

[Dr. M. M. Das]

There is another proposal. All the investigations have been completed of the Paralkote dam scheme, in the Bastar district. The CWPC have given their approval. Now administrative sanction is necessary.

So far as the small irrigation schemes are concerned . .

**Mr. Deputy-Speaker:** You may leave that to your colleague.

**Dr. M. M. Das:** It has been complained that nothing has been done. The geological report tells us that in the whole Dandakaranya there is a subsoil stratum of thick rock, a granite sheet and there is very little water-bearing area. In spite of this handicap, we are trying our best to develop some small irrigation schemes.

15.33 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SIXTY-SECOND REPORT

**Shri Muthiah** (Tirunelveli): I beg to move:

"That this House agrees with the Sixty-second Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 7th April, 1965".

**Mr. Deputy-Speaker:** The question is:

"That this House agrees with the Sixty-second Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 7th April, 1965".

*The motion was adopted.*

15.33½ hrs.

RESOLUTION RE: DEVELOPMENT OF CALCUTTA METROPOLITAN AREA—contd.

**Mr. Deputy-Speaker:** The House will now proceed with the further discussion of the following Resolution moved by Shri H. N. Mukerjee on the 26th March, 1965:

"This House is of opinion that a comprehensive and self-contained scheme for the development of the Calcutta metropolitan area should find priority in the Fourth Plan".

1 hour and 29 minutes are left for this Resolution. Shri Mukerjee.

**Shri A. C. Guha** (Barasat): It is a very important subject. The time may be extended.

**Mr. Deputy-Speaker:** Other resolutions will be blocked.

**Shri Prabhat Kar** (Hooghly): The second Resolution may be moved.

**Shri P. K. Deo** (Kalahandi): Dr. Singhvi is not here.

**Mr. Deputy-Speaker:** Let us go on now. We will see.

**Shri H. N. Mukerjee** (Calcutta Central): Mr. Deputy-Speaker, last time I placed this Resolution before the House not out of any parochial consideration, not merely because I have had the privilege personally of having represented Calcutta in this House since 1952, but because Calcutta is India's City. That indeed is the title of a valuable little book by our Registrar-General, Shri Ashok Mitra. Calcutta is India's City.

The national importance of Calcutta is seen from such facts as that it draws its labour force from all over the country. I am quoting from the Registrar-General's book:

"An average of 61 per cent in all factories in 1960 and a little

over 50 per cent in commercial and other non-factory establishments were non-Bengali”.

15.35 hrs.

[SHRI T. H. SONAVANE in the Chair]

In the Calcutta region, there are more Hindi-speaking people than perhaps in any city in the Hindi world. There are more Oriya-speaking people in Calcutta than perhaps in any town in Orissa. There are people in large numbers from Punjab, Gujarat and the south, and some wags call even a part of South Calcutta to be South India.

Of course, apart from being the centre of Indian culture, of Bengali culture, Calcutta has been the home of the 19th century Indian Recovery, the cradle of that succession of giants from Ram Mohun Roy to Rabindranath Tagore, and the headquarters for many decades of our national movement. Damage to Calcutta, if it happens, will be damage to all of us, which it is our duty to prevent.

Founded some 275 years ago, Job Charnock's tiny trading centre has grown into a mammoth city, the hub of economic activity in eastern India on account of its location and its hinterland, the epicentre of a whole region's prosperity, a vast region of half a million square miles inhabited by about 180 million people—including the whole of the steel, coal and mineral belts and the jute and tea growing areas. Calcutta is the natural economic and administrative centre of North-eastern India and still remains India's trade and commercial capital, though Bombay may have surpassed it recently in area, population and financial resources.

The name of Calcutta today is associated with endless problems. It has been called the 'nightmare city'. Almost everything seems wrong with it, but because of that, we cannot shut our eyes to the problems. And, as the World Bank in 1960 noted, there is no alternative to Calcutta as a port, as

the heart of the economy developed on the basis of the coal-steel complex in West Bengal, Bihar and the adjoining areas of Madhya Pradesh and Orissa, apart from being the hub of India's two principal export industries.

The World Bank mission in 1960 made certain observations, to which I wish to draw the attention of the House. It said on that occasion, which is true even today:

“The very magnitude and challenge that Calcutta presents to the conscience and political commonsense of those in authority no doubt, in part, explains the inadequacy of the response. Everybody admits that more ought to be done about it. Nobody is ready to do it”.

This is what the World Bank said. I noticed also how in 1960 there was expressed a prognostication, which is perhaps valid even today, that if things are allowed to drift in the present manner, it may be that in about ten years' time, economic and social overhauls would completely break down in Greater Calcutta. If that calamity takes place, then established industries would have to move out and the attendant social cost would be so great as to wipe out the country's industrial progress in the intervening period. The situation, therefore, I submit, is very serious, and this House and Government should pay very special attention to it.

Long years ago, Rudyard Kipling spoke of Calcutta having been a “chance-directed, chance-erected” city and he spoke about the inconsistencies in the Calcutta scene, how he could see there “palace, hovel, byre, poverty and pride side by side”. The position has been worsening all the time. Little hopes of improvement appear from time to time, but they again prove to be illusions, and that is why I believe that the Centre has got to come into the picture in a big way. The Centre has to take the

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responsibility for the Calcutta region, for the development of the Calcutta metropolitan area as part of the Fourth Plan.

In 1959-60, some people in the United States got rather perturbed over what was happening in Calcutta because they feared that Calcutta was going Communist. In this House Calcutta has always sent three Communists to one Congressman, and the *New York Times*, on the 31st July, 1961, made these observations, and I am quoting:

"Communism has fed on this discontent of the refugees, the 900,000 other persons who sleep on the sidewalks or are jammed in hovels, the 100,000 farmers who move to Calcutta yearly from overpopulated agricultural land and the tens of thousands of educated unemployed".

If concern about Calcutta going Communist could produce some beneficial results in Calcutta on account of American solicitude for Indian development, of course we would have been quite happy, but the result has been only the setting up of one organisation, not too savoury, the Calcutta Metropolitan Planning Organisation (CMPO).

It is by no means a good enough effort. It can formulate plans, but, of course, it cannot execute them. But what I feel is that it is not desirable to have planning in a very important area of our country done on the basis of findings by a foreign agency. Hordes of foreign experts, whose expertise is something that Indians also possess in plenty, are in Calcutta in CMPO. The two most tangible things that have come out of their researches refer to the question of a second bridge over the river, and the calculation in regard to traffic movements in certain parts of the city.

There is a great deal of suspicion about the working of the CMPO. We

hear of many undesirable activities going on under its auspices. In three years, a score of American experts have cost us nearly Rs. 80 lakhs, and I discover that for the rent of a building and for furniture and fittings we have spent about Rs. 30 lakhs. It is not desirable to have in this country, in this very important task, foreign experts who are not indispensable, because they are not doing a job of work which cannot be done by our own people.

There are reports—how far absolutely founded on truth I cannot quite say—regarding espionage; mapping and aerial survey of our industrial locations by CMPO goes on in a fashion which makes us rather suspicious. And we have reports about its office in Calcutta in Rawdon Street being a place where people come from Hong Kong, Japan and other areas, rather dubious people.

But CMPO has done some good and valuable work, and of course we are ready to be grateful for it, but there is no reason to have in our country an organisation like CMPO functioning when we can do it on our own, when the Government of India with the assistance of the West Bengal Government and other indigenous agencies, can do it. Let us do our job and not leave it to this kind of foreigners. Their advice, of course, and aid, if we must have it, will be welcome, but no more than that.

Some of the things which they have suggested are so fantastic. They have given us an urban renewal plan, asking for the removal of factories and godowns from either side of the river Bhagirati, and a highfalutin' scheme of garden cities springing up all over the place. All such talk seems almost a joke when for years we have not been able to have in Calcutta a decent road from Dum Dum airport to the city. Dum Dum is our greatest international airport. The average number of planes arriving and taking off daily, according to the figures given

here in this House on 9th March in reply to Unstarred Question No. 872, is 54 in Dum Dum against 38 in Santa Cruz and 16 in Palam, but we do not get a good road, decent road coming from Dum Dum to the city.

**The Minister of Planning (Shri B. R. Bhagat):** It is coming.

**Shri H. N. Mukerjee:** The Government of India has got to be in the picture for a variety of reasons, and I would try to indicate some of them.

The Centre, for instance, has allocated Rs. 6 crores for bustee improvement in Calcutta, but for some reason or other, the West Bengal Government has not been able to spend it. Some seven years ago the West Bengal Assembly passed legislation in regard to bustee improvement, but then again, out of regard for the vested interests, the Act remains inoperative.

After a long delay in meeting the water supply requirements of Calcutta, 72" pipes were laid for water supply, but there is no water because that aspect of the availability of the supply of water through these new mains had not been thought of in practical terms.

A million or more refugees have come into the Calcutta region. I find from a statement by the Finance Minister of West Bengal that more than 55 lakhs of non-food-producing people from other States are in West Bengal, and half of that number, about 27-1/2 lakhs, are in the Calcutta area. Therefore, the kind of problem which the presence of these poor people creates is a kind of problem which has got to be noted and taken care of by the Central Government.

In 1960, out of a total population of 5.6 millions in the Calcutta area, the number of rate-payers was less than half a million, which means that all the civic organisations do not have anything like adequate funds to do elementary jobs. The Calcutta Corpo-

ration is a much-maligned body, and not without reason—much of the abuse the Calcutta Corporation has got was well-deserved—but its income is very small. Unlike in Bombay, it owns neither the tramway system, nor the bus system, nor the electricity company. The Calcutta Tramways Co., and the Calcutta Electricity Supply Corporation are both mammoth foreign organisations, whom we do not wish to touch. Even today when there is a suggestion about taking them over, both the Government of India and the West Bengal Government feel very shy and chary about it.

Then again, satellite town schemes have been put down on paper under the auspices of CMPO and other organisations, but meanwhile what is happening is that the Birlas and the Bangurs are buying up land in the city and outside, as there is no implementation of ceiling on land holdings at all or of ceiling on prices of land. All these things make it imperative for the Central Government to come into the picture and do something which will help.

The Registrar-General, Shri Ashok Mitra, has pointed out in his book *Calcutta, India's City* that in spite of its importance, Calcutta is not growing fast enough, and he adds that it seems incredible that while West Bengal's population grew by 33 per cent in the last decade, Calcutta should have grown only by 8 per cent, while in the same period Greater Bombay grew by about 39 per cent. The factors which retard the city's growth and the growth of the metropolitan area are poor transport system, inadequacy of the city's water supply and sewage system, and the extremely high land values. Sometimes it appears as if not even Chanakyapuri can hold a candle to the kind of land prices which are asked for in Calcutta.

On this question of water supply, I am glad to see that my hon. friend Shri Bhattacharyya has given notice of an amendment in order to empha-

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size the importance of water supply. The river along Calcutta is called the dying river. The life-line for the whole area is now a dying river, and this river, for some reason, some Anglicised reason, is called the Hooghly, but actually it is the Bhagirathi. Along most of Calcutta it is the Bhagirathi, the stream which Bhagirath, sounding his cymbals, had brought down from high up in our country and took it right down where the Bhagirathi meets the sea.

Here is the Bhagirathi which is a dying river. About this dying river, the World Bank Mission had said in 1960 that an "early solution and recapture of the Hooghly for all purposes of the area must have emphasis. Otherwise, we may succeed in providing supplementary water facilities for a considerably reduced population." A "considerably reduced population." is the contingency which was contemplated by this World Bank Mission when it examined the water-supply problem of Calcutta and the condition of the river. In spite of that, what exactly is it that has happened? What exactly is being done? And this is linked up with the Calcutta port, which is one of the greatest ports, if not the greatest, till the other day, which is the biggest implement for earning foreign exchange for our country, through which pass 45 per cent of our exports and through which come 40 per cent of our imports. That Calcutta port is in such a bad way is talked about quite often in this House. The only tangible thing offered so far in regard to the long-term solution of the problem of Calcutta port is the Farakka barrage. Dates have been given about the time when the Farakka barrage would be ready. I think the latest target date is 1970 or so, but one never knows if that target would be adhered to.

But the idea is to have headwater supply increased so that silt can be flushed out. The idea is that we do not continue to have to spend lots of

money on intensive dredging operations which are becoming not only hyper-expensive but also very difficult, even technically speaking. Therefore, this question of headwater supply is so terribly important.

In the meanwhile, of course, the Government have done something by way of going ahead with the Haldia scheme. It is valuable, but it is a long-term measure. But in the meantime, there is inadequate financial provision for the port development of Calcutta. There is a lack of forward-looking, economic policy. There is no stress, I have noticed again and again, on river-training and narrowing certain rivers, to change the slope of the water-flow so that the rush can be heavier towards the sea. There is nothing of that sort: there is no attempt to train either the Bhagirathi or the Rupnarain or other rivers so that they could be narrowed to a certain extent, so that the slope can be improved, so that the rush of water from the upland down towards the sea could be greater and therefore the silt can be pushed back again. Over and over again in this House the question has come up, when the Transport Ministry has been in the picture. But there is no attempt to make what experts consider to be very important—no hydrological researches are made into the conditions in the continental shelf of the Bay of Bengal, so that we could prevent masses of sand rushing during flood-tide into the river.

But in order to fight the problem of salinity in the water which is available for consumption in the Calcutta region, we have to have not only the Farakka barrage—which would be ready, God knows when—but we have to have so many other things. The Farakka barrage by itself will not be adequate either to help the Calcutta port or to save the dying river, Bhagirathi, which in large part has already died in West Bengal and might die even along with those parts of Calcutta where people go on pil-

grimage days in order to have a dip in the sacred waters. This is the kind of thing which is happening.

Of course, coming to Calcutta,—I am not going into the details—there is such an unparallel congestion, both pedestrian and vehicles, fast-moving as well as slow-moving in the streets. Calcutta has between 90,000 and 100,000 motor-vehicles perhaps today. But that is not the only aspect of this story. There are, thousands and thousands of rickshaws and thelas which are pushed by human labour. It is a very big human problem, a terrific economic job, to replace these rickshaws and thelawalas and to get them alternative occupation. These poor people come from Bihar, from Orissa, from Andhra Pradesh, from Madhya Pradesh, from Uttar Pradesh, because in their own States they cannot make both ends meet and they have to come to Calcutta and even perform such humiliating labour as to carry another human being, a couple of human beings, sometimes rather to fat for anybody's delectation. This kind of thing goes on: 2 100,000 motor-vehicles plus nearly 100,000 vehicles of all descriptions. There are more than 200 different varieties of licences given to vehicles in Calcutta. You have of course got the bullock-cart of all varieties and conditions. It is a terrific situation which is faced by no other city in creation.

As far as people are concerned, 300,000 people come every day to the Sealdah station, the most congested in the world, and 200,000 come every day to Howrah, and so many other people who have nowhere to go, nowhere to live except under the sun, in God's good earth, are on the pavement or on the muddy sidewalks. This is the kind of thing which goes on. This is the way in which life is presented. This is why foreign tourists consider Calcutta as a filthy sort of place, an introduction to India, which we should see does not produce the kind of wrong impression which it does at this present moment. Even today, in spite of Calcutta being

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so neglected, foreign tourists land in Calcutta in larger numbers than they do in Santa Cruz or in Palam; at least when they first come to India that is where they go, and this is the kind of picture which they present before us.

In regard to water-supply, we have been hearing about this for years, that there is a footling little section perhaps in some department or the other of the Ministry of Health which without resources, tries to tackle this problem of water-supply in Calcutta. Now, we are told that a Californian company is busy studying, at a very big fee, the drainage and water-supply problems of Calcutta. I cannot understand why this sort of thing should go on. A few good things of course take place from time to time. For instance, the salt lakes near Calcutta have been reclaimed by Government fairly quickly with the assistance of Yugoslavia. Perhaps the World Health Organisation and perhaps some socialist countries could be requisitioned in order to help us better, more expeditiously and without any damage to our interests regarding water-supply and drainage.

Then there is the other question also: so much of the drainage of Calcutta is still primitive, and this problem of human wastes in Calcutta and other similar cities is not even sought to be tackled at all. Nobody gives thought to this kind of matter. Some time ago, I noticed a very significant article by an Indian scientist, who wanted our urban wastes not to be neglected, but the wealth which is hidden in the human waste to be utilised for our development projects. He called it "The Project Pankajalakshmi". If we drive from Dum Dum to Calcutta or from Santa Cruz to Mahalakshmi in Bombay, the sights and the smells are not particularly savoury, but out of Pankaj which is mud, something grows out of the mud, you get Pankaj. The lily; you get a beautiful flower; and perhaps even out of human waste we can get a great deal of very valuable economic poten-

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tial. This scientist, working out the case of Calcutta has said:

"The sewage refuse and habitation waste of its population, if properly conserved and collected,—Calcutta alone could supply, every year, over Rs. 6 crores worth of rich compost, which being organic and humus-forming, is superior to chemical fertilisers. In addition, the process would also help to produce a lot of gas which would generate enough electricity to supply power and light to a whole township."

This kind of thing could be done about Bombay also. He added that modern engineering and technology have found the means of overcoming all such problems of producing wealth and power from urban waste. There is no reason why what has been done in Bangkok cannot be done in Calcutta and Bombay. Why we do not make use of our human waste, is something again which we have to bear in mind.

I plead, therefore, for a long-term plan. Many of the things which I have suggested may not be done tomorrow or the day after, they need a long-term plan. At the same time, some short-term measures could be adopted here and now. In regard to short-term measures, a circular railway for Calcutta can be set up with the minimum possible delay. The underground railway can wait for later investigation. An underground railway should not be impossible. If in Leningrad which was built on a marsh by Peter the Great, where the soil is a great deal more difficult than even in Calcutta, underground railways can be constructed, underground railways possibly can also be constructed in Calcutta. But that can wait, because it will take a lot of time and a great deal of investment. But the circular railway idea which has been propounded by the West Bengal Government—with all the force and funds at the disposal of the Government,

and the Railway Board—is an idea which has got to be accepted as soon as ever that is possible and implemented with the least possible delay.

16 hrs.

A second bridge over the Ganga is something which has to be undertaken here and now. In regard to this, there is a UK company which is already there in the picture and is going to grab the contract for it. Surely global tenders should be called for and if possible, our own resources, our own technical talent should be utilised for this purpose. If the Howrah bridge could be constructed so many years ago under British domination, surely we can build the second bridge on the basis of our own resources.

The Calcutta Improvement Trust has certain schemes regarding the development of East Calcutta, which appear to be overwhelmed by some other high-faultin' schemes which are coming out of the brain of the CMPO. But perhaps the Calcutta Improvement Trust's schemes can be put into operation quicker with a view to assisting people's conditions of living.

Bustee improvement is a matter on which with local cooperation, governmental agencies can do whatever they can and this should be done without the least possible delay.

Land transfers in Calcutta area, to which I have made a reference already, have to be controlled and there has to be a ceiling on land prices. Only the day before yesterday something was said about the composition of a committee on ceiling on land prices and land holdings. In Calcutta, a lot of speculation is going on, particularly by the money-bags, some of whom I have mentioned already and they have to be stopped.

A stadium for Calcutta has to be built as soon ever as is possible, be-

cause it is really a crying shame which has continued for too long a time.

For the Calcutta Corporation which has only recently had its first election on the basis of adult suffrage, provision should be made for a larger income, as in Bombay. That is why Government has to give its mind very seriously to the idea of taking over the Calcutta Tramways Company and the Calcutta Electric Supply Corporation. Only the other day, Dr. K. L. Rao said in answer to a question, that the government had advised the West Bengal Government not to proceed in the matter of taking over the Calcutta Electric Supply Corporation, because compensation and other questions are likely to be difficult. I do not understand why this sort of thing should go on. Here is the Calcutta Tramways Company which often behave most egregiously not only in regard to its own employees but also in regard to the profits it takes away from the country, without making anything like ample provision for better amenities for the passengers on the trams. Here is the Electric Supply Corporation which for a very long time has been fleecing our country and we cannot do a thing about it while in the Bombay, the Bombay Corporation luckily has got revenues coming out of the bus transport system and electric supply.

Also as a short-term measure, there should be a more effective implementation of road transport schemes, which have been talked about for many years, but have not been implemented. Something should be done about implementing them— not only the road from Dum Dum airport to Calcutta, but the roads branching out of Calcutta. I remember our friend, Shri S. K. Patil, years ago, when he was Transport Minister, promised a luxury express way from Calcutta to Asansol via Durgapur and gave an impression, as he always used to do about food, of its being just round the corner, and that the express way would be ready in a very

short while. Since then many years have passed, much water has flowed down the Ganga, but nothing at all has happened.

I have tried to indicate something in regard to the comprehensive long-term plan which is necessary in regard to Calcutta and also some short-term measures which should be taken up without the least possible delay. I wish Government to apply its mind to this matter very seriously. Calcutta should be part of a national plan. Don't I ask the Government don't, let us leave the problems of Calcutta to dubious foreign agencies like the CMPO. Don't let us leave Calcutta to the mercies of the West Bengal Government and other organisations which have neither the resources nor the talent nor the intelligence to tackle this kind of mammoth problem. Calcutta is posing before you a problem which has got to be tackled at a national level. The problem of Calcutta is a national problem. Calcutta is India's city and this national problem has got to be tackled successfully. Otherwise, we shall lose an area which is economically, culturally and otherwise so very important to our country for having lost that area economically or otherwise we can never make up the leeway. That was the danger which had been highlighted in 1959-60. So often has this Calcutta matter been agitated in this House also but nothing tangible has been done. I do hope on this occasion Government comes out with a more effective and sympathetic response to the appeal I am going to make through this resolution.

Mr. Chairman: Motion moved:

"This House is of opinion that a comprehensive and self-contained scheme for the development of the Calcutta metropolitan area should find priority in the Fourth Plan."

There are two amendments also.

**Shri C. K. Bhattacharyya** (Raiganj): I beg to move:

That in the resolution,—

add at the end—

“with special stress on the solution on the water supply, sewage disposal and transport problem and improvement of the suburban municipal areas.” (1)

**Shri D. C. Sharma** (Gurdaspur): I beg to move:

That in the resolution,—

add at the end—

“With particular reference to the density of population”. (2)

**Shri P. K. Deo**: Sir, though the Swatantra Party does not see eye to eye with the communists, I deem it a privilege to support this motion so ably moved by my hon. friend, **Shri Mukerjee**. Calcutta is an accident of history. Had not the Moghul princes fallen ill and had she not been treated by the British doctor, probably **Govindpur**, **Kalighat** and **Sutanati** would not have been given to the British. That is how the Britishers got a foothold in Bengal and built up **Fort William**, which was the nerve centre for their imperialistic expansion in the rich hinterland of this country. As has been pointed out by **Mr. Mukerjee**, these three villages sprawled on all sides and developed as a metropolis of India. Big industries, business houses, banks, administrative and commercial offices, the big port—all developed in a haphazard way. It became the capital of India and the second largest city of the British empire. As such it was the main hub of imperial activity in that period. In the Victorian era as pointed out by the previous speaker, the great luminaries of this country—great scientists, scholars, dramatists, poets, nationalists, revolutionaries, jurists, educationalists, religious preachers and social reformers—who

enriched the pages of our history came from Calcutta. That popular movement to thwart the sinister design of the Britishers for the partition of Bengal, which is popularly known as the **Vanga-Bhanga** movement was the forerunner of India's national struggle for independence and many a stalwart appeared in Bengal in this nationalist movement. 1911 was the year in which the capital was shifted from Calcutta to Delhi, but still it did not lose its importance as the pioneer city of this country and as the premier port of the country. If you trace the development of Calcutta, you will see in the later stage it became a cursed city. I still remember those grim days of 1942-43, days of the Bengal famine—the ghastly panorama of persons being killed in the great Calcutta, killing still appear before me. I have seen people dying like flies and insects in those days. Misery was added hundredfold when, as an irony of history, the so-called nationalists who fought against the partition of Bengal acceded to the partition of this country. The partition of the country brought a large number of refugees from East Pakistan. The state of affairs in **Sealdah Station** or in any refugee colony will tell the saddest story of this problem, this problem which has yet remained unsolved even after 18 years of our independence. Lastly, since 1964 upto date as many as six lakh refugees came from East Pakistan to Calcutta and hardly there is any living space—I would say, hardly there is any breathing space—in Calcutta. There is no space to accommodate them.

As I pointed out, Calcutta is the victim of history. It is a national concern. It is not the problem of the West Bengal Government or of a few individuals. It is the concern of the country as a whole, and it is this Parliament which has to provide the necessary funds to see that things improve in Calcutta.

There are various problems in Calcutta, as pointed out by the previous speaker. Firstly, there is the

question of sanitation, drainage and sewage. The state of affairs in Tollygunge area of Jadavpur or even in Central Calcutta area during the monsoon is to be seen to be believed. In the rainy season you literally need a boat to cross the streets, and the floating garbage and floating human waste is a stink. These things are to be tackled.

As pointed out by the previous speaker, the slum areas and the pavement dwellers is a big problem. Though we talk of planning and we talk of providing better facilities to these poor unfortunate people, and even though we swear by planning, I can say with all the emphasis at my command that nothing has been done in this regard so far as Calcutta is concerned.

The percentage of salinity in the drinking water of Calcutta has been increasing every year. If you drink the water in Calcutta, unless you are habituated to that drinking water it acts as Enos Fruit Salt. And, as pointed out by the Minister of Health, Dr. Sushila Nayar, cholera starts first in Howrah Station and then it spreads all over the country. These are problems which have to be tackled.

I will now come to the Maidan, which is the lungs of Calcutta. There has been constant encroachment to these lungs of Calcutta. In the evening you will see hundreds and thousands of people gathered there just to get some fresh air. But from the way these ugly constructions have been coming up in the Maidan area, I should say there should be a stop to it. In this regard I would like to draw your attention to that ugly structure of the AIR building which has encroached into the Eden Gardens which is primarily meant for providing fresh air to the people of Calcutta.

I would like to take then the question of traffic. It has been pointed out, and rightly so, by the previous speaker, that a circular railway is a "must" for Calcutta. But a circular

railway will only serve the outer periphery of the town. The most congested part of Calcutta is Central Calcutta. If you will see the traffic congestion there or the congested and overloaded tramways and buses during office hours you will be convinced that there is a strong case to streamline the traffic arrangements in the Calcutta area. So the question of having the underground railway should be taken up at the earliest opportunity. I learn that some French experts have given their advice. It should be implemented soon.

The second Howrah Bridge or the second bridge over Bhagirath should be built at the earliest opportunity because the present Howrah Bridge is not adequate to cope up with the traffic to the Howrah Station and to the Calcutta town. I would like to point out in this regard that the black smoke that emanates from the diesel engines of the various monstrous buses that ply in the Calcutta routes is most injurious to the health of the people. This black smoke is responsible for large-scale incidence of lung cancer. I beg to submit, that as in Tokyo the exhaust pipes of these buses should be fixed to the hood of the buses so that the smoke instead of coming from underneath will so from the top of the vehicles.

Coming to the traffic congestion in the Calcutta Port, I do not agree with what has been suggested by the previous speaker. Calcutta Port is an inland river port. Every year we spend nearly Rs. 50 lakhs for dredging 12 million tons of sand from the river bed to maintain a depth of 18 feet. There is no place to throw this sand and therefore the sand is again thrown into the river. This process goes on every year and we lose nearly Rs. 50 lakhs yearly. I beg to submit that the only answer to relieve congestion in the Calcutta Port is early implementation of the Paradeep Port and Haldia Port which could take away most of the traffic from the Calcutta Port. It will further develop the other areas round about Haldia and Paradeep.

[Shri P. K. Deo]

As I have pointed out, development of Calcutta is a national concern and it is beyond the resources of the Government of West Bengal to tackle. I, therefore, submit that the Centre should go all out in extending a helping hand so that Calcutta can be developed as an ideal city. At the same time, I beg to submit that the various satellite towns that are to come up round about Calcutta—like Kalyani and others—and the question of salt lake reclamation should also be taken up at the earliest opportunity. That will also go a long way in bringing about an all-round development of Calcutta.

**Shri A. C. Guha:** Mr. Chairman, Sir, I congratulate Shri Mukerjee on his bringing this very important problem before this House. Calcutta's importance from the point of view of its past contribution to India's cultural and political development is fairly known to everybody. But a city cannot be maintained simply because of its past contribution. A city is to be maintained because of its present needs and the future potentiality. Calcutta's potentiality and Calcutta's present needs should also be recognised by everybody.

I sharply differ from the view expressed by the previous speaker, Shri P. K. Deo, that Calcutta as a port may be neglected because of the development of Paradeep and Haldia. That is the most dangerous theory or idea that has come. Paradeep may have its own utility in the developing economy of India, paradeep will have enough cargo. Haldia will have to be developed only as a complementary port for Calcutta. But I should tell this House that there should not be any attempt to take Paradeep or Haldia as a substitute for Calcutta. The predominance of Calcutta as a port cannot be diverted to some other port. Calcutta has all the natural facilities being in the centre of industrial and agricultural products like steel, coal, tea, jute, lac, etc. All these things grow round about Calcutta and

pass through Calcutta, Calcutta must also be an outlet for Assam, Manipur, Tripura, Sikkim, Bhutan, Nepal, Bihar, Orissa, and parts of Madhya Pradesh and of Uttar Pradesh also. There cannot be any substitute for Calcutta as an outlet for all these areas. Calcutta's importance is not only because it is a premier port. But Calcutta's importance for the present and future is also due to other factors. Calcutta has got the largest concentration of industrial units. Calcutta has got the largest population, more than any other city in India. Calcutta has got a cosmopolitan population. I think, as has been mentioned by Mr. Mukerjee, the Hindi speaking population is more in Calcutta than in any other city. I am not so sure of the figure, but surely Calcutta has a big concentration of Hindi-speaking population. There are also South Indians, Punjabis, etc. Calcutta is a cosmopolitan city. Why do all these people flock round Calcutta? Because, Calcutta is necessary for the development of India and also for the development of their own personal and regional economy.

The problem of Calcutta has got a history of its own. Calcutta at one time was the pet-child of the British Government, but because of the political turmoil and discontent that developed in Calcutta, the British Government felt somewhat annoyed with Calcutta and started neglecting it. I think our national Government also has inherited that tendency of neglecting Calcutta. Before the Third Plan, Dr. B. C. Roy repeatedly tried to influence the Government of India or the Planning Commission to take some interest in Calcutta city. By the end of December, 1960, he told us when he met us here that it had not been possible for him to do anything for Calcutta. Ultimately, as a result of the last-minute intervention by our former Prime Minister—the Plan report was practically ready—an item was put for Calcutta. In this connection, I would like to read out a letter he wrote to me:

"Your letter of the 12th January. We have kept Calcutta very much in mind and I have no doubt that some provision will be made for it in the Plan. How much that provision may be, I cannot say. The main thing is to get going there. As you know the first step taken is for a comprehensive plan to be made."

Only, after this, they put Rs. 50 crores "for general development such as Calcutta". So Calcutta appeared in the Third Plan.

I think now it is the task of the Central Government to develop Calcutta and put some priority for the development of Calcutta in the Fourth Plan. Calcutta's development is a multi-purpose development. It lacks in everything. It is a middle-class city. I may remind the House that West Bengal is a one-city State. Even in undivided Bengal, there was the only city. It is not like U.P. which has seven or eight cities. Calcutta used to dominate public opinion even in undivided Bengal. Even now Calcutta dominates public opinion of West Bengal, so it is a socio-economic problem. Mr. Mukherji has said that Calcutta is a Communist town. It is not a Communist town; but surely there is lot of unrest and discontent particularly in the middle-class citizens of Calcutta, and rightly there is reason for discontent and unrest. So, it is a socio-economic problem. For solving the socio-economic problems of West Bengal, the problem of Calcutta has to be solved. To salvage Calcutta means to salvage the politics of Bengal.

Calcutta's transport is actually defective. The Calcutta tram is the best tram in India—but now, perhaps, all other cities have abolished their tram systems. But even now the Calcutta tram is giving fairly good service. But it is too over-crowded; so also is the bus service. It is so over-crowded that it is a gymnastic feat to get into a tram of bus in the peak period. Even after 9, 10 or 11

o'clock in the night, you will find buses over-crowded and people simply hanging on some rods outside the buses. The roads are also to be widened and improved.

Regarding Calcutta streets, if you get just half an hour shower, they are over-flooded. From 1923 when Deshbandhu Chittaranjan Das first took charge of the Calcutta Corporation, he attempted to tackle this problem of drainage in Calcutta. He engaged an engineer for that purpose. That engineer, after making some futile attempts for some years said that the problem would not be solved unless something is done about the flow of water up-stream and down-stream the Bhagirathi, its tributaries and branches. It is not Farakka alone that will help the port but other rivers like Jalangi, Chuvni, Jamuna etc., this side and Rup Narayan and Damodar on the other side which require to be improved. Only then the drainage and sewage problem of Calcutta will be solved, not before that. The rivers on the eastern side of the Bhagirathi all need desilting.

Then there is the question of drinking water. Mr. Bhattacharyya has moved an amendment in this connection. I think the water supply is defective and inadequate. Apart from inadequacies, the main difficulty with the water supply is that unfiltered and filtered water pipes run almost simultaneously, side by side with the sewage pipe. So very often the unfiltered water and sewage water get into the filtered pipe so that there is almost every time, in the months of June-July-August, the epidemic of cholera in Calcutta. It is a shame for a civilised Government that one of the premier cities of the country is subjected to the epidemic of cholera every year and hundreds of lives are lost in this way. Something has to be done about water supply and I think the best thing would be to do away with the unfiltered water and simply to have filtered water for both the purposes. A comprehensive

[Shri A. C. Guha]

scheme has to be undertaken for the whole of the metropolitan area.

About transport, there should not be any dilly-dallying regarding the circular railway. We are not going to accept the plea that it will be a losing concern incurring a loss of a few crores of rupees every year. It cannot be a losing concern. Even if it is a losing concern, it has to be done because Calcutta needs it; Calcutta traffic needs it; the whole traffic of India needs it. Circular railway is a "must" for Calcutta. Railway is a utility service; profit should not dominate its utility aspect.

In this connection, there is a proposal for another bridge over the Hooghly. I think it is only a road bridge not having any rail connection. If there is a circular bridge, it must have some connection with Howrah. Otherwise that railway is incomplete. This will be the fourth bridge over the Hooghly and it should be a rail-cum-road bridge. Otherwise, the plan would be incomplete and it will not meet the needs of the traffic.

Mr. Mukherji was styling the CMPO as if it is a foreign body. It is not a foreign body. It has been set up by the West Bengal Government. Its Director and staff are all Indians and I think practically all of them are Bengalis. There might have been some foreign experts, from the Ford Foundation and World Bank. But it is an Indian organisation.

It is an organisation set up by Dr. B. C. Roy and I think General D. N. Chakravarti is the Director of that organisation. Then, I think the gentleman who was the Commissioner of the Calcutta Corporation Shri S. B. Roy is the head of this organisation. It is a purely independent organisation.

We should not be so touchy about anything coming from USA. They

have been most helpful to this country, particularly the World Bank and the Ford Foundation. He has eulogized the services rendered by Yugoslavia in reclaiming the salt lake. Why should he not also appreciate the services that have been rendered by the Ford Foundation or WHO or the World Bank? At the same time, I agree with him that we should not take foreign experts for each and everything. It is only in such cases where Indian talents and resources are not available, or are not adequate to meet the requirements of a particular technical subject, then we should ask for foreign technicians. But I think the problem of Calcutta requires the assistance of some foreign technicians and foreign aid.

I do not like to take much time because there are other speakers who would like to speak on this subject. I would only request the Government to consider the problem of Calcutta as a national problem. It is not only a problem of West Bengal. Any scheme for the development of Calcutta has to be effected through the machinery of the West Bengal Government but the scheme itself should be made by the Government of India as their scheme and they should give whatever technical advice or help they can to the West Bengal Government in the implementation of this scheme. It will be mainly a scheme of the Government of India, financed by the Government of India with which the West Bengal Government is associated. It should be a Central scheme prepared in consultation with the West Bengal Government. With these words, I support this proposal.

**Mr. Chairman:** Shri C. K. Bhattacharyya.

**Shrimati Lakshmi Kanthamma** (Khammam): Sir, other Members may also be given an opportunity to support this proposal, in order to make it an all-India problem.

**Mr. Chairman:** Let Shri Bhattacharyya finish his speech. There is also the question of time. We will see.

**Shri C. K. Bhattacharyya:** Mr. Chairman, I thank the mover of this Resolution for having placed it before the House. A reference has been made to the importance of the city of Calcutta. In fact, when the capital was removed from that city, it was deliberately done so that its importance might go down. They wanted a city completely removed from public life, where there will be no revolutionary to trouble them, no nationalist leader to lead an agitation against them. So, this artificial city was set up, a city consisting only of the Viceroy, the officials and the legislature. In that way, Calcutta was expected to go down in importance. But fate willed otherwise and the importance of Calcutta, instead of going down, has increased. A foreign tourist once made a remark to me to the effect: "I have been touring through different cities of India; when I come to Calcutta, I have many grounds to complain but one thing I admire in this city and it is this, that this city is a living city, a city which is full of life, pulsating with life all the time." That compliment was paid to this city by a foreign tourist who has toured through various parts of India. So, we are living in a living city. Some friends here comment that I am going to Calcutta now and then. I do that because my roots are tied to Calcutta. I am drawn to that city. I have lived there from my early boyhood.

A reference was made by Shri Guha about the attitude of the Centre. He said that somehow the Centre is showing the routine old traditional attitude towards that city. Strangely enough, the same remark came from an ex-Governor of that province. Mr. Reginald Casey, who was an Australian, when he was the Governor of Bengal for some time during the dark days to which Shri P. K. Deo made a reference, he wrote

a book of his experience in the governance of India. In that small book he says: "whenever I approached the Centre with some proposal on behalf of this Province, I felt their cold attitude". That was how an Australian felt about the atmosphere in Delhi when he came here with some proposals on behalf of that Province or city. I hope that attitude should be wearing out, eroding as quickly as possible, and Calcutta will come to its own soon, as we want it to be.

With reference to the importance of Calcutta, I can mention only three administrative institutions—the Calcutta University, the Calcutta Corporation and the Writers' Building. Each one of these institutions, though much criticised and much talked about, each one of them is a monument of Calcutta, of which we may take pride, of which India may take pride, for what they have produced for the city and for the whole country. Going further, on the cultural side you find at least four or five all-India cultural institutions situated in Calcutta—the Botanical Survey and the Botanical Gardens, the Indian Museum, the Victoria Memorial, the Archaeological Survey and the Asiatic Society to mention a few. Calcutta is still important from the cultural point of view and also from the historical point of view. So, we should give to that city the importance which it deserves.

16.38 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Coming to the Resolution, I will lay stress on three problems of city life—water supply, disposal of sewage and transport problem; perhaps, also the development of the suburban areas of the city. Regarding water supply, Shri Guha referred to the existence of both filtered and unfiltered water supply simultaneously. I had made a study of the water supply and drainage problem of Calcutta in my capacity as a newspaper man. Shri Guha did not refer to one thing and perhaps it

[Shri C. K. Bhattacharyya]

is not known to him. The filtered water pipes run through the sewage pipes at certain places in the city.

**Shri B. R. Bhagat:** Runs through?

**Shri C. K. Bhattacharyya:** Yes. If you enquire, you will find it out. There are certain areas where the filtered water pipes run through sewage pipes and come out of them, and this is done in order to make the flow of water possible. If that is not done, the flow of water will suffer for what of pressure or velocity. Unlike Delhi, in Calcutta water is not supplied all the time. There are periods during which there will be no water supply and there will be vacuum in the pipe. During this period the water supply pipes, if there is a leak, such the sewage in the other pipe and thereby the water is polluted. It requires rectification. It has not been done so far. It requires to be done immediately if Calcutta is to be given potable water supply.

A reference was made to the prevalence of cholera. In fact, I saw some of its victims some years ago. I dealt with it; so, I know what it is. That is why I laid stress on the supply of water.

The water supply of Calcutta was designed for the city at a time when there were about 10 lakh people. People who designed it had not the expectation that within this period the population will go up because of the influx of refugees to 25 or 30 lakhs. That difficulty comes in the way of a sufficient water supply. There is enough of sea water and the Ganga water at times gets saline. There is a proposal for desalination of water and if desalination apparatus can be set up, the watersupply problem can be solved. But it is a very costly affair.

I shall then come to the disposal of sewage. The same problem is there for the disposal of sewage. The entire

sewage system was laid out for a city of much less number of people and because of the sudden growth of population there, the sewage system fails. It was failing before and Shri Guha referred to that. When Deshbandhu C. R. Das became the Mayor of the Calcutta Corporation the first executive officer who was appointed was Subhas Chandra Bose. He said, "I shall clear this stable of the Calcutta Corporation"; but before he could set to work, he was arrested and sent away to Mandalay. That was the treatment that the Chief Executive Officer of the Calcutta Corporation got from the British Government of that time. That problem of sewage is there and it requires to be tackled.

Then I have to refer to the transport problem. In regard to the transport problem Farakka has been referred to and the underground railway has also been referred to. The underground railway may be possible because there is already a tunnel below the Bhagirathi. That tunnel is by the Electric Supply Corporation and is used for the Port. It is negotiable by motor. It is not known that during the Second World War when the second line of defence was removed to Ranchi and Calcutta was almost abandoned because of Netaji's army, the Europeans had planned that since it was not safe to go over the Howrah Bridge the European element in the city would escape through this tunnel under the Bhagirathi, get out on the other side and escape. That was the plan made during the war. So, the underground soil of Calcutta may be utilised for making the underground railway. Though the experts have not given their opinion up till now it may again be set up. Recently there has been a suggestion from my hon. friend, Shri Atulya Ghosh, that Calcutta may be given the mono rail. That idea may also be considered.

I may make a reference to the bridge. Shri Guha stated it should be a rail-cum-bridge. The bridge is

planned to be laid out south of the present bridge; but there are people who fear that if the bridge is constructed at that place an area on the river which would provide berth at least for 18 ships would be lost. Considering the difficulty of Calcutta Port this point should be considered. In fact, when Dr. Roy was considering this problem, he had the idea that the bridge should be situated north of the present bridge. I have a letter from him to that effect even now. If the bridge is situated north of the present bridge, the idea that Shri Guha propounded may be put in.

Regarding the suburban area, the transport problem has to be solved and the suburban area has to be developed before setting up these satellite towns. If transportation is not developed, people will not go to them. That should be done.

**Mr. Deputy-Speaker:** How much time is required by the Minister?

**Shri B. R. Bhagat:** About 20 minutes.

**Shri Yashpal Singh (Kairana):** Some Member other than from Bengal should be given time.

**Mr. Deputy-Speaker:** We will extend the time by half an hour.

**Shrimati Lakshmikanthamma:** I will make one request.

**Mr. Deputy-Speaker:** We will close it at 5:30. I will call the hon. Minister at 5:05. Shri Chatterjee.

**Shrimati Lakshmikanthamma:** In matters like this it should not be people hailing only from that region who should be given an opportunity, from the point of view of national integration which we have to practise here. People coming from other places also should take the initiative. It looks as if the problem of Calcutta is only for those belonging to Calcutta.

श्री बाल्मीकी (खुर्जा) : यह बहुत गम्भीर मामला है और कलकत्ते से हमारी

समस्याओं का भी सम्बन्ध है, और हमें समय देने की आवश्यकता है। साढ़े पांच तक समय बढ़ा दिया जाए।

श्री ब० रा० भगत : साढ़े पांच तक तो हो ही गया।

**Mr. Deputy-Speaker:** I have extended the time by half an hour.

**Shri N. C. Chatterjee (Burdwan):** Sir, it is high time that this House should realise the national importance of this problem of resuscitating the city of Calcutta. I ought to read to the House one statement by West Bengal's Chief Minister, Shri Profulla Chandra Sen. He says:—

"Calcutta has to be resuscitated and saved as a city, as a port, as a commercial metropolis, also as a rich social and cultural centre, city of learning and as a metropolis of the State and a vital one for the nation."

If anybody looks at the figures, in 1960, 61 per cent of all factory hands came from outside Bengal and the non-factory labour, that is, the commercial people, at least over 40 per cent came from outside Bengal; they were non-Bengalis. The unfortunate thing is that having regard to the peculiar situation in which we have been placed, the whole State has become the hinterland of one city, Calcutta, and there is very little scope unless there is proper planning and proper planned development. That has got to be done.

I had the privilege to serve the Corporation of Calcutta in a responsible capacity as Chairman of the Works Committee while Dr. Bidhan Chandra Roy was the Chairman of the Finance Committee. I had the privilege to work with him and I know some of the problems which face it. The whole drainage system, as hon. Members have pointed out, and also the filtered water arrangement were

[Shri N. C. Chatterjee]

planned for a city with a population of about 1 million and now it has gone up by about 5 times. The misfortune of Calcutta was that it was the birthplace of nationalism and was associated with the greatest fighters for India's independence. Therefore, the British Imperialists were allergic to the development of Calcutta. Ultimately they transferred the capital from Calcutta and tried to repress it. As my hon. friend, Shri Bhattacharyya, has pointed out, they were taking some action for the purpose of repressing it further in the event of any upsurge during the Second World War.

The Radcliffe Award has been very unfair to West Bengal. You know, Sir, we have got only one-third of the old Bengal and the result has been, after the terrible persecutions of minorities in East Pakistan, after the collapse of the so-called Liaquat-Nehru Pact, there has been no restoration of conditions of security in East Pakistan. The result has been continuous flow of the persecuted minority from that area and at least 50 lakhs of people have come. A good portion of them have settled in Calcutta and the suburbs. The result has been complete disaster. Unless some planned action is taken, something is done properly, there is a big disaster ahead.

Therefore we are suggesting that Shri Mukerjee is right when he says that the schemes for the development of the Calcutta metropolitan area must be taken up as a priority plan for the Fourth Plan which they are drawing up. Unless that is done, there will be disaster for the city, for West Bengal and also for other contiguous areas, like Bihar, Assam and other industrial areas which are served by this city. I am, therefore, pleading not because I am a Bengali, not because I was connected with that city for a bigger portion of my life, but as an Indian, as a nationalist. It is absolutely paramount that the city should be properly developed and

saved from further disaster and there should be thorough, good planning and it should be put on a proper level.

Sir, unless the water system, the salt lakes around and metropolitan and suburban areas are properly developed, you cannot have proper expansion and resuscitation of the city. That should be organised at a proper level and the Centre should be conscious of its responsibilities for developing that area. I hope that when the Chief Minister says that if you want to save this city of culture, city of education . . .

Shri D. C. Sharma: Ha, ha.

Shri N. C. Chatterjee: I do not know why my hon. friend is saying, "Ha, ha". It is a city of Aurobindo, Rabindranath, Barindra, Ullaskar and Netaji ha". It is a city of Aurobindo, Rabindranath, Barindra, Ullaskar and Netaji, and other great figures.

Shri N. C. Chatterjee: It is perfectly right. That city should be preserved for the good, not merely of Bengal, or for helping the rehabilitation of the unfortunate refugees, but in the larger interest of the whole nation.

Shri Raghunath Singh: Calcutta is also a port. 45% of the export and import trade of the country is being done through the port of Calcutta.

Shri N. C. Chatterjee: Valuable foreign exchange.

Shri D. C. Sharma: I have as many emotional ties with Bengal as any of the Bengalis present here. I do not yield to any Bengali in my admiration for Calcutta and in my solicitude for the welfare of Calcutta. Therefore, nobody should think that I am not conscious of the political debt that all India owes to Calcutta and cannot also forget other good things that have been done by Calcutta.

Of course, I do not agree with my friend, Mr. Guha, that Calcutta is a city of middle class, especially when you see Bara Bazaar, Chowringhee, Park Circle, Cornwallis Street etc. It is a city of the under-privileged. It is a city of a vast number of floating population. It is a city of factory workers who have no shelter over their heads. I was amazed to see that the Communist Member who moved the Resolution had not a word to say about these persons, who are the under-privileged persons in this city.

**Shri Surendranath Dwivedy (Kendrapara):** He left it to you.

**Shri D. C. Sharma:** To fill up their gap. The biggest problem of Calcutta city is its young men. The Bengalis are more prone to education than any other part of the country. Everyone wants to be educated and in Calcutta hostels there is no room for the students. In the schools and colleges there is no room for the students to sit. The problem of Calcutta is the problem of student community and the problem of workers.

I must say that Calcutta is an all-India city. When I went there, I used to live in a dormitory where I had two companions—one came from Andhra and the other was a Bengali. I used to be served tea by an Oriya and the person who cooked my food was a Bihari. I got my all-India outlook from Calcutta and I am grateful to Calcutta.

I want to ask one question and it is this. You are having a Master Plan for Delhi. Why don't you have a Master Plan for Calcutta? Is the City of Calcutta to be neglected like this? You have a phased programme for the development of Delhi. You want to gobble up areas of U.P. and the areas of Punjab for the sake of consolidation of this metropolis. Why are you not thinking in similar terms about Calcutta? Calcutta came first and Delhi came afterwards. It is not Delhi that has given life to Calcutta. So, the first thing should be taken first. Cal-

cutta should be our first priority. I believe Government will be well-advised in having a Master Plan for Calcutta to be executed in ten years. My friends were talking about Ring Railway . . .

**An hon. Member.** Mono-railway.

**Shri D. C. Sharma . . .** and things of that kind. The city of Calcutta is not to be treated so lightly I would like that Calcutta should be taken more seriously . . .

**Shr. Surendranath Dwivedy:** As seriously as you have taken.

**Shri D. C. Sharma:** Its port should be developed. Its commercial aspect should be promoted. Its educational activities should be developed. I feel, Sir, that in the Fourth Five Year Plan we must have a Master Plan for Calcutta which must be executed in ten years. I do not want that more than ten years should be required to develop Calcutta.

My last point is this. I don't want anybody to be blind to the good work that some of the foreigners do, whether they come from Yugoslavia or the U.S.A. or the U.K., or any other country of the world. They give us aid and other types of help without any political strings and I feel that my friend, Mr. Mukerjee, should not always have that phobia . . .

**An hon. Member:** . . .so far as America is concerned.

**Shri D. C. Sharma:** I feel that these persons are doing very good work.

I would like the Calcutta metropolitan project administration, to which Mr. Mukerjee referred, should be strengthened and this should be entrusted with the framing of the Master Plan for the city of Calcutta.

I feel, Sir that unfortunately the West Bengal Government is not giving to this problem as much attention as

[Shri D. C. Sharma]

it should. Mr. Sen might have made that glowing statement and I am very happy that he made that statement. But, I don't think that they are taking into account the needs, the necessities of Calcutta and they are not doing much to improve its social services, its sanitation services or anything of that kind. I strongly urge that a Master Plan should be there for Calcutta in which the Central Government and the State Government should be co-partners.

श्री यशपाल सिंह : उपाध्यक्ष महोदय, माननीय सदस्य श्री ही० ना० मुकर्जी कलकत्ता नगर क्षेत्र का जो विकास सम्बन्धी प्रस्ताव सदन के सामने लाये हैं उसके लिए मैं उन्हें बहुत ही बधाई देता हूँ। वास्तव में वे इसके लिए बड़ा अधिकारी हैं क्योंकि उन्होंने एक बड़ा अच्छा काम किया है जिसका कि महत्व बंगाल के लिए ही न होकर सारे देश के लिए है। वह भूमि जिसने कि श्री रवीन्द्र नाथ टैगोर दिये, नेता जी सुभाष बोस दिये और श्री अरविन्द घोष जैसे महान् नेता दिये उसकी उन्नति करना केवल बंगाल का ही प्रश्न नहीं है बल्कि उसकी उन्नति का सवाल सारे देश का सवाल है। जिस भूमि को नेता जी सुभाष चन्द्र बोस सरीखे देशभक्तों और श्री रवीन्द्रनाथ टैगोर जैसे महापुरुषों की जन्मभूमि होने का सोभाग्य प्राप्त है उसकी उन्नति करना परमावश्यक है और वह सारे भारत का सवाल है।

उपाध्यक्ष महोदय, चूंकि आपने मुझे बोलने के लिए तीन मिनट दिये हैं इसलिए इस तीन मिनट में मैं तीन सुझाव देकर अपनी बात समाप्त कर दूंगा। मेरा पहला सुझाव तो यह है कि गंगा में, जो हुगली है, उसमें वहां कलकत्ता की गन्दगी बहाई जाती है। तीस, बत्तीस लाख आदमियों की यह गन्दगी होती है। वह फलश की सारी गन्दगी इसी नदी में बहाई जाती है और इससे गंगा माता का जो भौतिक गुण है वह नष्ट हो जाता है। इसलिए कानून बना कर इसे रोका जाय और कलकत्ता की ज़रा सी भी गन्दगी चाहे वह किसी भी शक्ल

में क्यों न हो, वह गन्दगी हुगली नदी के अन्दर न पहुंचने दी जाय। हुगली नदी के अन्दर जो गन्दगी जाती है उससे गंगा माता बड़ी मलिन व अपमानित होती है।

दूसरी बात यह है कि कलकत्ते की काली माई जिसके लिए कि मिस मेयो ने अपनी मदर इण्डिया नामक पुस्तक में इतना ज्यादा लिखा है, इस तरीके से बलि के नाम पर बकरों अदि पशुओं का मारा जाना अज के युग में उचित नहीं है। वह एक पुरानी बात थी जोकि समाप्त करना चाहिए। महामा गांधी, दयानन्द महाराज श्री विवेकानन्द जैसे महापुरुष हमारे देश में आ चुके हैं, ऐसी हालत में देवों के सामने वहां बकरे, बकियों का हिंसा करना, उनको मारना यह हमारे हिन्दू धर्म के आदर्शों के खिलाफ है। इसलिए बलकत्ते में इस बात का ध्यान रखा जाय कि काली माई जो कि इस तरीके से संसार भर का पालन करने वाली है उसके नाम पर निरीह पशुओं का खून न बहाया जाय बल्कि उस देवी की पूजा सात्विक तरीके से की जाय जैसा कि हमारे धर्म शास्त्रों में लिखा हुआ है।

मेरा तीसरा सुझाव यह है कि कलकत्ते के अन्दर निरन्तर आबादी बढ़ती जा रही है और इस आबादी के बेतहाशा बढ़ने से हैजा फैलता है। जब भी कोई हैजे का प्रकोप होता है तो वह कलकत्ते से शुरू होता है। इसलिए कलकत्ते में यह कानून बनाया जाय कि जो लोग पहले से रह रहे हैं उन की रिहायश के लिए माकूल व अच्छा इंतजाम हो, कलकत्ता में सफाई का मुनासिब इंतजाम हो और उस की हर तरीके से तरक्की करें। नये मकानात वहां न बनाये जायें। नये आदमियों के लिए अगर मकान बनाने हों तो कलकत्ता के बाहर उस के देहातों में बनायें, बर्दवान की तरफ नये मकान बनाये जायें। बर्दवान शहर की तरफ बहुत सा इलाका आसपास में खाली पड़ा हुआ है जहां कि यह मकानात बनाये जा सकते हैं। बर्दवान शहर

की तरफ नये मकानात व नये आफिसैज ले जाये जाने चाहिए। कलकत्ता जहां कि पहले ही आवादी बहुत घनी है इतने वहां स्लम्स बने हुए हैं, गंदी बस्तियां बनी हुई हैं कि वहां कभी भी हजे का प्रकोप फूट पड़ता है। इसलिए कलकत्ते में सफ़ाई की व्यवस्था करने की बहुत जरूरत है। जिस तरह से दिल्ली में स्वास्थ्य मंत्रालय टाग सफ़ाई आदी और इन गंदी बस्तियों को दूर करने का प्रयत्न होता है उसी तरह वहां कलकत्ते के लिए भी इंतजाम होना चाहिए। बस इन्हीं चंद एक शब्दों के साथ मैं पुनः श्री मुर्जी को यह प्रस्ताव लाने के लिए बधाई देता हूँ और सरकार से यह प्रार्थना करता हूँ कि वे उनके इस प्रस्ताव को अवश्य स्वीकार कर लें। यह बहुत इन्फ्लुएंट रोज़लूशन है।

17 hrs.

श्री रघुनाथ सिंह : उपाध्यक्षा महोदय, चपलकांत बाबू ने रवींद्रनाथ ठाकुर का नाम लिया। श्री एन० सी० चटर्जी ने भी रवींद्रनाथ ठाकुर और अन्य बहुत से लोगों का नाम लिया। मुझ कलकत्ता से इस लिए प्रेम है कि कलकत्ता ही वह स्थान है जहां हिन्दी को हिन्दुस्तान की राष्ट्रभाषा बनाने का विचार सब से पहले उठा। पहले-पहल इस का विचार राजा राममोहन राय ने उठाया और केशवचन्द्र सेन और बंकिमचन्द्र चटर्जी ने उस विचार को अपना समर्थन दिया। ये तीन महान विभूतियां हैं, जिन्होंने सब से पहले वह विचार प्रकट किया कि भारतवर्ष की एक अपनी भाषा को राष्ट्र-भाषा का पद दिया जाये। इस लिए राष्ट्र-भाषा के प्रेमियों के लिए कलकत्ता तीर्थ-स्थान है। उन के लिए कलकत्ता इस लिए तीर्थ-स्थान है कि हिन्दुस्तानियों की कोई अपनी एक भाषा होनी चाहिए, यह विचार-धारा सब से पहले कलकत्ता से शुरू हुई।

श्री ए० का० भट्टाचार्य : देवनागरी लिपि भी कलकत्ता से शुरू हुई थी।

श्री रघुनाथ सिंह : जी हां, देवनागरी लिपि भी वहां से शुरू हुई थी।

आज से सत्तर बरस पहले जब कि सारे हिन्दुस्तान में कोई भी दैनिक पत्र हिन्दी में नहीं था, हिन्दी का सब से पहला दैनिक पत्र, हिन्दी बंगवासी कलकत्ता में शुरू हुआ। उस के पश्चात भारती-त्र और बिबिसित्र नाम के दो और पत्र प्रकाशित होने लगे। 1921 के पश्चात हिन्दुस्तान के दूसरे क्षेत्रों में हिन्दी के दैनिक पत्र निकाले गए, जब कि कलकत्ता में ये तीन हिन्दी दैनिक पत्र चलते रहे।

कलकत्ता इस देश का बैस्ट फ़ारेन एक्सचेंज ग्रनर प्लेस है। अगर किसी स्थान से फ़ारेन एक्सचेंज की सब से ज्यादा आमदनी इस देश को होती है तो वह कलकत्ता है। कलकत्ता की सब से अच्छी बात यह है कि मैं ने वहां पर बिल्कुल प्रान्तीयता नहीं पाई। यद्यपि वह बंगालियों के प्राविस में स्थित है, लेकिन वहां पर जितने इंडस्ट्रीज लगाने वाले या लेवरज हैं, वे ज्यादातर हिन्दी-स्पीकिंग एरिया के लोग हैं। उन के खिलाफ कभी कोई आवाज नहीं उठाई गई है और कोई भी हिन्दी-भाषी वहां जा कर व्यापार कर सकता है। हमारे यहां यू० पी० और बिहार में तो कहावत है कि एक लड़का भाग कर कलकत्ता जाता है और वहां उस को काम मिल जाता है और वह काम करता है। हिन्दुस्तान का 45 परसेंट इम्पोर्ट-एक्सपोर्ट सिर्फ कलकत्ता पोर्ट से होता है। कलकत्ता का सम्बन्ध सिर्फ बंगाल से नहीं है, बल्कि उस का सम्बन्ध आसाम, उड़ीसा, बिहार, यू० पी०, नेपाल, भूटान और बंगाल से है। इन सात क्षेत्रों के साथ कलकत्ता मिला हुआ है। अगर कभी कलकत्ता की पोर्ट में स्ट्राइक हुई तो इन सातों स्थानों पर सामान महंगा हो जाता है। जैसा कि श्री शाह ने कहा है कांडला में फ्री ट्रेड जोन होगा। उसी तरह

[श्री रघुनाथ सिंह]

हलदिया में फ्री ट्रेड जोन होना चाहिए, ताकि कलकत्ता की और व्यापार की तरक्की हो।

इन शब्दों के साथ मैं यह कहना चाहता हूँ कि कलकत्ता सारे हिन्दुस्तानियों का तीर्थ-स्थान है और कलकत्ता की उन्नति करना सारे हिन्दुस्तान की उन्नति करने में योगदान देना है।

**Shrimati Lakshmikanthamma:** I support my hon. friend Shri H. N. Mukerjee's resolution that priority should be given in the Fourth Plan for the development of the Calcutta metropolitan city. We had recently an opportunity to go to Calcutta on our way to Durgapur. Even at that time, this idea came into my mind that first priority should be given to the development of Calcutta. I learn that the population of Calcutta is about 80 lakhs, the largest in any city in this country. Out of these 80 lakhs 20 lakhs constitute floating population.

The need for detailed plans and schemes for socio-economic and other development has already been referred to by other hon. Members, and so I would not dilate on them. But I would only point out that Bengal is the pride of everyone of us in this country. Especially the women of this country cannot forget Raja Ram Mohun Roy and the revolutionary reform that he had brought forward for the enactment of legislation for abolition of sati. We cannot also forget Tagore's Gitanjali or the revolution in the field of science which Jagdish Chandra Bose had brought about. We cannot forget Shrimati Sarojini Naidu, the gem that had been given to us, who led the salt satyagraha after Gandhiji. We cannot forget Ramakrishna Paramahansa with his childlike simplicity. We cannot forget Swami Vivekananda and his Chicago lectures. I do not think that any great man of Bengal ever behaved in any provincial spirit. On the contrary, the contributions of all

the great men from Bengal have been towards the progress and cultural and spiritual greatness of this country. I do not forget also our own friend Shri H. N. Mukerjee himself. I can categorise him also among those great people; he had to face constant trouble and turmoil and difficulties in his own party at one time, but he has emerged out of them now and he has taken the correct stand. We are proud also of his erudite scholarship.

The problems in regard to health, water etc. faced by the people in those areas have been pointed out already by the Members hailing from those areas. They know the difficulties and they understand the difficulty of the people in those areas much better than others. But we should not consider those things as arising out of any sense of local patriotism or anything of that sort. The problem of Calcutta is the problem of the entire country.

Therefore, I support the resolution that priority should be given for the development of the Calcutta metropolitan area.

**श्री बाल्मीकी :** उपाध्यक्ष महोदय, मैं श्री हीरेन मुकर्जी के इस संकल्प का पूर्णतया समर्थन करता हूँ। हमारे देश पर बंगाल का जो प्रभाव है, उसको भुलाया नहीं जा सकता है। "सोनार बंगला देश"—बंगाल की भूमि को स्वर्ण भूमि कहा गया है और हमारे देश के साहित्य, कला और संस्कृति पर उसका एक बड़ा व्यापक प्रभाव है। वहाँ की लिरिकल पोयम्ज़, लालित्यपूर्ण कवितायें, ऐसी हैं, जो मनुष्य में जीवन फूँकती हैं। श्री रामकृष्ण परमहंस, स्वामी विवेकानंद, कवीन्द्र रवीन्द्रनाथ ठाकुर, सुभाषचन्द्र बोस आदि जिन अनेक महापुरुषों ने इस देश के राष्ट्रीय जीवन पर अपना प्रभाव डाला है, वे बंगाल से अद्भुत हैं। लेकिन मैंने स्वयं बंगाल में देखा है कि वहाँ पर बेकारी और गरीबी दिखाई देती है, और कोई विशेष उन्नति नहीं झलकती है।

जहां तक कलकत्ता का सम्बन्ध है, वह एक पुरानी सभ्यता, संस्कृति और व्यापार व शिक्षा का एक ऐसा नगर है, जिसमें विकास और प्रगति दृष्टि गोचर होनी चाहिए। लेकिन यह दुख की बात है कि तीन पंच-वर्षीय योजनाओं के पश्चात भी उस नगर में किसी भी प्रकार का विकास और उन्नति का कार्य नजर नहीं आता है, जिससे वह नगर शुद्ध, स्वच्छ और सुसंस्कृत दिखाई दे सके। पिछले बीस वर्षों में जब भी मुझे कलकत्ता जाने का अवसर मिला है, मैंने देखा है कि वहां पर कोई आशाजनक उन्नति दिखाई नहीं देती है। पश्चिमी बंगाल सरकार और कलकत्ता नगर-निगम की भी इस ओर कोई व्यापक दृष्टि नहीं है, बल्कि एक संकुचित भावना है। उस नगर की समस्याओं को इस दृष्टि से नहीं देखना चाहिए कि वहां पर मजदूर और घनपति या व्यापारी बाहर से आते हैं, बल्कि देश में उसको एक विशेष स्थान की दृष्टि से देखना चाहिए। भारत सरकार का भी यह उत्तरदायित्व है।

सबसे पहले वहां पर परिवहन और भीड़-भाड़ की समस्या की ओर ध्यान देना चाहिए। उस समस्या को हल करने के लिए सर्कुलर रेलवे या जमीन के नीचे की रेलवे की बात समझ में आती है।

उस नगर में सफाई बिल्कुल नहीं है। वहां की सफाई या मल-निष्कासन की व्यवस्था में सुधार को उस दृष्टि से नहीं देखना चाहिए, जिस तरह से विदेशी देखते हैं। उसको कैलिफोर्निया, वाशिंगटन या इंग्लैंड की दृष्टि से नहीं देखा जा सकता है, बल्कि इस देश की दृष्टि से देखा जाना चाहिए। स्कैर्वीजिंग कन्डीशनिंग एन्क्वायरी कमेटी, मलकानी कमेटी का सदस्य होने के नाते मैंने देखा है कि कलकत्ता में सफाई की ओर कोई ध्यान नहीं दिया जाता है। वहां पर मल-निष्कासन और सफाई-व्यवस्था के प्रति अत्यन्त उदासीनता बरती जाती है।

यहां नहीं, हरिजनों, भंगियों आदि सफाई-पेशा भाइयों की बस्तियों की ओर भी कोई ध्यान नहीं दिया गया है, जब कि यहां से दो करोड़ रुपये की राशि गन्दी बस्तियों के सुधार के लिए दी गई है। इस सम्बन्ध में कोई व्यापक कार्यक्रम नहीं बनाया गया है और वह कार्य आगे नहीं चला है। इन समस्याओं के प्रति नगर निगम में बड़ी उदासीनता है। मुझे प्रसन्नता है कि अब कलकत्ता में चुना हुआ नगर निगम आया है और मुझे आशा है कि वह इन समस्याओं की ओर विशेष ध्यान देगा।

आज भी कलकत्ता में सिव्ज की समस्या बड़ी विकट है। वहां पर जो सविस लैट्रिन्ज और ड्रेन्स हैं, वे बहुत ही डिफेक्टिव हैं, लेकिन सुधार की दृष्टि से उनकी ओर कोई ध्यान नहीं दिया गया है।

मलकानी कमेटी के सुझावों के आधारे पर एक व्यापक प्रोग्राम बनाया जाना चाहिये और उसको वहां पर लागू किया जाना चाहिये। वहां पर जो सफाई की पद्धति है, वहां पर चारों तरफ जो कूड़ा-करकट, कूड़ा-करकट ही नजर आता है, गंदगी ही गंदगी नजर आती है, उसको दूर करने के लिए क्रियात्मक कदम उठाये जाने चाहियें। चारों तरफ जो शैथिल्य नजर आता है उस जीवन के अन्दर, उसको दूर किया जाना चाहिये। वहां पर निर्माण कार्य को हाथ में लेने के साथ साथ, नदी को जो गंदा किया जाता है, भागीरथी के अन्दर जो टट्टी और पेशाब या खून जा कर मिल जाता है, वह न मिल सके, इसकी भी उचित व्यवस्था की जानी चाहिये। दूसरे देशों के अन्दर नदियों को स्वच्छ रखने के लिए बड़े बड़े आयुगों की स्थापना की जाती है, बड़ी बड़ी योजनायें बनाई जाती हैं, लेकिन हमारे देश के अन्दर नदियों को खराब होने से भी नहीं रोका जाता है। यह बहुत ही शोचनीय अवस्था है। वहां पर कोई इस तरह के कार्यक्रम हाथ में लिये नहीं गये हैं और

[श्री बाल्मीकी]

शहर को स्वच्छ बनाने के प्रयत्न किये नहीं गये हैं। मुझे पूरी आशा है कि कलकत्ता के विकास के लिए, उसके निर्माण के लिए, वहां मल पद्वति का सुधार करने के लिए, मल निष्कासन में सुधार लाने के लिए वहां के जीवन में सुधार लाने के लिए आवश्यक कदम उठाये जायेंगे और उसको एक ऐसा स्वच्छ और साफ नगर बना दिया जाएगा कि जिसकी मिसाल हमारे देश में और संसार में कहीं नहीं मिल सकेगी।

ये जो सुझाव मैंने दिये हैं इनकी ओर विशेष ध्यान दिया जाए, यही मेरी आपसे प्रार्थना है।

**Shri B. E. Bhagat:** Mr. Deputy-Speaker, hon. Members who have participated in this resolution have naturally highlighted the difficult problems that face Calcutta. I share their anxiety about those problems.

The importance of Calcutta is also obvious. Calcutta in many ways occupies a very unique position in our economic, commercial and cultural life, particularly in the eastern area. Coming from the area, I emotionally share the feelings about Calcutta. But it is a well-recognised fact that through a rather unfortunate coincidence of circumstances all the problems or rather the difficulties of urban life have accumulated in a manner and in an area, the like of which is not available in any other city in the world. Probably Calcutta can be compared in the size of its problems or difficulties to a city like Tokyo. Or there may be larger cities like New York or London. But there the problem has been tackled through a phased programme. So the position that obtains in Calcutta is not only very difficult and complex, but its difficulties and problems are of such dimensions that they have to be tackled on a big scale.

**Mr. Deputy-Speaker:** The hon. Minister will just wait. The Home Minister wants to make a statement.

**Shri Warrior:** About what?

**The Minister of Home Affairs (Shri Nanda):** On the situation in the Kutch border area.

17:13 hrs.

STATEMENT RE: ATTACK ON POLICE POST IN KUTCH BORDER BY PAKISTAN FORCES

**The Minister of Home Affairs (Shri Nanda):** We have received information that in the early hours of the morning today, one of our border police posts was attacked by Pakistan forces in the Kanjarkot area in which, as the House has been informed, Pakistan has made illegal intrusions and set up two standing posts. Our border police fired in self-defence. There have been casualties on both sides, details of which are awaited.

The Pakistan authorities at the local level this afternoon asked for a meeting between the Indus Rangers and Rajkot Rangers at commandants' level. We have agreed to a meeting if there is cessation of firing by Pakistan. We have instructed the authorities concerned to accept the proposal and to ask for an immediate cease-fire and a meeting between the Commandants of Indus Rangers and the DSP, Rajkot Rangers. This proposal by Pakistan, I may add, is different from the proposal for a DG-DIG level meeting between the West Pakistan Rangers and Rajkot Rangers which we had made on the 3rd March, and to which Pakistan has not yet responded.

We shall keep the House informed of further developments. We are taking every possible step to meet the situation.