

[Shri B R Bhagat]

aware of any growing discontent among the field workers as is alleged. It would be truer to say that the salaried members of the field staff have settled down to work enthusiastically under the new conditions and are bringing in a good volume of business. In these circumstances, retention of staff who do not pull their way would be detrimental to the morale of the remaining members.

*DEMANDS FOR GRANTS—contd

MINISTRY OF TRANSPORT AND COMMUNICATIONS—contd

Mr. Speaker The House will now resume further discussion of the Demands for Grants relating to the Ministry of Transport and Communications. Out of 9 hours allotted for the Demands of this Ministry, 7 hours have already been availed of and 2 hours now remain.

The list of selected cut motions relating to these Demands, which were treated as having been moved, had already been circulated to Members on the 2nd August, 1957.

How long does the hon. Minister propose to take?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): At 1-15 or 1-30.

Mr. Speaker: Forty-five minutes? I will call upon the Minister of Transport and Communications to reply to the debate at 1-30, after which the cut motions will be disposed of and the demands put to vote.

Shri Raj Bahadur may continue his speech.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Mr. Speaker, when the House rose the other day, I was referring to the events that happened before the strike notice was served. In particular, I made a mention of the annual conference of the Federation that

was held towards the end of last year at Hyderabad. At that conference, we know that the charter of demands was there. Up till that time, no formal communication had been received by us for discussion. But, I had submitted that day that I announced the Government's decisions in respect of quite a few items, important in nature, and made a special plea for the creation of a new climate and a new atmosphere for the settlement of the demands of the workers. I urged that the union need not resort to agitation or threats of strike for the settlement of disputes but could discuss matters across the table and come to a settlement. I think the announcements that I made and the concessions that we gave at that time appealed to the workers and they took notice of them in their own resolution of journals.

Soon after the conference, that is, in the month of January, I received a request for discussing these demands. Meanwhile, despite the fact that the item pertaining to the Assam Compensatory Allowance was included in the charter of demands, on that item some P & T employees threatened to go on strike in the Assam State. The strike, despite the efforts, I should acknowledge, on the part of union leaders, too came about but was called off in two or three days' time.

Soon after the strike was called off we discussed this question of Assam Compensatory Allowance and certain other matters of a general nature which formed the subject-matter of various items in the charter of demands. That was in the month of February, perhaps the beginning of that month. At that meeting we also agreed that during the course of the electioneering campaign, it would not be possible for us to meet again and we fixed the next meeting in the month of March. In March when we met we took up discussion of the demands *seriatim*. The meetings were

*Moved with the recommendation of the President.

continued on several occasions and the last one of these meetings was in the 3rd or 4th week of May. I submit that the Federation approached the Prime Minister with the charter of demands, with a request for the grant of an interview. A letter was sent from the secretariat suggesting to the Federation that these demands may be discussed at the ministerial level. I must acknowledge, the Federation accepted that suggestions. The discussions were held in a cordial atmosphere.

I can claim here, in all humility, that out of all the demands that were discussed, I think, most of them were settled to the mutual satisfaction of the parties concerned. Of these demands I gave an analysis the other day. For the sake of keeping up the sequence, I am repeating the analysis once again. There are 30 demands in the charter. There are various sections A, B and C of many of these demands and so in fact the number comes to 86. Out of the 86, 44 have been accepted, two have been partially accepted, eight are under consideration, six are under the consideration of other departments and 26 have not been accepted. Some of the unaccepted demands, are such that it is hardly ever possible for us to accept them. In fact, I may take the House into confidence and say that one of the demands was that the P. & T. employees, or for the matter of that, other Government employees also—because this concession would have been extended to others too—should be allowed to contest elections. Then there were certain other demands which were of a political nature. Naturally we could not discuss them, and I must say that at that time the Federation accepted that point. Apart from that there were demands which were found to be impracticable, and there the matter stood.

Now I will briefly refer to the demands that were accepted and which are of a major type and which should be taken into account. Many of these demands, although

accepted, constitute items in the notice of the strike, and I will refer to them.

To begin with there was the demand for the removal of discrimination between Class III and Class IV servants in the matter of leave rules, and leave reserves. This demand has been accepted and orders have been issued, but it still finds a place in item 4 of schedule 2 of the notice of strike. The same thing I should say in regard to the demand for the removal of discrimination in the matter of medical attendance facilities between Class III and Class IV. Only one point regarding travelling and daily allowance could not be settled for certain obvious reasons.

The next point is in respect of weekly off, night co-efficient and working hours. There was a full and fair discussion, and on the question of night co-efficient and working hours etc., we did come to certain agreed solutions. The demand in respect of night co-efficient has been pending for a long time, and I admit that it could not be settled because there were certain recommendations by the experts committee in the light of which we could not go as far as we would have liked to, but here I may point out that we did not also take into account the fact that certain demands had been rejected even by the experts committees. The experts committee had rejected the demand for the inclusion of platform attendance, for instance, while computing the hours of duty performed by the R.M.S. employees. We accept this demand. It is rather an irony that it so happens that whenever a demand is not accepted by the administration or the department, it is not concluded that the demand has been discussed and disposed of finally, but so far as the unions are concerned it continues to find a place on the ending list of demands of the union or the Federation and it is not removed perhaps ever from their records. Despite the rejection of a demand once, twice, thrice by successive administrations,

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the demand still continues. The platform attendance demand was one like that. We took good care to settle even such demands in these discussions or negotiations. I only submit that we approached the whole question in an atmosphere of goodwill and sympathy and I think whatever we could do in regard to these demands was done.

I will now come to the question of holidays because that was specifically referred to by Shri Dange. I should like him to know that the number of postal holidays in 1939 was only 11. It was increased to 14 in 1947, and 16 in 1957. The number of telegraph holidays was only 4 in 1936. In 1947 it was taken to 7 and in 1957 it is 12. So, it will be seen that progressively we have increased the number of holidays.

It was argued: why should they not be on a par in the matter of holidays with the employees of the Central Secretariat or other people of that category. It is obvious that the hours of duty of the postal and RMS and telephone and telegraph employees are fixed, and whenever they work beyond those hours, they get certain concessions, certain allowances etc. That is not the case if we consider the conditions of service of the employees of the Central Secretariat. Many of the clerks and other people are asked to work beyond office hours. In certain cases they are given overtime, but in most cases that is not the case. So, it is obvious that the analogy will not be correct, and therefore we shall also have to bear in mind that the services of the telephone, telegraph and RMS employees are of such a character that they have to go round the clock, they cannot stop for a minute. Therefore, that has also been taken into account in fixing the number of hours.

The RMS worker, as is known, in the running sections has got to perform a duty of only 30 hours minimum and 36 hours maximum. In this 36 hours, as I said just now, the

night co-efficient facility has been increased in favour of the worker. The platform attendance has been counted. The record room attendance is also counted. So, all these things mean that there is a proportionate reduction in the number of hours of duty to that extent. The Federation also knows that during the discussions we did accept the demand pertaining to the grant of leave in lieu of duty performed on holidays or the grant of overtime for that. So, that demand was also accepted.

I would now refer to one or two other points because they were referred to by Shri Nath Pai, and then give the sum and substance of the total effect of these concessions. Shri Nath Pai stated that day that despite repeated requests, representations, discussions and negotiations, the demands in respect of a permanent conciliatory machinery and an appellate tribunal has not been conceded. I am referring to these things because, as I have already mentioned, these things also have been fully discussed.

In regard to the question of appellate tribunal, if I am not giving out any secret of the discussions, I may say it was admitted on all hands that it was not possible for one officer or for even two or three officers sitting at Delhi to dispose of all the petitions, representations and appeals that arise from the decisions of the Superintendent of Post Offices at the divisional level or from the decisions of the Directors of Postal Services or of the PMGs from the circles. Then shall we have as many appellate tribunals as the number of circles? That also was not found feasible. What they wanted was that petitions submitted to the Minister or the Government invoking their revisional powers should be properly disposed of, and it is known to them, and to Shri Nath Pai with all his associations now with the Federation and the Confederation, that this demand particularly was discussed and we came to certain agreed conclusions on it.

Therefore, this should not have been referred to in the course of the debate here.

Similarly I should like to refer to the question of a permanent conciliatory machinery. It is very well known that the machinery is provided by the Ministry of Labour, and we also took notice of that.

Then about the Whitley Council. A proposal far in advance of the setting up of a Whitley Council was made by me specifically in my announcements at the annual conference of the Federation at Hyderabad. This was in regard to the proposed consultative machinery. The proposal is being considered by Government, and I think some decision may be arrived at before long.

Then he also referred to the three-monthly meetings which he alleged that the Minister refused and he also said that despite an appeal for an interview six times with the Prime Minister, that was also refused. I have just now mentioned that after the charter of demands was put forth, the Prime Minister's Secretariat informed the Federation that they should discuss the matter with the Minister concerned which they accepted. About the Ministers, I have already given the figure the other day. The charter of demands was presented not in July, but in the beginning of August and from that time onwards it will be found that as many as 39 meetings have taken place, out of which about ten or more have been at ministerial levels and the remaining at the level of the DG etc. I think it cannot be concluded by any stretch of imagination or by any process of reasoning that the Ministers were refusing interviews and the three-monthly meeting was not conceded. I think that would suffice so far as that thing is concerned.

I now come to another question that has been raised in the debate, and which also finds a place in the strike notice. That is in regard to the E. D. agents. I may respectfully point out that the institution of E. D.

agents is a unique one. It obtains not only in our country but in several other countries. It is an institution through which it has been possible for us to expand and increase the number of post offices from 22,000 at the dawn of Independence to 58,000 or more now. Without that, this would not have been possible. The basic principle or the fundamental basis on which this institution has been established is that because there is not sufficient work for a full-time employee in a village post office, therefore, we should try to find out people who are prepared to take up part-time work; and there is a condition precedent that any person who is appointed as E. D. agent should have independent means of livelihood. It is an office, undoubtedly, but this office is of a unique type or peculiar type. At any rate it is not a regular government employment. The person concerned is only an agent of the Department, and performs certain functions in lieu of the allowances that are given to him.

Now, it has so happened that because of the unemployment problem, some people have come into the ranks of the E. D. agents. As I mentioned the other day at Madras while addressing a convention of the E. D. agents, it is not our intention to be too rigorous in the application of the rules in this behalf, and to turn out those people. But at the same time, we may look into their working conditions, and for that purpose, I also announced that a one-man or a two-man committee will be constituted to look into the conditions of service and to suggest ways and means of what is to be done in regard to the E. D. agents. That was also known, and that I think should not have been referred to either in the course of the debate or in any other forum.

I shall now give an analysis of how all these concessions have affected the public exchequer. I mentioned the day before yesterday certain figures, relevant to this subject and certain doubts were expressed in regard to those figures that perhaps the break-

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up was not there, and they may not be quite accurate. I have got with me a complete list of the figures ranging from 1947-48 to 1957-58. So far as the annual wage bill of the department is concerned.

I may point out here that after the Partition, in 1947-48, for seven months, the total provision under the head 'Pay and Allowances and Establishment' was Rs. 9,36,18,000; for the full year, it could be calculated at Rs 14.98 crores. As a result of the application of the first Central Pay Commission's recommendations, in 1948-49, we find that there has been an addition of Rs 3.97 crores, which took the total budget figure to Rs. 18.95 crores. I shall now tell you how the figures have gone up for the remaining period.

Year	Plus, Rs. crores.	Total Rs. crores.
1949-50	2.41	21.36
1950-51	1.34	22.70
1951-52	1.78	24.48
1952-53	2.07	26.55
1953-54	1.64	28.19
1954-55	1.49	29.68
1955-56	1.55	31.23
1956-57 (Final estimates)	1.89	33.12
1957-58 (Approximately)		35

So, it will be seen that from Rs 14.98 crores in 1947-48, the provision under this head has gone up to Rs. 35 crores, which is roughly two and half a times. I know the question will immediately be asked 'What about the increase in staff?' I am coming to that also, and I shall show how much increase in staff there has been, but despite the increase in staff, we can calculate how much is due to the increase in allowances and pay, and how much due to the increase in staff.

I may point out here what other things have been done in this behalf. To begin with, let me give the increase in the staff, because there also cudgels are taken against us and we are told that we have not kept pace in the matter of recruitment of

new staff for new work along with the expansion of the Department. The number of staff employed in 1947-48 was 1,53,000; in 1956, it has gone up to 2,63,000. So, it will be seen that there has been an increase of 1,10,000.

In this connection, may I also point out a few of the developments that have taken place on the side of the welfare activities of the Department for the sake of employees?

Item	No. in 1947-48	No. in 1956	Increase Percent
Mail vans	412	611	40
Co-operative societies	15	206	1,275
Canteens	51	272	433
Tiffinrooms	30	398	1,223
Recreation clubs	117	550	373
Dormitories and rest-houses	71	375	428
P. & T. holidays	13 & 8	16 & 12	23 & 50

As for the amount spent on uniforms, it has gone up from Rs. 22,70,000 to Rs. 46,52,000. I can admit that some of this increase is due to the changeover to khadi in the interests of the solution of the problem of the development of cottage industries and also unemployment. The per capita expenditure on uniforms has increased from Rs. 33 to Rs. 58. I may say that all the suggestions that were made by the staff in this behalf have almost all been accepted and are in the course of being implemented, or they have already been implemented.

From these figures, it should be apparent that all that could be done to ameliorate the conditions of service and the lot of the workers in the P. & T. Department has been done, and if these are viewed against the general background of the country, the economic development and the wage level and other things, it will be seen that it was not inconspicuous, to say the least.

We have given any number of interviews that were wanted, and we have gone to the intermost limit to which we could go, in trying to

make the worker feel that Government have all sympathy for him, and the Department will be prepared to meet this demand as far as possible.

I can personally say that so far as the negotiations were concerned, and so far as the discussions also were concerned, on certain occasions both at conferences and at meetings we found frayed tempers resulting in the use of language, which, on many occasions, was far from desirable. But the officers put up even with that. There have also been occasions when we have found in the journals the worst type of vituperations being poured on the Department and its officers. I do not know, and I fail to comprehend how much more we could have put up with. I wish my hon. friends opposite could tell me what more we could have done. Even in today's statement by the Prime Minister, have Government not gone to the uttermost limit? In the circumstances with which we are faced and taking into account the dangers that have been pointed out to us, both external and internal, the internal crisis that we are facing in regard to our economic conditions, unemployment etc.; if even in such predicaments a vast majority of the workers who do not want to go on strike come out with representations and assurances galore to the Department and to Government that they would continue to work and would oppose the strike move should they be called blacklegs as some members opposite called them the other day? Or should not those who dare think of going on strike in such conditions be called traitors? I wonder whether a person in Government employment, who very well knows that all that the Government could do has been done should not pause and think before he strikes. I plead with those friends in the P. & T. who think in terms of strike because I have worked with them, because I have shared their joys and sorrows, their pain and pleasure, and their sufferings; I have been one of them; I come from the same walk of life. Whatever be the circumstances

in which we are placed today, it cannot be said that the people in the Department who are holding the officers' ranks are rajahs or maharajahs or that they are sons of rajahs or maharajahs; they do not have any vested interests. The profits of the department do not go into their pockets. As such, when all that was possible has been done, to call such workers who would like to stand by the nation as blacklegs, would be most unjust and atrocious. I think that to raise a demand now or to claim that the interim relief should be given here and now, looks as if the people are prepared even to disrupt the communications of the country unless we concede their demands forthwith. It is like pointing a dagger at the hearing of the nation at such a critical time. In all humility and with all the goodwill I have got for them, I would plead once again that they should please see the dangers that face us and let us tide over this difficult period. Let us realise that the success of the Plan is the fruition of our destiny. We cannot realise our destiny and our goal unless the Plan succeeds.

It is a pity that right from the start of the Second Plan period from 1956, these dark clouds of industrial strife arose. I hope God will be kind and better sense will prevail and the country will be saved from a catastrophe or a crisis. I am sure that with the inspiring words the Prime Minister has said over the radio, the country will rally round as one man to face the situation.

With these few words, I would like to come to the other points which have been raised.

Shri B. S. Murthy (Kakinada—Reserved—Sch. Castes): I think his name 'Raj Bahadur' is an anathema to the proletarian outlook of these workers.

Mr. Speaker: It only shows that an ordinary man can also become a raja in this country, instead of reducing the raj to an ordinary poor man.

Shri Raj Bahadur: Most humbly, I may suggest that that I am only a bahadur in the free raj of India.

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Now, I will come to the other points that have been made by hon. Members. They are very few this year. From year to year, as I said the other day, a series of constructive suggestions about improvement of efficiency had been made. The department has been deprived of that opportunity this year. It is not possible for me to deal with all the points. But I will take the major ones.

Shri Radhelal Vyas—he is not here—referred to OYT applications pending and connections not having been given. I have got the figures here. I am told that applicants who have paid deposit more than 6 months back in the whole of India number 36, of which 30 are in Bombay, 4 in Calcutta, and 1 in Delhi and 1 in Madras. These cases might have occurred, but the vast majority have been given. I hope this is a very small number and this will be looked into and expeditious action will be taken about them.

Then he referred to the need for restoration of the Auto Exchange at Gwalior. The total number of connections in Gwalior at the moment is 800. The rule is that unless the number is 1,000, we do not usually instal an automatic exchange. I hope that the number of lines in Gwalior will increase. At the same time, I do take note of the fact that Gwalior had an automatic system before and, therefore, its case should deserve preferential treatment.

As regards provision of a PCO at Aalot and Mahidpur, I would say that the scheme has been approved and detailed estimates are being sanctioned by the DPT, Jaipur.

PCO at Badnawar: In view of the policy to provide PCOs at Tehsil stations a loss of Rs. 1,500 per annum is involved although this matter is being reconsidered, as Badnawar is a tehsil station.

Construction of a departmental building for Ujjain Head PO.—There is a proposal to convert the existing sub-post office near the railway station into a head office by making certain additions and alterations in the

existing building, after a portion of it is vacated by the DTO for which a separate building has been ordered to be built.

Similarly as regards construction of staff quarters at Ujjain, plans and estimates are under preparation.

As regards opening of an RMS office at the railway station, Ujjain, a scheme has been sanctioned.

So I think Shri Radhelal Vyas deserves congratulations on the efforts that he has put in, in trying to bring all these points. We have been able to do whatever we could in the circumstances.

Shrimati Ila Palchoudhuri referred to the need for opening a post office in Topla village. The difficulty has been that rules come in the way. But I can assure her that we shall again reconsider the matter and see whether her demand and the rules cannot be reconciled.

As regards installation of telephone connections in Karimpore and Swarupganj Ghat, no such proposal is at present under consideration. But since the lady Member has referred to it, we shall have this examined.

Shri P R Assar raised the issue of money orders and acknowledgement forms during the period of the strike. We shall do whatever we can in the circumstances, in the course of the strike, if unfortunately it materialises.

I shall now come to the subject of shipping. Shri Raghunath Singh, Shrimati Ila Palchoudhuri and Shri Goray referred to it. I may say that a comparison of our country with Japan, Germany and Italy is in this case out of place, because they have got a long maritime history and have been building tonnage for the last 100 years. We have started from a scratch. I only hope that in course of time we will be able to catch up. It is true that at present we can meet the needs of only 6 per cent of our traffic. But it has to be realised that in 1946 the

tonnage with which we started was only 1.27 lakhs. Now it has risen to 5.6 lakhs.

As regards expansion of Indian shipping during the Second Plan period, the allotment was Rs 37 crores and commitments covering the entire amount have already been made. During the first year of the Plan, 32 vessels new and second-hand have been acquired or ordered adding up 1.8 lakh GRT. Out of these, 13 were ordered abroad, 15 have been ordered from HSL and 4 second-hand including one tanker have already been acquired. Out of these 32 vessels, 18 are in private sector and 14 in public sector.

As regards the suggestion that foreign shipping companies should be registered in India, hon. Members know very well that our existing law follows the British Merchant Shipping Act, 1894. Now the right of registration extends to all Commonwealth citizens. We have now decided to bring forward our own registration to provide that only such ships can be registered in India as are owned exclusively or to a majority extent by Indian nationals or by companies registered in India. A Bill to this effect will be introduced shortly. If we allow foreigners to register, it might not be entirely free from danger at a time of crisis. It may prove to be a double-edged sword. There may even be a positive disadvantage because shipping is the life-line of a nation.

As regards the question of our nationals being allowed to register ships acquired by them in other countries like Costa Rica or a country like Liberia, this will mean loss of Indian tonnage. I am not quite sure whether this principle, if accepted, will also be healthy.

As to the question of foreign participation, there is no bar to it under the present law, although there are certain conditions which have to be observed. The conditions are (a) the steamers of the companies should

be registered in India, (b) at least 75 per cent of the shares and debentures of the companies should be held by Indians, (c) all the directors should be Indians, and (d) the managing agents, if any, should be Indians. These are not mandatory and in suitable cases, exemptions can be given. At any rate, partnership on the basis of 51/49 can always be considered.

As regards Konkan service, reference to which was made by Shri Assar, you will find that a committee presided over by Justice Lokur known as the Lokur Committee, was appointed in 1956. The Scindia company claimed an increase of 33-2/3 per cent, but the Lokur Committee allowed only 10 per cent, which we accepted. The company still complains that it is running at a loss, and Shrimati Maniben Patel pointed out that they also think of stopping the service. If it happens, it will be a bad thing.

But I may point out that despite the revision of fares,—the number of passengers and earnings have increased. Before revision in 1955-56, the number of passengers was 7,24,600 and earnings Rs 53,60,000, after revision, the corresponding figures are 7,70,000 and Rs 62,60,000. It will thus be seen that the service remains popular and is much in demand.

Then I will come to the question of ports.

We know that the planning of the ports as it is started rather late. In the First Five Year Plan they were considered to be local bodies. Of course for the first time, something was thought of them in about 1953. There were certain reasons for that. Despite all that, I think, whatever planning has been done should have normally been considered sufficient keeping in view the traffic or the traffic potential only.

Now, what has been done? The highlights are these. A new major port at Kandla with 4 berths is already completed and has come into being. This port has already handled nearly 5 lakh tons in 1956-57. The two other

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big projects completed are the Marine Oil Terminals at Bombay and Visakhapatam to serve the refineries. At Bombay, 11 big Transit Sheds have also been constructed.

Then comes the work that has been done regarding development. The other new berths already under construction in other ports are, 4 in Madras (2 being modernised and 2 new ones being constructed), 4 in Cochin, 4 in Calcutta (2 by reconversion of existing berths and 2 new ones) and 2 in Kandla. Six more berths are also to be built in Madras and 3 in Visakhapatam. Thus there would be a total of 14 completed and 9 contemplated, 23 in all in the year.

The following figures of growth of traffic from 1950-51 are of interest. They will also show why it was not perhaps considered or why it could not be anticipated that there will be a sudden spurt in our shipping traffic of the type that we are faced with. The figures are very interesting.

In 1950-51, the total tonnage was only 18.9 million tons. On account of the food ships, it rose to 22.2 million tons in 1951-52. From 1952 onwards you will find that up to 1954, there was a downward incline. In 1952-53, it was 21.4 million tons, in 1953-54, 20.6 million tons, and in 1954-55, 20.4 million tons. In 1955-56, it began to rise 24.0 million tons and it went up to 27.3 million tons in 1956-57. Up to 1954-55, it could not have been reasonably anticipated, with the continuous fall in traffic, that a larger programme of reconstruction, remodelling or development would have to be undertaken. So, we cannot wholly blame the men responsible for it at that time. What happened was that there was a slight increase at that time. In the beginning of the Second Five Year Plan, the traffic did not hold out this prospect of a phenomenal increase and therefore we could not anticipate that.

In this connection, let us remember that a large number of food ships started coming from the beginning of

1957, also a large number of iron and steel ships have come and the 3 big steel plants too. We know the position as it was towards the end of 1955 or even the middle of 1955. The Calcutta port alone in 1956-57 handled 8 lakh tons of iron and steel as against 4 lakh tons in the previous year. How can I blame the operation and the performance at the Port? I will give these figures and then come to my conclusion. Bombay did 5.3 lakh tons of iron and steel as against 2.81 lakhs in the previous year; Madras did 1,57,000 tons of iron and steel as against 7,000 in the previous year; Visakhapatam did 36,000 tons of iron and steel as against 13,000 in the previous year and Cochin 17,000 tons in 1956-57.

Now, as I said, it was only in December 1955 that the decision to import such large quantities of iron and steel was taken. The steel began to arrive in January, 1956, so soon after. That was the problem that faced us immediately. Between January 1956 and March, 1957, 15 lakhs tons of iron and steel would be imported; that was what was conveyed to the Ministry of Transport. The above figures will, of course, show that we have handled more and what happened later on was that the balance of iron and steel handled in the first three months of this financial year at Calcutta, Bombay, Madras and Visakhapatam have even exceeded this target which was given to us.

I will give only 2 or 3 figures in respect of other machinery, machinery and plants for the industries. The total tonnage was .81 lakhs in the year 1953-54 and in 1956-57 it has gone up to 1.92 lakh tons. In Bombay also, it has risen from 1.59 lakh tons in 1953-54 to 2.83 lakh tons in 1956-57. In Madras, from 22,500 tons it has gone up to 56,000 tons.

For Bombay, as I said, earlier we were told that in respect of foodgrains 1 million tons will arrive there, out of the target of three million tons. We have already handled in the first quarter of the year 4.27 lakh tons. It means that it will come to an increase

of about 70 per cent over the estimated volume of traffic that was expected. This sudden shipment has arrived at our ports, food ships, iron and steel ships, steel plants, bunching of ships that followed the opening of the Suez Canal etc. It has been admitted that from both sides, through the Suez Canal and round the Cape of Good Hope the ships came in. Then the freight rates also went down. Previously there was a bottleneck created and there was pent up traffic which was suddenly released following lowering of freight rates and availability of space on shipping. All this resulted in delay and we found ourselves faced with a difficult situation. We can compare this perhaps with a situation in a railway station or a railway junction which has got two or three platforms and to which suddenly about 20 special trains are rushed through. What will happen? All the special trains will have to wait at the outer signal so long as the platforms are not cleared. So, will you blame the port, will you blame the labour or the port authorities? It is a sudden activity which has come into being. I am not apportioning the blame either on the Food Ministry or the Ministry of Iron and Steel because it came and had to be faced.

In this connection I may just point out to two or three figures that may be of interest—how the foodgrain shipments have increased from 1953-54 to 1957-58

1953-54	14 93 lakh tons
1954-55	13 71 lakh tons
1955-56	6 36 lakh tons
1956-57	20 36 lakh tons

suddenly and similarly for iron and steel

In 1953-54 it was	2 30 lakh tons,
1954-55	4 02 lakh tons,
1955-56	7 86 lakh tons, and in
1956-57	15 29 lakhs tons

With this increase, it should be borne in mind that the ports have tried to wrestle with the problem. They have done it as best as they could.

I am now coming to certain observations that have been made by one or two members. Shri Mohuuddin said that there was some discrepancy between a statement made by me and one made by Shri Nanda. Shri Nanda was worried about labour problems. I said I had not much reason to be disappointed at the performance of the labour in Calcutta port. I found that there was no congestion of cargo and I found the cargo handling capacity was also going up. Therefore I find that the criticism that has been levelled from some quarters was not quite correct. That does not mean that we are complacent. We have taken certain steps. They have been detailed some time ago and they have been put before the House previously.

May I also refer to an organisation to which although no reference was made in the House yet a reference may be of some interest. I mean the DRTA or the DTS. We know that it was established in 1950 on the 1st of April. There was shortage of fleet, there were no workshops, there was lack of numerous other facilities. The fleet position was that we had only 200 then but now we have 450. With the addition of 84 more Heavy Duty Diesel vehicles, it is expected to go up to 534 by the end of 1957. In operation the road mileage was 255.5 miles in 1950-51 and now in 1957, it is 357 miles. The daily mileage operated in 1950-51 was 17,000 miles and now it is 40,000 miles in 1957. The daily average number of buses on the road has increased from 142 in 1950 to 326 now.

We have increased the frequency of service. On one route we have tried a new experiment, that is, instead of one bus coming at one time two buses will come at the same time, so that any overflow from the queue may not be hanging over during the peak traffic time. This has been introduced as an experimental measure on Route No 21, and I believe that it will be appreciated. Operation of high frequency service, maintenance of standby buses to meet break-down and introduction of scheme of advance bookings of passengers to ensure

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stricter collection of fares, rationalisation of routes and other measures have contributed to some improvement of the service which has been reflected in the revenues. We have also erected certain depots which have come into being in 1956-57.

13 hrs

We have also done a good lot to improve the conditions of workers. We have introduced the time scale of pay. We have laid down the rules of service conditions. The other things that we have done are establishment of Contributory Provident Fund, provision of medical facilities to the employees and their families, provision of rest houses, provision of canteens, recreation and other facilities, introduction of insurance scheme, free legal defence to the employees prosecuted while on duty, operation of special buses for the convenience of the staff coming to work or breaking off outside the operation hours, and provision of residential quarters—180 have already been constructed at Shadipur and others are under construction.

Shri Jangde (Bilaspur) Sir, there are other Members also who would like to speak.

Shri Raj Bahadur. Should I continue or stop here?

Mr Speaker The hon Minister may leave something to his Chief.

Shri Raghunath Singh (Varanasi) He must be allowed to say something about tourism.

Shri Raj Bahadur I have tried to compress the facts, but there is so much to say. I think I may say about tourism and leave transport to my senior colleague.

About tourism I would only say that this is one of the ten biggest earners of foreign exchange in our country, and I think it has made very good progress. As has been reported many times, the number of tourists has

risen fairly well. The number this year was 70,000 to 75,000.

Some suggestions were made by hon Members. Tourist offices were proposed by Shri Radhelal Vyas and Dr K B Menon, and, if I am not mistaken, by Shri Subramanyam also. We have got 12 tourist offices at the moment. A decision has been taken to open three more at Bhubaneswar, Bhopal and Cochin. In Bhopal—Sanchi—we have already got a rest house and a tourist information office already operates there. In regard to the opening of a tourist office at Hampi, we will examine the point with the sympathy and care that it deserves.

Then I come to the points made by Shri M R Masani. He said that we spent only Rs 2 lakhs out of Rs 29 lakhs. I would only say that during the entire period of the First Five Year Plan we spent only a sum of Rs 1,46,800. I must at once confess however that I am not at all satisfied with the rate of expenditure and expansion, but we are a little handicapped here because we are tied up with the State Governments in the matter of expansion. They have to put up plans and we have to assist them. The position was that the State PWD will construct rest houses and provide amenities. We have not got the machinery to do it. Now the Central PWD has taken over the work and we hope that the results will be better. We shall do whatever we can in this direction.

He also mentioned about lack of transport facilities at Asansol for visitors to go to Damodar Valley. Same thing can be said about Bhakra Nanga, Khajuraho and Sanchi. We have got a provision of Rs 1.30 lakhs. I will see that it is utilised adequately and to the extent needed.

With regard to the Estimates Committee's recommendation to set up a Corporation or create a separate

department under the Director-General of Tourism, we are in full accord with this suggestion and we are having this examined. We shall come to a decision in regard to this matter before long.

I can assure Shri Jaipal Singh that all liaison, co-ordination and harmony are there in dealings between the Tourist Department on the one hand and the Air-India International on the other. The complaint pertaining to Paris has also been settled smoothly.

In regard to hotel industry, we have set up a Hotel Standard Committee under the chairmanship of Diwan Chaman Lai, who is expected to submit his report in about four months time. About formalities a high level committee was appointed by the Home Minister for making recommendations on the subject. Their recommendations were accepted *in toto*. A further review is going to take place, and I hope this will also be useful for the purpose we have kept in view.

Now I may refer to some of the things that we propose to do. We propose to set up a Tourist Development Council as recommended at the recent meeting of the Tourist Advisory Committee. It will be fully representative of the country as a whole and of all the official, semi-official and non-official interests concerning the promotion of tourism.

In order to ensure the necessary and suitable amenities for tourists, it is proposed that the Transport Department should directly maintain and manage a certain number of rest houses which are located near the most important monuments of the country likely to be visited by tourists.

It is also proposed to introduce legislation for the sound functioning of various elements constituting the tourist trade e.g. travel agencies, guides, hotel establishments, etc.

We propose to put special emphasis and take great care of home tourism, because in the development of home

tourism, in the promotion and encouragement of tourist traffic from north to south and east to west lies the surest way of achieving what is known as the emotional integration of people. I think the progress that we should be making this year and in the next year might be considered noteworthy, that is our expectation.

Then, I must refer here to a development of which, I think, we can be rightly proud of. We have got many international organisations the most important of which is the International Union of Official Travel Organisations—IUOTO. More than 60 governments are its members. It has been unanimously decided by the Executive Committee of this body to elect Shri Chibb, who happens to be the head of the Department of Tourism in our Ministry, as its President for the next year—November 1957 to October 1958. The election will take place at the next annual session to be held in Washington on the 3rd November, 1957. This is only a formal affair. Once the Executive Council decides in favour of a particular person it is naturally accepted by the larger general body. So, the recognition of the merit and ability of one of our officers by an international body of this stature is a matter of which the Department of Tourism and also the country can be proud. I think it will also bring us the fairest returns in the shape of foreign exchange, because by his going there a lot of flood light will be thrown on Indian tourism and Indian tourist centres. It will, therefore, be a sort of double blessing. Therefore, I welcome it, and I hope the House will appreciate the merit that this officer has shown.

With these few words, Sir, I thank you very much for the time that you have allowed me and I apologise to the Members of this House for having taken too much of their own time.

Mr. Speaker Voting on these Demands can only be done after 14.30.

[Mr. Speaker]

I will call upon the hon. Minister at 13.45. He will have about 45 minutes. I would, therefore, request hon. Members to be brief.

Shri Anthony Pillai (Madras North): Mr. Speaker, Sir, I take this opportunity to criticise the lack of imagination and inaptitude of the Transport Ministry. It will be admitted on all sides that the king-pin of the success of the Second Five Year Plan depends on our ability to solve the transport problem. The Government of India have invited specialists to advise them on this particular problem; in particular, they invited Mr. Galbraith, an eminent economist from America, to advise them in regard to some of these problems. His most pertinent criticism, Sir, is that too heavy an emphasis has been laid on railway development. He has pointed out that out of Rs. 4800 crores to be spent on the Second Five Year Plan, about one-fourth—Rs. 1200 crores—is to be reserved for railways, of which 50 per cent will be devoted to purchases from abroad. He has, therefore, suggested that a great deal of emphasis should be placed on developing other forms of transport.

This is an advice of commonsense, and let us see how far his advice of commonsense has in practice been followed. Let us first take shipping. As early as 1947, the Shipping Policy Committee made a recommendation that India should, within a period of five to seven years, build up a mercantile marine of 20 lakh tons.

In our first Five Year Plan we were rather modest and we set the target of 6 lakh tons. But even this modest target was not fulfilled and we were able to add only an additional one lakh ton making it roughly about 4,50,000 tons. In the second Five Year Plan, we have set ourselves again a modest target of only nine lakh tons. But, according to the administration report of the Transport Ministry, the entire allocation of Rs. 37 crores has

already been spent in either ordering second-hand ships or placing orders for new ships. Assuming that all these ships that have been ordered including those from the Hindustan Shipyard, Ltd., are added to our mercantile marine fleet and assuming that none of the existing ships are scrapped because they are obsolete or for any other reason, even then, our total tonnage will only increase upto 7 lakh tons.

Now, I am glad that they have spent the money in an expeditious way in ordering ships from abroad, because the amount of foreign exchange earned, with even half of our shipping engaged in overseas trade is a considerable amount. Even though only about 2 lakh tons were engaged on foreign trade, within one year they have increased the total earnings from Rs. 10 crores to Rs. 13 crores. I am therefore, making the suggestion that it would be advisable if a large sum of money is allocated for the purpose of increasing our tonnage though immediate purchase of ships from abroad, particularly when foreign shipping interests have increased their freight rates by 15 to 20 per cent.

Now let us take road transport. A considerable amount of money is sought to be spent on the building of roads. The total allocation in the second Plan period including the allocation for the States comes to about Rs. 250 crores. But let us look at the question as to whether these roads are being put to proper use. The total amount of motor trucks available in India for the transport of goods on these roads is only one lakh. Taking into account depreciation, with each one of these trucks costing about Rs. 10,000 the total investment in road transport is a very trivial amount, compared to the amount that we propose to spend on the building of roads. We do not want to build up road merely for the sake of saying that we have fulfilled the targets set in the Nagpur Plan. In my humble submission, if we really want to take the advice of

diverting our traffic from the railways to the road haulage, then obviously it is necessary to revise our entire attitude with regard to road transport. It is not merely a question—I repeat again—of building roads but to see how many vehicles will be plying on the roads, in which case we will have to completely revise our policy regarding the heavy taxation of motor vehicles. If instead of taxing motor vehicles in such a way that only railways are likely to benefit,—on the other hand,—if we adopt the attitude that it will not be wise to put up such heavy investment on railways, the net result of which will only be seen several years later, and which in the present context is very dangerous, having a very strong inflationary potential, it will be advisable, even though it may mean spending some of the existing balances, to allocate a large sum for the purchase of motor vehicles, because the inflationary potential will be reduced.

Therefore, my humble submission is that this Ministry has absolutely no policy with regard to road transport, although they are interested in seeing that certain number of roads are built, but with regard to whether those roads are properly utilised, or not, there is no policy at all. There are no facts available, there has been no study undertaken with regard to what percentage of transport can be diverted from the railways to road haulage.

Then again, the Deputy Minister has given us a long series of facts with regard to port facilities with regard to the needs of the Port Transport Industry, when the first Five Year Plan was drafted, they completely forgot about it. Half way through the first Plan, some schemes were hastily drafted and a sum of about Rs 60 crores was finally sanctioned.

Shri Raj Bahadur: They were classed as local bodies, and did not fall within the purview of the Plan.

Shri Anthony Pillai: I am speaking about the major ports. Out of these Rs 60 crores, only about Rs 25 crores were spent. In the second Five Year

Plan it is proposed that we spend Rs 90 crores. For this 90 crore scheme, the actual allocation is only Rs 45 crores. The rest is supposed to come from the local resources of ports which is modestly estimated at only Rs 15 crores. Therefore, we must presume that for the balance of Rs. 90 crores, we will have to beg for foreign assistance. Time and again, it has been pointed out that because we have allowed our port authorities at Madras, Calcutta and Bombay to be under the grip of vested interests, shipping and commercial interests, it has not been possible to raise the rates in such a way that the port authorities themselves will be able to find the necessary resources to build up their ports. It has been pointed out over and over again that these reactionary and conservative vested interests refuse to increase the port rates to find the funds to build up the ports. There have been many complaints about it till finally the Government of India jogged them on to produce some plan. The Deputy Minister today pointed out that merely because the tonnage handled through the ports went down during the last years of the first Five Year Plan they were not seriously concerned about the ports. In other words, they lack imagination with regard to the demands that will be made on the ports and about their future expansion.

The suggestion that I want to make with regard this is this. I am making this suggestion with regard to these port trust bodies which we find in Madras, Calcutta and Bombay. Either we should scrap them or alternately, reorganise them in such a way that the weightage that is being given to the present Chambers of Commerce is reduced, weightage should be given to labour, or alternately, I would suggest that at least with regard to the fixation of rates, this power may be taken out of their purview. May I suggest that a committee be appointed by the Government of India to review these rates, because some of these rates are highly competitive in the sense that one port puts down the rate with the

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idea of attracting a certain type of cargo which, for instance, in another port such as Cochin may handle with ease. My submission, therefore is that a committee may be appointed to review these rates.

Let us look into the finances of the port authorities. Last year, or the year before last, the total deficit of the Calcutta Port Commissioner was Rs. 60 lakhs. As a result of certain amount of jogging by the Government of India, these rates have been increased and there has been no deficit last year. Then again, we are proposing to set apart Rs. 90 crores on port development. Even if all these schemes are executed, what is the total increase in the port handling capacity that we expect? We expect only 30 per cent. That is all the total increase, that we expect, as a result of this expenditure of Rs. 90 crores. On the other hand, my submission with regard to the expansion of port handling capacity is, that the problem does not depend entirely on improving the port facilities. It depends largely on solving the labour problem. As long ago as 1954, with the failure of the Transport and the Labour Ministries to solve any problems, the various labour unions at the major ports of Madras, Calcutta, Bombay, Vizagapatnam and Cochin joined themselves into a federation and brought it to the notice of the Transport Ministry that there were anomalies, that there was no system of uniform pay-scales, etc. Some ports gave a large number of holidays and some others did not. In one port, the scale for a skilled labourer is Rs. 55-130 and in another port, it is Rs. 40-70. At that time, when the federation threatened the Government with a total strike in all the major ports, the Government came out with the excuse that a Dock-workers Regulation Enquiry Committee was going to be constituted and that the question of revising the wages would be gone into. The particular experiment in Bombay, of revising the wage rates for the dock workers, for the shore

and stevedore workers, has had considerable success. As a result of giving some inducement to labour they were able to get the co-operation of labour, such that the tonnage handled through the Port of Bombay has increased by 60 per cent. What Rs. 90 crores cannot achieve, a more effective solution of the labour problem was able to achieve and the tonnage handled was almost doubled by adopting the progressive piece-rate system. It was suggested that the piece rate system might be extended to the other ports, like Madras and Calcutta also. Again, it was necessary to give notice of a strike to make the Government yield on this question.

In November last year, the Government advised the workers federation not to go on strike. They said, an officer on special duty would be appointed; that he would submit an interim report as quickly as possible and that the issue of having uniform scales of pay and uniform conditions of service would also be referred to that special officer. Though I understand that the officer has submitted his interim report, Government has taken no decisions on them as yet. We had another strike of workers in Bombay before solutions for some of the problems, like equalisation of leave facilities were considered by the Ministry.

Mr. Jeeji Bhai has been requested to frame a piece-rate system for the Calcutta port, so that the port-handling there might be improved, on the lines of the scheme obtaining in the Bombay port. Though the unions which came to the conference agreed in principle to the introduction of the piece-rate system, I understand an INTUC organisation has refused to serve on this committee, merely because it hopes to utilise the difficulties of the transition to the piece-rate system to its own advantage. But the INTUC has simultaneously been given representation by the Govt. of India on boards like the Dock Labour Board and the Port Commission. If there is a conference

where the union representatives come and agree in principle to something and then go back on it, I do not see why Government should continue to give them representation on these bodies. Either the Government are interested in solving this long-standing problem, which if solved would be of immense help to the nation or alternatively, they are interested in building up the INTUC and letting the whole question of transport in Calcutta go to the dogs.

During the last few years, many problems have been placed before the Ministry and yet, no effective steps have been taken to solve the problems of labour, which would improve work in the ports. The Dock Workers' Employment Regulation Act was passed in 1948 and 8 years have passed since then. Yet, decasualisation of labour has not been introduced in Cochin or Visakhapatnam. For 8 long years they have been merely talking of decasualisation of labour. In Madras there are three categories of shore workers doing the same work with three types of pay. The decasualised worker gets about Rs. 100. For doing the same work, a worker in B category gets Rs. 60 and a C category worker gets only Rs. 40 to Rs. 50. The same applies to the Calcutta port. This differential pay for the same type of work cannot possibly lead to industrial contentment, and so long as there is no industrial contentment, there can be no improvement in the tonnage handled.

Lastly, the hon. Deputy Minister...

Mr. Speaker: He is Minister; he has earned it by hard work.

Shri Anthony Pillai: I am sorry. The Minister referred to the problem of the P. & T. workers. As far as the question of P. & T. workers is concerned, there is a crisis of confidence and a crisis of prestige. The crisis of confidence arises in this way. The Government says, we will refer this matter of interim relief to the Commission and surely the Commission can be trusted to deal with this question in an impartial manner. Then,

why should the employees be so diffident about going to the Commission and asking for interim relief? If they have a good case, the Commission will give them the relief asked for. On the other hand, it is quite clear that they have got a good case. Even from the figures given a few minutes ago, it will be seen that the cost of living has risen considerably. We have already got the first Pay Commission's recommendation. The first Pay Commission, after all, is not of secondary status to the Pay Commission that is sought to be appointed.

The first Pay Commission recommended that there should be a sliding scale of dearness allowance, that for every 20 point increase in the cost of living, there should be a corresponding increase of Rs. 5 in the dearness allowance. Government does not seek to justify why this recommendation has not been implemented. This particular agitation among Central Government employees is no new feature. It is a biennial feature. In 1949, there was an agitation, as a result of which the D. A. was increased by Rs. 10. In 1951, there was some kind of strike-threat and the D. A. was increased by Rs. 5. In 1953, as a result of an agitation, some workers got increased emoluments though 50 per cent. of the D. A. merged with basic pay. So, this agitation among Central Government employees is a biennial feature of our economic life. In fact, the present agitation has come after a long time. Since 1953, there has been no agitation worth the name.

After all, what the workers are demanding today is only the implementation of an authoritative body's recommendation, viz that of the first Pay Commission. But the Government turns round and say, "We are appointing a second Pay Commission; let them also endorse it". That is why I submit that this is really a crisis of confidence. Even after the promise to appoint the second Pay Commission, the workers are not quite sure whether the Government will actually honour any recommendation made by the second Pay Commission,

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even on the question of interim relief. They, the Government, have failed to accept and implement the recommendation of the first Pay Commission. Equally the same attitude may be adopted with regard to the second Pay Commission also. Hence there is a crisis of confidence.

There is also a crisis of prestige, as far as the Government is concerned. On account of the fact that the cost of living has increased, undoubtedly the workers can claim at least a right to the preservation of the existing standards of living. The workers might be advised not to ask for higher real wages because we have to see that the second Five Year Plan succeeds, but at least with regard to the existing standards of living, they have got an inherent right to demand that at least this should be preserved. Therefore, I submit this is really a crisis of prestige. We are witnessing this crisis of prestige in very small matters. Let us take the question of the Delhi firing. . .

Mr. Speaker: I have allowed the hon. Member sufficient time and he has made his points. He is only elaborating them.

Shri Anthony Pillai: I shall conclude shortly. The hon. Home Minister was saying, "we are ready to order a judicial enquiry", but when the opposition Members wanted clarification as to whether he would appoint a High Court Judge, he refused to give the clarification, because it became a question of prestige. The attitude of the Government is, "it should not be given as a result of a demand by the opposition; we will give it in our own sweet way." That is why this is really a crisis of prestige. I venture to hope that these two crises will be resolved.

Shri Mohamed Imam (Chitaldrug): Mr. Speaker, I thank you for giving me an opportunity to speak on this vital matter. It has become more vital on account of the impending threat of strike, which is expected to materialise tonight.

I am going to deal with three aspects on this demand. One is the development of ports; the second is the development of inland communications including roads, and the third is Posts and Telegraphs, which forms the important subject-matter today. India is a vast country with a long coastline of more than 3,500 miles. It must be admitted that taking the length of the coastline and the vastness of the country, we are having very few ports, especially major ports. I may also point out to the Minister concerned that on the west coast, except Bombay, we have not got even a single port which adds to our business or which aids towards the development of our industry. Kandla, I think, aids the businessmen who are living in the north. After the reorganisation of the States, it is important that every State should have a port of its own. We cannot minimise the importance of a port. It aids towards the development of the business, towards the development of industry and it is quite necessary in these modern times.

The Second Five Year Plan contemplates the development of some ports on the west coast, Mangalore, Malpe and Bhatkal are the important ports which are contemplated to be developed. I regret Government has not taken any active step. I may refer, in this connection, to the development of Bhatkal port which is immediately connected with the State of Mysore. The Public Works Minister of the Government of Mysore has announced many a time that the Government of India contemplates the starting of a shipbuilding yard in this port. I may also give support to that venture because the Government of Mysore is keenly interested in this port. When Shri M. Visweswarayya was the Dewan, he was deeply interested in this and he did his best to have this port transferred to the Government of Mysore. But, the Government of Bombay was against it. Since then, the Government of Mysore has been trying to see that this port is developed.

and shipbuilding industry started there. I hope the Government will devote sufficient attention to this and see that the State of Mysore will have a port of its own. I may also point out that the Government should bestow as much attention as possible towards the development of Mangalore and Malpe which are quite necessary in these days. I request the Government to see that these ports materialise at the end of the Second Plan.

Similarly on the east coast, I think, except Madras, they have not got any port worth the name. There are a number of places which can be developed and which can contribute a good deal to the material prosperity of the country. For example, there is Negapatam, Kakinada. I wish the Government takes up the development of these ports seriously and sees that they are accomplished facts. I may point out in this connection that in advanced countries, for example, England, for every 100 miles they have a well developed port. It is the life blood of every industry and every business. I hope the Government will devote greater attention to this and see that all these ports which are still in their infancy, develop and add to the material prosperity of the country.

I now come to the development of roads and communications. Roads have been divided into three categories: highways, roads maintained by the State Governments and roads maintained by the local bodies. I must admit that the roads which are classified as highways have been receiving good attention and they are in a good state of repairs. I may say that these roads have really been serving the need for which they are intended. But, I cannot say the same thing of the roads that are maintained by the States and by the local bodies. They have spent crores of rupees, but I may say that these roads are being neglected. Many of these roads are in rack and ruin. That is because the States, on account of their financial bankruptcy, are not in a position to

maintain them in a proper way. So also the local bodies. I know you have set apart a good grant towards the maintenance of these roads. First of all, you must not only develop the new roads you must see that the existing roads receive proper attention and they are properly maintained. We must also see that they are not allowed to deteriorate any further.

Coming to posts and telegraphs, we know we are meeting in a deep set atmosphere. Today is the zero day when the strike threat is likely to be carried out. The whole country is agitated. If the strike really materialises, the entire normal life will be upset and the public will be put to a lot of inconvenience. There are strikes and strikes. There are strikes in which only two parties are involved, that is the employer and the employee. But, there are strikes in which the public is intimately involved and in which it is intimately concerned. There are strikes which affect the entire state, the entire country. There may be a strike in a local factory. It affects only the employer in this factory and the employees. Or, there may be a strike in a Government local factory. That does not do much harm. But, some strikes are very harmful. They cause widespread distress and harm throughout the country. This strike is one of such a nature.

Today, the Prime Minister made a detailed statement. It looks from that statement that not much approach has been made towards reconciliation. It looks that the strike will come.

An Hon. Member: What more do you want?

Shri Heda (Nizamabad): The Pay Commission has been appointed.

Shri B. S. Murthy: He is coming to the same thing. There is nothing more to be done.

Shri Mohamed Imam: We are all anxious that this strike should not materialise. It must be averted at any cost. The Government on the

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one side and those that have sponsored this strike on the other, must think not only of themselves, but of the country, of the people who will be the ultimate sufferers. These are days of epidemics of strikes. It is not merely the postal department or the telegraphs department that is going on strike. Various other departments also are threatening to go on strike. Railway station masters are also thinking of going on strike. Primary school teachers are also thinking of going on strike. The Central Government employees also are thinking of going on strike. It will not end there. It will gradually spread to the State Governments. You know there is dissatisfaction amongst the State employees, that they are low paid and under-paid than the Central Government employees. He can take it from me that this problem is to be solved not merely in relation to one department, it has to be solved for the entire country, for all the departments. A strike is a contagion, and it is not a simple problem. It is a very big problem. It involves the interests of the country, it involves the future of the country. We have to consider it not as a single issue, but as an issue of not only the present but the future. At the same time it is a good thing that it has been referred to a commission presided over by a Supreme Court Judge, and it is quite necessary that a judicious mind is exercised while resolving the various problems.

I know the employees of the Posts and Telegraphs Department have been asking for a rise in their emoluments, but the most essential thing to be considered is this. The emoluments or the pay and allowances must have some reference to the national income of the country, the income of the State. I know these employees are very hard hit, they are struggling for a normal and peaceful sustenance, but the commission has to consider this question as a whole as an economic problem, as to how far the country's resources or income can admit an

extra increase in their pay and emoluments.

I can state that more than 60 per cent. of the entire income is being diverted to pay and allowances. To what further extent the resources can stand the strain is a matter to be considered.

Mr. Speaker: The hon. Member should conclude now.

Shri Mohamed Inam: Five minutes more.

Secondly, the entire economic problem of the State has to be considered. It has been pointed out that if any extra increase is given to all these people, it involves crores and crores of rupees. So, we must admit that to meet the demands of all the P. & T. workers, the railway workers, the Central Government and also State employees, we will require hundreds and hundreds of crores of rupees, and naturally this amount must come through taxation. The people have to be taxed. We cannot get that amount out of nothing, out of a vacuum. So, this is also a matter to be considered.

Of course, now with our abundant sympathy for the low paid officials, we can support their claim, we can press the Government to increase their pay, but we have to consider the cumulative effect, the effect it will have on the country and the fact that the Government will have to find crores and crores of rupees. How to get that amount? Are we agreeable to tax the people to that extent, can we ask the people to contribute? These are all matters to be considered very patiently. This is not a matter in which a decision can be taken off-hand and suddenly.

There are various other problems also. The per capita income of 70 per cent of the people in the country is between Rs 100 and 150 per annum. Thirty per cent of the population are agricultural labourers who have no assured means of income, who have

no means of sustenance and who are leading a precarious life. The income of 40 per cent. of the ryots does not exceed Rs. 100 per month and their average holding is five to ten acres. It is a matter for consideration how to improve their economic condition, whether the pay and allowances of the officers should have any bearing on the income of the people, of the other classes of people who have been following other avocations. These are all matters which require a deep study, a close scrutiny. The entire economic condition of the State has to be examined, the resources available have to be examined.

So, with all my sympathy for these people, I think it is a matter in which they should go slow. This is a matter in which mutual discussion, negotiation will yield a better result than taking an abrupt step. If they take this abrupt step and precipitate a strike, what will be the consequence? The entire population of 400 millions will be effected, business will come to a stand still, commerce will be spoiled, and as I said already, it is not merely two parties that are involved. Three parties are involved, namely the employer, the employees and the people. You must consider the interests of the people, we must have their interests foremost at heart.

So, even now I appeal that with all our sympathy for them, and though we support their aspirations, they must not precipitate matters, they must go slow, they must think of the millions of people to whom they are wedded to serve. If they precipitate it, the people will be in trouble, and it will be committing a sort of breach of faith.

Mr. Speaker: Therefore, he advises them to call off the strike. The House must know what exactly the hon. Member's opinion is.

Shri Mohamed Imam: This is a matter in which, as I said, the people are involved. I have no objection to support a strike in which the people

are not involved, but in a matter where the people are involved, where their happiness is involved, where their well-being is concerned, they should not precipitate matters. It can be adjusted only by negotiation, goodwill.

Even now there is time, five hours time. Let them think of the large number of people, the population entrusted to their care, because all the money comes from the people, it is the people who have been contributing towards their pay, that have been sustaining them. I know all the money earned in the rural area goes to the urban area. Seventy per cent. of the income derived from the people goes towards their maintenance. So, let them think of the people, the misery that will be caused by such a move. Let them not stand on prestige. There is no question of prestige when the people's interests are concerned.

Even now there is time, because it is never too late. There is hope as long as there is life. The strike is scheduled to commence from midnight tonight, the zero hour. Let them think of it and go slow. Otherwise I should say Government servants are thinking too much of themselves, they are guided by their own interests, they are not thinking of the country.

Shri Raj Bahadur: In regard to the development of roads and bridges in and around Mangalore and the development of the port, may I inform the hon. Member that hon. Member Shri Malliah has been very vigorously pursuing this matter, that the investigations in regard to the port have almost been completed and the sanctions in regard to the roads and bridges have already been given? I think the thing will be done in good time.

In regard to the proposal for the development of port of Geonkhali also that appears to be the only answer to the growing problems of Calcutta. We are very seriously

[Shri Raj Bahadur]

examining the question of the development of a port at Geonkhali too.

Shri Mohamed Imam: Bhatkal too, because the Mysore Ministers have been anxious about Bhatkal port.

Mr. Speaker: The hon. Minister.

Shri Lal Bahadur Shastri: The hon. Member who was speaking just now referred to the threat of strikes in various Departments of the Government of India. I know this threat of strikes is exercising the minds of hon. Members of this House as well as thousands and thousands of people outside this House. I would, therefore, like to say a few words on that first, and then deal with other matters.

I might, to start with, inform the House that the Civil Aviation Department Employees' Union have withdrawn their strike today at 12.15 p.m. And I am told the P. & T. Federation is still holding its meeting, and it is also considering as to what its final decision should be.

I would like to inform the House that I have felt somewhat pained over the way things have proceeded. My colleague, Shri Raj Bahadur has given a detailed account of the way in which he has met the office-bearers of the Federation a number of times, and the various demands he was able to meet; and there are many other demands, as he said, which are still under the consideration of Government. Anyhow, I do not want to go into past history. What has happened during the last fortnight or twenty days is important for me and for the House just at present.

The strike notice which was given to us contained two schedules of demands, schedule I and schedule II. Schedule I especially referred to the appointment of a pay commission. In schedule II there are about seven demands, on which I would like to say a few words.

Regarding schedule I, the appointment of the pay commission has

already been announced. I personally thought that that was their major demand. The commission of enquiry—of course, it has not been termed as a pay commission—has already been announced, and its terms of reference have also been placed before the House. They are fairly wide and comprehensive, and I think that they cover almost all the points referred to recently either by the Federation or other Union leaders or workers.

When we come to schedule II, we find that the main demand there is that dearness allowance should be fixed and regulated in accordance with the recommendations of the first Central Pay Commission. The question of dearness allowance and the increase in dearness allowance will naturally be considered by the commission which is going to be appointed.

Then, their next demand was that in the matter of leave, leave reserve, medical attendance and pension, the class III and class IV employees should be brought on the same level. In so far as leave and medical attendance are concerned, they have already been put on the same level. Regarding pension, some liberalisation has already been done. The question of travelling allowance and daily allowance is still under consideration.

There are other demands like weekly off, night coefficient, working hours and some other matters. As hon. Members are aware, in the terms of reference of the commission which is going to be appointed, it has been made clear that the conditions of service and certain other matters are also to be considered by that body. These have been included in the terms of reference, and, therefore, I do not think there could be any reason for the Federation or any other organisation to take objection to the fact on the ground that this has not been conceded.

As regards their fifth demand, namely the merger of dearness allowance with pay, I need not say that that will

naturally be considered by the commission.

Now, there are two other matters which are more or less departmental, concerning only the P & T Department. One is about the extra-departmental staff, and other is about the Assam compensatory allowance. As regards the extra departmental staff, the principle has already been explained to the House by Shri Raj Bahadur. It was said that that matter also should be referred to the pay commission. They are not regular Government of India employees. In the circumstances, I do not think it would be possible to refer their case to the commission. But I might inform the House that I have my—I do not want to use the word 'sympathy' but if the hon. Members would not mind it—a feeling that the problems of the extra-departmental staff are to be looked into, gone into, and something has to be done to give them further relief. I have, therefore, decided to appoint a committee, a separate committee, to go into that matter, and I hope it would be possible to announce the committee within a week's time.

As regards the question of Assam compensatory allowance, the matter is still under the consideration of Government, and we have not been able to take the final decision, because it had to be referred to various other Ministries, and so, there has been some confusion. Some points have to be further clarified from other Ministries, and I hope it would be possible to do so within a short period of time.

But I can further say on that matter too, because I personally feel that as some form of assurance was given by my colleague Shri Raj Bahadur some time back, it would be in the fitness of things that the assurance given by Shri Raj Bahadur should be fulfilled. I cannot exactly tell the House what the rate of the compensatory allowance would be, and to which areas it would be given. But I have no difficulty in telling the House that I hope that

a satisfactory decision will be taken, and I do hope that it will be a satisfactory decision, not merely from my point of view, but it will be a decision which would give satisfaction to the workers of the P & T Department and especially those working in the Assam State.

Formerly, the main question which had cropped up was the appointment of a pay commission. As I said, I was under the impression that when a commission of enquiry was going to be constituted, it would go a very long way to satisfy the sentiments of the workers also. But it seems the Federation and other organisations felt that some form of interim relief should also be given. Hon. Members might be aware that the day the announcement of the appointment of the Commission was made by my colleague, the Finance Minister, I gave an interview to the A.I.R. and made it clear that the question of interim relief would be referred to the Commission. We stuck to what we had said before. Hon. Members are also aware that when the Federation met the Prime Minister, they had a long talk with him on other matters, but when the Prime Minister left, the question of interim relief was raised and they were told by both Shri Nanda and myself that the matter of interim relief would be referred to the Commission. As I have already said, I made the same declaration the day the announcement of the Commission was made.

14 hrs

There is no doubt that the question of interim relief would be referred to the Commission and the Commission can submit an interim report on that matter. Of course, no orders can be issued to the Commission, but when a particular matter is included in the notification which will now be issued, and if it is said that the Commission will submit an interim report, they will surely consider this matter as quickly as possible and submit their report on the particular question referred to them.

[Shri Lal Bahadur Shastri.]

It will also be open to the Commission to suggest the date from which it should be effective. I think any Commission or every Commission is free to suggest any date from which a particular recommendation of theirs is to be implemented. So on that point I have nothing further to say. I think these are matters which should be left to the Commission for consideration and decision.

Some of our colleagues and friends have felt that we have gone very far and we have conceded almost all what the workers wanted. I am sorry I do not hold that opinion, because I feel that the workers, whether they are of the P. & T. or of other departments, have at the present moment difficult problems to face.

14.04 hrs.

(Mr. DEPUTY-SPEAKER in the Chair)

As the Finance Minister has himself said, in the present context of our financial position, we are faced with enormous difficulties. The workers undoubtedly are faced with greater difficulties in so far as their daily life is concerned. Of course, we had no alternative. We did feel, and I did strongly feel, that the question of strike should not have been raised at all. It is a mistake on the part of the Federation or the workers to have thought that we would never consider these matters till the threat of a strike was given. But somehow they have not got that faith which is really painful. I have told the leaders of the Federation that they should have some faith in us. When I say that we are prepared to consider, I never said that the appointment of a Pay Commission or Commission of Inquiry was ruled out. I never ruled it out right from the very beginning. I had always said that this was a matter which could not be decided only by the Communications Ministry; it was a matter to be decided by Government as a whole.

Therefore, I wanted the leaders and the workers of the P. & T. to wait and see what the decision of Government would be on this particular matter. But they were impatient. They had so little faith that they decided to give this strike notice which has created enormous difficulties for us. I do not know what they are going to decide. Personally I think it would be the height of unreasonableness on their part if they do not reconsider their attitude. But it is quite clear—I do not want to offend them—that they must realise that while they can certainly start a strike and they go on and paralyse the work of the administration for sometime in so far as the P. & T. is concerned, the position is such that I do not think it would be possible for them to paralyse the work of the P. & T. for a long time, or even more than a few days. Why I say this is because—of course, we will make our own arrangements—the public support is not there. They have not got the moral support of the public. People do realise and understand it very well—hon. Members must have seen the comments of various newspapers on this matter—that the Government and the Prime Minister have gone to the farthest limit possible, and the people feel that this is not the time for the P. & T. workers to go on a strike.

Another thing—some hon. Members might get annoyed at this—is that the workers themselves, quite a large number of them, do not want to go on strike. I say so with some confidence. I have kept myself in touch with a large number of workers and I have received a large number of letters and resolutions by Unions—different units, small units, divisional units—saying that they do not want to participate in this strike. They consider our stand to be fairly reasonable. Of course, they have their further demands which they say they will come and discuss with us. But they do not want to go on strike and

create difficulties for the Government as well as for the people.

Still when the call for a strike is there, it becomes very difficult for the workers to remain behind. They joint it, of course in the heat of the moment. But they realise perhaps very soon that this was not correct and they want to come back to their duties. This is not generally liked by the strikers. Then all kinds of difficulties arise and then you might say, there might be coercion, threatening of those who want to join the work, violence, conflict—all these things arise which create difficulties for the Government and create doubts and suspicions in the people's mind also.

That is a very bad situation. I do not want to enter into a discussion of it because I thought we would get the good news of the P. & T. strike also having been withdrawn. I am sorry I have not got it so far. But I want to tell the House one thing very frankly. Let there be a strike, but a peaceful strike, completely peaceful. Let those who want to go to work be freely allowed to do so and let those who do not want to work be allowed to do so; let no one coerce them, neither the Government nor the officers. They should not come in their way. But those who really want to work should not be prevented from going to work. It will then be a fair and clear test whether the workers are willing to work or not.

Some friends talk of coercion etc. being exercised by Government officers. I say sometimes coercion is exercised by others who believe in strikes and who feel that since the strike will fail or that there is any fear of the strike not succeeding, they start adopting methods which create difficulties. Of course, the right of strike is there. Therefore, when the strike is resorted to in this country we should try to remain peaceful and carry on the strike peacefully. And, if it is found that the strike is not going to succeed, the workers who want to work should be freely allowed to work and the federation or the

organisations which are there should quietly call off the strike. But that kind of thing is not generally taking place in our country, and unfortunate happenings take place. So, I would advise the P. & T. workers or those who are the leaders of the federation that in case they want to go on strike they should think 100 times as to how the strike has to be conducted. I have no doubt that if it is conducted peacefully, they will realise in three days' time that the workers are not with them.

I wanted to say something on our developmental and expansion work which we propose to take up in the P. & T. Department. But I do not know whether there is enough time for this. However, I shall say a few words at the end if there is time.

I shall now say something about shipping. Shri Raghunath Singh spoke on the development of shipping. He was right when he said that the shipping development in our country has been very meagre so far and we have not made sufficient advance in that regard. He quoted Japan and the case of Western Germany. It is true that those countries have developed very much and we are far behind them. But, we should not forget the fact that those countries, even after the war, had the base for the development. For example, they had their own shipbuilding yards. They had the technical personnel available and they had other facilities. I shall not mention the names of the countries. But I know the two countries where shipping development has taken place on a very large scale were provided with enough resources even financially. So, it has been possible for those countries and for Italy, Japan or West Germany to develop their shipping after the war on a considerable scale.

I am not quite satisfied with the progress we have made. But the House should know that in 1946, our tonnage on the coast was only about 1,27,000 tons and it consisted of 49 ships only. At present we have 2,40,000 tons and the number of ships has increased

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from 49 to 82. Then, on the overseas side, before 1947, none of our vessels were plying in the overseas trade but today we have as many as 47 ships aggregating to 3,20,000 tons employed exclusively on the overseas trade. We have now regular liner services between India on the one hand and the U.K., the Continent and Japan and Australia on the other. Recently, a service has been started to cover the India-West Africa trade. We have also a regular passenger-cum-cargo service between India and East Africa and between India and Singapore. Another shipping service has also been started between India and the Black Sea ports of U.S.S.R.

The House is aware that in order to promote the development of overseas shipping, Government have promoted two shipping Corporations. The first, the Eastern Shipping Corporation. As the House is aware, it was set up in conjunction with the Scindia Steam Navigation Company. It was set up in March 1950. Up to August 1956, the Scindias were the managing agents of this Corporation. Since then the management has been taken over by a Managing Director appointed by Government who functions under the supervision of the Board of Directors. The shares of the Scindias in this Corporation have now been purchased by Government and this is now a cent per cent Government undertaking.

The House will be glad to note that the Eastern Shipping Corporation made a profit of about Rs. 31 lakhs. The accounts for the year 1956-57 have not been finalised yet but the first calculation shows that during this year the Corporation would make quite good profits.

The constitution of another shipping corporation, the Western Shipping Corporation is entirely under the aegis of the Government of India and this Corporation has already purchased a tanker and has placed 5 orders on Hindustan Shipyard and 4 orders on foreign shipping yards.

I must admit that the private sector has also made commendable efforts in this direction and we have also done well on our side, that is, in the public sector. I might refer here to the fact that Government has given loans to the extent of Rs. 24 crores in the first plan period and to the extent of Rs. 12.5 crores in the second plan period to the private sector. With the aid of these loans, the companies have added to the Indian fleet about 37 ships totalling about 2,14,000 tons, and 10 ships totalling about 68,000 tons are at various stages of construction.

Another important point worth mentioning is that ships built in the Visakhapatnam shipyard are sold to the Indian Shipping Companies on the basis of what is known as the U.K. parity price. This involved Government in the payment of constructional subsidy to the extent of about 20 per cent of the actual cost of construction of each ship.

I shall merely mention to the House that we have taken pretty good care to develop our training ships. Whereas in 1947 we had only one ship 'Dufferin' for training for our Merchant Navy officers, we have now six, three for Merchant Navy officers and 3 for Ratings. The number of candidates who have taken advantage of this in 'Dufferin' is 1440 and in the Directorate of Merchant Engineering Training, the number is 240 and in the Nautical Engineering College, it has been up to 3,500 and in the Ratings Training ships the number is 7,500.

Well, Sir, our main difficulty, of course, is shortage of funds, and Rs. 37 crores already allotted to us for shipping has almost been spent, in the sense that it has been invested for the purchase of ships and for placing of orders either in the country or outside. But, our problem is that still we have a gap of two lakh tons yet to be bridged and, perhaps, Shri Raj Bahadur said that we would require at least Rs. 50 crores more in order to bridge this gap.

What troubles me most is that, if we do not take further steps to place orders for new ships, the situation may not be so favourable as it is today. At the present moment the price of ships is fairly low. It has gone down. The charter rates have gone down, and the shipyards in the foreign countries are prepared to take new orders and accept new orders. So, in fact, my desire is that we should take advantage of the situation and try to exceed the target which has been fixed by the Planning Commission, that instead of nine lakh tons I would very much like that it should reach the one million mark.

The real help has to come from my hon. colleague, the Finance Minister.

Shri Raghunath Singh: He is sure to give.

Shri Lal Bahadur Shastri: I have met him and discussed with him a number of times.

An Hon. Member: Pleased?

Shri Lal Bahadur Shastri: I have also pleaded, because for finance we have always to plead. I have suggested to him that, as shipping is a vital part of our economy even from the foreign exchange point of view, he should consider giving us more money.

Shri Raghunath Singh: Rs. 50 crores.

Shri Lal Bahadur Shastri: I have no doubt that its further development would be given the highest priority.

I have suggested another thing to him, that we should establish a Shipping Development Fund from which loans may be advanced to the shipping companies, both in the public as well as private sectors, and to which the reimbursements from them should be credited. It would thus be a non-lapsable fund. As I mentioned earlier, in order to attain the target of nine lakh tons prescribed by the Planning Commission another sum of Rs. 50 is required. What I have suggested is that it would help us if this fund is started with a small sum of Rs. 10 crores or Rs. 12 crores only. Then

the same amount may be advanced to this fund in each of the next four years.

We have also encouraged shipping companies to negotiate purchase of ships on deferred payment basis. There has been difficulty in finding even this small foreign exchange required for initial payment involved in these purchases. However, we are pursuing this matter, and the Finance Minister has told me to examine this when the present abnormal situation is somewhat eased.

The question of rate of interest has also been troubling the minds of shipping companies. At the present moment it is 4½ per cent for the coastal ships and 2½ per cent for overseas ships. I do not know whether I should say so, but somehow I feel that the rate of interest for the coastal ships is really very heavy, and at the present moment coastal shipping is much behind the target. Unless some form of incentive and encouragement is given for coastal shipping, I do not think it would be possible for us to develop our coastal shipping which is particularly required from the transport point of view in the present context. What should be the rate of interest in future, whether it should be the same both for coastal as well as for overseas shipping, whether the rate of interest for overseas shipping should be enhanced, these are matters which are engaging my attention, and I hope it would be possible to take some early decision in consultation with the hon. Finance Minister.

The shipping companies have been strongly pleading for exemption being given to them from the new taxes proposed by the Finance Minister. I am told the Finance Minister is greatly impressed with the evidence given by Mr. Master in the Select Committee. I do not know what his decision would be but, anyhow, I feel that perhaps he will be favourably inclined to agree to this proposal, because it is surely in the interest of the development of shipping which is so vital for our country.

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As regards the shipping yard I need not say much. The house is aware that we are endeavouring to put up another shipyard. An Expert Committee from U.K. is coming which will visit the various places. They have already got a preliminary report with them, and they will ultimately decide regarding the location. Then the Government will have to consider about the resources etc. for setting up the second shipyard.

I may tell the House that up-to-date 13 orders have been placed with shipyards abroad and 15 with the Hindustan Shipyard, making a total of 28 vessels. Of these, 13 are for the public sector and 15 for the private sector. In addition, four second-hand vessels have been purchased, one for the public sector and three for private shipping companies. Thus, altogether 32 vessels have been ordered or purchased, and these aggregate to a tonnage of 1,81,000.

A significant development in the field of shipping has been the addition of two tankers, and of these one is owned by a shipping company—the Great Eastern Shipping Company—and the other by Government's Western Shipping Corporation. Both these tankers are employed for moving oil around the coasts. The acquisition of yet another tankers is part of our future development programme.

Simultaneously with the development of shipping we should, I think, look into one or two other important matters. The first is that of the efficient maintenance of our ships, so that we are able to get the best out of them. This takes me to the question of adequate ship repair facilities in the country. I am told that sometimes difficulties are experienced in getting repair work carried out within a reasonable time. I think the problem of ship repair facilities within the country requires looking into, and I propose shortly to appoint an Expert Committee to go into this question.

But, connected with this is the problem of ship stores. I have no doubt that we must endeavour to the best of our ability to make the country, as far as possible, self-sufficient in this regard. Here again, is a problem which requires thorough examination, and I propose to have this done in the course of the year.

I need not go into the point made by Shri Frank Anthony regarding our First Plan target, but I shall say a few words later, if there is time, about certain labour matters to which he referred. As regards the lighthouses, it would only be fair that I should inform the House, at least for the encouragement of the Lighthouse Department, of the nice and good work that they are doing. The programme of works proposed to be executed during the second Plan period envisages the construction and improvement of 100 lighthouses and 250 other aids to navigation. The programme of works for the current year includes the establishment of about 24 new lighthouses, three radar stations, three storm signals, six radio beacons and eight Decca navigator chains. It is also proposed during the current year to acquire two light buoys and four lighthouse tenders. A provision of Rs. 90 lakhs has been made in the budget estimate for 1957-58 for this purpose. So far, 18 lighthouses have been constructed during the second Five Year Plan. Every effort is being made to keep the tempo of work at the desired level so that the targets laid down in the second Plan are fully achieved.

About the ports, Shri Raj Bahadur has already said something, but I am prepared to admit that our situation in the ports at the present moment is very difficult indeed. There is a lot of congestion both in Bombay and Calcutta and especially in Calcutta. I need not go into the reasons. The hon. Members are aware that there have been so many reasons which have combined at the same time. It was a good thing that the Suez Canal was opened, but the sudden opening of

it has resulted in the jumping up of too many things. Many ships have come. Our imports which were held up for a long time, have all arrived at the same time, and then a special type of cargo, for example, steel, for which our ports are not fully geared up came in. Of course, an emergent decision was taken—it was not known earlier—and the foodgrains had also to be imported. So, all these have combined to create a special situation in the ports

But I might inform the hon. Members that it has been possible for our major ports to handle over 14-lakh tons of iron and steel in 15 months against the programme of 15-lakh tons proposed. In the Bombay port we have been able to load and unload twice the quantity that could be handled during the peak period of the last war, even during the present situation when we have not been able to develop our ports as much as we wanted. What I mean to say is, we have not been able to provide more mechanisation, more berths, etc., and yet, in Bombay port we have been able to do double the work than what was done during the peak period of the war days. I do not want to view the present situation with equanimity. Actually, I have been dealing day-to-day with this problem, with the closest possible attention, and have taken a number of short-term measures with a view to easing the congestion as quickly as possible.

I need not take the time of the House in narrating what has been done, but here are some of the things: these are practical immediate steps which would be done:—limiting the number of days allowed for loading the outgoing ships that are available for export—the export ships; reduction of free days allowed to importers to clear the docks; increasing the demurrage charges payable to the port authorities for uncleared cargo; incentive schemes for improving the output; increasing use of lighters and gearing up of the ad-

ministrative and technical set up of the ports.

Recently, a special meeting of the Consultative Committee of the Overseas Shipping Conference was held where the representatives of the foreign shipping companies were also present. At that meeting, we told them as to what steps we have taken so far and as far as I know they were to a great extent satisfied with the efforts that are being made by the Government.

The position in Bombay port has considerably deteriorated in the month of July, but I may tell the House that the number of ships waiting there is gradually coming down. In order to save the time of the House, I shall not go into the figures, but the position in Bombay, Madras and Vizagapatam has definitely improved. The figure in Bombay had gone up to 47, while the number of ships waiting in open sea had come down to 26. Again, the Day before yesterday, six or seven ships more have arrived and therefore the figure in Bombay has again gone up. But I cannot say the same thing about Calcutta port, and I feel deeply concerned over it. My colleague Shri Raj Bahadur personally went there and has taken definite steps to improve matters there, but yet, I think it requires our constant attention. I should also like to visit Calcutta port soon and I think we can take definite steps to improve the position in Calcutta port especially in so far as the question of loading and unloading is concerned.

I may also inform the House what steps we have taken for the development of our ports. As the House is aware, the development of Kandla port as a major port and the construction of additional berths in other ports are proceeding. There is also increased use of mechanical appliances. I shall say in brief that in Kandla, four cargo berths are already in use and another two are under construction, making a total of six berths. In Madras, Cochin and Calcutta, altogether ten berths are under construction. Calcutta, we will have to

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consider separately, as I said before. Then our development programme includes the construction of another 17 berths in the major ports. As regards mechanical appliances, we have in addition to what has been purchased already.

Shri B. S. Murthy What about Vizag?

Shri Lal Bahadur Shastri: Vizag will develop much more than any other port in the second Five Year Plan, and Vizag is situated at a point in our country from where goods can be transported either to the north or to the south or to the eastern parts of the country,—Bengal, Bihar, etc., which could be easily covered by Vizag. So, Vizag is really very vital, and therefore, we have got a big plan for the development of the Vizag port

As regards the mechanical appliances, we have placed orders of different varieties for 112 cranes, four lift trucks, trawler and other trucks for moving discharged cargo from ships, from side of the wagons, etc., and other trucks, 45; Two motors, 8; American trollies 36 For meeting certain urgent needs for additional appliances, we are thinking of sending abroad one or two technical officers for the spot purchase of readily available equipment

As I said just now, there was the meeting of the Overseas Shipping Interests' consultative committee and as I said, we explained what we were doing and what our efforts would be in future. But I am pained to say that the foreign shipping companies are perhaps not able to realise our difficulties fully and they talk in terms of imposing further surcharge. I would not say anything much at the present moment, but I have no doubt that we will be able to tackle most of our problems in the ports, both with our short term measures as well as long term measures. Of course, the construction of berths cannot be completed in a year or in some months. It will take two years or three years. For example, if they have to con-

struct four or five berths, it will definitely take much time and we propose to do it in the case of Madras, Vizag and Cochin. So, the long-term measures will naturally take time. But the short-term measures which we propose to take and which we have started taking should satisfy the foreign shipping companies that genuine efforts are being made to improve the present position. The present congestion, as far as I can see, is a temporary thing. It has come up all of a sudden and given time, we will be able to tackle the situation and put the ports on a sounder basis.

I do realise that the real problem is the human problem. Just now Mr. Anthony was also referring to it. I know in our ports, thousands of workers of all grades are working and I know they are not fully satisfied with their emoluments and other service conditions. I am also prepared to admit that we have not been dealing with all these matters in a wholly satisfactory manner. But still, something substantial has been done to improve the lot of the workers. The introduction of the piece-rate system has benefited the workers a good deal. Sometime back I remember there was a strong opposition from the labour organisations to this move, but I know that they hold a different opinion now, because Mr. Anthony himself was referring to the fact that this system has not been introduced in Calcutta

The piece-rate system has not only led to an increase in the output, but also to a considerable increase in the *per capita* income of the workers. In Bombay, for instance, the average earnings of a worker have very nearly been doubled. From Rs. 96 per month previously, now it is about Rs. 200 per month. I might inform Mr. Anthony that we are going to introduce this system in Calcutta as well as in Madras, Cochin and Vizag will follow suit. In fact, in Cochin, they have already got a kind of piece-rate system, which may have to be put on a permanent footing after necessary

modification. I might as well inform Mr. Anthony that the differential pay between permanent workers and casual workers—he has referred to that point—is also already under consideration of Mr. Choudhuri, the Officer on Special Duty.

Recently when the Chairman of the Calcutta Port Trust was here, I told him that he need not wait for Shri Jeejee Bhai to submit his report. He is one of the eminent ex-Judges and he is looking into the introduction of the piece-rate system in Calcutta. We will be requesting him to consider the Scheme for the Madras Port also. But I suggested to the Chairman of the Calcutta Port Trust that he should immediately draw up a scheme. Let there be a tentative scheme and let that scheme be altered and rectified later on, when Mr. Jeejee Bhai submits his report. In the meanwhile, he should find some way to give an incentive to the workers for doing better and more efficient work. Mr. Anthony will be glad to know that we have just now heard from the Calcutta Port authorities that they have decided to raise the wage of the casual worker to the level of the wage of the permanent worker. When this was announced, I am told by the Chairman this morning, the workers greeted it with acclamation.

Shri Anthony Pillai: What about Madras?

Shri Lal Bahadur Shastri: Madras also should do the same. I have also mentioned this to the Chairman of the Madras Port Trust. I have had a discussion with him and I hope he will take necessary action in that regard.

I think I shall have very little time to speak on the matters of the P. & T. Department. The House is probably not generally interested at the present moment in the expansion programme of the P. & T. Department, because they are all overwhelmed with the threat of the strike and I do not think they will be very much interested in other matters. I shall merely inform the House, as perhaps

Shri Raj Bahadur also mentioned, that either on the postal side or the telegraph side or the telephone side, the P. & T. department will continue to expand. But I am very particular that it is much better to consolidate all the branch post offices which are scattered throughout the country and to put them on a better footing, instead of expanding further and opening post offices and branch post offices, which are not able to work efficiently and do not give sufficient relief to the people of that area. So, I will not say there will not be any further expansion; I have not got the time; otherwise I would have given figures. Anyhow, the idea is to develop and expand and along with that we do want the large number of post offices in different parts of the country to be put on a more sound footing.

I think mobile post offices have been generally welcomed. Hon. Members might have seen it in Delhi. I want that these mobile post offices should be opened first in all the capital cities of the country and then in important industrial cities in various States.

I have also heard of complaints about the late delivery of express letters. It is a matter which deserves the attention of the P. & T. department. I am a new man to the department and I do not know much about it. But I have just suggested, why should not the postmen who carry the express letters be supplied with scooters, which have become very popular in Delhi. I think the P. & T. Directorate will consider that method in order to expedite the delivery of express letters.

Pandit Govind Malviya (Sultanpur): Apart from the strike which we all hope will not come about, is there any possibility of the P. & T. department improving the delivery of letters and telegrams, because today I can quote a dozen instances where telegrams have not been delivered at all?

Shri Lal Bahadur Shastri: I was just going to refer to that matter.

[Shri Lal Bahadur Shastri]

This is a very common experience. Govind Malviyaji should know that he is not the only individual who has suffered on account of that. I have received hundreds of complaints. I remember one tragic case in which the telegram was sent to the father stating that the son was lying seriously ill. The father did not receive the telegram in time and he got it only three days after. He could reach the place only after the boy had terribly suffered. In fact, I feel so strongly and I have been telling the members of the Federation who have come and met me that the efficiency of the P. & T. department is deteriorating day by day. You can advance reasons for that.

Pandit Govind Malviya: I am talking of telegrams sent three months ago; they have never been delivered.

Mr. Deputy-Speaker: Order, order.

Shri Lal Bahadur Shastri: It is not a matter of satisfaction or joy to me. In fact, I feel that the responsibility is mine as a whole. If there is any mistake, I should say that I am responsible for it.

Pandit Govind Malviya: No, no.

Shri Lal Bahadur Shastri: I cannot shirk my responsibility. I was told, it may be all wrong, that they may withdraw the P. & T. strike but continue the go-slow movement. I think that is something which is worse than a strike. In a strike, you fight and decide. But, if this go-slow business is to continue, I do not know what is going to happen to the P. & T. department and to our countrymen. I know, if there is shortage of staff, if sufficient leave reserve is not available, it is for the P. & T. department to provide it. But, still, if these things are not there, if the workers will put their heart into their work, efficiency could be maintained, if not 100 per cent. at least, even with the shortage, 75 per cent. But, that spirit has to be there, which at the present moment is found lacking. I would very much appeal

to the leaders of the trade union movement, that they are certainly entitled to ask and demand for higher wages, more dearness allowance or other facilities or amenities—it is not a question of mercy that the Government will show, but they are entitled to them—but it is equally important that they should also co-operate. If our Second Plan is to succeed, I have no doubt in my mind that if we do not get the full-fledged co-operation of the workers, we will go down under co-operation in the sense of hard work and a sense of responsibility in performing their duty. That is very important. I hope that after the strike is over, the federation or the other organisations will sit down and consider what the obligations of the workers are. Let them pass a resolution. Let there be no strike for the next five years. The Pay Commission is there and all relevant things are referred to the Commission which is being constituted. Let there be a truce, peace, and let all departments work peacefully. Of course various other demands will crop up and difficulties would be there. For that, there is the way of negotiation, method of negotiation. As I said before in the conference, I am prepared to appoint a Standing Committee for negotiation at the top level, at the highest level so that they could follow up the discussions held between the Federation and the P. & T. authorities, see what has been achieved and what has not been achieved, where the delay is, and why there is slow progress, etc. All these things could be followed up by the Standing Committee.

Similarly I also had suggested that there should be a National Welfare Board at the top level. The National Welfare Board should go into all the problems. On the Board, there will be representatives of labour. They could go into these matters and also work up different Schemes or projects. All these things are there. But, unless our trade unionists realise that the workers have also some responsibility, noth-

ing fruitful is to come out of the whole trade union movement. There will always be constant conflict and clashes and it will help nobody.

I just mentioned about telephones. I shall merely say that there have been complaints. Mainly, the complaints have been due to shortage of cables, lines etc. It has practically reached the saturation point. On the top of that comes the copper wire theft in two or three states which especially are specialising in this.

Shri T. B. Vittal Rao (Khammam): Which are the States?

Shri Lal Bahadur Shastri: I wonder if I should name the States.

Shri T. B. Vittal Rao: What is the wrong?

Shri Lal Bahadur Shastri: It is not Shri T. B. Vittal Rao's State. It is West Bengal, No. 1; Bihar No. 2; and so that other Members may not feel angry, I may say, part of U. P. From Calcutta down to Banaras and Lucknow, considerable theft of copper wire is taking place. The gangs have become very clever, almost experts. Of course, one solution is providing underground cables, which we are doing. The work has already been taken in hand.

Regarding theft of copper wire, I have had recently a discussion with the Home Ministry. It has been decided to appoint an officer of the D.I.G.'s rank from one of the States. That officer will work under the P. & T. Ministry, Co-ordinating his work with the State police. If there is an officer from that State, he may be able to get more success and probably may be able to achieve something. What is urgently required is that there should be a proper intelligence system developed in that area. It is not actually running after and catching the thief. It has to be found out who are harbouring these people, who are purchasing these copper wires. There must be, I think some people, not people with meagre incomes but people with good incomes, who are

dealing with these things. This matter has therefore to be tackled from the intelligence point of view.

Shri B. S. Murthy: Who are purchasing them?

Shri Lal Bahadur Shastri: Of course, the purchaser may also be the culprit. But, the thief and the man who takes it from the thief and then sells it to another person, I consider him to be the biggest culprit. Because he is encouraging these gangs to cut these wires and then making gains out of it because he gets enormous income by the sale. We should deal with them.

I have now only to refer to the training of the P. & T. staff. There is only one institution so far. Training has to be further improved and increased. There is only one training institution in the Saharanpur district. I have suggested that we should have another training institution in the south, if possible. I trust that the Madras Government would favourably consider our proposal and they may give us cheap land, etc., almost free, I hope. Then it will be possible for us to open another training institution there.

I shall finish in two minutes. I have taken a very long time. But, I have to deal with various matters. The P. & T. strike took much of my time. I wanted to say something about the national highways which also comes under my Ministry. About civil aviation, I need not say much because my friend Shri Humayun Kabir has almost covered every point raised in this House. I would also like, as he has done, to compliment the Air India International, which is indeed doing well in the face of severe competition of other international air lines. We naturally feel happy over that. What I would like to tell the House is, that I would not like them to take a very pessimistic view of the I.A.C. This does not mean that the Corporation has to take a complacent view, and not put in its best to increase its revenues and reduce losses.

[Shri Lal Bahadur Shastri]

In fact, the question of the losses is causing us much anxiety, and the Chairman and other members of the Corporation are equally alive to it. I would like to assure the House that it will be their and our utmost endeavour to operate the services without much, or if I may say so, any loss. But I may tell the House that since I took over I have been seriously thinking over the steps which should be taken to improve the working of the Indian Airlines Corporation as also to increase its efficiency in different directions.

15 hrs.

On the administrative side there is the question of amalgamation of the two corporations. The Estimates Committee has also advised a careful examination of this question; in the alternative, the Estimates Committee has suggested common membership of the two boards. At present I can only inform the House that I am giving full thought to this matter, and as it involves some practical difficulties it has not been possible for us, for me and my colleagues, to come to a final decision. Even if the two corporations are not amalgamated, there is one thing which is quite clear and it is this, that the organisation requires a top-ranking technical officer to function as its general manager. The chairman is there, but we should have a top-ranking official who is a technical person, who knows about the aircraft, who may also be a pilot and knows the running of the administration also. We should have an officer of that level. I have had a talk with the Chairman of the Indian Airlines Corporation who entirely agreed with this idea. I know that there are not many technical persons available of that status, but still we may be able to secure the services of at least one two suitable persons to help us in this regard.

Some minor complaints were made regarding cleanliness of the aircraft and certain other matters, I shall not

go into them. Shri Humayun Kabir has dealt with all these points. One thing which is troubling me also is the enormous time taken in delivering the baggages when the aircraft arrives at the airport. Sometimes it takes 30 to 40 minutes. I cannot suggest any *via media*, but I have advised the corporation to consider whether it is possible for them to reduce its duration at least by half so that the baggages are delivered to the passengers as quickly as possible.

There are of course one or two other matters, but one thing which sometimes troubles me and my eyes is that when we sit in the plane, a lot of packages or cargo is kept just in front of you, and the whole appearance is so bad that one does not feel happy. It is my experience, I do not know whether other passengers also feel like me. I have suggested to the corporation that it should be possible for them to fix some kind of screen which would be more artistic, so that the cargo does not hit the eye of the passenger sitting there every time.

Regarding the supply of food, I have heard that there has been some improvement but this time—I have travelled before also—I think the breakfast and the food supplied was very good indeed, but much improvement has still to be made at the aerodromes. There is one difficulty. We have to supply breakfast etc. of different tastes. I have suggested to the Chairman—it is entirely for him to decide ultimately—that at least the breakfast should be standardised. Why should you supply somewhere puri and vegetable, and in other places idli or dosai, in a third place some other type and in Bengal, of course sweetmeat, rasagulla etc. It is better that the food supplied in the plane, at least the breakfast, should be standardised, and if the corporation agrees, they might take steps in that regard.

15.05 hrs.

[Mr. SPEAKER in the Chair]

I have now almost finished. I have merely to say that we do want to take more interest in flying clubs, and I hope there will be better co-operation between the flying clubs and the Airlines Corporation and the officers of the aerodrome, so that young men can get full opportunity to get training in aviation and are able to get at least the A licence for this purpose, then they can later on take the B licence also

In the Civil Aviation Department, as I said before they have withdrawn the strike I am very glad to know that and I am very glad to announce it I hope they will also continue to do their work in the best spirit and put in their best so that civil aviation develops very well indeed in our country

Mr. Speaker. Now I will put all the cut motions to the vote

All the cut motions were put and negatived

Mr. Speaker The question is

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper including the sums already voted on account for the relevant services be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of Demands Nos 82, 91 and 131"

The motion was adopted

Mr. Speaker The question is

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper, be granted to the President, 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, 1958, in respect of the following heads of demands enter-

ed in the second column thereof. Demands Nos 83 to 90 and 127 to 130"

The motion was adopted

[The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed]

DEMAND No 82—MINISTRY OF
TRANSPORT AND COMMUNICA-
TIONS

"That a sum not exceeding Rs 72,09,000 including the sum already voted on account for the relevant services be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Ministry of Transport and Communications'"

DEMAND No 83—INDIAN POSTS
AND TELEGRAPHS DEPARTMENT
(INCLUDING WORKING EXPENSES)

"That a sum not exceeding Rs 35,31,66,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Indian Posts and Telegraphs Department (including working Expenses)'"

DEMAND No 84—PORTS AND
PILOTAGE

"That a sum not exceeding Rs 36,85,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Ports and Pilotage'"

DEMAND No 85—LIGHTHOUSES
AND LIGHTSHIPS

"That a sum not exceeding Rs 80,83,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in res-

[Mr. Speaker]

pect of 'Light-houses and Light-ships'"

DEMAND No 86—METEOROLOGY

"That a sum not exceeding Rs 88,84,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Meteorology'"

DEMAND No 87—OVERSEAS COMMUNICATIONS SERVICE

"That a sum not exceeding Rs 67,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Overseas Communications Service'"

DEMAND No 88—AVIATION

"That a sum not exceeding Rs 2,07,74,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Aviation'"

DEMAND No 89—CENTRAL ROAD FUND

"That a sum not exceeding Rs 2,49,78,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Central Road Fund'"

DEMAND No 90—COMMUNICATION (INCLUDING NATIONAL HIGHWAYS)

"That a sum not exceeding Rs 3,34,06,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the

31st day of March, 1958, in respect of 'Communications (including National Highways)'"

DEMAND No. 91—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

"That a sum not exceeding Rs. 1,57,94,000 including the sums already voted on account for the relevant services be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Transport and Communications'"

DEMAND No 127—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

"That a sum not exceeding Rs 14,45,18,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'"

DEMAND No 128—CAPITAL OUTLAY ON CIVIL AVIATION

"That a sum not exceeding Rs 1,67,77,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Capital Outlay on Civil Aviation'"

DEMAND No 129—CAPITAL OUTLAY ON PORTS

"That a sum not exceeding Rs 3,12,08,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of pay-

ment during the year ending the 31st day of March, 1958, in respect of 'Capital Outlay on Ports'".

DEMAND No. 130—CAPITAL OUTLAY ON ROADS

"That a sum not exceeding Rs. 8,45,83,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Capital Outlay on Roads'".

DEMAND No. 131—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

"That a sum not exceeding Rs. 11,52,92,000 including the sums already voted on account for the relevant services be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'".

MINISTRY OF INFORMATION AND BROADCASTING

Mr. Speaker: The House will now take up discussion of the Demands for Grants Nos. 64, 65, 66 and 121 relating to the Ministry of Information and Broadcasting. As the House is aware, 2 hours have been allotted for the Demands of this Ministry.

Hon. Members may hand over at the Table within 15 minutes, the numbers of the selected cut motions which they propose to move. I shall ask the Members to move them if the members in whose names those cut motions stand are present in the House and the motions are otherwise in order.

DEMAND No. 64—MINISTRY OF INFORMATION AND BROADCASTING

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 7,71,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Ministry of Information and Broadcasting'".

DEMAND No. 65—BROADCASTING

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,21,60,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Broadcasting'".

DEMAND No. 66—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF INFORMATION AND BROADCASTING

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,02,44,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Information and Broadcasting'".

DEMAND No. 121—CAPITAL OUTLAY ON BROADCASTING

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,98,34,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Capital Outlay on Broadcasting'".

Does the hon. Minister desire to say anything in the beginning?

The Minister of Information and Broadcasting (Dr. Keskar): May I know how much time is allotted?