

**SUMMARY OF THE PROCEEDINGS OF THE
INDIAN LABOUR CONFERENCE**

Shri L. N. Mishra: I beg to lay on the Table, a copy of the summary of proceedings of the 15th Session of the Indian Labour Conference held in New Delhi in July, 1957.

[Placed in Library. See No. LT-350/37]

NOTIFICATION ISSUED UNDER SEA CUSTOMS ACT

The Deputy Minister of Finance (Shri B. E. Bhagat): I beg to lay on the Table, under sub-section (4) of section 43-B of the Sea Customs Act, 1878, a copy of each of the following Notifications:—

(1) SRO No. 3141, dated the 5th October, 1957.

(2) SRO No. 3142, dated the 5th October, 1957 containing the Customs Duties Drawback (Zip Fateners) Rules, 1957.

[Placed in Library. See No. LT-351/57]

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

BREACHES CAUSED TO RAILWAY TRACK IN VIJAYAWADA—MADRAS SECTION

Shri N. R. Muniswamy (Vellore): Under rule 197, I beg to call the attention of the Minister of Railways to the following matter of urgent public importance and I request that he may make a statement thereon:

Situation resulting from breaches caused to the railway track at Vijayawada-Madras section of Southern Railway."

The Deputy Minister of Railways (Shri Shahnawaz Khan): I beg to lay on the Table a statement regarding breaches on Madras-Gudur section of the Southern Railway. [See Appendix I, annexure No. 76].

Mr. Speaker: The House will now resume further discussion.....

Shri N. R. Muniswamy: May we have a discussion on it?

Mr. Speaker: The hon. Member may first go through the statement.

**INDIAN TARIFF (AMENDMENT)
BILL**

Mr. Speaker: The House will now take up further consideration of the Indian Tariff (Amendment) Bill, 1957. Out of two hours allotted for all the stages of the Bill, 29 minutes have already been availed of and one hour and thirtyone minutes now remains. I will now call Mr. V. P. Nayar.

An Hon. Member: The motion has formally to be placed before the House.

Mr. Speaker: I now place the consideration motion before the House.

Motion moved:

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

Shri V. P. Nayar (Quilon): As I heard the hon. Minister yesterday, I was not at all convinced of the arguments which he advanced for affording protection to the automobile industry. I concede the need for protecting an industry in order to save that industry during its course of development; more so, when such an industry is faced with very serious competition from monopoly manufacturers of other countries.

But, then, when we decide whether an industry is to be protected or not, it should not be considered merely on the circumstances which prevail in respect of that industry at present. We should also have some regard for the development of the industry. We should try to find out why the industry has not developed and why it is necessary that the industry should be given protection.

As you know, the automobile industry of India made its beginning by about 1944. It is surprising for us to know that even today there is not a single unit either for assembling or for manufacture, without collaboration from foreign monopolists. And it is not the ordinary type of foreign manufacturer who is in collaboration with the Indian firms.

If you take, for example, the Hindustan Motors, which is supposed to be leading the field in the matter of production of automobiles, it is in the grip