered in States which are prepared to reciprocate in the sense that they are also willing to introduce a similar piece of legislation by insisting upon vehicles insuring under this chapter or under provisions relating to a similar chapter. Insurance relates to this. There are three kinds. We have enlarged the scope to some extent in the Select Committee. Chapter 8 as it stood before amendment in the Act of 1939 related to third party risks. If a motor vehicle is destroyed on the road, there may be an accident to the passengers, and therefore the motor owner must be in a position to pay compensation for the damage to the persons who suffer on the road. Motor vehicles carry passengers for hire. Those people may be injured in an accident. Compensation may be awarded by Courts and it may so happen that in spite of the award of the Court, the amounts given by way of compensation by courts may not be realisable from the owners, and for the purpose of being easily realized, the owners of these cars are asked to insure against third party risks to passers-by on the road as also to passengers in the vehicles.

We have added a third in this Bill—drivers and conductors of those vehicles are also insured against any damage or injury to *them or against death*. In the old Act of 1939 it was left to the Provincial Government under Section 94 clause 3 to make provision that a similar insurance should be made against risks, or damage or bodily injury or death to the employees. We have insisted upon that being provided for in every policy of insurance that is made. Thus every public vehicle ought to have insurance for three purposes: for the purpose of paying compensation for any injury that a passer-by may suffer: for what the passengers may suffer: also for what the drivers and conductors may suffer.

In that way we have brought in a piece of legislation and brought it here and made it compulsory. I am sure my friends in the labour group have read this Bill and they should give us our due share of praise for having taken a step in the right direction. I do assure them that the interests of labour are close to our hearts and we are trying to introduce measures for their welfare, safety and prosperity though in spite of the best efforts we may make from time to time, our people always try to swing the pendulum to the extreme and then begin to complain that we are not showing sufficient regard for labour.

I had my own doubts as to why in an unwary moment we should have included the Governments of the French and Portuguese Settlement in India. There is yet another Bill which will be coming up before the Assembly. It seeks to amend the other provisions of the Motor Vehicles Act. It is because that they are the territories of the French or Portuguese Settlements which are so small that we thought that by negotiations we shall be able to make them undertake similar liability. But it is confined only to vehicles owned by those States. If a public service vehicle which is registered in British India has to insure itself against third party risks, the other vehicle, even though it may have been registered or belonged to a owner in the French or Portuguese Settlement, if it is to apply here for hire that has to come under chapter 8. We think the exemption is not on all vehicles whether belonging to private owners or the States, or to those within the Portuguese or French territories but to those that are owned by the States themselves. I am sure they will fall into line with the Indian States which have agreed to come in as reciprocating territories. If, however, they do not choose to do so, certainly we can always have that portion deleted.

As regards the liability of Government for the neglect of their servants, I am sure in my own mind that the law is clear. If on account of the negligence of their servant an accident is caused, the Government as the employer will be certainly liable for all the damages sustained by either pedestrians or passengers. No particular law is necessary. However, inasmuch as some of my friends had raised a doubt, the Honourable Member has said that it will be cleared up. That will arise not only in connection with this service but various other departments as well, in which servants belonging to the Crown may be negligent. I hope that there will not be any difficulty in the passage of this Bill.

Shri Sri Prakasa (Benares and Gorakhpur Divisions: Non-Muhammadan Rural): Sir, there are just two points to which I want to refer. One is that under the law there is compulsory insurance of motor vehicles. I raised this point once before in the House by way of a question; and the Honourable Member then in charge of the Department assured me that the matter would be considered. As there is a system of compulsory insurance, I think the Government should prescribe the fee for such insurance. Insurance companies charge different rates; and at the present moment they range from Rs. 200 to about 50. It can be said that it is up to the motor owner to go to one insurance company or another. That may be so when insurance is a purely voluntary process. But when Government forces every motor owner to go to an insurance company to insure his car, surely the Government should also make it incumbent upon the various insurance companies to charge a uniform

[Shri Sri Prakasa.]

fee. I think that is a reasonable suggestion and I hope Government would do something in that behalf.

The other point is about the exemption given. The Transport Member has tried to explain the exact significance of this exemption. It is a pity that India is so unfortunate as to have in its public servants the most irresponsible, the most careless and at the same time the best protected set of persons. If any set of persons require to be brought under discipline I think it is the set composed of government servants. But it is a curious thing that they get exemptions for every thing. When there is a Hindu-Muslim riot, the Government servant who caused them, is exempted from all responsibility. He is exempted even from the curfew regulations. He is exempted from all punitive taxation, and innocent people who have had nothing to do with the riots suffer on all fronts. Here also while the innocent and law-abiding private motor car owner has to undergo this process of getting his car insured, as if Government and the insurance companies were in some sort of unholy alliance in order to increase the income of the latter, they exempt their own servants; and not only their own servants but even the servants of subordinate bodies like local boards, etc. The Select Committee say in their notes that they assume that "before exempting local authorities, the Government concerned will take into account their financial position and satisfy itself that they could safely be left to carry the risks without insuring their vehicles with authorised insurers." If they can assume that the financial position of these bodies is sound, I ask in all seriousness my Honourable friend whether he cannot assume also that the financial position of persons owning motor cars is sound and that they would be able to meet all possible liabilities.

Sri M. Ananthasayanam Ayyangar: Even their drivers are not paid by these motor owners.

Shri Sri Prakasa: My versatile friend has not put in a clause here to that effect. He just now expatiated on his extreme consideration for labour; but he evidently forgot that his own motor driver has evidently not been receiving his salary for many months. I should like to meet that driver. I wonder why he has not thrown his master into the gutter!

I should like my Honourable friend to tell me what really is the incidence of accident by private motor cars. Is he satisfied that the incidence is so high as to enforce this provision of the law? Is he also sure that the incidence of accidents by vehicles of Governments and local bodies is so low that they can be safely exempted? Personally, from such experience as I have of conservancy carts of municipalities, I can say that the drivers leave them carelessly and recklessly in the middle of roads blocking all traffic. They do not care where they smash these vehicles or against what other vehicles they run them. I therefore think that there should be no exemption. Either all should be exempted or none.

I am not prepared to accept the assurances of my Honourable friend regarding what the Defence or any other Department has said. We have had many assurances in the past from all departments, particularly the Defence Department and the way they have been defending us is too well known for further explanation in this House. Neither the Defence Department nor his own department will I trust in this matter. On the contrary what is necessary is that all private owners of cars should be exempted from having this compulsory insurance and that motor cars belonging to Government departments and local bodies should be insured, so that they may develop a sense of responsibility which they are in great need of learning. If that is not done, I for one will carry the very unhappy feeling that Government is exceedingly partial to themselves.

I certainly expect persons now in office to know better, because they have been non-officials before they took up office and they themselves have experienced all the difficulties that non-officials in this country have to face in the course of their daily duties. I am sure the Honourable Member himself has and must have often felt as a non-official before, that he had not been properly treated by persons in office. If that is so, then I think that he should not follow in the footsteps of his predecessors who had never been out of office at all and who from a joint magistrateship right up to the membership of the Government had always been in office. He should not follow their ways but should remember the days when he was a non-official and he should try to protect non-officials from being mishandled by public servants. If they are going to exempt public servants from all liabilities at all times, then I think it would not only be right or proper, but positively dangerous.

As matters stand at the present moment there is a positive encouragement to have an accident. Nobody wants to damage his car, everybody takes care of his car. But as things are, if you insure the car you can do repairs up to Rs. 300 without any difficulty. Therefore you do not mind getting an accident which will not cost you more than Rs. 300. This insurance system therefore is not always a safe system. Anyway there it is; and the only two things that I can now suggest are: firstly that Government should fix a uniform rate of premium, which and which alone various insurance companies could charge when a car is being insured; and secondly that there should be no exemption whether the cars belong to the states of Portugal or France or to the State of an Indian prince or to the State of the Honourable Member himself.

Mr. S. Guruswami (Nominated Non-Official): Sir, I am tempted to reply to the observations that were made by my honourable friend Mr. Ananthasayanam Ayyangar about the provision that has been made in this Bill to include the liabilities arising out of the Workmen's Compensation Act. I am sorry he failed to point out that the provision is not adequate, in the sense that not more than six employees are eligible to be included in the protection contemplated in clause 4 of this Bill. I strongly oppose this for the simple reason that it will encourage semi-solvent motor owners to run the business when they should not. If the Government does not insure we can get money required for compensation. But if there are private employers running the bus industry who have not enough means to protect their employees and insure them against liabilities arising out of accidents, then such employers should not be encouraged. Instead of thanking the framers of the clause I would strongly criticise them for limiting the liability to only six employees. Therefore it is not in a spirit of thankfulness that I have to deal with this provision of the Bill. I request the Honourable Member in charge of this Bill to remove this defect and not prescribe any limit regarding the number of employees who ought to be insured and who require protection under clause 4 of this Bill. Even the present Workmen's Compensation Act is considered inadequate and evidence has been tendered before the Central Pay Commission that employees who are liable to special accidents like transport employees should be given additional insurance over and above what they would be ordinarily entitled to under the provisions of the Workmen's Compensation Act. In the circumstances what this Bill contemplates is not even insurance of the liability that would accrue under the Workmen's Compensation Act because not all the employees who will receive injuries in an accident will have the benefit of the protection of clause 4. I would therefore request Mr. Ayyangar and the Honourable Member in charge of the Bill to modify clause 4 accordingly.

Dr. Zia Uddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Sir, I gave notice of an amendment that this Bill should be

[Dr. Zia Uddin Ahmad.]

re-circulated. The formal notice which I gave under clause 88(c) of the Manual of Business and Procedure (page 19) was that:

"I move that the Bill further to amend the Motor Vehicles Act, 1939 (Second Amendment), as reported by the Select Committee, be re-circulated for the purpose of eliciting public opinion thereon by 31st May 1947."

This was the notice which I gave for the re-circulation of this Bill.

I am not satisfied with what has emerged from the Select Committee and I wanted further consideration of this particular question. The point which I had in view when I wanted to move this motion was that the two public carriers, railways and motor buses, ought to be on the same footing. We never require any insurance in the case of the railways. No insurance is needed for it, neither third party risk nor any other thing. But in the case of motor cars we want every motor owner to pay large sums of money to the friends of those who are running the motor car business—the insurance companies. When you purchase a car the agent comes and you have to pay the additional amount for the insurance as well. I do not see any advantage in this particular thing. There may be some kind of security that the poor man, the driver, whenever he is injured, is to be compensated in the same manner as the workman in any company or the workman working in the railways. That is the intention. But this third party risk which is here invariably falls upon the owner of the buses. One may argue that the railway companies are very big concerns and their solvency can be taken for granted and that it was not necessary for the railways to insure themselves. The same thing may apply to a large number of the owners of motor vehicles. A person who owns a motor car is not an insolvent person. He is a person who can always be trusted like the Managers of the Railways. Therefore there is no reason whatsoever that this insurance should be insisted upon. I opposed this in 1938 when this Bill was first drafted.

Shri Mohan Lal Saksena (Lucknow Division: Non-Muhammadan Rural). We thought you had grown wiser.

Dr. Zia Uddin Ahmad: At that time it was agreed that Chapter 8, of the Insurance Bill should not be given effect to immediately. But at a time when my friends the Congress people on the left were out and the Government had a safe majority, they gave effect to the Insurance Chapter of Motor Vehicle Act. Now the Congress gentlemen have returned, they have not only returned with a majority in their pocket and not only with majority of votes in their pocket but the Government also in their pocket. On the last occasion it was carried on account of the absence of the Congress members from the House. That should not be repeated and what we denied in 1938 should not be carried here. It was really enforced upon us, not by the whole House but simply by the vote of the Government. Now the position was entirely changed. Therefore I think the whole thing ought to be re-circulated as it should be judged *de novo* according to the changed conditions that have now been created in the Assembly. I think this insurance is not demanded by anybody. It was really enforced upon us and the reasons that were given in 1938 and repeated in the second time, I think in 1942, do not hold good now. They will benefit only certain classes of people. The insurers are really the people who are being benefitted. Suppose there is an accident. I go out in my car and certain persons attack my car. The insurance company will say 'No, this not covered'. People can attack your truck or car and give some beating to the driver. The insurers will not come forward to help us and pay any compensation.

Sri M. Ananthasayanam Ayyangar: They will pay only in case of an accident.

Dr. Zia Uddin Ahmad: Accident also is defined in a particular manner. If it is done intentionally by any person, they do not call it accident. If I insure my car and my life—it is worth while in these days—and I am quite prepared

to do it. But my honourable friend will not insure me even in the case of railways. There is absolutely no security when travelling by railways that my life and person will be safe. Travelling by railway has become so insecure that all the prestige that my honourable friend enjoyed has disappeared altogether in these days. There is no security for any passenger who is travelling that he will reach his destination safely and he will take his luggage safely. No compensation is paid for the loss of property and for injury. If that is the case in the case of railways, why should my Honourable friend want the motor buses to be insured in order to benefit the insurers? If any damage is done to the car, then it is said not to be an accident. Accident is a thing which it is not very easy to define. If a man does it intentionally, it is not an accident. If it is unintentional, it is exceedingly difficult to prove what is an accident and what is not.

In these days when travelling by train has become almost impossible, this thing is not desirable that the railways should be let off and only private motor owners should be asked to insure. If any accident happens my friend the Transport Member will not compensate them.

I attempted to move an adjournment motion in this connection. I wanted to point out that persons who were travelling were looted, their properties were taken and removed altogether. Will the Honourable Member give them compensation in such a case? He will say that he is not responsible. If this insurance is not necessary for the Railways then why does he demand this from the motor buses. I think insurance for risk and so on has no meaning whatsoever in these days when everything is unsafe. Insurance against fire has no meaning. We do not know what is the reason for the fire. Therefore I say that this question of insurance has no meaning. With this intention I wanted a motion to be moved that the Bill ought to have been re-circulated so as to invite public opinion. I say that railways and motor buses ought to be put on the same footing. When you are not demanding it from the railway, why should you demand it from the buses?

Mr. President: May I put a point to the Honourable Member? I believe as a public carrier, the railways are insurers.

An Honourable Member: They are liable for negligence.

Dr. Zia Uddin Ahmad: If my friend will agree on the floor of the House that he will get all the persons travelling in the railways and also their property insured, then I will withdraw my amendment. It is said that the guarantee behind these railways are the taxpayers themselves. In the case of the motors the guarantee behind them are the owners of the motor cars themselves. Those people who own the motor cars are poor. They are liable to pay for the risk if it is demanded. The payment will be avoided on some excuse or other and it would be said that it was not an accident.

The other day I broke my car. Without insurance I could not get any petrol and I could not get any money from anybody by insurance and nobody would pay. I have had to carry on so much correspondence and it is not worth while.

Unless you put the railways and the buses on the same footing, it is not fair. In the case of the railways, you say it is the taxpayer who is behind it. In the case of the motor car, there is no financier behind it. This is not argument. The law does not make any difference between Birla and myself. Law should be law for everybody.

Then the second thing is that there ought to be some kind of insurance for those persons who really lose their property in the train. In the case of the motor buses, you restrict the number of passengers. In the case of the railways, you issue any number of tickets, whether there is accommodation or not. Whatever rules you frame for the motor cars must apply to the railways also.

[Dr. Zia Uddin Ahmad]

You issue any number of tickets without insuring that there is adequate accommodation for the passengers. The logical consequence of this is that there is a fight in the train. Sometimes the trouble becomes so strong, as it happened in the case of the adjournment motion. All public carriers should be really put on the same level. If that has happened I don't mind. But it has not happened. Nobody is prosecuted for travelling outside the carriage. Nobody is prosecuted if the railways carry more than maximum number. They never provide more accommodation in the trains and more coaches where they are required. They sell any number of tickets without ascertaining whether there will be accommodation for the passengers.

I have pressed and will continue to press that the railways and the motor traffic should not be under one authority. The motor traffic should be put under a different member. Both are really opponents. There should be a coordinating authority and the two subjects should be under the control of two different authorities. It is really unfair that the person in charge of the railways should suppress his opponent, the road traffic service and try to kill it. I should have very much liked to move my amendment of which I gave notice. I say that this matter requires reconsideration and we should not pass this Bill lightheartedly.

Mr. Shavaz A. Lal (Government of India: Nominated Official): Sir, I wish to say a few words about the liability of the railways. Recently, we made a provision in the case of railway accidents by inserting a section, 82A, in the Indian Railways Act. It reads:

"(1) When in the course of working a railway an accident occurs, being either a collision between trains of which one is a train carrying passengers or the derailment of or other accident to a train or any part of a train carrying passengers, then, whether or not there has been any wrongful act, neglect or default on the part of the railway administration such as would entitle a person who has been injured or has suffered loss to maintain an action and recover damages in respect thereof, the railway administration shall, notwithstanding any other provision of law to the contrary, be liable to pay compensation to the extent set out in sub-section (2) and to that extent only for loss occasioned by the death of a passenger dying as a result of such accident, and for personal injury and loss, destruction or deterioration of animals or goods owned by the passenger and accompanying the passenger in his compartment or on the train, sustained as a result of such accident.

(2) The liability of a railway administration under the section shall in no case exceed ten thousand rupees in respect of any one person."

Dr. Zia Uddin Ahmad: May I ask one question? Will the Honourable Member read further where it is mentioned that the liability will not exceed so many thousands of rupees?

Mr. Shavaz A. Lal: I have already read that out.

Shri Sri Prakasa: May I ask how much money has been paid by the Department under these provisions?

Mr. President: He would like to have notice of that question.

The Honourable Dr. John Matthai: Sir, the points which have been raised in the course of the debate are points which I tried to deal with in my introductory remarks. The burden of the discussion has been again with reference to the question of the exemption granted to Government vehicles. I can only repeat what I said at the beginning that the question of insurance does not affect at all the question of legal liability. All that compulsory insurance does is to place the person upon whom liability is fixed in a position to meet the claim which is brought against him. I think on broad grounds we are perfectly justified in making a distinction between the Government and public authorities on the one hand and private persons on the other in respect of compulsory insurance. I submit that it is a commonsense measure, the principle of which is too obvious to be stressed.

Shri Sri Prakasa: Does the Honourable Member know that sometimes the local bodies are not able to pay even their teachers?

The Honourable Dr. John Matthai: The local bodies in respect of whom this exemption is to be granted is a matter that is to be considered by the Government. They have got to consider the position of local bodies before the necessary exemption is granted.

Shri Sri Prakasa: Will the Government take into consideration their position individually or will they take them *en masse*?

The Honourable Dr. John Matthai: It has to be decided on the merits of each case.

[At this stage Mr. President vacated the Chair which was then occupied by Mr. Deputy President (Khan Mohamad Yamin Khan)]

Now, my Honourable friend Mr. Sri Prakasa raised an interesting point, namely, that in the matter of rates of premia charged for insurance there ought to be uniformity. This matter, I believe, at one stage of the consideration given to this Bill, was examined and the conclusion that the Government came to was that till we were in a position to gather more experience regarding it, it would be a little premature to fix a uniform scale. In that connection, I must refer also to the other point that Mr. Sri Prakasa made, namely, statistics regarding accidents, because the rate that you pay in the way of premia is closely connected with the statistical position regarding accidents. The statistics of accidents in this country, like most other statistics in India, are open, I believe, at present to serious question. The figures that we used to get before the war were so unsatisfactory that nothing could be based on them. During the war there was interruption of even this rather deficient service. I am, therefore, at present not in a position to answer the question which he raised, *viz.*, what is the percentage of accidents that we have in this country in regard to motor transport? As a matter of fact, I think the Honourable Member will find that as soon as a system of insurance of this kind is started, that itself will help the creation of a satisfactory body of statistical data and I am looking forward, therefore, to our statistical position improving as a result of this measure.

My Honourable friend Mr. Guruswami suggested that the provision regarding the workmen's compensation is unsatisfactory and he raised the point that more persons should be compensated than is provided for in the Bill. Well, there might be justification for action of that kind. The only thing that I can say at present is this. If you do so, the rates of premia would have to be put up. Your insurance becomes more expensive if it covers a wider field. So, we have got to balance these two considerations. What is the amount of liability on grounds of fairness and justice that you can ask owners of motor vehicles to bear? On the other hand, what is the reasonable protection required by third parties? Balancing these two considerations, we came to the conclusion that the provision that we have put into the Bill is adequate.

My Honourable friend Dr. Zia Uddin Ahmad raised some fundamental questions. I think the answer has been given by my Honourable friend Mr. Lal as far as the liability of railways is concerned. If we do not insist on compulsory insurance in respect of the railways, particularly now when most of our railways are owned by the State, the answer is that the railways are very largely on the same footing as Governments and public bodies. Sir, I have nothing more to say.

Dr. Zia Uddin Ahmad: What about the Government being insurers themselves?

The Honourable Dr. John Matthai: That raises the big question of nationalisation of insurance

Mr. Deputy President: The question is:

"That the Bill further to amend the Motor Vehicles Act, 1939 (Second Amendment), as reported by the Select Committee, be taken into consideration."

The motion was adopted.

Clauses 2, 3 and 4 were added to the Bill.

Mr. P. B. Gole: S.R. 1 move:

"That in sub-clause (b) of clause 5 of the Bill, in the proposed sub-section (2A) of section 96 of the Act, after the words 'from a Court in a reciprocating territory', the following be inserted, namely:

'and in the case of a foreign judgment is, by virtue of the provisions of section 13 of the Code of Civil Procedure, 1908, conclusive as to any matter adjudicated upon by it.'"

So far as this clause is concerned, I find some anomaly and, therefore, I have moved this amendment. You will see that as the clause stands today, it will come in conflict with section 13 of the Civil Procedure Code. Foreign judgments under section 13 of the Code of Civil Procedure are conclusive, except under certain conditions which are mentioned in that section from (a) to (f), namely:

"(a) where it has not been pronounced by a Court of competent jurisdiction;

(b) where it has not been given on the merits of the case;

(c) where it appears on the face of the proceedings to be founded on an incorrect view of international law or a refusal to recognise the law of British India in cases in which such law is applicable;

(d) where the proceedings in which the judgment was obtained are opposed to natural justice;

(e) where it has been obtained by fraud;

(f) where it sustains a claim founded on a breach of any law in force in British India."

These are the exceptions to the conclusiveness of a foreign judgment. Here I find all foreign judgments are held to be binding. In order to bring it

4 P.M. in line with the provisions of section 13 of the Code of Civil Procedure, I have given this amendment so that these foreign judgments which are obtained under this clause may not be an exception to the general rule laid down in the Code of Civil Procedure. I hope the Government will see its way to accept this amendment so as to make it consistent with section 13 of the Code of Civil Procedure.

Mr. Deputy President: Amendment moved:

"That in sub-clause (b) of clause 5 of the Bill, in the proposed sub-section (2A) of section 96 of the Act, after the words 'from a Court in a reciprocating territory', the following be inserted, namely:

'and in the case of a foreign judgment is, by virtue of the provisions of section 13 of the Code of Civil Procedure, 1908, conclusive as to any matter adjudicated upon by it.'"

The Honourable Dr. John Matthai: I accept the amendment.

Sri M. Ananthasayanam Ayyangar: I want to say a few words. I am not sure whether this amendment fits in. My difficulty is this. What I feel is this. A foreign judgment under section 13 of the Code of Civil Procedure is not by itself executable as a decree of this court, the foreign judgment is to be filed and then a decree is to be passed thereon which is to be executed as a decree later on.

Mr. Deputy President: Does the Honourable Member oppose this amendment?

Sri M. Ananthasayanam Ayyangar: I am not opposing this amendment. I am only pointing out that this amendment won't fit into the scheme of this clause.

The Honourable Mr. Liaquat Ali Khan (Finance Member): It fits in.

MOTOR VEHICLES (SECOND AMENDMENT) BILL.

Sri M. Ananthasayanam Ayyangar: Then if the Government say it fits in, I have nothing to say. I will have an opportunity to argue this in a court of law.

Mr. Deputy President: The question is:

"That in sub-clause (b) of clause 5 of the Bill, in the proposed sub-section (2A) of section 96 of the Act, after the words 'from a Court in a reciprocating territory', the following be inserted, namely:

'and in the case of a foreign judgment is, by virtue of the provisions of section 13 of the Code of Civil Procedure, 1908, conclusive as to any matter adjudicated upon by it.'

The motion was adopted.

Mr. Deputy President: The question is:

"That clause 5, as amended, stand part of the Bill."

The motion was adopted.

Clause 5, as amended, was added to the Bill.

Clauses 6, 7, 8 and 9 were added to the Bill.

Mr. Deputy President: Clause 1.

Mr. Shyama A. Lal: Sir, I move:

"That in sub-clause (1) of clause 1 of the Bill the word 'second' be omitted."

Mr. Deputy President: The question is:

"That in sub-clause (1) of clause 1 of the Bill the word 'second' be omitted."

The motion was adopted.

Mr. Deputy President: The question is:

"That clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

The Title and the Preamble were added to the Bill.

The Honourable Dr. John Matthai: Sir, I move:

"That the Bill as amended be passed."

Mr. Deputy President: Motion moved:

"That the Bill as amended be passed."

Shri Mohan Lal Saksena: Sir, I am sorry I did not get an opportunity to speak on the first Motion as I wanted to put to the House that in the Select Committee we had pressed the suggestion that so far as third party risk insurance is concerned, the work should be taken up by the Government itself and in the absence of that, there should be provision at least for co-operative insurance societies even for owners of private cars. But in view of the answer given by the Honourable the Commerce Member, to a question, the other day, in this House, that this question was being considered, I did not think it proper to move the amendment to that effect. As was pointed out by my Honourable friend Shri Sri Prakasa, that different insurers charge different rates, I still hope that there should be some uniformity. There is another objection why should private insurers benefit out of this legislation. There has been a lot of talk in this House about nationalisation and our Finance Member is also keen on getting money for the poor people. So, I think this is fit case where the Government can take up work immediately. They are thinking of road-rail co-ordination thereby saving some money to the taxpayer. Just now I had a talk with the Commerce Member. He pointed out certain difficulties in giving effect to the suggestion. There may be some difficulty. They do not have any organisation to take up the work. But we know that during the war, there was war risk insurance work and in spite of the fact that the Government did not have any machinery,

[Shri Mohan Lal Saksena.]

that war risk insurance work was being carried on by Government. Still money did come to the government exchequer. I think some similar agency could be devised for insuring third party risks and the money could come to the government exchequer. After all we want this money for the welfare of the people who suffer now. If this money is not to go to people who suffer, then it must come to the Government because ultimately it is the Government which is creating scope for making money by private insurers. I hope the Government will take up this question early. The Honourable Member for Transport said that this question raised general importance and it referred to insurance generally whether insurance as a whole should be nationalised or not, but I submit this is not the case. It is a case just like war risk insurance which can be considered separately by itself. I hope the Honourable the Finance Member or the Honourable the Commerce Member or the Government as a whole will consider this question and will see that this insurance work is taken up by Government. Firstly it will ensure uniformity of rates, secondly it will not mean so much gain to private insurers. After all we know there is a feeling in the country that the whole insurance should be nationalised, but until this is done, we should not provide more scope for private insurers. We have not got facts and figures to show in how many cases there have been owners of these cars who have not been able to meet the liability. Still we know that there is a case, that there should be a provision for this third party insurance risk. The House is sanctioning it and it is up to the Government to provide machinery by which all this money that is raised under this head does not go to private parties, private insurers but it goes to Government.

One thing more, there was a point raised by my Honourable friend Dr. Ziauddin Ahmad and he said that after all the Birlas are there who can be supposed to pay for the liabilities under this head. I know there is a provision in England that any person who deposits about £15,000 or £25,000 with the Government will be exempt from having any insurance like that. I wish some such provision could be introduced in this Bill also so that such persons as do not want to pay unnecessarily on account of this insurance might deposit money with the Government and they need not insure their cars for third party risk as required by this Bill. I wanted to move that, but it was not possible. But I hope Government will still consider the minute of dissent that we put in and will devise ways and means to give effect to that.

Sri M. Ananthasayanam Ayyangar: Sir, I will only answer one or two matters that have been raised by my Honourable friend Dr. Ziauddin. He thought that motor cars are also insurable under this and everybody wants a motor car and there is an accident but it does not come under the third party insurance at all. Then as regards the need for insuring I do agree with him that private owners need not come under this chapter VIII, the reason being that they are not carrying persons on hire. Therefore, so far as passengers are concerned, the members of his family or other people who get in, need not be paid compensation. The question of compensation arises only in case of accident to persons passing on the road. Normally these owners can be expected to be quite solvent except in the case of persons who are trying to ply for hire. These men ply public service vehicles, either goods vehicles or passenger vehicles. In the case of goods vehicles Rs. 20,000 is the limit prescribed up to which it is to be insured. In the case of passenger vehicles, so far as third parties, i.e., passers-by are concerned, Rs. 20,000 is the limit and with respect to passengers inside another Rs. 20,000. And if the taxi carries six persons for each the maximum limit of compensation to be paid is Rs. 4,000 per head. In the case of buses which carry more than

six persons it is Rs. 1,000 compensation that will be paid for each individual that gets in. Thus in the case of a passenger vehicle Rs. 40,000 should be the limit and in the case of a goods vehicle Rs. 20,000. That is for a public service vehicle where owners are driving and plying for hire. They entrust it to a person and it is not expected that either they or members of their families will be traveling in these vehicles to see that there is no rashness and accidents are avoided. It is different in the case of private vehicles run by owners for their personal use. But the Committee thought otherwise. No exemption was made in the original Act itself and it was not within the scope of the Select Committee under this Bill to modify any exemption of that kind and therefore that was omitted.

As regards employees I should like to say a word. Six employees are allowed. The life of a driver and conductor is insured against and then the owner of the vehicle is liable to pay compensation. And if in a goods vehicle besides the driver and conductor the owner takes about five or six employees for the purpose of loading and unloading.....

The Honourable Dr. John Matthai: The provision is that in the case of buses it is the driver plus the ticket collector plus the conductor. In the case of lorries it is the driver plus six other employees.

Sri M. Anantnasayanam Ayyangar: There is no conductor in the case of a goods vehicle, there is driver plus six employees. The employees are for the purpose of loading and unloading in the case of a goods vehicle. We know what the size of a lorry is. In addition to the goods that are conveyed is there room for more than six persons there? My Honourable friend evidently wants that if he takes 40 employees from one place to another,—not the employees of the vehicle but he may be the owner of a factory employing a thousand persons,—why should he insure that vehicle for the benefit of 40 employees who are not carried for hire? The employee is a person who is engaged for the business for which the lorry is taken, and the goods vehicle is plying for hire from one place to another. Therefore with all respect for my Honourable friend Mr. Guruswami we have not let down the employees, on the other hand we have made ample provision. Anything more than six will be too big a number and not more than six will ordinarily be ample in any goods vehicle.

The Honourable Dr. John Matthai: Sir, the only point to which I want to refer is the question raised by my Honourable friend Mr. Saksena. The subject of insurance is one with which I am not directly connected; but I will certainly communicate the views expressed here to my Honourable colleague the Commerce Member who is in charge of the subject of insurance.

Mr. Deputy President: The question is:

“That the Bill as amended be passed.”

The motion was adopted.

INDIAN COINAGE (AMENDMENT) BILL

The Honourable Mr. Liaquat Ali Khan (Finance Member): Sir, I move:

“That the Bill further to amend the Indian Coinage Act, 1906, be taken into consideration.”

The object of the Bill is to enable the minting and issue of a pure nickel rupee in place of the quaternary alloy rupee containing 50 per cent. silver. It seeks in effect power to remove from our coinage the last of the so-called silver coins. This might seem a revolutionary change in view of the fact that the rupee has been a silver coin in India from historical times. It is, however, a change in keeping with modern ideas about currency. When money first came into existence it was naturally thought that the coins, which were to

[Mr. Liaquat Ali Khan]

serve as a medium for payment, should have an intrinsic value in themselves corresponding to the value for which they were to be used. The nature of money is, however, now better understood and it is recognised that money is a token of the value guaranteed to it by the State and need not possess the same metallic value in itself. It is therefore unnecessary and wasteful to use a valuable metal like silver for coinage. Most advanced countries have now ceased to use silver for their main coins and Honourable Members are aware that recently even the United Kingdom has replaced all silver coins by cupro-nickel coins.

It is not the value of the metal but its physical characteristics and suitability for coinage purposes that should be the main consideration in selecting the metal for coinage. From this point of view pure nickel is in many ways far superior to silver. It is too hard a metal to be worked without heavy specialised plant and the manufacture of pure nickel coins outside the mints is therefore impracticable. It is the only common coinage metal which is magnetic, and counterfeits made with other alloys can thus be easily detected with the help of a small magnet. Nickel wears well and lasts long. Pure nickel coins are silver white in colour and unlike silver coins do not tarnish easily but retain their bright appearance almost indefinitely. It is on account of these special advantages that pure nickel has been very widely adopted for coinage. The first pure nickel coins were issued in 1881 in Switzerland, Austria, Italy and France soon followed suit, and up to 1936, 80 denominations of coin were issued in pure nickel by 29 countries.

The proposed change should not come as a shock to public sentiment because even the present silver rupee is practically a token coin, in spite of the inflated prices of silver in India. A large section of the public has already got used to and even prefers the paper rupee, which is no more than a token coin without any intrinsic value. The public has also accepted and grown used to the nickel half and quarter rupees. The way has thus been paved for the introduction of a nickel rupee without causing any appreciable shock.

There are several practical considerations which have induced the Government to propose the present measure. As Honourable Members are aware, the Government had considerable difficulty during the last two wars in obtaining sufficient supplies of silver required to meet the increased demand for coins. During the last war it was only on account of the assistance given to us by the United States Government through the good offices of His Majesty's Government that we were able to get the silver required for our very largely increased coinage requirements. Honourable Members are also aware that this assistance was given without requiring immediate payment from us but on condition that the silver will be returned within five years of the date on which the President of the U.S.A. declares the end of the state of emergency. That declaration has not yet been made but prudence requires that we should take steps from now to enable us to meet our commitment when the occasion arrives, without making any drain on the private silver holdings in the country or having to make fresh purchases on difficult terms. The elimination of silver from our coins is the most effective step we can take for this purpose and that is the first practical consideration which has weighed with Government. Among other practical advantages of this measure the following may be mentioned:

(1) It would ensure that ample currency, without undue expenditure of foreign exchange upon the constituent material, will be readily available to subserve the programme for expanding the national income.

(2) It would also have a salutary effect in checking speculative rises of silver prices in India and prevent their rising to abnormal levels.

(3) It would tend to discourage the prevailing practice of hoarding coins as a store of value, which is clearly, a wasteful use of currency.

Sir the House will notice that though Sections 4 and 5 relating to silver coins in the existing Act have been deleted, no specific provision has been made in the Bill itself for the issue of pure nickel rupee coins. The new Section 6, which combines the provisions in the existing Sections 6 and 10, empowers the Central Government to prescribe the dimensions and designs of the coins as well as the metal of which the coins are to be made. The intention is to prescribe a rupee coin of pure nickel of the same weight as at present and of the same design as used for the new half and quarter rupee nickel coins. The reason why the metal, dimensions and designs are not laid down in the law itself is that even under the present Act this is left in the case of coins other than silver coins to be prescribed by Government and it is clearly a more convenient arrangement than having to amend the Act every time any modification in respect of any of these details is found necessary.

It will take a considerable time before sufficient new coins are minted and put into circulation to take the place of the existing coins. It will not therefore be possible to withdraw the existing coins for a long time and it will be seen that in the new Section 13, the legal tender character of the present silver coins has been maintained. Under this Section the rupee coin has been made legal tender for any amount as at present. In the case of the half rupee coin the present position is that the silver half-rupee is legal tender for any amount while the half-rupee in any other metal is legal tender for an amount not exceeding one rupee. For the sake of uniformity and convenience all the half-rupee coins are now made legal tender for a sum not exceeding ten rupees which is an adequate limit. Coins of lower denomination remain legal tender for a sum not exceeding one rupee as at present.

The other modifications made are:

(i) A new provision has been made for cutting fraudulently defaced coins in Section 20;

(ii) A provision has been added for prescribing the limit of reasonable wear in the case of nickel coins at a percentage higher than that for silver coins as nickel coins have a wider remedy.

(iii) The present sections 10, 11, 12, 15 and 24 have been deleted. Of these, Sections 10 and 12 have been incorporated in the new Sections 6 and 10 respectively and the remaining have no significance any longer and have been omitted as unnecessary.

The Coinage Act has undoubtedly become somewhat difficult to follow on account of the numerous amendments made to it from time to time. It is however inopportune to introduce an entirely new Act which would have taken considerable time of the House and involved delay in its enactment, thus postponing the main change which is desired and which it is necessary to bring into effect immediately for the reasons already explained. The amendments proposed however have the effect of overhauling the Act by cutting out all dead wood and it will be found when the Act is reprinted with the amendments now proposed, as it is Government's intention to do, that it has been simplified and is easy to understand. Sir, I hope the Honourable Members of the House will support the measure, which I have the honour to place before them.

Mr. Deputy President: Motion moved:

"That the Bill further to amend the Indian Coinage Act, 1906, be taken into consideration."

Mr. Manu Subedar (Indian Merchants' Chamber and Bureau: Indian Commerce): I regret to say that I am not as happy with regard to this Bill as I generally am with regard to several Bills which the Honourable the Finance

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Member has introduced. If, however, it is a Government measure, then, Sir, Members of the House and others know what will happen to that measure so far as we are concerned. All the same let us have the satisfaction of expressing how and where we do differ.

Sir, if an archaeologist after about 2,000 years were to dig up the coins of this country in regular succession he will come across the gold *mohar* which used to be here, and he will come across rupee coins of Queen Victoria, then bare-headed Edward, then George with the big crown, then Edward and then George without the crown, and lastly, Sir, he will come up to the nickel rupee which the Honourable the Finance Member proposes to introduce. I am sure, Sir, with the acumen which the archaeologists of that age will have they will draw inferences as to the condition of this realm and they will say that here was a big land with great signs of prosperity and civilization which seemed to decline progressively, after thousands of years of progress, until it came to the nickel rupee! Sir, I do not understand what is this nickel rupee. When the rupee was made of *rupa nana*—it is called '*roupya*' in Sanskrit, and *rupaya* in Urdu—there was some sense in the coin being called a 'rupee'. But is there any sense in calling a nickel coin a rupee? It should be called '*naqli*' being made of nickel. The difference between the *asli* and the *naqli* which exists in the Northern India and it is brought up on other occasions. This is indeed a historical occasion. My Honourable friend referred to the fact that the first nickel coin was made in 1887. I will mention when the first silver coin was made. The age is lost in the antiquity of time. Silver coins were found in Egypt 3,000 years ago. They were found in Assyria and elsewhere 5,000 years ago. It is historical in the sense that so far as India is concerned that for a period of known history for 1,000 years we have used silver as the currency metal. It is undoubtedly true that silver was familiar. It was used as a store of value. It was used as a standard of value and it was understood and known. My friend referred to the difficulty of coining nickel except with hard tools. Foreign countries may have hard tools and they may coin nickel though it may be difficult in a country which is industrially backward. Personally I know the Indian tools which can turn out nickel and I do not see any special difficulty about handling nickel. But other countries will not find it so difficult and if you put the temptation to other countries they will make 95 per cent. profit if they can put forward nickel rupees counterfeited in their country into this country. Then, Sir, you are tempting the devil. Counterfeit of nickel made well in other places with nickel will not be detected. There was no inducement to counterfeit silver because there was value in it. The counterfeiter did not get the whole bulk of it. In this case counterfeiters not only in foreign countries but in my country skilled as they are in mechanics and art, have now sufficiently increased. The counterfeiting problem in the States will undoubtedly be a serious one. Then the Finance Minister said if there was any other mixture with it, it would be easy to detect with a magnet! Yes Sir, if there was a counterfeit with white metal it would look like this coin and 99 per cent. of the population of this country would not be able to say whether the white metal is white metal or nickel, not unless they took out from their pocket a magnet. And is the population expected to carry a magnet? I have seen one. Sir Archibald Rowlands showed it to me. I was told Government ordered one million magnets in order to distribute them so that the public may discover whether they are getting a genuine nickel coin made in His Majesty's Mint in Bombay or whether they were getting a white metal counterfeited by counterfeiters in this country who made it in their spare moments. I am not too happy from the point of view of counterfeit of white metal in this country, or nickel, from abroad.

Now consider the rupee as it was known to us. Is it necessary for you in this House, worldly-wise and all observing, is it necessary to point out that

we had the *kaldar*. Every shopkeeper and farmer used to do that with the rupee and he heard the ring and he was sure he was getting what it was. Will he be able to do so with nickel? Can the Finance Minister say that the position will be just as good when the coin is flung on a stone and it will give a ring and people will be happy? No, Sir. Probably there are other reasons but with these particular aspects of it I certainly prefer the rupee as made of silver.

The Honourable Mr. Liaquat Ali Khan: The present rupee does not ring!

Mr. Manu Subedar: I agree. Having slid down a little from the rupee we are now sliding down to the bottom.

I am sorry, I was going to say that I do not agree with the statements of reasons which are put here. Most of the reasons are special pleading but as the bulk of these reasons have been embodied in the Honourable the Finance Member's speech, I find myself in some difficulty. Had it been merely dealing with these reasons here, I would have done so line by line and word by word and said that these reasons are far-fetched and not convincing. However, let us take one of these reasons. It is said that rupee notes are very popular. I dare say, we in the city when the rupee note is tendered, do not say I do not want this note. We accept the notes and we help the State by not insisting on silver. But to say that these notes are popular is I think straining the fact. It is true that the Finance Department may be working their plan on the basis of the amount of notes in circulation. These notes and a large number of them is required. It is also true that as you kept taking back the real rupee, the *asli* rupee and as you put down the half *nakli* or 50 per cent. rupee, they were not sure what they were getting. Even this 50 per cent. rupee was not issued in sufficient quantity because so far as I know, much as we deplore it, so far as popular preference is concerned, if you take it from Connaught Place and under the nose of the Government in New Delhi—that is one popular preference. If you take it from the bulk of the people of this country right in the villages and elsewhere, that is another popular preference. And I think I am on safe ground that so far as the bulk of the people are concerned, the rupee note is definitely not popular. They would prefer to have their silver rupee, their *kaldar* rupee which they could ring. The very possession of it, before they spent it gave them some mental joy. It may be that I am pleading this lost cause (since it is a Government Bill) with some earnestness and enthusiasm because it brings me back to my childhood days when on all auspicious occasions and holidays we were waiting round the corner. We had no interest in ceremonies or any other things. All we were waiting for was the moment when two very shining eight anna pieces, newly coined, or two rupees were to be given to us. We were waiting for that occasion. We took that shiny coin and we were happy. This happened year in and year out. Those memories are still ringing in our ears. May be that I am too old-fashioned. But I do feel that this is one of those changes which may conveniently have been delayed.

Taking the reasons with regard to the rupee note, let us see what is the real reason why Government had to make a change. It is true that during the last two wars Government with very great difficulty maintained the rupee coinage. That was because of the people's preference. If any proof was wanted the people preferred the metallic rupee. It is here in the experience of both wars in the sense that the metallic rupee was taken up by people and hoarded and therefore its quantity was found short and Government was obliged to recoup and place into circulation a much larger amount. In the case of the previous rupee policy which we had in 1893, the mints were closed. In other words, the full value of the rupee disappeared. Then came the rupee with 90 per cent. silver and that rupee held the field until the quaternary rupees were issued in 1943 or was it 1942? Then, until the price of silver

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went up to Rs. 100 per 10 tola, there was no danger of the coinage being melted down. With the quaternary rupee the position was that until the price of silver went up to Rs. 200 there was no danger of the coinage being melted down. If Government had said that this was the specific reason for their proposing this change, I say that having made your change to the 50 per cent. silver coin there is no necessity for a further change, because your silver coin in that form is no longer in danger of being melted down.

I do not like the position with regard to nickel. I enquired the other day of the Finance Member what happened to the base metal. During the war in this country there was unprecedented activity in the coining of small change. I do not think any country in the world had coined so much metal as this country and from the purely minting point of view it was a credit to those who ran the mints. They coined an enormous amount of small change. What happened to them? Our Government in their wisdom introduced a coin for one pice with a hole in it. May I tell you what was the fate of those coins?

Shri Sri Prakasa (Benares and Gorakhpur Divisions: Non-Muhammadan Rural): They were used as washers.

Mr. Manu Subedar: My friend with his keen intelligence always anticipates. Those coins disappeared from circulation because they were found so useful as washers which were not available during the war.

Shri Sri Prakasa: They cost two pice each!

Mr. Manu Subedar: We have very recently incurred a very heavy cost for minting small change coin, in which we have used all sorts of metals. There has been no uniformity about the metal, because during the war we were obliged to use every kind of metal. Hundreds of thousands tons of metal have gone into the small coin on which we have already incurred a huge cost and by making the new four and eight anna pieces we have with our own hand deliberately destroyed the value of all the labour which has gone into putting the recent coinage into circulation, whereas in my opinion they would have lasted for 30 or 40 years and when they returned I would have asked them to be destroyed. Meanwhile with our own hand we are putting an end to an expenditure which we have undergone for the process of minting. Of course large profits are shown taking the gross expenditure of the mint which had increased profit during the last few years. The bulk of this expenditure is now being destroyed with our own hands. Take the expenditure which this country has incurred from the standard rupee to the quaternary rupee. Enormous coinage has been made and at an enormous cost. We propose to withdraw all the money spent for coinage purposes. That runs into a crore or two and all that money is being thrown away deliberately by our own act. Now we want to change the Coinage Act again. What happens to the base metal and the other mixed metals (brass, bronze, nickel and so on) which have been used for the purpose of the small change and which is coming back as the four anna nickel is getting introduced? When I asked this question the other day the Finance Member did not have the information at his disposal. I am anxious to know whether somebody is not watching out. I want to put the Finance Department on their guard that there is no record about these deals and they are extensive deals in metal for and on behalf of Government. I enquired with regard to the price of nickel. An enormous amount of nickel was produced in the world during the war period and there was a war demand. As soon as the war abated all the nickel producers were in difficulties. Powerful agents went round to every country, including my own country and there was a powerful propaganda in favour of nickel and my own people were induced to see, to learn and repeat the advantages of nickel as a currency metal. Here is the result. This

country is being drawn into the purchase of nickel to the extent of 13,000 tons at the rate, is it of £68 per ton. May I enquire what happened to the base metal as it comes out and why such base metal should not be used in Government's ordnance factories. Instead of that we find that on the one hand one department of Government is advertising a material for sale and another department is advertising for its purchase. It is a comic state which Government may not notice but some of us have been noticing it. Tenders are called for an article by one provincial Government or Department of Government and tenders are called for its sale by the Central Government or another department of Government.

An argument was made with regard to lease lend silver which we have to give and the lease lend agreement with America has come in for mention. I do not wish to detain the House to say that in the matter of lease lend this country has been treated very badly both by the U.K. and the U.S.A. The House will remember that lease lend arrangements first existed between the U.K. and the U.S.A. and that the U.K. got enormous amount of material on lease lend and sent it out here and realised full value for articles which they had received free from the U.S.A. We did not come in for lease lend until it was realised that America was asking for plenty in return. When the question of giving something in return came up then India was promoted to the dignified position of having direct contact with a big country like the U.S.A. and India became a party to the reverse lease lend. Only later on we came in for lease lend but the position was that this poor country gave a lot more than it received, if you take into account not only what we got directly from the U.S.A. but all the indirect lease lend from the U.K. for which we paid so heavily. The question then came up for settling the lease lend agreement as between the U.S.A. and India. I might mention in this connection that the U.S.A. has not yet settled any of its agreements with either China or Russia. They were afraid even to mention to Russia and yet Russia was the country which received the greatest amount of lease lend aid from the U.S.A. But our late administration was in a hurry before the Interim Government came in to make a settlement and almost in the last few weeks of their existence they came to an agreement for and on behalf of India by which India paid for lease lend cent. per cent. full value. Consider this with the settlement that the U.K. arrived at with the U.S.A. on the basis of 5 per cent. I can give the House the figures if the House wants them. 12,000 million dollars were fixed for 650 million dollars at 5 per cent. with the U.K. but at cent. per cent. with India. The whole pound of flesh was taken by Uncle Sam from this poor country and this negotiation was regarded by this Government as a very creditable achievement of theirs. It was said that this was very beneficial. Not only did they take cent. per cent. but they took something from the surpluses, some of which as it was disclosed this morning in the House was not usable. We had agreed to take care of some of these surpluses, to sell them and pay the U.S.A. half the excess over 50,000 dollars. In other words not only did we pay cent. per cent. for the war materials which were dumped down here or received by us only on paper and which went down the sea in many cases, but we were made to promise that we shall pay half the excess over 50,000,000 dollars from the amounts which may be realised by the sale of the surplus which remained in this country. That is not enough, Sir. We were told that all war transactions and lease/lend transactions were the subject matter of negotiation and still, in spite of this, the silver matter was left aside. It was left aside on a plea which is not intelligible. The U.S.A. having extracted value from us and having been promised half the value of the surplus of its goods left here was not content with it. It claimed the silver which was got out by the United Kingdom for our purposes from the U.S.A. It claimed the silver not in value, because we have the sterling balances and if it was a

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question of value we could have settled it. But it claimed the silver in kind. And why in kind? Because the value of silver has gone up double in the world. It has gone up three times in certain currencies. Even in the United Kingdom currency it has gone up from 19 to 56 pence. This is a hard and unconscionable transaction done against the interests of the country. And it is to this transaction to which the popular Government when it ascended the throne should have promptly opened up and taken objection. I think they should have promptly at least tried to reopen this and see that India secured a fair deal and some little consideration, that India's first direct contact with the United States was that we did not have this Shylockian transaction from U.S.A. to this country. But what do I find? I find instead the popular Government has sat tight. It has accepted without a murmur, without any effort, this transaction which I call very hard on this country. What do I find further? In pursuance of this transaction, and because they have to fulfil the terms and conditions of a transaction which is definitely anti-Indian, which is definitely against the interests of this country and which was entered into by the Government—it was entered into with indecent hurry during the last few weeks of their existence in order to fulfil the terms of this transaction we have now got a proposal before us that we must end the silver coinage. Even this is being done in some hurry. The Honourable the Finance Minister speaks frequently and has spoken on several measures about the great impending changes which are coming in. May I know, Sir, whether in the matter of coinage, in this matter of silver contracts, whether in other matters, the constitutional issues on which he lays emphasis on other occasions, have no significance and no importance? Do we know whether it is wise to spend enormous money on the coinage, whose effigy you are going to put, what wording you are going to put? Do we know whether it is wise to incur this heavy expenditure and to rush with this particular change on this occasion and whether in view of the considerations I have been mentioning it would not be wise to hold over this measure? It is for Government to consider what would be the proper thing.

Then we were told that once we make this change Government will be able to bring down the value of silver. Let me warn our Government not to adopt without revision and consideration the views with regard to silver which have been held by the Finance Department in the past. This metal has shown remarkable resiliency. It had ceased to be a precious metal and in spite of being driven out from coinage and a supreme position in currency this particular metal did not become a common base metal. It still remained a precious metal. The more you put down one particular use of this metal, its use in a particular direction, the more it springs up other uses. Does the House know, Sir, that many million ounces of silver were used for the preparation of the atom bomb? Does the House know that when there was heavy shortage of aluminium for the production of aeroplanes, silver was used up? Does the House know that for polishing and for all sorts of other purposes, including photography whose vogue has very much increased in the world, this metal is being used up? How can they account for the fact that instead of India bringing down the value of silver to meet the conditions in the world the conditions in the world have got to be altered to meet the position created by India? Sir, amongst various other great points which this country has got, there is also this, which I would like to mention, and that is that it possesses the greatest bullion market in the world. That India does have much to say with regard to the value of precious metals goes without saying. This is a position which is one of some distinction and I do not think it is right and wise that we should ignore all these considerations.

Lastly, Sir, I should like to say that if Government propose to go ahead with this Bill, and if they propose to give effect to it so as to dethrone silver,

Then let us at least have a precious metal coin in the form of gold. Sir, the Honourable the Joint Secretary of the Finance Department, speaking yesterday, said that we had not quite gone to the gold standard, that the gold standard, was somewhat old-fashioned, that we were not going to full value gold standard. It is true. Yet gold coins are seen somewhere in the world. They are valued and if we are basically on gold, is there any reason why our Government after it settles down as a full free government should not consider whether, in commemoration of that great event, they should not bring out a full value gold coin. Sir, it is not long past when we were all fond of and familiar with gold *mohurs*. In fact that was one of the things given to daughters and sons at the time of weddings and at many other times. The gold *mohur* has played a role even in the lives of middle class families. "In the south of India I find that six or seven gold *mohurs* are taken and attached to a hook and it becomes a necklace. Now, Sir, gold *mohur* is still available. You can pay and get them in Bombay if you want. If we are thinking of major changes in the currency and coinage of our country and if we must change history and undo what has been in existence for a thousand years, then let us at least think of having one full value coin of precious metal and give it to the people so that they can still store, value and hold that coin and feel that they have got something. During the period of the war we noticed that the belief in paper money was not very sound, that at various times Government were obliged to take very violent and criminal proceedings against people who asked for discount and others who received discount. In other words we are not yet in that condition of reliance on credit and paper. I hope some day we shall train up the whole population to that degree of intelligence which prevails in New Delhi. But while the bulk of the population is still backward, I plead for the continuance even of the 50 per cent. silver coin and I plead for the full value gold coin in this country. Sir, I do not like this measure and I shall vote for it on an official whip.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 10th April, 1947.