

[Shri T. T. Krishnamachari]

hon. friends Dr. Lanka Sundaram and Mr. Anandan Nambiar that this is a matter which is engaging the attention of Government constantly and if preference in any particular item or series of items operates against the interests of the country, we shall terminate the agreement. I can give no further assurance at this stage, except to say that we have not lost sight of this question.

I think I have dealt with most of the objections raised. I would once again express my gratitude to hon. Members for the very kind reception they have given to my Bill and I hope they will accept the motion for consideration.

12 NOON

Mr. Chairman: The question is:

"That the Bill further to amend the Indian Tariff Act, 1934, be taken into consideration."

The motion was adopted.

Mr. Chairman: As regards the amendments, I am afraid all the amendments are out of order. Under the Constitution no measure can be introduced or an amendment tabled or moved, which seeks to impose additional duty or impose increased taxation, except with the sanction of the President.

Shri Gurupadaswamy: My amendment only seeks to extend the period of protection.

Shri T. T. Krishnamachari: I have assured the hon. Member that the matter is now being referred again in a formal manner to the Tariff Commission and the Government will certainly do what it can. This provision in this Bill is only temporary and we have not lost sight of the matter. Perhaps additional protection may be recommended by the Tariff Commission. There is no need for him to press this. Having tabled an amendment and expressed his views and the desire of Mysore, he can now leave it to the Tariff Commission.

Clauses 1 and 2 were added to the Bill.

The Title and the Enacting Formula were added to the Bill.

Shri T. T. Krishnamachari: I beg to move:

"That the Bill be passed."

Mr. Chairman: The question is:
"That the Bill be passed."

The motion was adopted.

CALCUTTA PORT (AMENDMENT) BILL

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to move:

"That the Bill further to amend the Calcutta Port Act, 1890, be taken into consideration."

This is only a consequential amendment because owing to the regrouping of the Railways, the names of the Railways have changed. The E.I.R. and B.N.R. and certain portions of other Railways have been regrouped under the names of the Eastern Railway and the North-Eastern Railway. Instead of the General Manager of E.I.R. and B.N.R. other officers who are now concerned, the General Manager of the Eastern Railway and the Director of the Railway Board at Calcutta, will represent the Railways on the Calcutta Port Commission. The Bill is a non-controversial one and I have therefore nothing more to add.

Mr. Chairman: Motion moved:

"That the Bill further to amend the Calcutta Port Act, 1890, be taken into consideration."

Shri A. C. Guha (Santipur): The hon. Minister has said that this Bill is in consequence of the changes recently effected as regards Railway administration. I think the last word in that matter has not been said. I do not, at this stage, like to enter into long arguments, but I would only like to remind the hon. Minister that there has been deep resentment in Bengal and as representatives of our constituency, I think, it is our bounden duty to express that feeling, which prevails throughout the province, to this Government and to this House. I wish the hon. Minister were present in Calcutta on the 7th May when the hartal was observed with unique success. It was not organised by any political party—the Congress, you can understand, cannot be behind it; the Communist Party was not behind it—rather it opposed the.....

Mr. Chairman: I am afraid the hon. Member is trying to enlarge the scope of the Bill.

Shri A. C. Guha: I will finish in five minutes, Sir.

Mr. Chairman: It is not a question of time but of substance. My point is that this is a consequential amendment in view of the fact that regrouping came into operation on the 14th April, 1952. It is a settled fact. It may be unsettled, but so long as the regrouping stands the General Manager of the East Indian Railway no longer exists. Under the Act, as it stands, the General Manager of the East Indian Railway is there as an ex-officio member. We have now, therefore, to find a substitute. Otherwise, the Calcutta Port Trust will go without the representation of the Railways. If in regard to the other matter the hon. the Railway Minister agrees that the whole matter of regrouping should be reviewed or rescinded or the old *status quo* should be restored, this will also be amended. This is only to prevent a lacuna or to bring it into line with the arrangements that have already taken place. I therefore, feel that any reference or any discussion relating to the regrouping—whether it is desirable or not desirable, whether it should be restored or annulled—is not quite in order so far as this matter is concerned.

Shri A. C. Guha: I do not like to enter into the desirability or utility of the regrouping. My submission is that the subject-matter may still be open to discussion. Pending that, there is no urgency. I think; and even now there is a lacuna in the formation of the Calcutta Port Trust. So my submission is that this lacuna might continue for another fortnight or something like that. And I understand that the Chief Minister of Bengal is also coming to Delhi. He may have occasion to discuss that matter with the hon. Railway Minister. So, if it is possible for the hon. Minister to postpone the discussion of this Bill for a few days, two weeks or something like that, we shall be grateful.

Shri L. B. Shastri: The representation of the Railways on the Calcutta Port Commission is really urgent and I am sorry it cannot be postponed. But of course I can assure the House that if there is any change in the scheme of regrouping, well, this Bill can be easily amended and there will be no special difficulty.

Mr. Chairman: The question is:

"That the Bill further to amend the Calcutta Port Act, 1890, be taken into consideration."

The motion was adopted.

Clauses 1 and 2 were added to the Bill.

The Title and the Enacting Formula were added to the Bill.

Shri L. B. Shastri: I beg to move:

"That the Bill be passed."

Mr. Chairman: The question is:

Shri Nambiar (Mayuram): May I make a submission about the hurry with which you are rushing through, even the third reading of the Bill? I have a suggestion to make, that the last reading may be postponed till the regrouping is finally decided at the end of the Railway Budget discussion. Why should everything be finished.....

Mr. Chairman: Order. Order. The hon. Member will kindly weigh his words before uttering them. I am not rushing through any Bill. When hon. Members feel that there is no amendment necessary and when the suggestion that has already been made that this may be allowed to stand over has not been accepted, shall I be sitting here idle, asking hon. Members also to sit idle? The hon. Member has no right to say that I am rushing through the Bill. It is open to hon. Members to table one hundred amendments. I am prepared to sit and ask the House to sit and consider them. But there are no amendments tabled. The only suggestion that was made has been sufficiently answered by the hon. Minister. What more has to be done in this matter? Therefore, hon. Members will kindly weigh their words before they make any suggestions. Even in the third reading, if any hon. Member had wanted to make any submissions I would have allowed him to do so. But no one rose. This is not the way to instruct the Speaker regarding the manner in which he should conduct the proceedings of the House.

So far as this matter is concerned, it has already been disposed of.

Shri Nambiar: I only wanted to make a submission. I did not say that the Chair was rushing through it. It is the hon. Minister who is rushing it.

An Hon. Member: He has made amends.

Shri Nambiar: That is the point I wanted to make.

Mr. Chairman: Very well. The question is:

"That the Bill be passed."

The motion was adopted.