

[Shri Satya Narayan Sinha]

from among their number to be members of the Committee on Estimates for the financial year 1952-53."

Mr. Speaker: The question is:

"That the Members of this House do proceed to elect, in the manner required by sub-rule (2) of rule 198 of the Rules of Procedure and Conduct of Business in the House of the People, twenty-five Members from among their number to be members of the Committee on Estimates for the financial year 1952-53."

The motion was adopted.

PUBLIC ACCOUNTS COMMITTEE

Shri Satya Narayan Sinha: I beg to move:

"That the Members of this House do proceed to elect, in the manner required by sub-rule (2) of rule 196 of the Rules of Procedure and Conduct of Business in the House of the People, fifteen Members from among their number to serve on the Committee on Public Accounts for the financial year 1952-53."

Mr. Speaker: The question is:

"That the Members of this House do proceed to elect, in the manner required by sub-rule (2) of rule 196 of the Rules of Procedure and Conduct of Business in the House of the People, fifteen Members from among their number to serve on the Committee on Public Accounts for the financial year 1952-53."

The motion was adopted.

Mr. Speaker: I have to inform hon. Members that the following dates have been fixed for receiving nominations and holding elections, if necessary, in connection with the following Committees:

Date for nomination	Date for election
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|-----------------------------------|---------|---------|
| (1) The Estimates Committee | 26-6-52 | 30-6-52 |
| (2) The Public Accounts Committee | 26-6-52 | 30-6-52 |

The nominations for these Committees will be received in the Parliamentary Notice Office upto 12 Noon on the date mentioned for the purpose—

namely the 26th. The elections, which will be conducted by means of the single transferable vote, will be held in the Deputy Secretary's Room (No. 21) in the Parliament House between the hours 10-30 A.M. and 1 P.M.

GENERAL BUDGET—DEMANDS FOR GRANTS

DEMAND No. 5—MINISTRY OF COMMUNICATIONS

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 6,95,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Ministry of Communications'."

DEMAND No. 6—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 28,84,19,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Indian Posts and Telegraphs Department (Including Working Expenses)'."

DEMAND No. 7—METEOROLOGY

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 81,00,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending, the 31st day of March 1953, in respect of 'Meteorology'."

DEMAND No. 8—OVERSEAS COMMUNICATION SERVICE

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 54,40,000 be granted to the President, out of the Consolidated

Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Overseas Communication Service'."

DEMAND NO. 9—AVIATION

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 1,89,30,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Aviation'."

DEMAND NO. 10—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF COMMUNICATIONS

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 3,64,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Miscellaneous Expenditure under the Ministry of Communications'."

DEMAND NO. 105—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 6,43,12,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'."

DEMAND NO. 106—CAPITAL OUTLAY ON CIVIL AVIATION

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 1,27,75,000 be granted to the President, out of the Consolidated Fund of India, to complete the

sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND NO. 107—OTHER CAPITAL OUTLAY OF THE MINISTRY OF COMMUNICATIONS

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 35,34,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Other Capital Outlay of the Ministry of Communications'."

Efficiency

Shri S. S. More (Sholapur): I beg to move:

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

Economy and Retrenchment

Shri S. S. More: I beg to move:

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

Grievances of Postal employees

Shri K. Subrahmanyam (Vizianagaram): I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Salaries for strike period in 1948

Shri K. Subrahmanyam: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Censorship of Letters

Shri R. N. S. Deo (Kalaandi-Bolangir): I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Village Post Offices

Shri S. S. More: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Payment of dearness allowance to staff in accordance with Central Pay Commission's recommendations

Shri Vittal Rao (Khammam): I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Fiscal Policy

Shri Vittal Rao: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Work-load on the Staff

Shri Vittal Rao: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Meteorological Information to rural folk

Shri B. S. Murthy (Eluru): I beg to move:

"That the demand under the head 'meteorology' be reduced by Rs. 100."

Frequent Air Accidents

Shri K. Subrahmanyam: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Policy

Shri Ramji Verma (Deoria Distt.—East): I beg to move:

"That the demand under the head 'Capital Outlay on Indian posts and Telegraphs (not met from Revenue)' be reduced by Rs. 100."

Village Post Offices in Orissa

Dr. Natabar Pandey (Sambalpur): I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Grievances of lower grade employees

Dr. Natabar Pandey: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Censoring of letters and telegrams

Dr. Natabar Pandey: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Facilities on Sundays

Shri Pocker Saheb (Malappuram): I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Money Order Commission

Shri Pocker Saheb: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Post Offices and Savings Banks in rural areas

Shri Waghmare (Parbhani): I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Mis-management of Post Offices in Marathwada, Hyderabad, due to inefficient Staff

Shri Waghmare: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Air Service to Malabar

Shri Pocker Saheb: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Policy and Direction

Shri Jaipal Singh (Ranchi West—Reserved—Sch. Tribes): I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Mr. Speaker: We will now proceed with the discussion. All these cut motions are before the House.

Shri Jaipal Singh: Because of the severely limited time at my disposal, I propose to go straight to the criticisms and suggestions I have to offer in connection with the Ministry of Communications. Sir, you know well that in the past I have been a very very bitter critic of 'non-technical direction' in Civil Aviation in this country and in the past I have pointed out how we were steadily going down hill. We inherited a wonderful record at the time of Independence but since

then our Civil Aviation position has deteriorated and today, we hear of accidents, accidents and more accidents. We were only a few years ago in a very enviable position. We had, for example, one year when there was no accident at all. Look at the position this year. Within the first four months there were three major accidents. In reply to one of the questions the hon. Minister said that accidents happened in every country. That was the kind of reply that is given when questions are put to the Treasury Benches to explain why we are now facing a series of disasters, whereas previously accidents and disasters were few and far between. In the past, I have pointed out the reasons why we have been deteriorating in our Civil Aviation records. I have pointed out that it is due to non-technical direction. The hon. Minister himself admitted that there was non-technical direction. But he did nothing at all to see that this cause was removed. I find today that Civil Aviation, a highly technical subject, is still in the hands of dangerous people, people who are responsible, I regret I have to use strong language, who have indulged in an amount of increasing sadism and a massacre, almost. Sir, do you have to have accidents in order that the Treasury Benches have to be brought to their senses? Will it be only accidents that will make the Government realize the patent fact that the disasters can be prevented? I do not for one moment say that there would be no air accidents, but when we see that these air accidents obviously are due to bad direction, to non-technical direction, surely it is the duty of Government to protect the passengers who have to fly. In England there is a saying that unless a bishop is killed in a railway accident, nothing gets done. I suppose here in this country till some Minister is killed in an air accident, I do not suppose the Treasury Benches will come to their senses. Not only in regard to commercial flying but everywhere in Civil Aviation, I find that there has been lax control and the discipline that we had before has gone. In the Flying Clubs I find there was a time when the trainees who used to be turned out by the Clubs had a very good record. Today if you go through the statistics of the accidents you will find that we have a series of accidents because the control is faulty. I ask my hon. friends there to explain to the House what they are doing to remedy matters. Only early this year there was a question asked whether there was a Director of Training. The reply given was 'Yes'. I plead to you to protect this House when Ministers deliberately give wrong re-

plies. I know it for a fact that two years have elapsed and there is no Director of Training. Can the hon. Minister tell the name of the Director of Training unless it be that there is a Deputy Director of Training who may be officiating now? I asked a direct question, 'Is there a Director of Training?' And I was told, 'Yes'. So far as I know—I think my information is correct—that vacancy is still there. I think the Treasury Benches owe it to the hon. Members of this House that the information given is the correct one. If there is no Director of Training, what can be the position of training in this country? The answer is obvious. About the non-technical direction, I have said enough in the past; I do not want to say anything more. I accuse the Ministry of Communications of being heartless, of being defiant and of being responsible for the series of accidents that have taken place in this country. They alone are responsible.

Having said that, I would like to express my regret that in the redistribution of portfolios Civil Aviation has not been assigned to the Ministry of Defence. I had hoped that with the transfer of the Hindustan Aircraft Factory to the Ministry of Defence, Civil Aviation as such would have been taken away from the Ministry of Communications and handed over to the Ministry of Defence, its logical department. That has not been done.

Shri B. Das (Jajpur-Keonjhar): How will it remain civil then?

Shri Jaipal Singh: The Father of the House Mr. B. Das is asking how it could be done. I am surprised that he should ask such a question. In the Ministry of Defence, there is such a department called the Civilian Section. It can go to that. There is before this House the Indian Air Force Reserve Bill. That in itself is argument enough that Civil Aviation should be handed over to the Ministry of Defence. The reason why I think Civil Aviation Department must go to the Ministry of Defence is that at the present moment, there is a tug of war between the Ministry of Communications and the Ministry of Defence and this tug of war is detrimental to the best interests of the country. It is an open secret that the Civil Aviation Directorate has been a nuisance to the Ministry of Defence in regard to the problem of aerodromes: I need not mention which aerodromes. Arguments and discussions have been going on for months and months and the Civil Aviation Department has been obstructing as far as civil aerodromes

[Shri Jaipal Singh]

are concerned. I think there ought to be co-ordination. Once the Civil Aviation Directorate is passed over to the Ministry of Defence, it will be under one co-ordinated guidance and direction and obstruction will completely disappear. I do hope that Government will see to it that this anomaly is removed soon so that Civil Aviation may once again regain the enviable position it had got many years ago.

The next thing that I have to criticise is the policy or lack of policy of the Government. I find that Government has no policy at all. I am talking about the Flying Clubs. Government is spending over 15 lakhs of rupees in subsidising Flying Clubs. What is the meaning of subsidy, a grant-in-aid? Is it given to Clubs that stand in need of it or is money to be thrown away regardless of whether the Clubs need it or not? The other day my hon. friend Mr. Rāj Bahadur proceeded to answer that everybody got Rs. 30,000.

The Deputy Minister of Communications (Shri Raj Bahadur): Not everybody.

Shri Jaipal Singh: I asked him, 'Is it the policy of the Government to give Rs. 30,000 to Flying Clubs regardless of whether there is need for it or not'. Is that how public money is going to be used by Government? I can give instance after instance. Take the Hind Provincial Flying Clubs. Look at their balance sheet last year and the year before. My hon. friend knows only too well that those Hind Provincial Flying Clubs do not stand in need of any Central subvention. Yet they are given Rs. 30,000. These Clubs are put on the same level, on par with those which are in desperate need of funds. The other Clubs ask for more funds; they are not given. They are in greater need. Because Government has no policy at all, they give money to everyone regardless of whether they need or not. There is the Bombay Flying Club similarly placed. They do not stand in need of funds. Why is the Bombay Flying Club given a subvention? There are several other Clubs who cannot make both ends meet and ask for larger funds. There is no policy whatever. I maintain that public money should not be thrown away the way it is being done. Flying Clubs came into existence because of a definite policy, one of the objects of which is to make this country air-minded. Government is undermining its own policy by interfering with the work of the Flying Clubs. Government has established the Civil Aviation Training Centre at Allahabad at a cost of about a crore of rupees. To

do what? Among other things, to compete with Flying Clubs on which over Rs. 15 lakhs are being spent. Government gave the assurance that at the Allahabad C.A.T.C. there would be no *ab initio* training. This assurance was given before a conference of Flying Clubs. What has happened? The next minute Government breaks its word. What is this assurance worth? One of the main functions of Flying Clubs is interfered with. Today we find that the Government itself is competing with Flying Clubs.

I come now to commercial pilots. At Allahabad, the Government is turning out at tremendous public expense, pilots who cannot be employed. It costs something like Rs. 14,000 to turn out a commercial B pilot. Today, there are about 80 commercial B pilots who are unemployed and who are unemployable. On top of this, within a very few months, the Treasury Benches will be turning out another 100 commercial B pilots. Is that policy? Is that sanity? Is there any purpose behind this extravagance? There have been criticisms on the part of the Flying Clubs; but the Government are deaf. They refuse to see wisdom. They are determined to increase the army of unemployables? What is the purpose of spending so much money by way of an indirect subsidy in training people, who cannot be employed? I would like to have a direct reply to this question from the hon. Minister of Communications.

There is one other point which may not have a direct bearing on aviation as such, but which I would like to raise: that is in regard to the Curtis Commandos. We have over 70 of them. Not many months ago there was a party that offered one million dollars for them. But, the authorities in the Civil Aviation Directorate thought that they could drive a better bargain. Now, the Curtis Commandos have been sold to a party in Bombay. I would like to have from the hon. Minister a statement as to what the latest position is. Are these Curtis Commandos going to be taken out of the country? Have they been sold or has the party to whom they have been sold disappeared from the scene in regard to the purchase? Does it mean that the country is still saddled with the Curtis Commandos? We have now arrived at a situation where we are not in a position to sell these Curtis Commandos. Time was when we could have earned one million dollars; today, they are not wanted. Why is it that the Government did not accept the best offer possible? What is Government doing to dispose of these Curtis Commandos?

I would like to say that Government must immediately make a decision in regard to the scores of aerodromes that are today neglected. I know what the position was. There was a tussle between the Ministry of Defence and other Ministries in regard to the ownership of the aerodromes that could not be regularly used. Whether they can be used regularly or not, that is not the question. The question is that crores and crores of rupees have been spent on the construction of the aerodromes all over the country. Why should these aerodromes be neglected? Why should they become unusable through sheer neglect? Is the Government not in a position to spend about Rs. ten lakhs at least to maintain them?

Shri B. Das: Not rupees ten lakhs. We need Rs. 100 lakhs.

Shri Jaipal Singh: The Father of the House knows about aerodromes better. Then I would say that Government should spend even Rs. 100 lakhs on these aerodromes. I do not think it will require more than Rs. ten lakhs, and while spending Rs. ten lakhs in the ordinary maintenance of these aerodromes, we shall be saving an asset that is worth hundreds and hundreds of crores of rupees.

In conclusion, I would say again that it is my firm conviction that Civil Aviation should go to the Ministry of Defence and that Civil Aviation should no longer be in the hands of non-technical direction because we will be repeating the massacres in which the Ministry has indulged.

Shri Raghur Sahai (Etah Distt.—North East cum Budaun Distt.—East): I beg to inform the House at the very beginning that I would confine my remarks to the Posts and Telegraphs Department and leave the rest of the Departments to other hon. Members who may be following me. I am very glad to have been given an opportunity to speak about a Department which is universally popular and which is rightly called a utility department. When I cast a glance over all the cut motions, notice of which had been given by hon. Members, I found that in all the cut motions numbered about 71. Out of them, about 41 referred to the Posts and Telegraphs Department, and out of this number, I found that nearly half related to demands by the hon. Members for extension of facilities either of post offices or of telegraph offices. That shows that the Department is doing good service to the people and people do acknowledge the services rendered by the Department.

Last year the hon. Member in charge of Communications, while addressing

the Parliament, said that since 15th August, 1947, as many as 12,491 new post offices were established, out of which 11,366 were established in rural areas and 1,115 in urban areas. I am told that this year more than 5,000 new post offices have been established by the Government. This appears to be a satisfactory progress so far as the opening of new post offices is concerned. I feel that there is still a great demand for these post offices, and I would submit that it is a very reasonable demand on the part of the people to ask that new post offices should be established in villages. I also understand that while the Government declared its policy of establishing post offices in all those villages which had a population of 2,000 or over, but on account of financial stringency, all those villages could not be provided with post offices. I am told that there are still 1,000 villages which are without such post offices. I would submit that the Government should undertake to establish post offices in all those villages as early as possible.

10 A.M.

From the reports that have been supplied to us I am still more glad to find that all-round progress has been made by this Department. Whether we take the registered articles including value payable and insured articles sent through post offices or the money orders issued by them, inland and foreign, or the value of money orders that pass through our offices, or the Savings Bank transactions, or the National Savings Certificate transactions, or the number of telegrams, or the telephone connections, or the trunk calls, or the mileage of wires maintained, we find that a continuous and consistent improvement has been made all round. In some cases if we compare the figures of 1938-39 with the figures of 1950-51 or 1951-52, we find that the figures have almost doubled.* In the case of trunk calls, the figures have gone as high as four times. This is also very creditable to the Posts and Telegraphs Department.

During the last General Elections, we were given a special facility by the Posts and Telegraphs Department, and that facility consisted of temporary installation of telephones, and that facility was given to all candidates standing either for Parliament or for the State Assemblies irrespective of the party or group to which they belonged.

[MR. DEPUTY-SPEAKER in the Chair]

I am here to acknowledge that that facility was very much appreciated. If that facility had not been given, candidates would have been put to a

[Shri Raghbir Sahai]

lot of inconvenience, unnecessary expenditure, and wastage of precious time. But while we are all very grateful to this Department, and while we are very glad to find all-round improvement in it, there is a distressing fact, a distressing feature, of which the House should take note. That distressing feature is, as was given out by the hon. Minister who was in charge of this Department last year, that so far as postcards, service of money orders, registered letters and the matter of opening of village Post Offices was concerned, the Department was running at a loss. They were all a losing concern. And last year we were told that a loss of about Rs. two crores was incurred on account of these items. Now, that is a serious matter to be considered. While demands for further facilities in regard to post offices or telegraph offices are being made every now and then—and they are reasonable demands—we find that the Department is not making profit on these items. So that places us in a quandary. But I think hon. Members on this side of the House, as also those on the other side of the House, will be unanimous on one point at least that further facilities should be provided, come what may. More post offices should be opened, and more telegraph wires should be put on. There should also be unanimity of opinion that no enhancement in the present rates should be made.

From the figures that have been supplied to us in the Budget, showing the income as also the expenditure, I find that there is a surplus of about Rs. one crore and odd, under the head Ministry of Communications. I would very humbly suggest that that surplus instead of being transferred to the General Fund, should be retained by the Department for the time being, till the Department is able to make more money, out of which further improvements should be made to satisfy the public demand. That money may be spent, firstly, in the opening of more post offices in the rural areas, secondly, in the laying down of more telegraph wires connecting the *tehsil* headquarters and the district headquarters. I am sorry to inform the House that there are a good many districts where the *tehsil* headquarters have got no telegraph connection with the district headquarters. My own district Budaun, is one of those unfortunate districts where such a state of things exists. There may be a number of other places all over the country where the same state of affairs prevails. I say, on behalf of all those districts, that wherever there are any

such *taluka* or *tehsil* headquarters, telegraph wires should be laid connecting them with the district headquarters.

Another remark which I beg to make is that although the Posts and Telegraphs Department is rendering very good service to the people, still there are many post office buildings which are a disgrace not only to the Department but to the Government. The old mediaeval type of post offices are no good for modern conditions. I would beg of the Government to consider the question of renovating these buildings as early as possible. Out of the money which is saved from the surplus about which I have suggested that it should be retained by the department instead of being transferred to the general revenues, a good many of these buildings can be renovated at an early date. I would also suggest that the facility to send Hindi telegrams should not only be confined to a few districts only, but that it should be extended to all the districts in the country. That is the pressing need of the hour, and I hope Government will pay its attention to this matter.

Another thing I would like to suggest is this. Although the Postal Department is very popular among the people, still many of the facilities given by them are not publicized properly. Many of the poor village people living in the rural areas, do not know what this Department is doing for them. Instead of simply advertising the activities or new improvements or facilities in English, I would suggest that small leaflets and pamphlets should be published in Hindi and other provincial languages and should be distributed all over the country so that people may know what the Department is offering to them.

There is one cut motion about 'censoring of letters'. With regard to that, I would only say that when we had the good fortune or the misfortune of going to jail, in the cause of the country, our letters also were censored, during the British regime. I can very easily understand the feelings of the people whose letters are censored and who are put to a lot of inconveniences. But I think the right time for taking up this question will be when the Ministry of Home Affairs is discussed for it is that Ministry at whose instance censoring is possible. So far as I understand, under the Indian Post Offices Act, it is the Government of India or the State Government or the district magistrate representing the State Government, who could ask any postal authority to censor letters—

the post office could not do on its own—but in any case, I would suggest to the hon. Minister of Communications that whenever letters are censored, care should be taken to see that those letters are delivered to the addressees, without unnecessarily being delayed in the Postal Department.

Without taking any more time, I would conclude by offering my congratulations to the hon. Minister for not only maintaining the reputation of the Department, but also for enhancing it, and also my thanks to officers connected with this Department, for their help and co-operation.

Shri Vittal Rao: One of my cut motions is to discuss the fiscal policy of the Posts and Telegraphs Department. It is needless to say—being a fact—that the Posts and Telegraphs Department is the biggest concern managed by the Government, next to the Railways. It is very unfortunate that this Department has not got a well-defined fiscal policy, not even a clear-cut plan. Even the British when they were ruling this country had a more clear-cut policy, though we did not agree with that policy. Their policy was to deny full communication facilities to the country. But it is very unfortunate that even after the advent of the National Government we see the same policy being continued. Last year during the debate on Communications, the hon. Minister who was in charge of this Department, Mr. Rafi Ahmed Kidwai, said that many people wanted it to be run as a public utility concern and therefore we should not hesitate to subsidise it; but we have to see the financial position and do it. Now I read in the report that the Posts and Telegraphs Department is a commercial department, but its revenues have not been separated from the general revenues. This looks a little paradoxical. What disappoints us most is the fact that there are no plans either to make it self-sufficient or at least for taking a share of the profits which this Department makes to enable it to discharge its responsibilities towards the people or find out other means to meet the losses which the Department may have to bear as a result of opening more post offices in rural areas. They follow the only plan which the British exploiters had before, namely, reduce the pay bills and make the workers suffer. Such a policy, in my opinion, cannot solve the difficulties. For many years we have been demanding the provision of cheap communication facilities. That demand still stands; which means that the communication services must be looked upon as public utility services and must be subsidised from the general revenues

if there is need for it. Of course, we cannot expect much from the Government of India, a Government which spends 50 per cent. of its national income towards defence, to subsidise this important public utility concern. Neither are the Government prepared to tax the rich because of their predilections towards the rich people.

But in the present situation and the indecisive fiscal policy, we find a paradoxical situation. Here with the increase of traffic, the revenues are falling. During the last six years the net profits of the Department have fallen from 11.20 crores to 3.87 crores, especially when the telephone and telephone services have started yielding profits. In those days the telegraph and telephone services were not yielding profits. As a matter of fact, the postal services were yielding profits. The fact that the Government have not put up any plan to improve upon it or appoint a Commission to look into this deplorable state of affairs is disappointing.

I once again emphasise that the Posts and Telegraphs Department should not be looked upon as a revenue earning department. The services must be run as public utility services and then only we would be able to satisfy the common man. Every year we find that we put up a demand for opening new post offices in rural areas, but we find from the report on the Posts and Telegraphs Department that the plans of the Government framed during 1948-49 to provide every village with a population of 2,000 with a post office were upset for want of funds. There is no promise to do it in future. But the same Posts and Telegraphs Department finds funds, enough funds, for renewal and replacement, and finds funds for giving a portion of its surplus to general revenues and a portion is also kept as *pro forma* to the credit of the Postal Department. But when it comes to the question of opening new post offices, it is said there are no funds. How long the present Government expect the people to remain in suspense? Opening of new post offices is the national demand and I hope the Government would put up a plan. But, as we know it, such a plan would remain a paper plan unless we overhaul the present fiscal policy, unless we decide to run the administration as a public utility service.

We hear a big ado much noise, about the alleged inefficiency in the administration. But has the Department at any time cared to find out the causes of this inefficiency? In order to hide their own policy, they simply shift the responsibility on to the shoulders of

[Shri Vittal Rao]

the poor clerks and the workers who, in my opinion, are the most honest and efficient employees in the whole Government service. The hon. Minister in his report has claimed credit for the fact that the complaints have fallen by 16 per cent. and the disposals have increased by 4.6 per cent. This is due, it is said, to the Complaints Organisation, a new organisation set up in 1947. But he overlooks basic factors like the resettlement of refugees and the settlement of their claims in due course. This has been responsible for less number of complaints and the extra percentage of disposals. This much-advertised Complaints Organisation cannot solve the problem of the alleged inefficiency as, like the Police Department, it is neither competent to find out the causes of inefficiency nor is it in a position to remove such causes. There are many causes of the alleged inefficiency and unless these root causes are removed, the nation cannot be guaranteed an efficient service. The main causes are: Enormous shortage of staff. In this connection, I have been reading a very interesting letter addressed by the Director-General of Posts and Telegraphs to the Union of Posts and Telegraphs Workers. In that letter he has stated that he recognises that there is a legitimate demand for additional staff, but he cannot sanction the demand because there is no accommodation in the offices. That is, the human aspect, the welfare of the staff, is not taken into consideration at all. Such a letter, I should think, from a Director-General is against all principles of decency and human welfare. Any civilised Government should feel it and should bend its head down in shame that because of lack of accommodation, it is going to ask the clerks to overwork to that extent.

There is another reason also. Sometimes increase in staff is not sanctioned because of lack of funds. Regarding lack of accommodation—the other day I visited the R.M.S. office at Delhi Station. There is not sufficient space for the clerks to move about. Such costly things as insured parcels and registered articles are thrown on the platform. There is no space provided according to the rules. Take sorting. Sorting is to be done through pigeon holes. I saw a clerk doing it on the floor. This is the situation. Can you not provide a better place? If the railway station is not going to provide extra accommodation for the R.M.S. people, they can as well do it in some other place in Delhi and send the bags for despatch

there. That is what is being done in Madras.

Another ridiculous thing is the lack of furniture in the offices. The clerks, when they leave their offices, lock their chairs and tables, because they know that if they do not do that, the next day when they come the chair will not be there and they will have to do their work standing.

As time is very short, I will have to rush through the various points. A postal employee puts in extra service of 20.9 years, an R.M.S. sorter of 20.8, and the running section 20.7 extra service in a service of 30 years without any extra payment. The other day I was just referring to the overtime rates. They say that eight annas will be paid for three hours' extra work and the first hour is excluded. That is, one hour's extra work pays two annas. Just imagine! Even a gangman, the lowest paid unskilled employee in the Railways, gets two annas. I have collected figures as regards promotion avenues. The promotion avenues are very few, and 95 per cent. of the staff will have to retire in the lowest grade.

A meagre stationery allowance is given to these people. A clerk gets eight annas and a postman gets three annas. With soaring prices, how will this meagre amount suffice to purchase the necessary stationery for the whole month?

As regards the housing accommodation of these workers, it is very miserable. Even those who are doing split duties are not given proper accommodation. In the whole city of Delhi itself, there are no quarters for postmen and lower categories. There are only 144 tiffin rooms and 135 canteens for about 47,399 Posts and Telegraphs offices and telephone exchanges. One friend was telling me that a post office is located in a garage, so much so that there is no space for easing oneself. There are no latrines provided. Even in Calcutta, it is said that in the post offices drinking water is not provided.

To inquire into the various service conditions, as recommended by the Pay Commission, a Committee was appointed in 1948. This Committee is known as the Expert Committee. This Committee consists of hardworked bureaucrats and one representative of the I.N.T.U.C. who cannot be accused of any predilection towards the middle class or the working class. They submitted their report and they made certain recommendations. Those recommendations which do not involve

any additional expenditure have been implemented, and those that involve additional expenditure were not implemented at all. This was what the British imperialists used to do. At that time, if there was a strike, just to check the revolutionary forces they used to appoint a committee and say: "We have appointed a committee; and as soon as the report comes, we will implement those recommendations". After the recommendations were received, they were kept on the table for some time, and then pigeonholed. This is how we also are proceeding. We are following the same policy, which is not in consonance with the reasonable demands of the people today.

To summarise, I suggest that a Parliamentary Commission be appointed to inquire into the whole working of this Posts and Telegraphs Department as also the fiscal policy. With these words I commend the cut motions standing in my name for the acceptance of the House.

Shri Ram Dass (Hoshiarpur—Reserved—Sch. Castes): If this Department does not function efficiently, the whole administration suffers. From the report we find that it has done meritorious work at least during the last elections. When so much work was thrown upon this Department, it did it to the satisfaction of so many candidates and the electorate. I find from the report that for this work no extra expenditure was incurred and no extra staff was employed.

But there is one feature which I must point out for the consideration of the Minister in charge. The Department employs about two lakhs of people and more than 27 per cent. of them are temporary as yet. These people perhaps suffer on account of the temporary nature of their service because they are deprived of certain emoluments and certain allowances, and the plea of want of money in their case cannot be urged so very reasonably. From the same report we find that this Department on the whole is given a surplus to the Government. Even this year, after all deductions and calculations, it has given Rs. 3.87 crores. So, if we spend a little sum for the benefit and betterment of the staff, the hon. Minister should not grudge it.

The hon. Minister has been kind enough to promise to give a post office to any village whose population is above 2,000. But nothing has been said as regards a telegraph office. I have been touring in the villages. In the rural areas I find that people are cut off from the headquarters. They

have no telegraph office, and in some cases they have no post office even. From the same report it is found that there were certain requests from some villages and when a post office was offered to them they would not have it. I remember to have gone to a small notified area, and the people came to me and said that they had been asking for a sub-post office but it had not been given to them. I asked why. There was a certain party in the village which was entrusted with this work and they would not have a post office because the man who was working in the post office was related to the headman of the village and if there had been a sub-post-office that man would have been deprived of his pay, and therefore the whole village was deprived of a sub-post-office. It is a commercial town and it has asked for a telegraph office, and yet a telegraph office has not been opened there so far. I would request the hon. Minister in charge of Communications to be more liberal in granting requests for post offices and telegraph offices, because without these further progress in the rural areas is not possible.

We find from the report that the post office staff is now given training in courtesy. There has been a lot of improvement in this respect, and now people are not so much troubled or annoyed. Yet there is much to be desired in this respect. There are instances here and there where people have to wait for hours, and sometimes they go so far as to say that unless something is offered their money orders are not taken and registered letters are not taken in time and they are asked to wait hour after hour. But the pensioners' condition is much worse. They have to come from long distances and have to stay there for days together and have to go back with a promise that their pension would come next month. Arrangements should be made so that the pensioners, at least those who come from long distances, after having undertaken long journeys, are disposed of the same day. If that is not possible, they should put up some lists, some programme showing which of the pensioners would be served on particular days, so that they would not be made to wait unnecessarily.

The lower staff has a grievance and I believe there is much truth in that. As regards the supplies of their uniforms, winter uniforms are given when the winter is over and the summer uniforms are given when the summer is over. All the time is wasted by the Government in correspondence or in taking decisions or in giving contracts or in taking tenders. Whatever that might be, the fact is, that a uniform

[Shri Ram Dass]

has to be given once every season and it would be useless if summer uniform is given in winter and winter uniform in summer. We know that when a winter uniform is given in the month of March, in the months of June and July the worms eat it and afterwards it becomes useless and the whole money spent on uniforms is thus wasted.

This Department surely has done great work and it deserves our appreciation as I have already remarked as regards the last election work in which the Department made certain experiments and those experiments succeeded very well, for instance touring post offices. Wherever they cannot give post offices, they can give touring post offices. If they do that even at the time when there are no elections, the villagers would simply be grateful to them.

With these words, I would like to finish my remarks about Communication and if you give me time afterwards, I will have to say something about Transport also.

Mr. Deputy-Speaker: Hon. Members will conclude in ten minutes so that other hon. Members may have an opportunity to speak.

श्री रामदास वर्मा : माननीय उपाध्यक्ष जी, कम्युनिकेशन (Communication) विभाग राष्ट्र के लिए उतना ही आवश्यक है जितना कि मानव शरीर के लिए नाड़ी जाल आवश्यक होता है। जिस तरह से नाड़ी हमारे शरीर में खून का संचार करती है और वह हमारे शरीर के लिए बहुत ही आवश्यक है उसी तरह से एक राष्ट्र के लिए कम्युनिकेशन विभाग नाड़ी का काम देता है और वह रक्त की तरह सारे देश में शक्ति और सुविधा का संचार करती है। सरकार के अधीन यह विभाग आज इस समय उपेक्षित दशा में पहुँच गया है उस से इस सरकार के बारे में मालूम हो जाता है कि सरकार की भी यही दशा हो गई है। उस से साफ़ है सरकार की नीति भी इसी तरह से हो गई होगी।

अंग्रेजों के चले जाने के बाद जब हमारी सरकार के हाथ में राष्ट्र की बागडोर आई तो सब लोगों को यही आशा थी कि वह चारों

ओर से उन्नति करेंगी। और इस विभाग में हर प्रकार की उन्नति होगी। आज जो हमारे सामने कम्युनिकेशन विभाग की डिमांड (Demand) रखी गई है उस में ही पोस्ट, तार विभाग की मांग है, जो २८ करोड़ ८४ लाख की है और जो सब से बड़ी डिमांड है।

लेकिन मैं आप का ध्यान आकर्षित कराना चाहता हूँ कि पोस्टल डिपार्टमेंट (Postal Department) के किनी विभाग में काम करने वाले आदमियों को आप देखिये। डाक का थैला ढोने वाले या गाड़ी वाले किसी भी आदमी को आप देखिये तो मालूम होता है कि इस मुल्क में यह लावारिस महकमा है, कोई इस का मालिक नहीं है। लावारिस बच्चे की जो हालत होती है वही हालत इस महकमे में काम करने वाले अधिकारियों की भी है।

स्वराज्य होने के बाद मातूम हुआ कि सन् १९४८ में सरकार की तरफ़ से कोई कमेटी बनी जिस का जिक्र हमारे पूर्व वक्ता ने किया है। लेकिन उस की रिपोर्ट इसी तरह बिना कुछ किये ताक में रख दी गई है और उस पर कोई कार्यवाही नहीं हुई। साप्ताहिक छुट्टी आदि की दो एक सुविधाओं उन को दी गई, जिन में एक भी पैसे की ज़रूरत नहीं होती थी। लेकिन जहाँ अर्थ से सम्बन्ध हुआ आप ने अपना हाथ ऐसे ही खींच लिया जैसे कोई बनिधा खींच लेता है। इस तरह के बिनियोजन से आप चलना चाहते हैं। इस तरह से यदि आप कम्युनिकेशन को अपने मुल्क में बढ़ाना चाहते हैं तो मुझे आप की नीति पर, आप के ढंग पर तरस आता है। आप को अपना यह तरीका बदलना होगा। एक साथी ने यह बहुत ठीक सुझाव रखा कि पालियामेंटरी कमीशन या कमेटी

आप बनाइये और उस के सामने इस महकमे की जितनी बातें हैं और इस महकमे वालों को जितनी सुविधायें दी जा सकें वह सामने रखिये और जो कुछ सुविधायें आप उन को दे सकें वह दीजिये। यदि आप कहते हैं कि और महकमों की तरह यदि इस में आमदनी होगी तभी सुविधा दे सकते हैं वरना नहीं, यह नहीं हो सकता। यदि यह महकमा राष्ट्र के लिये आवश्यक है, सरकार के लिए आवश्यक है, जनता के लिए आवश्यक है तो और डिपार्टमेंटों की तरह ही आप को इस के साथ विशेष व्यवहार करना पड़ेगा।

मैं इस के सम्बन्ध में एक और पहलू भी आप के सामने रखना चाहता हूँ। आप की उपेक्षा दृष्टि का ही यह फल है कि इस डिपार्टमेंट में भी जो बहुत अंश में निर्दोष समझा जाता था, करप्शन (Corruption) बढ़ रहा है। यह करप्शन इसलिये बढ़ रहा है कि आपने इस महकमे के कर्मचारियों की तरफ ध्यान नहीं दिया। देहात में ऐसी शिकायतें आती हैं कि बीस बीस रुपये का मनीआर्डर होता है तो १५ रुपये ही दिये जाते हैं और दस्तावेज बनवा लिये जाते हैं। इस डिपार्टमेंट में यह करप्शन नया नया घुस रहा है। अगर आप इस महकमे के अधिकारियों को सुविधा नहीं देंगे तो दूसरा डिपार्टमेंट आप को खोलना पड़ेगा करप्शन रोकने के लिये। इस के लिये भी आप कोई डिपार्टमेंट बनाइये और यह देखिये कि कहां कहां करप्शन होता है, उस का पता लगाइये और फिर जो कुछ सुधार करना हो कीजिये। इस सम्बन्ध में और साधियों ने बहुत कुछ कह दिया है। मैं इतना ही कहना चाहता हूँ कि पालियामेंटरी कमीशन या कमेटी आप बनाइये और जो कुछ सुधार आप इस में कर सकें और सुविधा इम्पलायीज को आप दे सकें वह अवश्य दीजिये।

इस प्रसंग में एक बात बरबस याद आती है। कुछ दिन पहिले इस महकमे के लोगों ने अपनी बातें आप तक पहुंचाने के लिये एक छोटी सी हड़ताल की थी। उसको बहुत दिन हो गये। इस के पूर्व माननीय रफी साहब जब इस विभाग के इंचार्ज (In-charge) थे और हमारे नेता जयप्रकाश बाबू ने इस सवाल को उठाया था तो लोगों की आशायें बहुत बढ़ गई थीं और मालूम होता था कि यह सवाल हल हो जायेगा। परन्तु अन्त में यह एक अप्रिय प्रसंग है कि बहुत आशायें बढ़ा कर भी आपने उनको अन्त में निराश कर दिया। बहुत छोटी सी उन की मांग थी और मैं सरकार से आज भी अर्ज करना चाहता हूँ कि इनकी मुनवाई आप कर दीजिये, वह बहुत छोटी सी चीज है। इस से उनमें उत्साह बढ़ेगा और अगर आप रोकते हैं तो यह एक गुनाह बेलज्जत होगा। इनको आप जरूर हड़ताल के समय कीपे (pay) दे दीजिये।

मैं एक चीज और कहना चाहता हूँ। वह इस महकमे के तार विभाग के सम्बन्ध में है। इस मुल्क से अंग्रेजी राज्य तो चला गया, लेकिन अंग्रेजी भाषा की गुलामी आज भी गांव गांव में लदी हुई है। अभी देहात में भी जो तार दिये जाते हैं वह अंग्रेजी में दिये जाते हैं। अंग्रेजी के जाने के बाद अंग्रेजी को रखने का मोह शहरों में भले ही हो, हमारी पालियामेंट में बैठने वाले कुछ साधियों में जरूर है और वह इस के लिये लड़ते हैं, लेकिन मुझे हैरत होती है जब ख्वामख्वाह आप देहाती लोगों पर भी अंग्रेजी भाषा लादे हुए हैं। वह इसे एक क्षण भी नहीं चाहते। हिन्दुस्तान के किसी कोने में जनता नहीं चाहती कि अंग्रेजी में तार भेजे जायें। लेकिन भाग्य उन पर इसे बरबस लादे हुए है। कृपा कर के आप अंग्रेजी जल्द से जल्द हटाइये

[श्री रामजी वर्मा]

और इन तारों को हिन्दी में जाने दीजिये या और प्रान्तीय भाषाओं में जाने दीजिये।

में एक बात आप के सामने और बताना चाहता हूँ। दस दिन की बात है कि इलाहाबाद में एक साथी टैलिग्राफिक मनीआर्डर करने गये। उन्हें बताया गया कि हिन्दी में तार तो भेजा जा सकता है, लेकिन मनीआर्डर तार से हिन्दी में नहीं भेजा जा सकता। तीन घंटे तक हुज्जत करने के बाद उन को मजबूर किया गया कि अंग्रेजी में तार दें। लेकिन वह कुछ अकड़ के आदमी थे। तार देने के बाद भी उन्होंने पता लगाया और अन्त में बस्ता खोलने के बाद सरकारी आदेश मिला जिस के अनुसार मनीआर्डर भी तार द्वारा हिन्दी में भेजा जा सकता था। यह हुआ, मगर बेचारों को कितनी परेशानी उठानी पड़ी। आप के महकमे के लोगों को मालूम तक नहीं है कि आप के क्या आदेश हैं। ज़रा इस पर भी आप गौर कीजिये।

में एक बात आप से और ऐविएशन (Aviation) के एयर मेल सर्विस (Air mail service) के सम्बन्ध में कहना चाहता हूँ। हमारे साथियों ने इस सम्बन्ध में भी बहुत कुछ कह दिया है। मैं आप का ध्यान एक छोटी सी बात की तरफ दिलाना चाहता हूँ।

एयर मेल सर्विस के दिल्ली से कलकत्ते जानने के दो रास्ते हैं, एक तो यहां से लखनऊ, लखनऊ से बनारस और पटना होते हुए और एक सीधा दिल्ली से कलकत्ता को है। मेरी आप से यह दख्खिस्त है कि आपने जो रेलवे की रिग्रूपिंग (Regrouping) की है और छः जोन्स (Zones) बनाये हैं उन में से एक का हेडक्वार्टर (head-

quarter) आपने गोरखपुर में बनाया है महबूब यही एयर मेल सर्विस नहीं है। अगर इस लाइन को गोरखपुर से लाया जाये तो इस में आप की कोई क्षति नहीं होगी। आप समझते होंगे कि गोरखपुर छोटी जगह है, लेकिन मैं आप को बताऊँ कि कमर्शियल और इंडस्ट्रियल (Commercial and Industrial) दोनों प्वाइन्ट आफ व्यू (point of view) से उसका बड़ा महत्व है। गोरखपुर कमिश्नरी के अन्दर करीब पन्चीस मिलें हैं। यदि गोंडा को भी मिला दिया जाय तो मैं समझता हूँ कि करीब ३२ मिलें हो जायेंगी। तेल की मिल हैं, जूट की मिल हैं, आयरन फाउंडरी, (Iron foundry) भी बरहज में बनने ही वाली है, आप को एयर मेल स्टेशन बनाने में कोई असुविधा नहीं होगी क्योंकि गोरखपुर में एक बहुत शानदार एरोड्रोम (Aerodrome) भी है, और इंटरनेशनल प्वाइन्ट आफ व्यू से भी गोरखपुर के निकट कसिया बड़े महत्व की जगह है। इसलिये मेरी आप से दख्खिस्त है कि यह जो लाइन जाती है उस को सीधे न भेज कर दस मिनट के लिये गोरखपुर में स्टेशन मान कर रोक जाय तो इस से जनता को बहुत फायदा होगा और आप को भी कोई हानि नहीं होगी। इंडियन नेशनल एअरवेज की जो लाइन दिल्ली से कलकत्ते जाती है वह गोरखपुर के रास्ते से हो कर जा सकती है।

(English translation of the above speech)

Shri Ramji Verma: Sir, the communications are to a country what arteries are to the human body. Just as the artery circulates blood in the body and is indispensable for it, in the same way the Communications Department does the work of an artery

for a country and, like blood is its strength. But this Department has been ignored by the Government and this is a reflection on the general condition of the Government. That also goes to prove the weakness of Government policy.

When, after the departure of the British, our own Government took up the reins of administration, people thought that there would now be an all-round progress of the country and this Department would also develop in every way. Now the Demand of this Department is before us. Only the Post and Telegraph Section has a Demand of Rs. 28 crores and 84 lakhs which is the biggest demand of all. But I just want to draw your attention towards the condition of the employees of the Postal Department. Look to the mail-bag carriers or the cart pullers and it would seem as if it is an orphan department without anybody to look after it. The condition of its employees is like that of orphan children.

After independence, the Government had constituted a Committee referred to by the previous speaker. But no action has been taken on its report. One or two facilities like the weekly holiday which did not involve any monetary expenditure, were given to them. But when they were faced with a question wherein money is involved, they withdrew their hand like a *baniya*. I can only pity them if such miserliness is to be observed. The country's communications cannot be improved by such a policy. They must change that outlook. An hon. friend has put right suggestion *viz.* to form a parliamentary commission or committee and refer to it for its consideration all the problems concerning this department. This committee may decide after consideration what amenities should be provided to them and the Government should give them whatever amenities they can. It would be wrong to say that amenities could only be provided when there is consequent increased income. If this department is considered essential for the nation and for the Government, special attention will have to be given to this department also like other departments.

I also want to put before you another aspect of this department. It is in fact the result of the neglect on the part of the Government that corruption is increasing in this department which was once supposed to be entirely free from it. This corruption is increasing because the Government did not pay any attention to the employees of this department. Complaints are received

from villages that only Rs. 15 are paid to a payee for a money order for Rs. 20 and his signatures are secured. This type of corruption has crept in only recently. If proper amenities are not given to the employees of this department, another department will have to be opened for checking this corruption. A section must now be formed to find out where corruption prevails and to take the necessary action to put an end to that. Some of my friends have already expressed themselves in this connection. I only want to say that a parliamentary commission or committee should be formed and whatever amenities could be given to the employees should be given.

I am reminded of a thing in this connection. Sometime back the employees of this department had gone on a minor strike in order to place their grievances before the Government. Sufficient time has passed since then. Hon. Shri Rafi Ahmad Kidwai was in charge of this department at that time and our leader Babu Jai Prakash Narain had raised this question. Hopes were high and it seemed that the question would be solved. But it is so unfortunate that the matter ended without any result in spite of the great hopes that were entertained and the employees had to meet despair. Their demand was small. I still request the Government to fulfil their demand, for whatever they had demanded was not much. This would encourage them. To resist that demand would be unfair. They must be paid their salaries for the period of the strike.

I should like to say one thing more in connection with the Posts and Telegraphs Department. Although the British rule has gone from the country, the slavery to the English language is evident everywhere. Even in the villages, telegrams are sent in English. There might be some attachment to the English language in the cities even after the departure of the English rulers; that affection is certainly there in the case of some hon. Members of this Parliament, but I am simply surprised at this forcible imposition of the English language upon the villagers who do not like it in the least. Nowhere in India do people want the telegrams to be sent in English, but this is being imposed upon them. English must be done away with immediately and telegrams should be sent either in Hindi or in Provincial languages.

In this connection, I want to place certain facts before you. Only ten days back a friend of mine at Allahabad went to the telegraph office to send a telegraphic money order. He

[Shri Ramji Verma]

was told that a telegram could be sent in Hindi, but not a telegraphic money order. After three hours of discussion he was obliged to send it in English. But he was an adamant sort of person. So after sending that, he made enquiries and at last he came across a Government order mentioning that telegraphic money orders could also be sent in Hindi. Thus he had to undergo all that unnecessary bother because the persons dealing with this matter did not even know what the instructions of the Government were in this connection. Such is the condition of this department.

I would also invite your attention towards the Air Mail Service. Other friends have already said enough in this connection. I would draw your attention to a small thing.

There are two air-routes between Delhi and Calcutta: one via Lucknow, Banaras and Patna and the other direct from Delhi to Calcutta. Now Gorakhpur is one of the headquarters of the six zones formed as a result of the regrouping of the railways. But there is no air service in Gorakhpur. It would be very good if this route is diverted through Gorakhpur. The Government might probably think that Gorakhpur is a small place. But I may tell them that it has great importance both from the commercial and industrial points of view. There are twenty-five mills in the Gorakhpur Division. If Gonda is also included, this number would increase to 32. There are oil mills and jute mills and an iron foundry is also going to be established at Barhaj. There will be no difficulty in making Gorakhpur an air-mail station because there already exists a very good aerodrome. From the international point of view also, Kasia near Gorakhpur is an important place. So I submit that Gorakhpur should be made a station on this direct line. This would greatly benefit the people and the Government too would not be the loser. The Delhi-Calcutta line of the Indian National Airways can be diverted and made to run via Gorakhpur.

صوبی محمد اکبر : جناب قہتی
اسپیکر صاحب - ہاوس میں اس
وقت جو مسئلہ زیر بحث ہے وہ
کونیکشن (Communication) اور
ٹرانسپورٹ (Transport) کے ساتھ تعلق

رکھتا ہے - کونیکشن اور ٹرانسپورٹ کے
متعلق جو فیملڈس (Demands)
اس وقت ہاوس میں پیش کی گئی
ہیں میں ان کی تائید کرتا ہوں - اور
حکومت کی توجہ اس سلسلہ میں
چند ضروری باتوں کی طرف دلانا
چاہتا ہوں -

جناب والا - یہ ایک حقیقت ہے
کہ پچھلے چار پانچ سالوں کے قہل
عرصہ میں حکومت ہلد نے ریاست
جسوں اور کشمیر میں کئی بڑی بڑی
سڑکیں اور چند بڑے اور شاندار پل
تعمیر کئے ہیں - پٹھانکوٹ سے لے کر
جسوں تک ۶۰ میل لمبی اور شاندار
وسیع سڑک تعمیر کی ہے - یہ سڑک
اس طور پر تعمیر ہوئی ہے کہ ہلدوستان
کی کسی بڑی سے بڑی اور بہترین
سڑک سے کسی حقیقت سے کم نہیں
ہے - ہلد سڑکار نے ریاست کے دیہاتوں
اور قصبوں میں پوسٹ آفسز اور
ٹیلیگراف آفسز قائم کئے ہیں - سڑکار نے
ریاست میں مستقل طور پر ہوائی،
سروسز قائم کی ہیں ۵ سڑکار نے
پٹھانکوٹ اور جسوں کے درمیان جو
شاندار سڑک تعمیر کی ہے اس پر دریا
رادی اور جناب اور اوجہ پر بڑے اور
پائدار پل تعمیر کئے ہیں اس سڑک کو
پہاڑوں اور پہاڑی نالوں کے دشوار گزار
علاقوں میں سے گزار کر اس طریقہ پر
تعمیر کیا گیا ہے کہ تعمیر نہیں کرنے کے
بغیر چارہ ہی نہیں رہتا ہے جناب والا

انگریزی راج کے زمانے میں ریاست میں دیہات کے اندر پوسٹ آفسز اور ٹیلیگراف آفسز کی تعداد انتہائی طور پر کم تھی۔ سرکار نے اس طرف توجہ دے دی اور ریاست کے دیہاتوں میں خاص تعداد میں پوسٹ آفسز اور ٹیلیگراف آفسز کا اضافہ ہوا ہے۔ موجودہ ہلد سرکار کے زمانے سے پیسٹر ریاست میں ہوائی سروسز کا نام و نشان اور وجود تک نہیں تھا۔ اب ریاست میں ہلد سرکار نے جموں اور سرینگر میں ہوائی اڈے تعمیر کر کے اس سروس (service) کو مستقل طور پر ریاست میں جاری کر دیا ہے۔ یہ اس حکومت کا ہی کام ہے کہ اس سروس کے ذریعہ سے سب کے لئے سفر کی اور دیگر سہولیات پیدا ہو گئی ہیں۔ جناب والا۔ حکومت ہلد کی یہ خدمات اور تعمیری کام شاندار اور قابل تعریف ہیں۔ ہلد سرکار نے یہ خدمات اور تعمیری کام انجام دے کر ریاست کی اقتصادی معاشرتی اور تمدنی حالات پر ایک خوشگوار اور بہتریں اثر پیدا کر دیا ہے ان خدمات اور تعمیری کاموں کے لئے میں ہلد سرکار کو مبارکباد دیتا ہوں۔ اور اس کا شکریہ ادا کرتا ہوں۔ سرکار کے متعلقہ محکمہ نے ان تعمیری کاموں کو ایک ایسے قلیل عرصہ کے اندر جو ہلد سرکار اور ریاست دونوں کے لئے مصہبتوں اور مشکلات کا دور تھا اس قابلیت۔ محنت۔ تیزی اور ہمت سے انجام

دیا ہے کہ سرکار کے متعلقہ محکمہ کی اور سرکار کی جس قدر تعریف کی جائے کم ہے۔

جناب والا۔ میں عرض کرنا چاہتا ہوں کہ ان شاندار اور قابل تعریف تعمیری کاموں کو انجام دینے کے باوجود بھی ایک واقع اور کھلی کمی باقی ہے یہ کسی اپنی نوعیت اور صورت کے لحاظ سے بہت بڑی اور اہم کمی ہے یہ کسی ایسی کمی ہے جس نے ان تعمیری اور شاندار کاموں کے اثرات اور مفادات کو جن کے متعلق میں نے ابھی عرض کی ہے بہت بڑی حد تک کم اور زائل کر دیا ہے کسی کی نوعیت اور صورت یہ ہے۔ اس وقت جو بحث ہو رہی ہے وہ کمیونیکیشن کے متعلق ہو رہی ہے بہر حال کمیونیکیشن اور ٹرانسپورٹ دونوں کا بہت تعلق ہے اس لئے میں دونوں کے متعلق ساتھ ساتھ عرض کر دینا چاہتا ہوں۔ وہ کسی یہ ہے کہ ہانہال پہاڑ کا راستہ موسم سرما میں بند ہو جاتا ہے اور کئی مہینے تک بند پڑا رہتا ہے۔ اور اس سڑک پر آمدورفت اور تجارت کا سلسلہ بالکل بند ہو جاتا ہے۔ کشمیر اور اس کے سرحدی جموں و ہندوستان اور دہلی کے دیگر ممالک سے بالکل کٹ آف (cutoff) ہو جاتے ہیں اس بلدیہ اور رگورٹ کی وجہ سے ساری ریاست میں عام طور پر اور کشمیر میں خاص طور پر لوگوں کے اقتصادی۔ تمدنی اور تجارتی حالات تباہ و برباد ہو کر رہ جاتے ہیں۔

[صوفی محمد اکبر]

اور یہاں کے عوام کو سہلکڑوں اور ہزاروں مشکلات اور مصیبتوں کا شکار ہونا پوتا ہے۔ اس سلسلہ میں جو اس سے بھی بڑھکر مصیبت اور خرابی پیدا ہو رہی ہے وہ یہ ہے کہ ضروریات زندگی کی چیزوں کو کشمیر میں لے جانا۔ وہاں تک پہنچانا۔ ناممکن ہو جاتا ہے۔ اور جی چیزوں کو وہاں سے برآمد کرنا ہوتا ہے اس کا برآمد کرنا محال ہو جاتا ہے۔ جناب والا۔ اس رکارڈ کا اثر صرف ریاست کی اقتصادیات اور معاہدات تک ہی محدود نہیں رہتا ہے۔ بلکہ جہاں تک قہلیس (Defence) کا تعلق ہے قہلیس میں بھی اس سے کچھ خرابی واقع ہو جاتی ہے اور اس متحکمہ کو کافی نقصانات برداشت کرنے پڑتے ہیں۔ اس کی کو۔ اس رکارڈ کو۔ جو کہ ایک ملکی۔ قومی اور وطنی اہم کمی ہے۔ فوری طور پر دور کرنا۔ اور اس کا علاج کرنا نہایت اہم اور ضروری ہے۔ بانہال پہاڑ کا راستہ ایک واحد ذریعہ ہے جو کشمیر کو جموں۔ ہندوستان اور دنیا کے دوسرے ممالک سے ملا دیتا ہے۔ لہذا اس رکارڈ کو فوری طور پر دور کرنا۔ اس کا علاج کرنا نہایت ہی اہم اور نہایت ہی ضروری ہے۔ اس کا علاج صرف ایک ہی صورت میں ہو سکتا ہے۔ وہ یہ ہے کہ بانہال پہاڑ میں ٹنل (tunnel) تعمیر کیا جائے۔ ان حالات میں میں حکومت ہند کی نوٹس میں لائے ہوئے ہرزور

طور پر کہوں گا کہ سال رواں کے بجٹ میں بانہال ٹنل (Banihal Tunnel) کے لئے روپیہ مہیا کیا جائے۔ اور اس کام کی اہمیت۔ اس کام کی ہوائی۔ اور اس کام کی ضرورت کو زیر نظر رکھتے ہوئے اس کی تعمیر کو فوراً شروع کر دی جائے۔ جناب والا۔ میں نے ابھی کہا کہ آپ نے تعمیری کاموں میں جہاں تک ریاست کا تعلق ہے کروڑوں روپیہ خرچ کیا ہے۔ اگر آپ اس بانہال پہاڑ کی ٹنل تعمیر کرینگے تو ان تعمیری کاموں پر آپ چار چاند لٹا دینگے اور ان تعمیرات کو صحیح معلوم میں اور پورے طور پر ساری ریاست کھلنے فائدہ مند اور سود مند بنا دینگے۔ اگر آپ بانہال پہاڑ میں ٹنل بنا دینگے تو آپ ریاست کی اقتصادی۔ معاشی ترقی اور تجارتی صورتوں میں ایک عظیم انقلاب پیدا کر دینگے اگر آپ بانہال پہاڑ پر ٹنل تعمیر کریں گے تو آپ یہاں کے قہلیس کو مضبوط سے مضبوط تر بنائیں گے۔ یہ قدم اتنا کر آپ یہاں کے عوام کی مالی۔ اور تجارتی حالت کو بہتر بناکر ان کی ترقی کا باعث بنینگے۔ پاکستان کے حدود میں رہنے والوں کی طرف سے ہندوستان اور کشمیر کے التماس کے خلاف جو دہلیوں دی جاتی ہیں ان میں ایک دلیل یہ بھی ہے کہ ہندوستان اور کشمیر کے درمیان کلہمکت کرنے والا کوئی ایسا راستہ موجود نہیں ہے جس پر سال

بہر تریفک چل سکے اور تجارت ہو سکے۔
 آپ ہانہال پہاڑ میں قتل تعمیر کر کے
 اس فصول اور فضا دہل کو بھی ختم
 کر سکتے ہیں۔ میں امید رکھتا ہوں
 کہ حکومت ہند اس طرف فوری توجہ
 دہیگی۔ حوالوں میں بھی اس بارے
 میں درپانٹ کہا گیا ہے۔ اور دوسرے
 طریقوں سے بھی ہم نے اس معاملے کو
 سامنے رکھا ہے۔ ہم امید رکھتے ہیں
 کہ معاملے کی اہمیت اور اس کی
 ضرورت کو زہر نظر رکھتے ہوئے اس پر
 فوری طور پر کارروائی کی جائیگی۔ اس
 اظہار کے ساتھ میں اپنی تقریر کو
 ختم کرتا ہوں۔

(English translation of the above
 speech)

Sofi Mohd. Akbar (Jammu and Kashmir): Sir, the subject under discussion in the House at present relates to Communication and Transport. While I support all the demands that have been put forth in connection with these subjects, I would like to draw the attention of the Government to a few important points.

Sir, it is a fact that the Government of India have constructed a number of excellent roads and bridges in the State of Jammu and Kashmir during the short period of last four or five years. A sixty mile long road of an excellent order has been constructed connecting Jammu with Pathankote. The road is one of the finest roads in India.

The Government of India have opened a number of post offices and telegraph offices in towns and villages of the Kashmir State. The State has been connected with the rest of India by a regular air service. The road which connects Pathankote with Jammu is one of the finest roads. Huge bridges of permanent nature have been built across the rivers Ravi, Chenab and Ujh. This road has to pass through mountaneous terrain and cross a number of flooded streams; it has been so constructed that one cannot but pay tribute to the engineering skill that has been used in its construction. Sir,

during the British regime, the number of post offices and telegraph offices in the State was very very small. But the present Government paid attention to the needs of the State and the number of post and telegraph offices in the rural areas of the State has been increased. There was nothing like a regular air service to the State before the present Government took over the reins of administration. But now we find the Government of India have constructed aerodromes in Jammu as well as in Srinagar and have made the air service to that State a regular feature. It is because of this Government that facilities of travel etc. have been provided by opening this service. Sir, the achievements of the Government of India and their constructive activities are magnificent and praiseworthy. They have created a healthy atmosphere in the economic, social and cultural life of Kashmir by providing the people of that place with these facilities and by other similar constructive activities. I congratulate the Government for all these things and also express my sense of gratitude to them. The concerned Ministry has done these things in such a short period and with such efficiency, courage and swiftness of action that we cannot resist paying tribute to the Government of India in general and the concerned department in particular.

Sir, I beg to submit that in spite of these splendid and praiseworthy achievements there is a deficiency—clear and conspicuous. This deficiency in its very nature, is a big and serious one and it has lessened to some degree the effects and benefits of all those splendid achievements which I have described just now. The deficiency is this. We are discussing communications at this time, but the subjects of Communications and Transport are to a great extent interlinked, and so I would express my ideas on both the subjects here. The drawback is this. The Banihal Pass remains closed for several months in winter. Trade and Communication come to a standstill on that route, during that period. Kashmir and its frontier regions remain cut off from Jammu and India and the rest of the world. This drawback leads to an economic, commercial and cultural debacle, reducing the people of the State in general and of the people of Kashmir Valley in particular to a sad plight. The people there have to suffer innumerable hardships and difficulties. The major difficulty caused is that it becomes impossible to transport commodities to that place as also it becomes difficult to export goods from that place to the other parts of India. Sir, this drawback not only affects the economic

[Sofi Mohd. Akbar.]

well-being of the people of Kashmir, but also has its adverse effects on the defence of the country as well. This department has to suffer a great loss on this account. It is essential that this drawback which affects our territorial integrity and other things, should be removed or remedied. Banihal Road is the only route which connects the Valley of Kashmir with Jammu and India and the rest of the world. It is essential that this hurdle should immediately be removed and remedied. There is only one remedy to it and it is that a tunnel should be bored through the Banihal mountain. In view of this situation I would most earnestly request the Government of India to make a provision in the current Budget for boring a tunnel through the Banihal mountain and also to start work on it immediately in view of its importance and urgency. Sir, I have just now submitted that the Government have spent crores of rupees in the State so far as their constructive activities are concerned. If a tunnel is bored through the Banihal mountain you would bring about a revolution in the economic, commercial and cultural life of the State. If the proposed tunnel is bored you would be strengthening the defence of the country. You would be a cause of the economic prosperity of the people of Kashmir by taking such a step. People living in the Pakistan-held areas of Kashmir while giving their arguments against accession of Kashmir to India have taken recourse to this plea and say that there is no such route connecting India and Kashmir which may remain open to traffic throughout the year and may help in the trade and commerce of the State. Sir, you can put an end to this absurd argument by boring a tunnel through the Banihal mountain. I hope the Government of India would give their immediate attention to this problem. Questions have been asked in the House about this matter and we have stated our case in other forms as well. We hope that in view of the need and significance of this matter the Government would take an early step in this connection. With these words, Sir, I close.

11 A.M.

The Minister of Communications (Shri Jagjivan Ram): I must congratulate the hon. Members who have paid compliments to my Ministry for its efficient working. There have been some discordant notes and I shall take notice of them at the proper time. As has been rightly remarked, the Posts and Telegraphs Department happens to be a Department which is said to be

a commercial one, but it has actually to serve the purpose of a utility department. Herein lies its difficulty. Some hon. Members have raised the question of separate financial arrangements for it. They have said that its revenues should be separated from the general revenues, so that it may be in a position to create several types of funds for the development of the postal and telegraph services even in places where these might not prove self-supporting. That is a question with wide implications and I shall not proceed forthwith to give any categorical reply to it. It will have to be examined in detail in consultation with my hon. colleague the Finance Minister.

Being a utility service, the P. & T. Department should see that there are, as there ought to be, postal facilities in every part of the country. In spite of the phenomenal developments that have taken place in regard to the opening of new post offices and telegraph offices, there exist in our country large tracts where these facilities are not available for miles together, and naturally there is greater demand for them. Every village wants a post office, and that demand is quite understandable. But, however much we might like to increase the number of post offices, certain obvious limitations come in our way. When I say "obvious limitations", I do not refer only to financial limitations. There are physical limitations as well. There are vast areas where we have not as yet developed facilities even for the travelling of mail runners. Only the other day I examined why we have not been able to open extra-departmental post offices in certain areas of Orissa, and I found that those areas were infested with wild animals and no runner would undertake a hazardous journey through them. Therefore, it is not possible even if we are able to provide the necessary finance, to cover the villages in such areas. I do not want to quote elaborate figures. If hon. Members would refer to the booklet which has been supplied to them concerning the activities of the P. & T. Department, they will see how phenomenal has been the increase in the number of rural post offices. During the current year, we have a programme for covering all the remaining villages with a population of 2,000 and above, so that all of them will have post offices. If the obvious limitations to which I have referred can be overcome with the co-operation of the State Governments and the other concerned Ministries here, we may go a step further and cover villages with a population of less than 2,000.

This applies to telephone offices also. Some hon. Members remarked that there are still district headquarters where no telephone exchanges exist. That is true. I think that at 46 district headquarters, we have not got telephone exchanges or public call offices as yet. But most of these district headquarters are in States which were previously known as the "Indian States" and which have joined the Union recently. Shri Raghunath Sahai referred to his own district in U.P. Perhaps his and one other district are the two districts in U.P. which have not got telephone exchanges as yet out of a very large number of districts in the Uttar Pradesh. I think during the course of the year we will make every possible effort to cover at least the district headquarters either with a regular telephone exchange or with public call offices.

Then points have been raised regarding the grievances of the workers or the employees in the Posts and Telegraphs Department. When my hon. friend Mr. Vittal Rao was speaking on the subject, I was thinking that he would raise some important points; but he has not. He said something about the shortage of staff, and heavier workload consequent thereupon. He complained of the lack of accommodation; he went further and made some complaint of some broken pieces of furniture in some post offices in his part of the country. Had he referred to the Budget provision, perhaps he would not have raised these two questions, regarding the shortage of staff and the shortage of accommodation.

Accommodation is a very big problem—especially in a department which covers, at least tries to cover, every portion of the country treaded upon by any human being. Obviously there will be difficulty of accommodation.

Shri Vittal Rao: Even in New Delhi!

Shri Jagjivan Ram: Some of our post offices were constructed long long ago. Let us imagine the conditions of postal communications and the pressure on the post offices at that time. With the increase in literacy, with the development of industries, with the mobility of population, the pressure on our communication services has increased. Unfortunately, the expansion in accommodation has not kept pace with the increase in the pressure on the services. It is true, and I must frankly admit, that I myself feel that unless we provide proper accommodation in our offices, efficiency to a great extent will suffer. But at the same time, when I examine it, I find that it is a colossal

problem. For the last so many years—in some cases for the last one hundred years—the accommodation has continued to be the same though it should have expanded. So, we are trying to make liberal provision in the Budget; though, I must admit that it is only a fraction of our requirements at the present moment.

The same applies to workers' housing. We have a very large number of employees to whom we have not been able to provide residential accommodation, though we have made some provision for it in the Budget. But I have no hesitation in admitting—and admitting very frankly—that it will meet only a fraction of our present demands. We have a developmental scheme for the next five years and I will try my best to expand office accommodation and to provide greater and greater residential accommodation to our employees.

Shri Vittal Rao: There has been a wide gap between promises and performance.

Shri Jagjivan Ram: I do not know whether it applied to this side or that. That only time will prove. So long as one has only to make promises and never to implement them, so long as one is sure that he can make only promises and never acquire a position where he has to implement them, he can make any promise. Our difficulty is that we can make only those promises which we can reasonably expect to implement. Therefore it is that I frankly admit that whatever we are providing is only going to meet a fraction of our requirements. We know our responsibility. We know that we have not only to make promises, but that we have to implement them. I know the difficulties of our staff and our employees. I know of offices where there is so little of accommodation that there is not space enough for the employees to move about. That condition has to be improved. It will take time; it will take time in spite of our best efforts.

Regarding shortage of staff, I may assure the House that in our own interest, in the interest of the efficiency of the Department, we will have to provide an adequate number of staff. Regarding the report of the Expert Committee, two hon. Members have made a grievance and rightly so. I think. But I may inform the House that the report of the Expert Committee has been examined and those portions of it which did not entail any financial liability have been implemented. The other portions of the Expert Committee's report have also been

[Shri Jagjivan Ram]

examined by the Department and are under the consideration of the Government and I may assure the House that I am going to reach a decision at a very early date.

Regarding Hindi telegrams I myself attach great importance to that. From the information that I have collected regarding introduction of facilities at telegraph offices for Hindi telegrams, I find that the result has not been very encouraging. We have made provision at a number of places for the despatch of telegrams in Hindi. The charges have been liberalised, but still the response from the public has not been very encouraging. I may assure the House that I will do my best to encourage the use of Hindi in telegraph offices more and more.

Lala Achint Ram (Hissar): Reduce the charges of telegrams.

Shri Jagjivan Ram: The charges are calculated on the same basis as in English.

Lala Achint Ram: Reduce them.

Pandit Thakur Das Bhargava (Gurgaon): In English many words are not required to convey the meaning; while that is not so in the case of Hindi.

Shri Jagjivan Ram: I do not think that is so. Moreover, we are not charging for prepositions. We are charging on the same basis as in the case of English—one anna for one word.

Pandit Thakur Das Bhargava: It is easy to convey the meaning in English whereas in Hindi you have to use more words.

Shri Jagjivan Ram: It depends on how you write the telegram. If my hon. friend would come to me I can draft a telegram in Hindi which will perhaps be more concise than in English.

Pandit Thakur Das Bhargava: It will be all the more costly if people have to go to the hon. Minister for getting their telegrams written out.

Lala Achint Ram: Reduce the charges.

Shri Jagjivan Ram: Well, I cannot say anything about that, except that I will bear these suggestions in mind. But I do not think there is any possibility of reduction in the charges, though we may liberalise the facilities provided in respect of these telegrams.

I think these are the points which were raised regarding the Posts and Telegraphs Department. I may add

one or two things. Something was said about the uniforms—late supply of uniforms, winter uniforms being supplied during summer and summer uniforms during winter, and the uniforms not fitting quite well on the persons for whom they are meant. I do not know how far this criticism about late supply is justified. But I have myself been examining whether we cannot further decentralise the making of these uniforms so that they can be supplied more in time and also so that they may be more suitable. I am still examining that question. I cannot say more at this stage.

As regards a number of grievances of the employees, I may here declare that it will always be my earnest endeavour to secure all possible facilities and amenities for the employees in the Department. I have got before me some figures of the amenities that we are providing for the employees in the Posts and Telegraphs Department and also of the amount that we are spending on those amenities. I do not want to quote those figures. I myself feel that those figures should increase several fold. We have a number of canteens. I am not quoting the figures because those figures are available in the booklet that we have supplied. I myself feel that we can increase the number of canteens. We can increase the number of co-operative societies among the Postmen so that my friend Mr. Ram Das will not have the opportunity to complain about the late supply of uniforms. We may very well hand over this work to the co-operatives of the Postmen themselves. But it will take time.

Today when I find the multiplicity of trade unions among the postal and telegraph employees I am perturbed, not because I have to deal with so many trade unions but because there is so much of rivalry among the trade unions, one demand of one trade union being contradicted by another demand of another trade union. So in their own interests it will be better if some sort of alignment is sought among themselves so that they can strengthen their unions, increase their membership and speak with a more united voice when they have to put forth any grievances or demands before the Government. And that will help some constructive activity among themselves as well. Enlightened as they are, the postal and telegraph unions should consider this seriously whether it should be their only function to ventilate the grievances of the employees or they should engage themselves in some constructive activities which will better the condition of

their employees in other respects. And that will be possible only if the number of trade unions is reduced and if there is no multiplicity of trade unions competing with one another, putting forward demands only with a view to placating the workers and increasing their membership and not functioning purely on trade union lines. So I am making this suggestion in all earnestness.

My friend Mr. B. Das has remarked that from labour I have become an employer. Rightly so. That is our objective: we have to lift the worker from his present position to the position of an employer.

Shri B. Das: I am pleased at your observations.

Shri Jagjivan Ram: Of course in the present context, as an employer it is always advantageous to have a large number of unions and rival unions in one's undertaking. So, if I have to function purely as an employer I would welcome a multiplicity of unions in my undertaking, and that would facilitate my work by setting one union against the other. But I do not want that. I want a genuine trade union to develop among the employees in the Posts and Telegraphs Department, and therefore I make this suggestion in all earnestness, let the union leaders who are organizing trade unions of the employees of the Posts and Telegraphs Department think seriously whether it is not in their interest to have a smaller number of unions, either on a functional or regional basis, which will have a larger number of employees as their members thereby adding to their strength. So much as far as Posts and Telegraphs are concerned.

Now I will have to deal with Civil Aviation and in that connection I will have to take notice of my friend Mr. Jaipal Singh. Mr. Jaipal Singh happens to be the President of the Delhi Flying Club. He was bitter in his remarks. I shall not reply to him in that way. But I know the cause of his bitterness. Unfortunately, he happens to be the President of a Flying Club situated in an area which was known as 'Centrally Administered Area' till a few months back. His sense of frustration is largely due to the fact that he is the President of a Flying Club situated at Delhi where no subsidy or grant is available from the Delhi Government.

Shri Jaipal Singh: The Ministry has always obliged me when I went there. My remarks did not refer to the Delhi Flying Club alone...

Mr. Deputy-Speaker: He does not give way.

Shri Jagjivan Ram: He has attacked the policy and the direction of the Civil Aviation Department. He has said that since the appointment of a non-technical Director the work of the Civil Aviation Department has deteriorated and that there has been a larger incidence of accidents during that time. He has gone a step further. I was thinking that he was speaking with a sense of responsibility, but he has laid the blame for all the accidents at the door of the Civil Aviation Department. I was listening to him with all my attention and I was waiting to see whether he was going to give any instances of any slackness, any fault, any mistake on the part of the Civil Aviation Directorate which could be directly connected with any of the accidents that have occurred during the recent times. But I failed. He has not given any.

Shri Jaipal Singh: I would ask my hon. friend to read the reports...

Shri Jagjivan Ram: Except mentioning that the Directorate has been responsible he has not given any instance which could in any way, directly or indirectly, be linked with any of the accidents.

Not only that. These accidents were inquired into not by officers of the Ministry only. The recent accident at Delhi was inquired into by an hon. Judge of the Supreme Court of India, and what are his findings? Has he anywhere in the report of the inquiry said that this accident has taken place due to any laxity, due to any fault, due to any mistake on the part of the Ministry or the Directorate concerned? It is not that. I am very sorry and any human being will be sorry for the quick succession of accidents in recent times. One cannot have the consolation by comparing them with similar cycles of accidents in more advanced countries. One cannot remove the Psychological apprehension by comparing them with the figures of accidents in U.K. or the U.S.A. Though I have got the figures with me, I am not going to quote them. I can quote that there are cycles of accidents in the life of certain air lines and for which it is very difficult to attribute a rational cause and that may be adduced in the case of these accidents as well. But I am not going to do that. Unfortunately, those pilots who were bying, those planes are no more. Any person who holds an inquiry into the causes of the accidents has to proceed on circumstantial evidence and inferences. Nothing more than that. What was the actual cause of the accident nobody is in a position to say. Even in the recent inquiry, the report of the hon. Judge of the Supreme

[Shri Jagjivan Ram]

Court is very cautious, though he has tried to find certain causes for that. Not only out of modesty, because of the fact that he had not much of a reliable data before him, he has not finally or conclusively said that this is the one or the other cause for this accident. Ultimately, we come to that side where human frailty is concerned. I have been very closely examining whether there was any factor which can be directly connected with our Civil Aviation Director or which can be directly connected with the management or inexperience or insufficient number of flying hours or fatigue of the pilots or any defect on the part of the management of the Company. I have made a very thorough and searching scrutiny of the qualifications of the pilots. I am not in a position today to directly connect these accidents with any laxity on the part of my Directorate or on the part of the Company. Unfortunately, these accidents have taken place and we have to take all possible precautions to guard against future accidents. That I am going to do.

As regards the Flying Clubs, I must say a few words. The Flying Clubs were started with a view to encourage a love for flying among the citizens and we have been encouraging that. I do not want to go into the details. That is also to be found in the booklet circulated. We have also answered on several occasions on what basis we give grants and subsidies to the Flying Clubs. In other States the Flying Clubs have received subsidy and grants from the Central Government as well as the State Government. Delhi, unfortunately, having been situated in a Centrally Administered Area, could receive subsidy and grant only from the Central Government and not from the State Government and that, of course, landed the President and members of the Delhi Flying Club in some financial difficulty. We have been liberal to them and whenever they have approached us, we have given them extra subsidy and extra grant for the last three years. Even this year we have been approached, and of course, I will sympathetically and favourably consider that request. But I must tell my friend, Mr. Jaipal Singh that the policy of the Flying Clubs as regards turning out or producing commercial pilots and Class A Pilots has been without any objective. As the subsidy is linked to some extent with the flying hours of these trainees, efforts have been made by some flying clubs to increase the number of trainees by assuring them that as soon as they get their

licence they will get a job of Rs. 800, or 900 or 1,000 per month, with the result that a number of pilots have been produced and this bears no relation to our requirements, to the requirements of the various Air Companies in this country and today if we find that a large number of pilots are unemployed, the Flying Clubs are more responsible than anybody else. I have got figures before me and I do not want to quote them here. I know that whereas the training centre started at Allahabad by Government has produced half a dozen or so pilots, the Flying Clubs have produced 196 in one year and this bears no relation to our requirements. I do not want to say anything at this stage. I have been very seriously examining the question of these Flying Clubs and the training of pilots by them. I want to have a rational basis for the training of pilots which will be related to our requirements, so that unemployment may not be caused among a class of the middle class people who spend every possible asset with them in order to secure the licence after a costly training. As the whole question of Flying Clubs has been referred to a Committee on which are represented some veteran supporters of Flying Clubs, who want full autonomy and freedom to the Flying Clubs without the slightest degree of control from Government, I leave the matter to that Committee. I will come to certain decisions only after the report of that Committee has been received.

I want to say only one point. Our Director General of Civil Aviation is a non-technical man, no doubt. This is not the only country where the Director General of Civil Aviation is a non-technical man. In other countries also they have non-technical men. In U.K. and U.S.A., the Director General is a non-technical man. It is purely an administrative work and if you give technical advisers to the Director General, there is no cause to feel that a non-technical Director General will not be able to discharge his responsibilities. For every technical department you cannot have only a technical man as its head where most of his work is concerned with administration.

In the matter of Civil Aviation and Flying Clubs, we have got a definite policy namely to encourage Civil Aviation. Mr. Jaipal Singh suggested that Civil Aviation should be given to the Defence Ministry and that there is constant friction between the two Ministries. In the first instance, I repudiate that insinuation, that there

is any friction between the two Ministries. We have developed a machinery to ensure the fullest possible co-operation between the two Departments. Mr. Jaipal Singh will agree that if you want to develop Civil Aviation in this country properly, if you want to develop Civil Aviation in the country as a second line of defence, as a means of communication in cases of emergency, internal or external, you will have to develop it on its own lines, as has been done in other countries.

Shri Jaipal Singh: I had asked my hon. friend to say why subsidies were given to Flying Clubs that were not in need and what happened to the sale of Curtis Commandos.

Shri Jagjivan Ram: I am sorry I missed that point.

Mr. Deputy-Speaker: The hon. Minister is taking up the time of other hon. Ministers.

Shri Jagjivan Ram: As regards Flying Clubs I will not say anything more than what I have said. As regards Curtis Commandos, in the first place, it does not concern the Ministry of Communications. They are with the Ministry of Works, Housing and Supply at present. With a view to dispose of these Curtis Commandos, they have already advertised again. There is a past history which I need not go into now. Perhaps Mr. Jaipal Singh knows how they were disposed of, and how the man backed out. Now, again, they have been advertised and they will be disposed of. At least, my Ministry is not concerned with it.

Mr. Deputy-Speaker: I shall now put the cut motions under the various Demands to the vote of the House.

The question is:

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

The motion was negatived.

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The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That the demand under the head 'Meteorology' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That the demand under the head 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

“That the demand under the head ‘Indian Posts and Telegraphs Department’ be reduced by Rs. 100.”

The motion was negatived.

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“That the demand under the head ‘Indian Posts and Telegraphs Department’ be reduced by Rs. 100.”

The motion was negatived.

Mr. Deputy-Speaker: The question is:

“That the demand under the head ‘Aviation’ be reduced by Rs. 100.”

The motion was negatived.

Mr. Deputy-Speaker: The question is:

“That the demand under the head ‘Aviation’ be reduced by Rs. 100.”

The motion was negatived.

Mr. Deputy-Speaker: All the cut motions have been negatived. I shall now put the Demands to the vote of the House.

The question is:

“That the respective sums not exceeding the amounts shown in the third column of the order paper in respect of Demands Nos. 5, 6, 7, 8, 9, 10, 105, 106 and 107 be granted to the President, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of the corresponding heads of Demands entered in the second column thereof.”

The motion was adopted.

[As directed by Mr. Deputy-Speaker the motions for Demands for Grants which were adopted by the House are reproduced below—Ed. of P.P.]

DEMAND NO. 5—MINISTRY OF COMMUNICATIONS

“That a sum not exceeding Rs. 6,95,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Ministry of Communications’.”

DEMAND NO. 6—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

“That a sum not exceeding Rs. 28,84,19,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Indian Posts and Telegraphs Department (Including Working Expenses)’.”

DEMAND NO. 7—METEOROLOGY

“That a sum not exceeding Rs. 81,00,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Meteorology’.”

DEMAND No. 8—OVERSEAS COMMUNICATION SERVICE

“That a sum not exceeding Rs. 54,40,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Overseas Communication Service.’”

DEMAND No. 9—AVIATION

“That a sum not exceeding Rs. 1,89,30,000 be granted to the President out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Aviation.’”

DEMAND No. 10—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF COMMUNICATIONS

“That a sum not exceeding Rs. 3,64,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Miscellaneous Expenditure under the Ministry of Communications.’”

DEMAND No. 105—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

“That a sum not exceeding Rs. 6,43,12,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Capital Outlay on Indian Posts and Telegraphs (not met from Revenue).’”

DEMAND No. 106—CAPITAL OUTLAY ON CIVIL AVIATION

“That a sum not exceeding Rs. 1,27,75,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course

of payment during the year ending the 31st day of March 1953, in respect of ‘Capital Outlay on Civil Aviation.’”

DEMAND No. 107—OTHER CAPITAL OUTLAY OF THE MINISTRY OF COMMUNICATIONS

“That a sum not exceeding Rs. 35,34,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Other Capital Outlay of the Ministry of Communications.’”

Mr. Deputy-Speaker: The House will now take up the Demands relating to the Ministry of Transport.

DEMAND No. 89—MINISTRY OF TRANSPORT

Mr. Deputy-Speaker: Motion is:

“That a sum not exceeding Rs. 22,23,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Ministry of Transport.’”

DEMAND No. 90—PORTS AND PILOTAGE

Mr. Deputy-Speaker: Motion is:

“That a sum not exceeding Rs. 46,05,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Ports and Pilotage.’”

DEMAND No. 91—LIGHTHOUSES AND LIGHTSHIPS

Mr. Deputy-Speaker: Motion is:

“That a sum not exceeding Rs. 29,06,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Lighthouses and Lightships.’”

DEMAND NO. 92—CENTRAL ROAD FUND**Mr. Deputy-Speaker:** Motion is:

“That a sum not exceeding Rs. 3,67,65,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Central Road Fund’.”

DEMAND NO. 93—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)**Mr. Deputy-Speaker:** Motion is:

“That a sum not exceeding Rs. 2,98,79,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Communications (including National Highways)’.”

DEMAND NO. 94—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF TRANSPORT**Mr. Deputy-Speaker:** Motion is:

“That a sum not exceeding Rs. 1,51,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Miscellaneous Expenditure under the Ministry of Transport’.”

DEMAND NO. 127—CAPITAL OUTLAY ON PORTS**Mr. Deputy-Speaker:** Motion is:

“That a sum not exceeding Rs. 1,70,00,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Capital Outlay on Ports’.”

DEMAND NO. 128—CAPITAL OUTLAY ON ROADS**Mr. Deputy-Speaker:** Motion is:

“That a sum not exceeding Rs. 4,55,20,000 be granted to the

President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Capital Outlay on Roads’.”

DEMAND NO. 129—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT**Mr. Deputy-Speaker:** Motion is:

“That a sum not exceeding Rs. 78,97,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of ‘Other Capital Outlay of the Ministry of Transport’.”

*Policy***Shri Ramji Verma:** I beg to move:

“That the demand under the head ‘Ministry of Transport’ be reduced by Rs. 100.”

*Construction of National Highways***Shri N. P. Damodaran (Tellicherry):** I beg to move:

“That the demand under the head ‘Communications (including National Highways)’ be reduced by Rs. 100.”

National Highways in Himalayan region

Shrimati Kamlendu Mati Shah (Garhwal Distt.—West cum Tehri Garhwal Distt. cum Bijnor Distt.—North): I beg to move:

“That the demand under the head ‘Communications (including National Highways)’ be reduced by Rs. 100.”

Uniform policy for Transport

Sardar Hukam Singh (Kapurthala-Bhatinda): I beg to move:

“That the demand under the head ‘Ministry of Transport’ be reduced by Rs. 100.”

*Nationalisation of Road Transport***Sardar Hukam Singh:** I beg to move:

“That the demand under the head ‘Ministry of Transport’ be reduced by Rs. 100.”

Mr. Deputy-Speaker: The respective Demands and these cut motions are now before the House for discussion.

Shrimati Kamlendu Mati Shah: I find it much easier and pleasanter to listen to speeches than to have to make one myself. First, I shall refer to the conditions that I witnessed in one of the districts during my election tour and then I shall say a few words about the roads and the conditions of the people there.

I can confidently say that you will hardly find another district that can compete with this one in backwardness and hardship. I feel very sorry that I am the representative of such a district. I have had the privilege during this election tour to mix with these poor peasants. I shared their food and their abodes with them and I was able to find out the conditions in which they were. I was very sorry for them and more sorry for myself, because I had no power to help them except a kind word or sympathetic glance. Why I say I am sorry for them, it is because I am as helpless as they are. Till I am confident that their voice will be heard, it becomes my main duty to plead for these people. In these interior regions that very few people care to explore, I fear there is a danger of their being forgotten, while others get their share. I know that the House will agree with me when I say that in no country can progress be achieved without the development of resources. In that district, the condition of our roads is such that though I had started on this tour with the idea of travelling mostly by dandies and partly on horse, I had to cover most of the way on foot as the so-called roads were hardly wider than one foot. If such is the condition of our roads, how can the villagers expect to get any help from the civilised world outside? In many places they do not get even pure water to drink and physical conditions are very bad. Most of them cannot even get salt, a thing that we are so generously giving away to other countries. All this I say is no exaggeration and I would challenge any one who may doubt my word, to go and find out for himself. I am proud to say—and most of us may be aware of the fact—that Garhwal can and is producing the best soldiers not only in India, but in the world, and I strongly appeal to the Government to provide these poor peasants with healthy living conditions. We Members have been given the right to represent the public's grievances. It is with this authority and with this strength that I appeal

for the cause of those who are suffering. They have the right to have their hardships remedied. How will Government even know it unless we point out what their conditions are like. As the saying goes, even a mother may forget to feed her child unless it cries. It may be said we are impatient not realising the difficulties of Government, but we do need attention in that part of the country to help the people who are leading even a worse life than animals. May I therefore remind the party in power of making good of their promise of a road right through the Himalayan region and along the banks of the Ganga and the Jumna. These are the minimum steps to begin with that can be taken to bring this very backward district in a level with the others.

I know I would have spoken in Hindi, but, as some of the hon. Members would not have followed me, and I do want them also to share my talk, I have dared to speak in English. I know we have been recently provided with facilities to learn Hindi, but we cannot be expected, at least our generation, to become masters overnight.

I would further like to add this much that telling me in reply to what I have said that conditions were far worse under the Maharaja's rule is no answer, and is not true as can be judged from the election results. Even if it was true, two wrongs do not make a right. I, therefore, sincerely appeal to the Government and hope that this appeal will be taken into consideration so that the district will be given the prompt attention it deserves by taking on hand the Himalayan region road. If we carry easy communications and electricity to our villages, we will be doing a great deal for our rural development. India is mainly rural as we all know.

I have to express my gratitude by finishing before the usual time signal, hoping that what I have said will be taken into consideration by the authorities with such urgency and sincerity as I have tried to convey. May I also add that I hope God will help us to be sincere and be less selfish so that we can help others.

Shri M. D. Joshi (Ratnagiri South): At long last, the time of waiting has expired, and I have been fortunate enough to get an opportunity of expressing my views on a most important problem concerning the constituency from which I come.

The subject of transport is vast and very wide. It comprises four branches, railways, roads, shipping and

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lastly, aviation. As regards the first, it has been exhaustively dealt with by previous speakers in this House, and although I should have liked to speak upon it as regards my own constituency, I shall refrain from referring to it at length simply because I want to ventilate my grievance with regard to another route, viz., the sea route, the coastal passenger transport. I shall mention only this that Colaba and Ratnagiri districts, barring one or two taluks of Colaba district, though they have been rich in Pandits and patriots and brilliant scholars like our present Finance Minister, and administrators, are very poor in the matter of communications and transport. (An Hon. Member: There are brilliant men because there are no communications.) My friend says that it is because there is no communication we have been so rich in talent. Then, are we to say that the whole country is to be devoid of communications so that we should have more talent in this country?

The condition of my district, viz., Ratnagiri district, is very peculiar. It is served not by a railway, not by a national highway, but by a humble provincial road for 350 miles from Bombay to Goa which was originally built for transport by bullock carts, about 60 to 70 years ago. And it still continues to be so. There is no railway and formerly a town 60 miles away from Ratnagiri, which is the headquarters of the district, appeared to us to be more distant than Bombay which is 135 miles away. The districts of Colaba and Ratnagiri depend for their means of livelihood and other amenities mainly on the city of Bombay. We had to go to Bombay by the sea route because there was no good land route as late as 1940. Perhaps the former foreign Government wanted our district to remain backward in the matter of transport because they had to detain and intern several high people whom they politically thought to be undesirable. In the first place they detained the late King Theabau of Burma in Ratnagiri for 25 years. Later on, they detained Mr. Savarkar. They detained Abdul Majid, the nationalist Editor of Karachi during World War I, and last but not the least, comes our Speaker Mr. Mavlankar who was detained in 1933-34 for about 1½ years at Ratnagiri. So, Ratnagiri was a safe place cut off from all communications wherein 'dangerous' people could be housed safely without fear of their committing more mischief.

It was all right when the foreign Government was there. But the state of things cannot be now allowed to continue in this corner of the West Coast. Though I call it a corner, it is a sufficiently big corner. It extends for 350 miles from Bombay to Goa, about 30 to 40 miles in breadth. It is a strip between the sea and the Sahyadri range of mountains. This strip of land is rich in natural scenery; but not of course rich in food because we have been importing food to the extent of 75 to 80 thousand tons every year to make the population live.

Apart from that, as far as the question of transport is concerned, we depend mainly on the sea route. The sea route came into existence somewhere in the year 1875 when the Bombay Steam Navigation Company came into being. Although that company has been carrying on coastal traffic, both passenger and cargo traffic, for many years, they even forgot that there was such a factor as the third class passenger, for whose comforts they were responsible. Things went on in this way for several years. Then two or three more companies came into existence. One was called the Swadeshi Company—in Marathi Mazi Agboat Company, in English called the Indian Co-operative Navigation Company. It purchased only one steamer, but it was very popular. Passengers were carried in several thousands, even though the permission was to carry about a thousand passengers only. Then came the time when suddenly the Bombay Steam Navigation Company rubbed its eyes, and it became alive to the interests of the passengers. In the year 1927, the Indian Co-operative Steam Company lost two or three of their ships in a storm and then the Bombay Steam Navigation Company carried on things as before. Afterwards, another company came into existence, when the woes of passengers were mitigated to some extent. Then the all-powerful Scindia Steam Navigation Company came on the scene. The Scindia company had a large capacious pocket, and it very soon succeeded in absorbing all the three companies, and became the managing agents of the Bombay Steam Navigation Company, the Indian Co-operative Steam Navigation Company, and the Ratnagar Steam Navigation Company. All these companies were carrying on passenger traffic between Bombay and Goa. When the Scindia company came, a foreign Government was here in power. The sentiment of the people at that time was against foreign rule

and against foreign aggression; naturally therefore the people wanted to have a company of their own, to traffic on this coast. People gave it as much support as they could, thinking that when our own Government was there, the woes of passengers would be minimised. But experience unfortunately has proved very much otherwise. In 1940 the Scindia company was master of the situation, and after absorbing all the other three companies, what did they do? The very first boon or gift that they gave to the people of Ratnagiri district was that they raised the passenger fares from Rs. 1-6-0 to Rs. 5 between Bombay and Ratnagiri. There was a storm of protest. The District Congress Committee passed a resolution condemning the action of the company.

Sir, this is a very vital problem as far as my constituency is concerned, so I crave your indulgence, if I somewhat exceed the time limit.

12 Noon.

Appeals were made, but they were not heard. We were told that because it was wartime, we should not harass the company. Then again, one fine day, in the year 1949, when we were hoping that the rates after the cessation of the war would be reduced, they were actually raised from Rs. 5 to Rs. 7½, an increase of 50 per cent. There was great agitation. The Commerce Department of the Government of India were moved in the matter, to appoint a committee to inquire into the passenger fares. What became of that inquiry we do not know. I hear that the inquiry was completed, and that recommendations have been made to the Government. But unfortunately they have never seen the light of day. We also hear that one of the recommendations was that fares must be reduced. As an earnest of their sincerity, the company have now reduced their fares by about 8½ per cent. I would like to ask the hon. Minister of Transport—now that shipping has come over from the Commerce to the Transport Department—why is it that the report of this committee has not been published as yet, and why the recommendations have not yet seen the light of day?

There are other difficulties of the deck passengers—as they are called—which require close attention and sincere and sympathetic handling on the part of Government. Probably it might have been thought that it—Konkan—was an obscure nook, and so the woes might be allowed to continue. Very recently, in the year 1950 the Government appointed a 'Deck Passenger Committee,' the report of which has already been referred to in the 73 PSD

administrative report of the Ministry of Transport. The report of that Committee is now under the consideration of the Government. That Committee has made a very valuable suggestion, that the third class passenger, or the deck passenger, may be given eight square feet of floor space, plus four square feet of 'airing space'. This is the least that will be required. I had the good fortune to appear before this Committee to give evidence and when I mentioned that ten square feet would be enough, the members of that Committee laughed, over my very modest demand. The ultimate result was that they recommended that eight square feet would suffice. Whatever that may be, even that recommendation, or the former recommendation of the earlier Committee appointed in 1921, has never been given effect to.

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

I appeal to the hon. Minister of Transport to look into this matter. In order to exercise permanent and continuous control over the affairs of shipping, both passenger and cargo, it is absolutely necessary, as the Deck Passenger Committee has recommended, to have a permanent Committee—you may call it a permanent vigilance committee or whatever you like—to superintend over the affairs of passenger traffic in Konkan.

As the time at my disposal is rather short, I shall mention only one more thing, as regards the national highways. I do not know whether the proposals for a new railway line in the Konkan have reached the Ministry of Transport as yet, but we hear that several people are putting forth several schemes. I do not know when the proposal of a railway will materialise. I want to make an appeal to the hon. Minister to see that a national highway is constructed. As the figures given to us indicate, about 1600 miles of national highways as 'the missing link' are proposed to be constructed by the Government. I humbly submit that the Konkan region may be taken as 'the missing link' and this 300-mile stretch may be taken up for the construction of a national highway.

I would refer to the matter of minor ports. There was a Minor Ports Committee appointed by the Government of Bombay some years ago and a report has been prepared. All the minor ports, some of which are capable of being major ports, considering the question of defence, are very necessary for being developed. At least for the coastal trade, all these minor ports—many of them—are being blocked by sand bars at the mouths of creeks. For

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making the creeks navigable as before, the one very vital necessity is dredging. Therefore, I humbly suggest that one or two dredgers may be ordered and kept to remove the silting of the sand bars in these minor ports.

Mr. Chairman: There are still four Members to speak. The hon. Member will kindly bring his remarks to a close.

Shri M. D. Joshi: Lastly, if I may not sound too ambitious, between Goa and Bombay one aerodrome is absolutely necessary. We had to give up the tour programme of the Prime Minister and our leader, Shri Jawaharlal Nehru, in the last election campaign simply because travelling was too slow, due to the absence of an aerodrome. Not only from this point of view, but from the point of view of defence and aviation trade, I submit that an aerodrome at Ratnagiri is absolutely necessary. It was at one time declared on the floor of this House that 16 aerodromes were in contemplation. I do not know when they are coming. But this is a suggestion which I want to offer to the hon. Minister.

Shri Velayudhan (Quilon *cum* Mavelikkara—Reserved—Sch. Castes): When I was thinking of studying the subject 'Transport', a concept was driven into my brain, that is, about the heavier transport that is the Government of India. Of course, the condition of the small transport. I mean the Transport Ministry, depends on the condition of the bigger transport and, in my humble opinion, the bigger transport has become a little out-of-date, antediluvian and out of date. For the last four years we were all travelling in that same bigger transport and it was my view that it was high time for us to change that transport and come to something new.

Mr. Chairman: May I request the hon. Member to come to the subject proper. There are other Members also to speak.

Shri Velayudhan: I am directly entering into my own subject, I mean 'Transport'. This is a very important and vital subject as far as the nation-building programme is concerned. I do not know whether this House or the Governments in the States have realised the importance of transport in the country. As one can see when one takes the Budgets of the States as well as the Centre, the money allotted to transport as a whole is very meagre when compared to expenditure on other nation-building programmes. The most important transport system

next to railways in the country is the road transport and according to the Budget, we have given this time about Rs. 6.5 crores out of which five crores goes to the national highways. When one comes to the national highways—it is a very high sounding word—one will think that these highways will be of very good metal road. Of course it is metalled, but when we travel on that road by a transport or by foot, then we can know the pathetic condition of such national highways, especially in the Bombay Presidency as well as in the South.

Coming to the condition of roads in South India, especially in my State, according to the present Budget estimates, for the Travancore-Cochin State, Government have set apart about four lakhs of rupees for the construction of national highways. I understand the Travancore-Cochin State are demanding more and more from the Central Government, and this four lakhs is a paltry sum when compared with more than Rs. 42 or 43 lakhs which we spend for our roads in the Travancore-Cochin State itself.

Then another important transport which I have to mention is the ship-building industry. In ancient India we had a large number of ships and in fact, South India was a maritime country, if we go through the pages of history. In the West Coast, we had our own ships and, especially Malabar was a maritime power, perhaps the strongest maritime power in India at that time. But what is its condition today? How far are the Government of India encouraging the ship-building industry in the country? In some of the enterprises they have entered, they have merely bungled. They were agents of corruption and shady deals. I have to say this in strong words because when I went through the ship-building yard at Vishakapatnam, I found out a lot of loopholes in which, I am sorry to mention, the Government have lost crores of rupees in their deal with the Scindia Steam Navigation Company. The Government of India thought of purchasing this ship-building yard in 1949 and a French firm was invited to assess the cost of the yard at Vishakapatnam. The Scindias also approached the Government of India and said that they were not able to run this yard because of the huge expenditure it involved. The assessment at that time was between four and five crores, but what did the Government of India do when they decided to purchase this yard? In 1950, they changed their whole attitude and wanted that this ship-building

yard should go on under the control of the Scindias. Orders for three ships at a cost of about Rs. 5.8 crores were placed with the firm. Again another order for three ships was also placed by the Government with the Scindia Steam Navigation Company. By this time what I understand is that the Commerce Ministry had appointed a Director General, Shipping, a Deputy Director General, Shipping, and a host of other officers who had taken up their posts in Bombay and who were assisted by the Scindias also there. But at the same time, what is the condition of that ship-building yard? According to the present budget, in spite of giving 15 crores of rupees to that firm which was in a dilapidated condition, which was about to be ruined if the Government had not come to its rescue, the Government have now decided to take over the yard, after giving this subsidy. Why have the Government now taken over this ship-building yard?

Then, I have to refer to one subject, road transport. That is the most important nation-building industry in the country. I have no time, but I would only say a few words about the Delhi Transport Authority and the buses plying in Delhi. I am not very much interested in nationalisation. In this House, last time when a Bill on the subject came, I opposed the nationalisation scheme, simply because the present Government is not competent to take up nationalisation because it is a capitalist Government. If it was a socialist Government, I could understand it if it took it over. See what a huge loss the Delhi Transport Authority has brought to the exchequer of the Government of India and to the public. When the Delhi Transport Authority took over the G.N.I.T. buses, we had about 190 buses, and afterwards about 127 new vehicles were added paying Rs. 27 lakhs, and then 40 more were added paying Rs. 17 lakhs, and then again 80 buses paying Rs. 40 lakhs were purchased. But what is the position of the Delhi Bus Service today. We got nearly 438 buses, but out of these, 130 were scrapped by the orders of the Delhi Transport Authority: 125 buses are lying idle in the sheds, out of which 25 are to be scrapped very soon. Only 180 are plying in Delhi. I can cite more glaring examples. I have to point out to the House that the Delhi Transport Authority, after taking over the bus service, has brought ruin not only to the travellers but to the Government exchequer also. A bus was lying idle because the Government did not purchase spare parts worth Rs. 14. For six months it was lying idle in the

workshop. There was a number one bus; and for that vehicle spare parts worth Rs. 300 had to be purchased. For six months it was lying idle, but the authorities did not purchase the spare parts, and the exchequer lost about Rs. 300 or Rs. 400 per day.

Shri Radhelal Vyas (Ujjain): May I know whether the hon. Member is referring to the Central Government or the Delhi State Government, so far as the Delhi Transport Service is concerned? If the reference is to the Delhi State Government, can it be referred to here?

Shri Velayudhan: It is the Delhi Transport Authority over which the Government of India has got power. That is why I am speaking about the Delhi Transport Authority.

Mr. Chairman: I have rung the bell twice. May I request the hon. Member to bring his remarks to a close now?

Shri Velayudhan: What is the condition of the workers? We were told that the labour union was treated very badly by the General Manager, the Deputy General Manager and other authorities. The Delhi Transport Authority does not observe the Motor Vehicles Act. If that Act is applied, not a single vehicle can ply on the roads of Delhi and New Delhi. My humble request to the hon. Minister is that he must appoint a Committee consisting of Members of Parliament to go into the working of the Delhi Transport Authority, and then I think he will be able to find out more things than what I have mentioned in this House.

Pandit Lingaraj Misra (Khurda): I rise not to add to the criticisms that have been levelled by the Opposition nor to reply to them for that must be left to the hon. Minister of Transport who is more competent to do so with his armoury of up-to-date facts and figures. I must however thank the movers of the cut motions for having afforded me this opportunity of placing one demand of mine for the consideration of the Government of India. I have been very glad to find from the report of the Ministry of Transport for the year 1951-52 that the result of their efforts in attracting foreign tourists to this country has been very encouraging. On page 48 of the report it is mentioned:

"It is estimated that about 20,000 tourists visited India during 1951; of which 3,500 were Americans. The amount spent by them provided a substantial sum of exchange especially in dollars. The influx of tourists to India during the last

[Pandit Lingaraj Misra]

three or four years has been very encouraging. A large number of visitors, among them well-known writers, poets, journalists, professors, technical experts, and leaders of opinion, have come to India from all parts of the world."

Propaganda and publicity through our Embassies of the places of beauty and glory in our country is certainly a move in the right direction. But I must remind the Ministry of Transport that they should not forget that if they are not able to provide proper facilities of travel to and comforts of accommodation at our places of interest, they are thereby providing sufficient incentive for the publication of many editions of Miss Mayo's drain inspector's report which our Rehabilitation Minister referred to the other day in this House.

I am glad that Konarak, which is the culmination of Art, Architecture and engineering, has found its rightful place in the world-wide publicity of our places of beauty and sublimity. But may I ask the Minister of Transport, what are the facilities provided for tourists to go to Konarak? There is a fair-weather road maintained by the district board, about 28 miles long from Pipri on the Jagannath Trunk Road to Konarak which is used for vehicular traffic only for five months in the year. A few months back the ex-Governor of Madras had to beat an ignoble retreat in his attempt to reach Konarak from the Puri Government House and had to return from half way. The hon. Prime Minister is not here, unfortunately. I think he has not forgotten his own experience of the journey which he had to perform some two years back in company with his guest Lady Mountbatten. The President of the Indian Republic who visited Orissa in the course of the last two years was confronted with the demand from the local bodies and the public of Puri for a decent all-weather road to Konarak. The hon. the Home Minister, who is unfortunately not here, was our Governor and he was taking a lively interest in the architectural monuments of Orissa. He will, I am sure, bear me out that a good all-weather road to Konarak is an immediate and unavoidable necessity to be met without delay, if we are to save our face before the public opinion of the world.

I am sorry that a question of mine seeking confirmation of my information regarding the recommendations of the Konarak Committee which was appointed by the Ministry of Education, has not been answered so long. I am

informed that that Committee too had given its first priority to a good road to Konarak. I understand the State Government had in view of its extreme financial stringency consequent on the integration of the Princely States, approached the Centre for a special grant to cover the entire cost of the project for converting this district board fair-weather road into an all-weather metalled road. This road passes through the flood-affected areas of the Puri district and as such is bound to be a costly project as three small rivers have to be bridged and a number of submergible vented causeways have to be provided to allow quick drainage of flood water. But what was the response of the Centre? I understand the response of the Centre has been very depressing and disappointing. The Centre's offer of only an advance of one-third of the cost of the project, and that to be adjusted with the future receipts of the State from the road fund reserve, has now put the scheme in cold storage.

I would now strongly urge on the hon. Minister of Transport kindly to accept this scheme as an immediate Central responsibility and be prepared to start work from the next year. I would invite my hon. friend the Minister of Transport as well as the Finance Minister, if he has not already done so, kindly to pay a visit to Konarak this year immediately after the monsoon and make necessary provision in the Budget for the next year. I specially invite the Finance Minister because I know that it is not possible for an administrative department to push a new scheme into the Budget unless it gets the consent of his Ministry. I hope, if they go there, they will personally be convinced of the importance and urgency of this road and shall have no hesitation in providing the money that is required for that purpose.

If the entire money cannot be provided in one year, the grant may be spread over two or even three years. I have restricted myself to only one item—one demand—and I very earnestly expect a forthright favourable reply from my hon. friend the Minister of Transport.

Sardar Hukam Singh: I will confine myself to the Road Transport. My complaint in the cut motion on this Demand is that there is absolutely no uniform policy so far as the development of the road transport is concerned. This is my misfortune that the Ministry is presided over by a person who was mostly responsible for the re-organisation in one of the biggest

provinces of India but anyhow I am sure that he does not carry that prejudice to the Centre. I realise that this was a State subject. Under the Act of 1935 the Centre had nothing to do with this transport subject and it was entirely left to the States to develop as they liked. But it was felt in 1920 that there was some unhealthy competition between the railways and the road transport and some enquiry was made. The first attempt to have a uniform policy—say of some big legislation—was in the Motor Vehicles Act of 1939.

Under that Act it was left to the Transport Authorities—the Regional and the State Authorities—to issue permits for three years and without any grudge these permits were issued first for three years. That is upto 1943. And again for three years more. That came upto 1946. Then perhaps as the War had ended some States had in their hands some reconstruction and development schemes and they were in search for funds to finalise those schemes. Therefore, this transport business was considered as the most suitable business to be taken in hand by these States. At that time certain States instead of giving those permits for three years, as was provided, gave those permits as temporary permits for four months only. Now that was a breach of the law clearly because these temporary permits were meant only for cases where there was only temporary need—say some fair here and there, some special gathering or congregation. In such cases only the temporary permits could be given but the Government resorted to that provision of the law. In Punjab particularly they renewed that four months' period one after the other till they came to 1950. In U.P. a different method was adopted. There the permits were refused. They were not issued. In 1946—and I must say that was the only policy that had been declared upto so far and I am also of the opinion that that should hold the field even now—a White Paper was issued by the Central Government on the floor of this very House that the policy of the Government was to organise this transport on a tripartite basis and that the Railways and the State should have shares of 51 per cent. and the private operators 49 per cent. so that they can collaborate and co-ordinate between each other in running these transports.

The U.P. Government had a certain number of buses with it. But though this principle was conceded and that declaration of policy during the interim Government here was repeated and reiterated even by Mr. Asaf Ali who was then the Transport Minister

and the various States had also agreed to that, yet a departure began to be made and every State instead of taking up and moulding and shaping its policies according to that White Paper, began to pursue its course in the way that it liked. The U. P. Government had certain buses with them. They took the plea that private operators and owners were not prepared to come into the field and co-operate with them. They took up certain routes and started their own buses. Thus there the nationalisation began in this way. It was rather by accident than by a planned policy that this rationalisation policy was taken up by the States.

At first the policy of the U. P. Government was that when an operator was displaced, he was given another route—be it inferior, a *kutchra* road—on which to ply his buses. But afterwards on second displacement no assurance was given and on subsequent third displacement he was thrown out without his buses being taken or purchased by Government. That caused great discontent to the proprietors and the case was taken to the Allahabad High Court. It was discussed by the judiciary and it was found out that there was virtually no decision on those applications for granting of permits and the powers were being misused. So the U. P. Government renewed those permits for three years and some other States also took the clue and gave those permits for three years. But that policy which was being pursued continued in certain respects and whenever a route was acquired, the bus, the workshop and other things were never taken or purchased from the owner. It was contended that this was not the proper course. Twice subsequently the case was taken up. There was some legislation taken up here in the Central Assembly. Once in 1948 when that Bill passed into an Act and was found defective, another was tried in 1950. Then a Select Committee was appointed.

Mr. Chairman: Two minutes more.

Sardar Hukam Singh: Then I can only say that the policy has been haphazard. At that time Mr. Santhanam assured us that he would soon take in hand legislation to that end, that he would see that the Motor Vehicles Act was amended very soon, and that the remarks that the Select Committee had made would be taken into consideration. The Select Committee had said that when a route is taken up it is no answer to say that the permits are no property of the owner. By 1950 the Constitution had come into force and therefore it was stressed that if this property was taken

[Sardar Hukam Singh]

away certain compensation must be paid. Reference was also made to the provisions of the British Act, especially section 54. It was promised in the Select Committee and even on the floor of the House that legislation would soon be taken up and enacted incorporating all these provisions and rules would be framed whereby any State taking over any route and pursuing the policy of nationalisation shall have to abide by those rules. Though at one time Mr. Santhanam had said that the Central Legislature was not a Supreme Court, and the State Governments the High Courts over which the former could have powers of revision, but later on it was admitted that no major decision could be taken unless all—the Central Minister concerned and the various authorities of the State concerned—sit together and decide the policy to be formulated. Therefore the Central Government has a hand in this and can advise the State Governments to take a path that must be acceptable to all the parties. If the Government is national these operators are also nationals of India. This fact should not be ignored.

Once in the report of 1950-51 it was said that legislation was being taken up very soon and would be passed in that very session, but that was not done—three or four sessions have been held since that assurance was given. Even in the present report it is said that it has been circulated, that it would be taken up and passed soon. Leaving aside everything else, what I want to say is this. These persons should not be left in suspense; they should know what their future fate is going to be—they are entitled to know that at least. There should be no prejudice that they are capitalists. They are small shareholders getting a hundred here or a hundred there out of this business, and mostly they have formed themselves into co-operative societies. The Motor Vehicles Act or any other legislation can compel them to form into bigger companies—that object can be achieved. If revenue is the consideration that also can be got out of them, they are prepared to pay it. But what they want is that a definite policy should be formulated and announced on the floor of this House as to whether the Government sticks to their policy contained in the paper that was circulated, whether it holds the field even now. If nationalisation is to come these people are not opposed to it. Let it come, and I also support it, but they should be told when it is to come and how it is to come, whether their vehicles and other paraphernalia would be taken over by the Govern-

ment. If these permits are renewed every four months the man does not know what would be his fate after four months. He cannot replace his vehicle nor can invest on its repair and the service deteriorates. If this is so it is due to the fault of the Government because they have not formulated any policy so far. An ordinary operator wants to enquire what that policy is going to be, whether nationalisation is coming and when it is to come, whether his buses will be taken up, whether any compensation will be paid to him, and so on. This is all that he wants to know and a clear policy should be enunciated in this regard. My submission is that because that assurance has been given on the floor of this House by the previous Transport Minister that all these things will be taken into consideration, that compensation shall be paid and that the principles laid down in section 54 of the British Act shall be introduced here also, therefore it is high time that that legislation which is promised in every report as having been drafted and coming up soon should be brought up quickly. We should also be told just now whether in that legislation those provisions referred to above have been incorporated or not.

I want to impress this on the hon. Minister, that if the States are eager to take up nationalisation they can have new routes. There is abundant scope everywhere. If I were to take the case of Punjab alone, and that too in the neighbourhood of Delhi, I can tell him that here in Gurgaon just near Delhi many routes are lying undeveloped. There are no routes between Alwar and Gurgaon, a distance of about 100 miles. And these areas usually suffer from famine. I think one of the contributory factors is that we cannot send supplies to these areas very quickly. Therefore, this is a question to be considered seriously, namely that such new routes should be developed and the Government, if they have resources, can nationalise those routes and run their own transport services instead of destroying those people who have been running these services very efficiently, and most of whom in certain parts are refugees who should not be uprooted again.

The Minister of Railways and Transport (Shri L. B. Shastri): Sir, I have spoken three or four times in English. Have I your permission to speak in English?

Mr. Chairman: In any language the hon. Minister is pleased to speak.

श्री ऐरू० बी० शास्त्री : चेयरमैन महोदय, मेरे पास समय इतना कम है कि जो बहुत सी जरूरी बातें माननीय सदस्यों ने यहां कही हैं, उन सब के बारे में अपना मत प्रकट कर सकना कठिन है। लेकिन दो तीन बातें खास हैं जिन का मैं यहां जबाब देना पसन्द करूंगा।

पहली बात जो कही गई है वह नेशनल हाईवेज (National Highways) के बारे में है। आम तौर पर यह समझा जाता है कि हम स्टेट्स (States) की तमाम सड़कों को बहुत आसानी से नेशनल हाईवेज में शामिल कर सकते हैं। महारानी साहिबा ने, जो शायद गढ़वाल से आती हैं, यह कहा कि गढ़वाल की सड़कों को नेशनल हाईवेज में शामिल करना चाहिये। मांग उन की ठीक और मुनासिब होगी इस में मुझे कोई सन्देह नहीं है, लेकिन सवाल यह है कि क्या हम नेशनल हाईवेज में स्टेट्स की सारी सड़कों को ले लें और स्टेट्स के लिये जो उन की जिम्मेदारी है उस जिम्मेदारी से उन को बिल्कुल अलग रखें। सड़कों को नेशनल हाईवेज में शामिल करने की कुछ शर्तें हैं और वह शर्तें यह हैं कि कोई सड़क एक प्रदेश की राजधानी से दूसरे प्रदेश की राजधानी को मिलाती हो, या कोई सड़क बड़े बड़े बन्दरगाहों तक जाती हो या किसी विदेशी मुक्त के अन्दर तक या उस की सीमा तक जाती हो ऐसी सड़कों को हम नेशनल हाईवेज में लेते हैं और शामिल करते हैं।

तो हिमाचल प्रदेश में रामपुर और चीनी वगैरह से तिब्बत को जो सड़क जाती है उस के बारे में हम विचार कर रहे हैं कि उस का काम अपने हाथ में लें लेकिन उस में गवर्नमेंट की काफी दिक्कतें हैं। पहाड़ी इलाके में सड़कें बनाने में काफी खर्च पड़ता है। ऐसी सूत्र में हमारे लिये यह आसान

नहीं है कि उस काम को हम लें फिर भी उस की जरूरत को बहुत ज्यादा समझते हुए हाथ में लिया है। अभी हाल में मुझे यह जान कर खुशी हुई कि करीब १०० यूनिवर्सिटियों और कालेजों के नवजवान लड़के अपनी गमियों की छुट्टी में यहां गये और उस सड़क पर एक महीने से काम कर रहे हैं। उन का काम तो बहुत ज्यादा नहीं होगा लेकिन उन्न के जाने से फायदा यह हुआ है कि हिमाचल प्रदेश के हजारों आदमी सड़कों को बनाने के काम में लगे हुए हैं और आज जरूरत इस बात की है कि ऐसे कामों में जनता के लोग मदद करें इन सड़कों को बनाने में अगर वे और कोई मदद नहीं कर सकते तो कम से कम शरीर से जो मदद कर सकते हैं करें। वह सड़क हमारी पांच साला योजना में नहीं है लेकिन मुझे खुशी है कि ड्यूफाइनैस मिनिस्टर साहब के सामने जब इस सड़क के महत्व की बात रखी गई तो उन्होंने यह स्वीकार किया कि इस के लिये वह किसी न किसी सबल में खर्च निकालने का प्रयत्न करेंगे। जहां तक गढ़वाल की बात है, उत्तर प्रदेश की सरकार ने जो पांच साल की योजना नेशनल हाईवेज में शामिल करने के लिये हमारे पास भेजी है, उस पांच साल की योजना में गढ़वाल की सड़कों का कोई खिाक नहीं है। इसलिये यह बात साफ है कि उस को महत्व खुद उत्तर प्रदेश की सरकार उस हद तक नहीं देती जिस हद तक माननीय सदस्या ने अभी इस हाउस में बतलाया था।

साथ ही यह बात भी मैं बतला देना चाहता हूँ कि इन हाईवेज के लिये हम ने एक पांच साल की योजना बनाई है, एक प्लान (Plan) बनाया है और हमारी योजना, उस बड़ी योजना की एक शाखा है क्योंकि सारे देश के जो तमाम सेक्टर्स (Sectors) हैं, जो तमाम शाखायें हैं, उन में एक शाखा के रूप में ही इस यातायात के काम को और

[श्री एल० बी० शास्त्री]

नेशनल हाईवेज के काम को चला सकते हैं, उस की कोई स्वतंत्र सत्ता नहीं हो सकती, उस के लिये कोई अलग जगह नहीं हो सकती इसलिये इस पांच साल की योजना में हमने करीब २५ करोड़ रुपया पांच करोड़ फी साल के हिसाब से खर्च करने का प्रबन्ध किया है और उस २५ करोड़ में से करीब ४ करोड़ तो हम खर्च कर चुके हैं। और इस वक्त हमारे पास करीब २० करोड़ रुपया बाकी रहते हैं। इस २० करोड़ को हम अगले चार सालों में ५, ५ करोड़ के हिसाब से कार्यक्रम बनायेंगे। मैं उस के ब्यौरे में नहीं जाना चाहता क्योंकि उस के लिये समय नहीं है, लेकिन यदि माननीय सदस्य जानना चाहें कि कौन कौन सा हमारा प्लान है, कौन कौन सी हमारी योजना है तो मैं खुशी से उन्हें बताऊंगा। इस वक्त इस नेशनल हाईवेज के अन्दर जितनी मील सड़कें हम बनाना चाहते हैं वह १३,४०० मील है और उस १३,४०० मील में, जैसा कि शायद एक सदस्य ने बताया, १६०० मील ऐसे हैं जहाँ कि कुड़ों को हमें पूरा करना है जिसे कि मिसिंग लिंक (missing link) के नाम से कहते हैं और इन पर काफी छोटे और बड़े पुल भी बनाने हैं। तो इस तरह से इस काम के लिये जो हमारे पास २० करोड़ रुपया बचता है वह नाकाफी है फिर भी जितना रुपया हमारे पास है उस के अन्दर हम इस काम को ज्यादा से ज्यादा आगे बढ़ाने की कोशिश करेंगे। यह जो पांच साल का हमारा प्लान बना हुआ है इस में सड़कों की सूची हर प्रदेश की सरकार से, हर स्टेट गवर्नमेन्ट से, सलाह कर के बनाई गई है और काफी विचार कर के प्रदेशों की सरकारों ने अपनी राये भेजी हैं। इतना ही नहीं, इस हाउस की पार्लियामेंटरी कमेटियां भी कई बैठों जिन कमेटियों में स नेशनल

हाईवेज की तमाम सूचियों को देखा और उन की फेहरिस्त तैयार की। इसलिये मैं समझता हूँ कि इस भवन के सदस्यों को इस बात में कोई शक नहीं होगा कि हम ने किसी खास ख्याल से, किसी पक्षपात से, किसी और विचार से इस नेशनल हाईवेज की जो योजना है उसे नहीं अपनाया है।

मैं इतना और कहना चाहता हूँ कि जहाँ तक छोटी मोटी सड़कों या ऐसी सड़कों का ताल्लुक है जो कि प्रान्तीय सरकारें बनाना चाहती हैं, जैसे कि गढ़वाल का जिक्र आया, और जिन के ऊपर बहुत ज्यादा खर्च हो तथा जिस के लिये प्रान्तीय सरकारें बहुत अहमियत दें, तो उन के लिये हम अपने रोड फंड (Road Fund) से भी रुपया देते हैं, और हम ने हर प्रान्तीय सरकार को काफी दिया भी है। हमारा कुल क्रेडिट (Credit) रिजर्व फंड (Reserve Fund) में ६ करोड़ रुपया अभी रहा है और उस में से हमने ५ करोड़ रुपया प्रान्तीय सरकार को दिया है तो इस तरह से जो और प्रदेश की सड़कें हैं उन के लिए भी हम यहां से रोड फंड से रुपया देते हैं। इतना ही नहीं हम ने इस बात का भी फंसला किया है और कार्यक्रम बनाया है कि जो गांव की सड़कें हैं, और जिन को कि मुख्य सड़कों से मिलाना है, उन के लिये भी आइन्दा रोड फंड से रुपया दें। क्योंकि यह एक तर्फा तरीका कि नेशनल हाईवेज पहले बने फिर प्रदेशों की सड़कें बने और उस के बाद गांव का कहीं किसी से मेल न बैठे, कितना नुकसान का काम हो सकता है, यह आप समझ सकते हैं और इस से गांव की तरक्की में बाधा पड़ेगी। इस लिये हम ने तय किया है कि हर साल १५ लाख रुपये से २० लाख रुपये तक गांव की

सड़कों के लिये प्रदेशों को देने का इंतजाम करेंगे ।

शिपिंग (Shipping) के बारे में, जहाजों के बारे में, हमारे माननीय सदस्य ने कोंकण का जिक्र अभी किया था । उन्होंने ने यह कहा कि वहां सड़कें नहीं हैं । और इस लिये वहां बड़े बड़े विद्वान उत्पन्न होते हैं । उन्होंने ने तो शायद यह नहीं कहा किसी और मित्र ने कहा, लेकिन मैं तो यह नहीं कह सकता कि इस के कारण कुछ विद्या या बुद्धि बढ़ती है, फिर भी मैं यह कहना चाहता हूँ कि हालांकि कोंकण हमारे नेशनल हाईवेज के अन्दर नहीं आता है मगर हम इन सड़कों के सिलसिले में रोड फंड रिजर्व से देने की बात का विचार करेंगे और हम प्रदेश की सरकार को लिख सकते हैं कि अगर वह रोड फंड रिजर्व से इस सड़क के लिये लेना चाहें तो लिखें और मैं इस बात को भी कह सकता हूँ कि उस सड़क पर जो खर्च होगा उसका ५० फी सदी हम यहां से देने का विचार करेंगे ।

उन्होंने ने ड्रेजिंग (Dredging) की बात कही और यह कहा कि जो छोटे-छोटे पोर्ट्स (Ports) हैं, उन की ड्रेजिंग का इंतजाम होना चाहिये, खास कर बम्बई प्रदेश में । जो बात उन्होंने ने कही वह बात ठीक है और मैं उन को बताना चाहता हूँ कि हम भी इस फंड पर पहुंचे हैं कि वहां की ड्रेजिंग का ठीक इंतजाम किया जाय लेकिन एक्सपर्ट ड्रेजर्स (Expert Dredgers) हमें बाहर से बुलाना है और उस के लिये विशेषज्ञों के लिये, हमने युनाइटेड नेशंस टैकनिकल असिस्टेंस एडमिनिस्ट्रेशन (United Nations Technical Assistance Administration) को लिखा है और वह इस पर विचार कर रहा है और जैसे ही उस का

प्रबन्ध वहां से हो जायेगा हम इस काम को शुरू करेंगे ।

अब मैं इस व्योरे में जाऊँ कि इस जमाने में कितनी तरक्की शिपिंग में हुई, कोस्टल ट्रेड (Coastal Trade) में हुई, कोस्टल शिपिंग (Coastal Shipping) में हुई । और साथ ही साथ ओवरसीज ट्रेडिंग (Overseas Trading) में । मैं मजबूर हूँ कि समय की कमी की वजह से मैं इन सब बातों को विस्तारपूर्वक नहीं कह सकता हूँ । लेकिन हमारी और गवर्नमेन्ट की बराबर इस बात की कोशिश है कि हम ओवरसीज ट्रेड को बढ़ायें । इस के लिये गवर्नमेन्ट ने एक ईस्टर्न शिपिंग कारपोरेशन (Eastern shipping Corporation) कायम किया है और इस कारपोरेशन की आथराइज्ड कैपिटल (Authorized Capital) करीब १० करोड़ रुपये की है । इस में सरकार के ७४ फी सदी हिस्से हैं और सिन्धिया के २६ फी सदी हैं । यह कारपोरेशन इस वक्त हिन्दुस्तान और आस्ट्रेलिया के बीच हिन्दुस्तान और मलाया के बीच अपने जहाज भेजता है और अपना रोजगार चलाता है । इस के अलावा आप जानते हैं कि इंडियन स्टीम शिपिंग कम्पनी जो इस देश में है, वह खास तौर से ओवर सीज ट्रेड चला रही है । यह कम्पनी भारत ब्रह्मा के बीच, भारत सिलोन के बीच, भारत और पाकिस्तान के बीच और दूसरे देशों से व्यापार कर रही है । इस के साथ साथ यह कम्पनी युनाइटेड किंगडम (United Kingdom) के साथ भी व्यापार कर रही है ? यह जो दो कम्पनियां मैं ने अभी आप को बतलाई, यह अपना काम चला रही हैं । हमारा इन के जरिये से कितना व्यापार हो रहा है, इसके सम्बन्ध में पूरी जानकारी और आंकड़े

[श्री एल० बी० शास्त्री]

मेरे पास हैं, मगर मैं इस वक्त आप के सामने नहीं रखूंगा।

एक बात हमारे वैयायुधन साहब ने बड़े जोर से फरमाई और कहा कि इस शिप बिल्डिंग (Ship building) में हमारा लाखों और करोड़ों रुपया बरबाद हो रहा है। वह जब कभी बोलते हैं तो लाखों और करोड़ों से नीचे की बात तो कभी कहते ही नहीं। कभी वह यह भी सोचते हैं कि किस मीके पर कौसी बात कहनी चाहिये। और किस बात का किस विभाग से सम्बन्ध है। मुझे इतना अफसोस है कि एक पार्लियामेंट के सदस्य होने के नाते उन को इस बात की जानकारी होनी चाहिये। जब उन्होंने ने करप्शन (Corruption) का जिक्र किया तो मुझे बहुत ही अफसोस हुआ कि वह किस डिपार्टमेंट के सम्बन्ध में कह रहे हैं। मेरा उस से तो कोई सम्बन्ध नहीं है। लेकिन उन को तो कुछ न कुछ अपने भाषण में करप्शन के विषय में कहना ही था चाहे उस का मतलब ही या न हो। जब तक वह इस तरह की बातें नहीं कहते तब तक उन की ज़बान खुश नहीं होती। तो इस लिये मैं समझता हूँ कि कभी कभी इस की चर्चा चली

Shri Velayudhan: I could not follow what he said.

Mr. Chairman: If the hon. Minister likes he can translate it in English.

श्री एल० बी० शास्त्री : लेकिन मैं इस के ब्योरे में नहीं जाना चाहता हूँ मगर उन्होंने जो बातें कही वह मेरे विभाग से ताल्लुक नहीं रखती हैं। अगर इस तरह की बात कहना मूनासिब समझते हैं तो प्ररूर कहें उन को कोई नहीं रोक सकता है लेकिन जैसा मैं ने कहा कि एक जिम्मेदार व्यक्ति को इस तरह की बात कहना उचित नहीं है जब कि वह उस डिपार्टमेंट से ताल्लुक न

रखती हों। उन को कहने से पहिले सोच लेना चाहिये था कि वह किस डिपार्टमेंट की बात कह रहे हैं।

एक बात हमारे मित्र हुकम सिंह जी ने परमिट (permit) के सिलसिले में कही। वह सबाल बिल्कुल मुनासिब सबाल है। लेकिन वह जानते हैं कि इस वक्त हरम्रान्तीय सरकार करीब करीब इस बात की कोशिश कर रही है कि वह रोड ट्रान्सपोर्ट (Road Transport) का राष्ट्रीयकरण करें। अब इस बात को मूलभूत रूप से उठाना या न उठाना, और इस वक्त इस पर बहस करना या उस का फैसला करना एक मुश्किल बात है। पिछली पार्लियामेंट में इस बात का फैसला किया गया था कि ट्रान्सपोर्ट को नेशनलाइज (Nationalize) किया जाय। लेकिन एक ऐक्ट कारपोरेशन का बनाया जा रहा है और उस कारपोरेशन के जरिये राष्ट्रीयकरण का काम चलाने की बात की जायेगी। इस लिये अब उस योजना के पीछे जाना एक मुश्किल बात है। लेकिन मैं यह मानता हूँ कि कहीं कहीं परमिट के सिलसिले में आपरेटर्स (operators) को दिक्कतें उठानी पड़ीं। कभी कभी चार चार महीने का परमिट दिया गया और चाहा तो उस को रिन्यू (renew) किया या न किया। इस तरह से भी उन लोगों की तकलीफ होती थी। जैसा अभी आप ने कहा कि ट्रान्सपोर्ट बिल्कुल बन्द हो गया और सरकार ने रोक दिया। लेकिन अब वह बात नहीं है। हाई कोर्ट ने इस बात का फैसला आपरेटर्स के हक में दिया है और उस फैसले के बाद सरकार ने सब को परमिट वापस दे दिये हैं। लेकिन उन्हें मालूम होना चाहिये कि उत्तर प्रदेश की सरकार ने इस बारे में एक ऐक्ट बना लिया है। इस ऐक्ट के मातहत वह अपने रोड ट्रान्सपोर्ट को नेशनलाइज

कर रही हैं और इस ऐक्ट के मातहत अब वह आगे जो प्राइवेट ट्रक या प्राइवेट बसें हैं, उन के साथ वह इस कानून के जरिये कार्यवाही करेगी। मगर जहाँ तक इस सवाल का ताल्लुक है यह सवाल खास तौर से राज्यों की सरकारों से ताल्लुक रखता है। हमारे लिये इस में दखल देना मुश्किल बात होगी। लेकिन मैं यह कहने को तैयार हूँ कि जो हमारी सेंट्रल ट्रान्सपोर्ट एडवाइजरी कौंसिल (Central Transport Advisory Council) है, जो साल में एक या दो बार बैठती है और उस में हर प्रान्त के ट्रान्सपोर्ट मिनिस्टर (Ministers of Transport) आते हैं। उस समय इस बारे में कुछ सवाल मालूम किये जा सकते हैं। इस सवाल का जहाँ तक मूल सिद्धान्त का ताल्लुक है कि हमारी क्या नीति हो, हम नेशनलाइज कर रहे हैं या नहीं, करने जा रहे हैं। तो जब अगली ट्रान्सपोर्ट मिनिस्टरों की या ट्रान्सपोर्ट कमिश्नरों की बैठक होगी तो उस समय इस मामले को उठाया जा सकता है कि प्राइवेट ट्रकों का क्या किया जायेगा और किस तरह की नीति इन सब लोगों के लिये अस्तियार की जायेगी। इस बात की कोशिश की जायेगी कि एक ही नीति सारे देश के लिये लागू की जाये।

I. P. M.

सरदार हुकम सिंह : मैं अर्ज करूंगा कि पिछले साल की रिपोर्ट में और इस साल की रिपोर्ट में यह लिखा गया है कि एक ऐक्ट तैयार कर दिया गया है जिस से कि मोटर ऐक्ट में तरमीम की जाये। कमेटी ने जो सिफारिश की थी वह भी सब उस में रखी गई थी और वह सब उस रिपोर्ट में है। पिछले साल कहा गया था कि इस सेशन में यह पास हो जायेगा। आया मिनिस्टर साहब इरादा रखते हैं कि इस ऐक्ट को इसी सेशन में

या अगले सेशन में लायें। इस वकत वह ऐक्ट किस मंत्रालय पर है।

श्री एल० बी० शास्त्री : मुझे अफसोस है कि इस बारे में मुझे पूरी जानकारी नहीं है। बहर हाल इस सेशन में उस का लाते का इरादा नहीं है लेकिन मैं उस की डिटेल्स (Details) का पूरा तरह से जल्द से जल्द देखूंगा।

सरदार हुकम सिंह : क्या मिनिस्टर साहब यह बतला सकते हैं कि जो रिपोर्ट इस बारे में निकली थी क्या गवर्नमेन्ट उस पर कायम है ?

श्री एल० बी० शास्त्री : लेकिन मैं यह समझता हूँ कि बेसिक बात यह मान ली गई है ट्रान्सपोर्ट को नेशनलाइज किया जाना चाहिये। मगर साथ ही साथ प्राइवेट औपरेटरों को इस बात का मौका दिया जा सकता है कि जो सरकार नई सड़कें खोल रही है उन पर उन को चलाने का मौका दिया जाये ताकि वह इस बात का मौका पा सकें कि उन को अपना काम खत्म करना ही है और वह इस बीच में अपने लिए कोई दूसरा जरिया निकाल लें। यह बात मुमकिन नहीं है कि औपरेटर्स को आपरेटव सोसाइटी (Operators, Co-operative Society) बना कर अपना काम जारी रखें। लेकिन यह बात जरूर मुमकिन है कि नेशनलाइज करते समय प्राइवेट औपरेटर्स को कितनी सहूलियत दी जा सकती है जिस से उन का भी काम होता रहे और हमारा भी काम होता रहे। धीरे धीरे हम कुछ वर्षों में सब जगह रोड ट्रान्सपोर्ट को नेशनलाइज कर दें। पहले हम बस सर्विस नेशनलाइज कर दें और बाद को गुड्स सर्विस (Goods service) को भी नेशनलाइज कर दें। तो इस तरह से कुछ समय मिल जाता है जिस में कि प्राइवेट औपरेटर्स अपना फंसला कर सकते हैं

[श्री एल० बी० शास्त्री]

हम अपनी ओर से हर तरह की सहायितयें औपरेटर्स को देने की कोशिश करना चाहते हैं ।

सरकार हुकम सिंह : मैं आप से यह पूछना चाहता हूँ कि आप वह पालिसी बतल दें जिस से औपरेटर्स को पता चल जाये कि उन का फ्यूचर (future) क्या है ।

श्री एल० बी० शास्त्री । मैं आखरी में एक दो बातें कहूंगा। एक तो डेक पैसेंजर्स (deck passengers) के बारे में अभी माननीय सदस्यों ने मेरा ध्यान दिलाया है । मैं उन का बड़ा अनुग्रहीत हूँ कि उन्होंने ने इस अहम बात पर मेरा ध्यान दिलाया है । जिस समय मैं डेक पैसेंजर्स की तकलीफ के बारे में सोचता हूँ तो मुझे यह याद आ जाता है कि उन की तकलीफ के सामने रेलवे के तीसरे दर्जे के मुसाफ़ि़रों की तकलीफ़ कुछ भी नहीं है ।

काफी सहायितयत के साथ थर्ड क्लास का मुसाफ़िर सफर करता है । लेकिन डेक पैसेंजर तो आदमी की तरह सफर नहीं करता है और बहुत ही खराब हालत है । मुझे खुशी है कि अभी हाल ही में डेक पैसेंजर कमेटी की रिपोर्ट (Deck Passenger Committee Report) हमारे सामने आई । मैं जानता हूँ कि उस में जो जहाज़ों के मालिक हैं और जो कम्पनियां हैं उन का भी ताल्लुक इस से है और इस में काफी दिक्कत पड़ती है किसी फ़ैसले पर आने के लिये, अगर गवर्नमेन्ट को सीधे फ़ैसला करना हो छो आसानी होती है, लेकिन जहां दूसरों का भी सम्बन्ध होता है वहां दिक्कत पड़ती है । फिर भी हम इस मसले को उठाना चाहते हैं और मैं ने अभी दो रोज़ हुए फायनेन्स मिनिस्ट्री को अपना एक नोट भी भेजा है ।

इस बात पर जोर देते हुए कि हमें इस मसले को उठाना चाहिये और जो सिफारिशें डेक पैसेंजर कमेटी ने दी हैं उन को देखना चाहिये । जिस हद तक उस में हम आगे जा सकते हैं हमें जाने का प्रयत्न करना है ।

श्री लिंगराज मिश्रजी ने उड़ीसा के सिलसिले में कहा । अब मैं उस के बारे में क्या कहूँ । समय बचाने के लिये केवल यही कहूंगा कि जो बातें उन्होंने ने कही हैं, मैं उन्हें यह विश्वास दिलाना चाहता हूँ, कि मैं उन्हें देखूंगा और अगर उसमें कुछ करने की कोई बात होगी तो जितना भी हो सकता है मैं करने का प्रयत्न करूंगा ।

दिल्ली ट्रांसपोर्ट सर्विस के बारे में श्री बैलायुधन ने कुछ बातें कहीं । मुझे हाउस से छिपाने की कोई बात नहीं है । मैं साफ यह कहना चाहता हूँ कि मुझे खुद इस बात से संतोष नहीं है । जिस तरह से दिल्ली ट्रांसपोर्ट सर्विस अपना काम चला रही है उस से मुझे इतमीनान नहीं है । मगर यह बात ज़रूर है कि उस का काम दिल्ली ट्रांसपोर्ट अथॉरिटी (Delhi Transport Authority) चलाती है । काफी हद तक उस को आटोनामी (autonomy) और आज़ादी है । इसलिये हम उस के रोज़ के काम में दखल नहीं देते । लेकिन फिर भी हमारा उस से कुछ सम्बन्ध है और उस सम्बन्ध के नाते मैं चाहता हूँ कि दिल्ली ट्रांसपोर्ट का काम अच्छा चले । उस में सफर करने वालों को आराम और सुविधा मिले तथा साथ ही साथ मैं यह भी चाहता हूँ कि उस में कुछ नुकसान न हो । अगर ऐसे कन्सर्न (Concerns) घाटे से चलें और जनता को सुख पहुंचाने के लिये और आराम देने के लिये ऐसा करना आवश्यक हो तो मेरी निजी राय है कि यह भी हो सकता है, लेकिन अगर दोनों काम किये जा सकते हैं कि

जनता को सुविधा भी पहुंचे और साथ ही साथ किसी कन्सर्न को घाटा न हो तो, जैसा मैं ने पहले भी कहा, यह हमारे लिये आर्थिक दृष्टि से बिल्कुल उचित और मुनासिब है। इसलिये मैं दिल्ली ट्रान्सपोर्ट सर्विस के काम को देखना चाहता हूं और मुझे भरोसा है कि हम जल्दी ही उस के काम को सुधारेंगे और जो उस की कमियां हैं उन को दूर करने की कोशिश करेंगे।

अगर मेरे माननीय सदस्य रूष्ट और नाराज न हों तो मैं एक बात कह कर खत्म करना चाहता हूं। अभी कुछ दिन हुए दिल्ली ट्रान्सपोर्ट सर्विस में एक स्ट्राइक (strike) हुआ था। जहां तक मैं ने देखा है वह स्ट्राइक बिल्कुल ग़ैर ज़रूरी बात थी और मैं यह कह सकता हूं कि किसी हद तक तो वह बिल्कुल अनुचित और ग़ैर मुनासिब बात थी। लेकिन मुझे अफ़सोस इस बात का है कि हमारे पार्लियामेन्ट के विरोधी दल के, कम्युनिस्ट पार्टी के, एक दो सदस्य वहां गये। उन की मीटिंग में उन्होंने ने व्याख्यान दिये। मैं मना तो नहीं कर सकता हूं। हर एक को अख्तियार है कि वह जा कर ऐसे मौके पर अपनी स्पीच दे और जो कहना चाहे कहे। मगर मुझे दिक्कत यह पड़ती है कि उन माननीय सदस्यों का एक ड्यूएल रोल (dual role) है और उस के नाते जब अपने सामने उन से बात करनी पड़ती है तो दिक्कत होती है। मेरे कहने का मतलब यह है कि अभी तीन चार रोज़ हुए कम्युनिस्ट पार्टी के लीडर महोदय ने मुझे कहा कि वह मुझ से डी० टी० एस० (D.T.S.) के बारे में बातचीत करना चाहते हैं। मैं ने कहा कि बड़े शौक से वह बातें कर सकते हैं। मैं उसी दिन बाहर इलाहबाद जा रहा था, इसलिये मेरा बातें करना सम्भव नहीं था। मैं ने इस कारण ट्रांसपोर्ट सेक्रेटरी से उन के इंटरव्यू

(interview) का इन्तज़ाम कर दिया। मुझे इस में कोई दिक्कत नहीं। लेकिन सारा सवाल यह होता है कि यूनियन के लीडर की हैसियत से अगर कोई हमारे पास आता है तो उसका भो कुछ कर्तव्य हो जाता है, फ़रायज़ हैं, व उन्हें पूरा करता है। फिर अधिकारी भी उती तरह उस का जवाब देते हैं। लेकिन एक एम० पी० के अधिकार और अख्तियारात उस से ज्यादा हैं और एम० पी० निहायत आज्ञादी के साथ हर मसले पर हर विषय पर हम से बात चीत कर सकते हैं। तो उन का बहैसियत एक यूनियन लीडर के वहां जा कर काम करना और उन की बातें फिर हमारे सामने एम० पी० के रूप में लाना, मुझे उचित नहीं लगता। यह ठीक है कि यूनियन के लीडर की हैसियत से आप का हक है कि आप उस यूनियन को चलायें और गवर्नमेंट से लड़ें। लेकिन फिर ट्रांसपोर्ट आथारिटी को मौका देना चाहिये कि उसी नाते वह भी काम करे। लेकिन आप चाहें कि यूनियन लीडर की तरह एक जगह काम करें और फिर बहैसियत एम० पी० हम से बात चीत करें, तो फिर उस में हमें स्वभावतः दिक्कत पड़ती है। इस विषय में मैं कुछ अधिक कहना नहीं चाहता। मैं उन के ऊपर और हाउस के ऊपर इस बात का फ़ैसला छोड़ना चाहता हूं कि वह यह निर्णय करें कि यह कहां तक मुनासिब होगा कि वह अपने दोनों रोल रखते हुए इन कामों में हिस्सा लें और उसे चलायें।

मैं ने आप का काफ़ी समय ले लिया और वक्त भी ज्यादा निकल गया। एक दो बातें और ज़रूरी रह गई हैं। मगर मुझे अफ़सोस है कि मुझे उन्हें छोड़ना पड़ेगा। आप ने मुझे बोलने का अवसर दिया और मैं हिन्दी में बोआ, इस के लिये मैं आप को धन्यवाद देता हूं।

(English translation of the above speech)

Shri L. B. Shastri: Sir, I have very little time at my disposal and it is not possible for me to express my opinion regarding all the matters that have been raised by hon. Members. But there are two or three important matters which I would like to deal with.

The first question raised here is about the national highways. It is generally understood that it is very easy to include all the roads situate in the States among the national highways. The Maharani of Garhwal has pleaded for the inclusion of Garhwal roads in the national highways. I do not doubt the propriety of the demand but the question is whether we can include all the State roads in the national highways and absolve the States of their entire responsibility in that connection? There are certain prerequisites for a road to be classed as a national highway, namely, that the road should link one State capital to another State capital, that it should lead to a big port or to the border of another country or a part of that country. Only such roads can be classed as national highways.

We are considering the question of taking over the road which leads from Rampur, Chini etc. in Himachal Pradesh to Tibet. But there are many difficulties. Construction of a road in the mountainous terrain costs a lot. Under these circumstances, it was not very easy for us to take over that work but we have taken it over because of the urgency of doing so. I was much pleased to know that recently about 100 students from various universities and colleges went there to work on that road during their summer vacation and that they are working there for the last one month. They may not be able to do much work but one good result of their going has been that to-day thousands of people belonging to Himachal Pradesh are engaged in constructing roads. The co-operation of the people is necessary in these times for the construction of roads. If they cannot help in any other way they should at least contribute manual labour for that purpose. The construction of that road is not included in our Five Year Plan but I am glad that when the importance of the road was pointed out to the hon. Minister of Finance he agreed to try to make financial provision for it. As far as Garhwal is concerned the Five Year Plan for inclusion of roads in national highways sent to us by the Uttar

Pradesh Government does not make any mention of Garhwal roads. It is obvious that the Uttar Pradesh Government do not give as much importance to Garhwal roads as the hon. Member has just now indicated in the House.

At the same time I would like to point out that we have drawn up a five year plan for national highways which is in itself a part of a bigger plan. The plan of development of national highways cannot have a separate entity, it can only be a part of the bigger plan for the development of all sectors. For this purpose we have made a provision of about Rs. 25 crores i.e. Rs. 5 crores per annum. Out of Rs. 25 crores, we have already spent about Rs. four crores and have a balance of about Rs. 20 crores, or Rs. five crores annually for the next four years. I cannot go into the details for lack of time but if hon. Members are eager to know about particular plans I would gladly give the desired information. We want to construct 13,400 miles of roads under the National Highways Scheme. Out of this, as an hon. Member pointed out 1,600 miles of roads would be to link certain roads with others or to provide the missing links as they are called. We have also to construct many small and big bridges. The balance i.e. Rs. 20 crores, is not adequate considering the work we have to do. However, we would try to accomplish as much as possible with the funds at our disposal. The list of the roads included in the Five Year Plan has been prepared after full consultations with State Governments and they have given their opinion after mature consideration. Not only the State Governments but also certain Committees of this House have gone over the lists and prepared a consolidated list. I do not think that hon. Members would have any suspicions as to whether any favours have been shown to particular areas in the adoption of the national highways plan.

I would like to point out that as far as small roads, the construction of which is contemplated by State Governments,—as the case of Garhwal was mentioned are concerned,—and which are considered important and would be costly to construct,—we do give grants for their construction to the State Governments and we have actually given considerable grants. We give grants to the State Governments for other roads as well out of the Roads Fund. We have decided to give grants out of the Roads Fund in future also for the construction of village

roads and linking them with main roads. The hon. Members can well realise that it would be a one sided development if we construct national highways followed by state highways and then turn to village roads. It would be a sort of disjointed effort and would be harmful to the development of villages. So we have decided to give to the states Rs. 15 to 20 lakhs every year for village roads.

An hon. Member mentioned Konkan in connection with shipping. He said that as there were no roads; it was a birth place of scholars—it was perhaps stated by some other hon. Member. I cannot say whether lack of roads add to men's knowledge or wisdom, but I would like to state that though Konkan is not included in the Five Year National Highways Plan we would consider giving grant out of the Roads Fund Reserve for the construction of roads in Konkan. We are prepared to write to the State Government concerned that if they want any grant for constructing roads in Konkan, they should write to us. I can also say that we are prepared to consider contributing 50 per cent. of the expenses on those roads.

It has been said that arrangements for dredging of small ports especially of those in Bombay state, should be made. I agree with the point made. The Central Government also have reached the conclusion that proper arrangements for dredging of ports should be made. But we need expert dredgers for that purpose. We have written to the United Nations Technical Assistance Administration for expert dredgers. The Administration is considering our request. As soon as arrangements for experts are made we would take up the work.

I am sorry that due to lack of time I cannot go into details regarding progress made during this period in shipping, coastal trade, coastal shipping and overseas trade. It is our persistent endeavour to increase our overseas trade. For this purpose the Government have set up the Eastern Shipping Corporation with an authorised capital of Rs. 10 crores. 74 per cent. of the shares of this Corporation are held by the Government and the rest by Scindias. The ships of the Corporation ply between India and Australia, and India and Malaya. In addition to this as you are aware Sir, the Indian Steam Shipping Co. is engaged especially in overseas trade. The ships of this Company ply between India and Ceylon, India and Burma, India and Pakistan and other countries. This company also trades with United Kingdom. The Corporation and the

Company, are both engaged in their respective tasks as I have just now mentioned. I have full data with regard to our trade as borne by these Shipping Companies but I will not put those facts and figures before you just now.

Shri Velayudhan has stated with considerable emphasis that crores of rupees are being wasted on ship-building. Whenever he speaks, he has a tendency not to mention any figure less than a crore. Does he ever think as to what is the appropriate occasion for saying anything, or as to which department is concerned with that particular thing? As an M.P. he should know these things. When he alleged the prevalence of corruption I was pained because I am not connected with that particular department. But he alleged the prevalence of corruption as he had to say something, relevant or irrelevant. He cannot be happy unless he has said some thing of that kind. I think that when a mention is made...

Shri Velayudhan: I could not follow what he said.

Mr. Chairman: If the hon. Minister likes he can translate it in English.

Shri L. B. Shastri: I do not want to go into details but what he said does not concern my Ministry. If he thinks that it is appropriate to say such things he can go ahead; nobody can stop him. But as I have already pointed out, it does not behove a responsible person to say things like this especially when they do not concern the portfolio of the Minister concerned. He should have thought before speaking as to which department he was talking about.

My hon. friend Shri Hukam Singh has raised the question of permits. That question is quite pertinent. But he knows that at present almost all the State Governments are trying to nationalise road transport. It is difficult to raise this basic issue to discuss it or to take a decision in this connection. In the last Parliament it was decided to nationalise transport. A Bill is being drafted to establish a corporation and the Government would try to bring about nationalisation of road transport through the corporation. It is very difficult to abandon that plan at this stage. I admit that at some places the operators had to undergo many difficulties with regard to permits. Sometime permits for a four-month period were granted and in some cases they were not renewed. This put the operators in trouble. As you have put it—the transport came to a standstill because of the Govern-

[Shri L. B. Shastri]

ment. But now the position is different. The decision of the High Court has been in favour of the operators, after which the Government have returned the permits of all operators. But it should be known that in Uttar Pradesh an Act has been passed under which road transport is being nationalised. The State Government would deal with private trucks and buses under this law. This question mainly concerns the State Governments, and it would be difficult for us to intervene. But I can say that we can obtain some information at the time of the next meeting of the Central Transport Advisory Committee which includes Transport Ministers of all the States and meets once or twice a year. Whenever the Transport Ministers or Commissioners meet next time, we can raise this basic question of policy as to whether we are going to nationalise transport or not. We can also ask at that time as to what will become of the private trucks and what policy would be adopted in that matter. An attempt would be made to adopt a uniform policy for the whole of the country.

Sardar Hukam Singh: I would submit that in the Report of the previous years and also of this year it has been mentioned that a draft bill has been prepared in order to amend the Motor Vehicles Act. All the recommendations of the committee are included in that. The Report also contains these recommendations. It was stated last year that the Bill would be passed in this Session. Does the hon. Minister intend to introduce the Bill in this Session or in the next one? At what stage is that Bill at this time.

Shri L. B. Shastri: I am sorry, I am not in possession of complete information. However, there is no intention on our part to introduce it in this Session, but I would study its details as soon as possible.

Sardar Hukam Singh: Will the hon. Minister say whether the Government still stick to the Report published in this connection?

Shri L. B. Shastri: But I think that the basic principle accepted was that transport should be nationalised. But at the same time the private operators can be given an opportunity to operate on newly opened roads on the understanding that they have to close down their business after all so that they may be able to find alternate avenues in the meantime. It is not possible that the operators should continue in their business by forming themselves into Operators' Co-operative Societies.

But it is possible to give facilities to operators so that they can continue with the nationalised transport on the roads. Gradually, the whole of the road transport can be nationalised, beginning with Bus services and ending with Goods services. Thus the operators will get enough time to reach a decision. We want to give all facilities to private operators.

Sardar Hukam Singh: I want that you should declare your policy so that the private operators know as to what is their future.

Shri L. B. Shastri: In the end I would say a couple of things. One is about the condition of deck passengers towards which hon. Members have drawn my attention. I am very grateful to them for doing so. Whenever I think of the difficulties experienced by deck passengers I realise that the difficulties of third class passengers in Railways are nothing as compared with those of the deck passengers.

The third class passengers travel comfortably in comparison, but those on the deck do not travel like human beings. I am glad that recently the Deck Passengers' Committee has submitted its report. The proprietors of ships and shipping companies also are connected with the Committee and it is difficult to take a decision. If the Government alone had to decide it would not be difficult at all. However we want to take up this question. Couple of days back I had sent a note to the Finance Ministry stressing the need for taking up this question and going over the recommendations of the Deck Passengers' Committee. We have to try to make as much progress as possible.

Shri Lingaraj Misra has raised some points about Orissa. All I can say is that I want to assure him that I would give full consideration to those points and if there is anything to be done I would try to do as much as possible.

Shri Velayudhan has made some remarks about the Delhi Transport Service. There is nothing to be concealed as far as the House is concerned. I want to state clearly that I am not satisfied with the working of the Delhi Transport Service. But its control is in the hands of the Delhi Transport Authority, which, to a large extent, is an autonomous body. So we do not interfere with its day to day working. But we do have some connection with it. In view of that relationship, I want that the working of the Delhi Transport Service should be smooth, the passengers should get comfort and all other facilities, and at the same

time the service should not sustain any loss. If it is necessary in the interests of the comfort of the people, that such concerns should run at a loss, I personally think this is permissible. But if we can provide comforts and at the same time not run the concern at a loss, as I said earlier, it would be the only proper course from an economic point of view. In view of this I want to study the working of the Delhi Transport Service and I am sure we would reform it at an early date and try to remove the shortcomings.

I would say one thing more before I finish if the hon. Members sitting opposite do not feel offended. Recently there was a strike in the Delhi Transport Service. As far as I could see, the strike was absolutely unnecessary. To some extent it was entirely improper. I am sorry to note that a couple of hon. Members of the opposition belonging to the Communist Party of India went there and spoke at the meeting of the D.T.S. workers. I cannot stop anybody; everybody has a right to attend any such meetings and make speeches there. But my difficulty is that theirs is a dual role and it puts me to inconvenience when I talk with them in that capacity. What I mean to say is that a few days back the leader of the Communist Party in the House told me that he wanted to talk to me about the Delhi Transport Service. I told him that I would gladly talk to him on the subject. But as I was leaving for Allahabad that very day it was not possible for me to talk to him, and so I arranged an interview between him and the Secretary of the Transport Ministry. I had no objection to that. But the question is that when somebody comes to see us in the capacity of a Union Leader he has also some responsibilities to shoulder. The authorities also respond in the same manner. The rights and privileges of M.P.s are greater than those of the authorities and the former can talk to us with full freedom on all subjects. But I do not think it is fair on their part to go and work there as Union leaders and bring the workers' problems to us in the capacity of M.P.s. No doubt as a Union Leader it is their right to keep the Union functioning and fight the Government. But then the Transport Authority also should have an opportunity to work on the same level. Naturally it would be difficult for us to talk to them as an M.P. when they go and work at some place as Union leaders. I do not wish to say anything more on this subject. I leave it to you Sir, and to the House to decide as to how far it is proper

for them to play both their roles and participate in these activities.

I have taken enough time and it is pretty late. There are a couple of important matters but I would regretfully have to leave them as they are. I thank you very much for giving me an opportunity to speak and that, too, in Hindi.

श्री श्री डॉ० शास्त्री : क्या माननीय

वन्द्य वत्सल, क विन्ध्य प्रदेश का भी कोई

नक़्शा उन के सामने है कि वहाँ यातायात

की क्या सुवधा है ?

[Shri B. D. Shastri (Shahdol-Sidhi): Will the hon. Minister kindly state whether he has any information regarding the transport facilities obtaining in Vindhya Pradesh?]

Shri Velayudhan: Sir, on a point of personal explanation...

Mr. Chairman: I take it that the hon. Member has understood what the hon. Minister has stated.

Shri Velayudhan: In regard to Shipping I think the hon. Minister has stated that it has been transferred to the Commerce Ministry. I think that is what he has stated. But I took it that Shipping would naturally come under Transport. Of course, even Mining has now come under Education!

Mr. Chairman: I will now proceed to put the cut motions to the House.

The question is:

"That the demand under the head 'Ministry of Transport' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: The question is:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: The question is:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: The question is:

"That the demand under the head 'Ministry of Transport' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: The question is:

"That the demand under the head 'Ministry of Transport' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: I will now put the demands to the House. The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper in respect of Demands Nos. 89, 90, 91, 92, 93, 94, 127, 128 and 129 be granted to the President, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of the corresponding heads of Demands entered in the second column thereof."

The motion was adopted.

[As directed by Mr. Chairman the motions for Demands for Grants which were adopted by the House are reproduced below.—Ed. of PP.]

DEMAND NO. 89—MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 22,23,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Ministry of Transport'."

DEMAND NO. 90—PORTS AND PILOTAGE

"That a sum not exceeding Rs. 46,05,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Ports and Pilotage'."

DEMAND NO. 91—LIGHTHOUSES AND LIGHTSHIPS

"That a sum not exceeding Rs. 29,06,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Lighthouses and Lightships'."

DEMAND NO. 92—CENTRAL ROAD FUND

"That a sum not exceeding Rs. 3,67,65,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Central Road Fund'."

DEMAND NO. 93—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

"That a sum not exceeding Rs. 2,98,79,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Communications (including National Highways)'."

DEMAND NO. 94—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 1,51,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Miscellaneous Expenditure under the Ministry of Transport'."

DEMAND NO. 127—CAPITAL OUTLAY ON PORTS

"That a sum not exceeding Rs. 1,70,00,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Ports'."

DEMAND NO. 128—CAPITAL OUTLAY ON ROADS

"That a sum not exceeding Rs. 4,55,20,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Roads'."

DEMAND NO. 129—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 78,97,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Other Capital Outlay of the Ministry of Transport'."

The House then adjourned till a Quarter Past Ten of the Clock on Wednesday, the 25th June, 1952.