

The Deputy Minister of Railways and Transport (Shri Alagesan): Sir, press reports were quoted copiously and referred to in this connection. These reports themselves have pointed out that communications have broken down and it is very difficult to get all the information. We have got some information from the Southern Railway. We are not in receipt of full information. As soon as full information is received we shall place it before the House.

Mr. Deputy-Speaker: Now we have heard this matter sufficiently. Extracts have been read out from the newspapers, which give sufficient accounts of the damages done. Government is fully aware of the seriousness of the situation and as the Ministers have assured they are taking steps to gather information and sending such relief as might be necessary. I would request the hon. Minister to make a joint statement relating to all the three Ministries and Government as a whole, indicating what relief measures are being taken by the Central Government and what help they are giving to the Provincial Government, where they are not in a position to afford relief themselves.

Dr. Krishnaswami (Kancheepuram): When can we expect that statement, Sir?

Mr. Deputy-Speaker: During the course of next week. It should be as early as possible, say by Tuesday. So, this matter will stand over till Tuesday.

PAPERS LAID ON THE TABLE

BALANCE SHEET ETC. OF THE DELHI ROAD TRANSPORT AUTHORITY FOR 1950-51

Mr. Deputy-Speaker: Shri Lal Bahadur Shastri.

The Deputy Minister of Railways and Transport (Shri Alagesan): I beg to lay on the Table.....

Shri V. P. Nayar (Chirayinkil): On a point of order, Sir, it is not Shri Lal Bahadur Shastri who is "laying it on the Table". You have several times ruled that in such cases Ministers should say: "On behalf of so and so, I lay on the Table of the House."

Mr. Deputy-Speaker: I have already been informed that Shri Alagesan will lay the papers on the Table on behalf of Shri Shastri. It is enough if I am informed.

Shri Alagesan: I beg to lay on the Table a copy each of the following

papers under sub-section (3) of Section 38 of the Delhi Road Transport Authority Act, 1950:

(i) Balance Sheet of the Delhi Road Transport Authority for the year 1950-51 together with details of its capital,

(ii) Profit and Loss Account of the Delhi Road Transport Authority for the year 1950-51.

(iii) Financial Review by the General Manager, Delhi Transport Service on the accounts for the year 1950-51, and

(iv) Audit Report on the Annual Accounts of the Delhi Road Transport Authority for the year 1950-51 together with the reply of the General Manager, Delhi Transport Service and the Supplementary Report of the Accountant General, Food, Rehabilitation and Supply. [Placed in Library. See No. P-85/52.]

INFLUX FROM PAKISTAN (CONTROL) REPEALING BILL —Concid.

Mr. Deputy-Speaker: The House will proceed with the further consideration of the following motion moved by Shri J. K. Bhonsle:

"That the Bill to provide for the Repeal of the Influx from Pakistan (Control) Act, 1949, be taken into consideration."

Shri Sarangadhar Das (Dhenkanal—West Cuttack): Sir, yesterday when the House adjourned, I was speaking of the feeling of people in Bengal with regard to the influx of refugees from East Bengal to areas in and near about Calcutta. A great majority of the Members of this House know that I come from Orissa. I am not a Bengalee, but I have had intimate associations with Bengal since my childhood. So, I have friends in Bengal while coming and going. I get information from people in Calcutta both West Bengal people as well as East Bengal refugees.

In the matter of refugee problem, the feeling is that the Government of India and the Members of this House are not at all serious and that Bengal is being neglected. Bengal was almost the birth-place of Indian nationalism—I say almost, because there was some movement in Manarashtra also. But it is the cradle of nationalism and the fact that we Indians of this generation are forgetting Bengal and particularly the people of East Bengal who were in the vanguard of the fight for freedom, is very much resented and even I, although I am not guilty of that charge, am criticised by my friends.