

[**Shri Jawaharlal Nehru**]

is what we have found about the previous days; this happens almost daily, but as regards the last two days, if you will permit, we shall get the facts and place\* them before the House.

**DELIMITATION COMMISSION (AMENDMENT) BILL**

**The Minister in the Ministry of Law (Shri Pataskar):** I beg to move for leave to introduce a Bill further to amend the Delimitation Commission Act, 1952.

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

"That leave be granted to introduce a Bill further to amend the Delimitation Commission Act, 1952."

The motion was adopted.

**Shri Pataskar:** I introduced the Bill.

**RESOLUTION RE. REPORT OF RAILWAY CONVENTION COMMITTEE—contd.**

**Mr. Speaker:** The House will now resume further discussion on the Resolution re: recommendations of the Railway Convention Committee, 1954, moved by the Minister of Railways on the 15th December 1954. Of the 6 hours allotted for this Resolution, 4 hours and 35 minutes have already been availed of yesterday and 1 hour and 25 minutes now remain. This means that this Resolution will be disposed of by about 1.30 or 1.35 p.m.

Thereafter, the House will take up Supplementary Demands for Grants including the Appropriation Bill for which 5 hours have been allotted.

According to our usual convention, the voting on the Resolution will take place at 2.30 p.m.

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

**Shri Velayudhan** (Quilon cum Malakkara-Reserved—Sch. Castes): Yesterday I had just begun to speak on the Resolution on the recommendations of the Convention Committee and than the House rose for the day.

You, Sir, being the Chairman of the Railway Convention Committee, know very well that the separation of railway finance from general finance began in 1924. After the 1924 convention, it was a feature every five years to decide how the finances between the railways and the general revenues should be adjusted. I went through the report carefully and I was sorry to find that even though the Report gave certain information, the House was not given the benefit of taking into account the various memorandum and reviews submitted both by the Financial Commissioner of Railways and the Railway Board. If these reports, which were submitted periodically to the Convention Committee, had been before the Members, we should have been able to assess the various implications that were responsible for the Convention Committee arriving at certain conclusions.

Looking into the antecedents regarding separation of railway finance from general finance, there might have been a justification at that time for a division between the two, but later on this convention has continued and it is even now being continued. I thought that a revolutionary change would be suggested by the Committee, even though it sat for only some time. I must tell you that it is my firm belief that railway finance and general finance should be integrated as soon as possible. As I said yesterday, I remember that in 1950 when we had a discussion on the railway budget I had occasion to suggest the same thing, that the railway finance or the railway department, unlike as is being administered today, should be integrated with general finance as a whole. The separation, which is still conti-

\*Laid on the Table in reply to Short Notice question No. 10, dated the 24th December, 1954, See Part I of Debates—Col. Nos. 1966 to 1969.