

Bill, 1962, passed by the Houses of Parliament during the current Session and assented to by the President since a report was last made to the House on the 18th April, 1962.

12.02½ hrs.

STATEMENT RE: HOOGHLY
PILOTS

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): A few days ago the representatives of the Hooghly Pilots asked for permission to see me in Delhi. They arrived in Delhi four days ago and have seen me more than once. The Minister of Transport & Communications also granted them an interview on 19-5-62.

As the House is aware, the two basic demands of the Hooghly Pilots have been:—

- (i) that an assurance stated to have been given by the Chairman of the Calcutta Port Commissioners in 1948 during the course of some informal discussions with their representatives regarding differentials in pay vis-a-vis the other services should be implemented forthwith; and/or
- (ii) that the service as a whole should be transferred to the direct control of the Central Government.

I made it clear to the representatives that, for a variety of reasons, neither of these was acceptable to the Calcutta Port Commissioners or Government.

After discussion, the representatives of the Pilots accepted the position that it was not feasible to implement either of the two demands. They also recognised the serious consequences to the port and the country arising from the stoppage of pilotage work by them. Accordingly, they have decided to return to their work forthwith. As the

Pilots have now realised that the extreme step they took was in nobody's interest, Government trust that the Calcutta Port Commissioners will take a considerate and lenient view in the departmental proceedings which they have initiated against the pilots.

In order to secure proper co-ordination and happier relations amongst the various marine services in the Port of Calcutta and to promote greater efficiency all round, Government propose, in consultation with the Calcutta Port Commissioners, to examine the question of re-organisation of the marine services in the Port. In the meanwhile, the Pilot service will be directly administered by the Chairman, Calcutta Port Commissioners, as a temporary measure. Before concluding my statement, I wish to express Government's appreciation of the valuable services of those officers of the Hooghly Pilot Service who carried out their duties with devotion under very difficult and trying conditions during the past twenty days. I would also like to express Government's appreciation of the contribution made during this period by each and every one of the other members of the ad hoc pilotage unit set up by the Port Commissioners, particularly the officers of the Indian Navy and the Dredger and Despatch Service of the Commissioners. We are also grateful to Shipping Companies for their cooperation and for offering the services of some of their Marine Officers to assist the Port Commissioners during the period of emergency.

12.05 hrs.

ELECTION TO COMMITTEE

COIR BOARD

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): I beg to move:

"That in pursuance of sub-rule (1) (e) of Rule 4 of the Coir In-

[Shri Manubhai Shah]

dustry Rules, 1954, as amended by S.R.O. No. 3983, dated the 12th December, 1957, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Coir Board for a term to be specified by the Central Government."

Mr. Speaker: The question is:

"That in pursuance of sub-rule (1) (e) of Rule 4 of the Coir Industry Rules, 1954, as amended by S.R.O. No. 3983, dated the 12th December, 1957, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Coir Board for a term to be specified by the Central Government."

The motion was adopted.

12.06 hrs.

DEMANDS* FOR GRANTS—contd.

MINISTRY OF IRRIGATION AND POWER

Mr. Speaker: The House will now take up further discussion and voting on the Demands for Grants under the control of the Ministry of Irrigation and Power and also further discussion on cut motions moved on the 18th May, 1962.

The Minister of State would intervene just now and the Minister would reply at the end. Both of them would take about 1 hour between themselves. The time left is 2 hours and 29 minutes. I hope hon. Members will try to condense their remarks in as short a time as possible, so that a large number can be accommodated within the available time.

The Minister of State in the Ministry of Irrigation and Power (Shri Ala-

gesan): Mr. Speaker, Sir, at the outset, I would like to thank hon. Members who have provided such a lively, useful and interesting debate on the subjects that fall under the Ministry of Irrigation and Power. I am aware that many more hon. Members are desirous of speaking and I feel rather guilty that it is not possible to give more time to them. I cannot presume to know more than the hon. Members who have participated and who are going to participate in this debate, regarding the subjects under the Ministry, because I have been here barely for two weeks and certainly hon. Members who have given their thought and study to the subjects ought to know much more.

Even so, I should like to say that my association with this Ministry, which was then called the Works, Mines and Power Ministry, began soon after independence. In those days, we had standing committees and I was attached to that Ministry as a member of the standing committee. I recall that association with a certain amount of happiness, not in a personal sense, but because that was an association with the early vision that India had at the dawn of her independence.

When India became independent, it was the rivers that she looked to. Rivers of the world have exercised a great fascination over mankind. They have influenced the course of history and the growth of civilisation; they have had a powerful influence on the human mind. The great rivers of the world are so many institutions, undying institutions, and they are much more so in India. They have a personality of their own. They form part of a nation's way of life and thinking. So, the thought of these mighty rivers of India that flow from the Himalayas, the Western Ghats and the central Indian regions came, before us and what we could do with them. The mighty river valley projects—the Bhakra Nangal, the Damodar Valley

*Moved with the recommendation of the President.