

[Shri Sadhan Gupta]

that it will be very difficult to cover the whole affair by one speaker in the course of half an hour. Under these circumstances, practically no useful contribution can be made.

If we are hard pressed this session we might have it next session. But, one hour is absolutely inadequate for this purpose. The difficulty arises from the fact that the Business Advisory Committee, unlike the Committee on Private Members' Bills and Resolutions, does not invite the sponsors of the motion to ascertain from them the time that is likely to be taken and other aspects of the matter. So, I would suggest that the time for discussion of that item should be increased to 3 hours or 2½ hours at least.

Shri Feroze Gandhi (Rai Bareli): I would like to point out that 2 hours have been allotted for discussing the Tata Locomotives and the Railway Board Agreement and the Tariff Commission Report. This is a very important discussion and I would very seriously suggest that when the House discusses this, the Press should be excluded and we should be allowed to have a free discussion on that subject.

Mr. Speaker: Locomotives?

Shri Feroze Gandhi: Yes, Sir; it is a very delicate subject.

Mr. Speaker: Two hours have been allotted.

Shri Feroze Gandhi: Two hours have been allotted; but my point is that in order to allow a discussion on this matter freely, the Press should be excluded from reporting that debate. It should be more or less what is called a secret session.

Mr. Speaker: We have never done so even with respect to important matters. Hon. Members will make bold to say what they want to say.

Several Hon. Members rose—

Mr. Speaker: How long are we to go on with suggestions?

Shri Mahanty (Dhenkanal): There is a slight mistake in the Report of the Business Advisory Committee, a copy of which was circulated to me this morning. That relates to the list of Members who participated in the deliberations of the Committee. Shri Dwivedi, whose name appears as a Member who was present in the Business Advisory Committee was not there.

I suggest that this report may be accepted by the House after this inaccuracy is corrected.

Mr. Speaker: The report may be adopted by the House without Shri Dwivedy's name.

Shri Mahanty: What I am suggesting is, there is an inaccuracy and it is better that it is removed.

Mr. Speaker: We need not put it to the House. I will score out the name, and put the motion to the House. The question is:

"That this House agrees with the Eighth Report of Business Advisory Committees presented to the House on the 30th August, 1957".

The motion was adopted.

RAILWAY PASSENGER FARES BILL—contd.

Mr. Speaker: The House will now resume further discussion on the Railway Passenger Fares Bill, 1957. The hon. Minister will reply to the debate. After the reply, the House will take up clause-by-clause consideration and then the third reading of the Bill, for which one hour has been allotted.

The Minister of Finance (Shri T. T. Krishnamachari): I have carefully heard what hon. Members said on this question. The remarks made by hon. Members in regard to this Bill fall into three categories.

The first one arises out of an objection that some hon. Members have in regard to the taking away of what they consider to be an income which ought to accrue to the railways and apportioning it to the States. The plea is that the railways need more money for development and, therefore, if there is any increase in the passenger rates, it should go to the railways' resources for purposes of railway development. Following from that argument some hon. Members feel that it is not our responsibility, it is not our duty, to enact this measure which, in substance, is intended to benefit the revenues of the States. I think Mr. B. C. Ghose dwelt at length on this particular point. He says that while it is a good thing that the Central Finance Minister should go to the assistance of the States, we can go to the assistance of the States only when we are fully satisfied that the States have reasonably carried out their part of the work. He says that so far as the second Plan is concerned, the States have not done it. He says, if you look into their budgets, you will find that they go on increasing their non-developmental and administrative expenditure, at the same time, they would not raise the revenues which they had agreed to raise. Therefore, he feels that it is improper on the part of the Central Government to bring forward a measure of this nature avowedly intended for the benefit of the States.

He also goes on to suggest that, if I am going to be so liberal in regard to the States, where am I going to get the money for Central development? Actually, if this money cannot be raised by way of taxes, the alternative should be by raising the fares and allowing it to go to the railway fund. The argument that we should not deprive the railways of this source of revenue and secondly the argument that the States are not entitled in the present circumstances to any relief, do not appeal to me.

One thing is I am not quite sure if reasonable funds for railway develop-

ment could not be found. I think it could be found and it is being found. What stands in the way of development so far as railways are concerned happen to be other factors. Of course, the personnel factor is very important. But more important is the foreign exchange factor. If we could not proceed as far as we want in regard to the development of the railways, it is largely because that development of the railways would mean a very large amount of foreign exchange expenditure, which we are not, at the present moment, in a position to undertake.

I do not think that the argument that we are depriving the railways of legitimate revenues is a correct one. In fact, even though the railway revenues are treated separately, even though there is a separate railway budget, the Government as a whole have committed themselves to provide funds for the railways. (*Interruption*).

Mr. Speaker: Let hon. Members hold themselves in patience. If any questions are to be asked, I will allow them at the end.

Shri T. T. Krishnamachari: The present amount for the Plan, which is of the order of about Rs. 1,160 crores—may be there may be a small increase here and there—is an expenditure which I am committed to. The only difficulty, as I said, is in relation to foreign expenditure. If I find that could not be met, may be that there has to be some cut somewhere. Otherwise, I have undertaken the responsibility of finding the money for the railways. I have not told my colleague, the Railway Minister, "You have got to find it yourself". Of course, he has to help to the extent possible. That is why he has raised the rate on freights. Therefore, the point that I am depriving the railways of the possibility of their development is not correct.

With regard to the other question about the States, I am sorry I am not in a position to present a picture of the States' budgets now. So far as

[Shri T. T. Krishnamachari]

this year, 1957-58, is concerned, out of a total Plan expenditure of Rs. 965 crores, the State expenditure would be of the order—including centrally administered areas—of Rs. 467 crores, out of which we have to find for them Rs. 280 crores. The difficulty in regard to the State budget comes in regard the balance of Rs. 190 crores, which they have to find. We find there are deficits in various provinces. It is this aspect of the matter that is now engaging the attention of the Planning Commission. The members of the Planning Commission are undertaking personal tours. The Deputy Chairman is going to three States; the Member, Industry, is going to two States; my colleague, the Planning Minister, is visiting two States and so on, in order to reconcile this difficult position, which leaves a big gap which might inevitably affect the Plan, so far as 1957-58 is concerned. So, my friend, Mr. Ghose, must understand that I am already committed to giving them Rs. 280 crores by way of grants and loans. I have to find the resources for them if the Plan should go on. After all, to a large extent, the Plan means amount of money spent in the States and not in the centrally administered areas or in Delhi or in those factories or units that we own.

I have to find the resources in any event. We tried various adjustments. The States could not arise any market loans, except one or two. So, we had to try a variation of our national savings scheme that could have a larger element of interest in it and also ask them to see if they cannot split up the increase in various areas, according to the schemes they have in particular regions in the States. Hon. Members have repeatedly asked this question, when is this question of integration of the sales-tax and the excise duties in regard to some commodities is coming. Apart from the fact that it might save a little trouble for the dealers, the idea is to augment the States' resources, because we now find that in regard to many of these commodities,

there is a large-scale evasion in the sales-tax revenue.

If it is integrated with excise, we will be collecting it without much loss. It is the intention that any addition that would be put on excise duties would, perhaps, increase the resources available to the States without adding to the burden on the consumer. Various attempts are being made in order to augment the States' resources. It is true, as Shri Bimal Ghose has indicated, that in regard to Rs. 450 crores of taxation, Rs. 225 crores should come from the States and the taxation that has so far been undertaken by the States would not amount to more than Rs. 100 crores or probably a little less. There is a gap even in regard to the States revenues. That is largely because of the fact that they find themselves in a position that they cannot raise this additional taxation. They cannot raise the tax on land which we asked them to. They cannot raise any betterment revenues because people are not taking advantage of the conditions provided for the purpose of improving agriculture.

The net position is, either we get the States to go ahead with the Plan and help them or we say, the Plan need not go through, a proposition with which no Member will agree. I think no responsible Member in any section of the House will agree with that. Therefore the obligation falls on us to find resources for the States also and finding resources for the States is something paramount apart from the constitutional obligation laid on us by article 267. Therefore, I would humbly submit that Shri Bimal Ghose, notwithstanding the fact that he has very good reasons for taking up an attitude of that nature, would not be justified in persisting in that attitude and refusing the States such resources as we could conceivably raise for them.

The other argument was that this tax would add to the burden. Of

course, it would. How can I say even to convince my hon. friend Shri Sadhan Gupta that it would not add to the burden? It will. The only trouble is, the burden is extremely selective. A person must determine to travel and travel invariably long distances before he attracts the penalty of this tax. Of course, there is no use saying, "you give concessions to the wealthy, you give concessions to somebody else, why do you bring this tax?" This is not right because I do maintain that in spite of the fact that I would like to raise the maximum revenues from the sectors which are capable of paying, I would not like to inhabit their capacity to continuously pay. My hon. friend Shri Sadhan Gupta says, "Choke off these people." If I choke off these people, the income would not come until such time I get alternatives to generate income or at least 10 per cent of the population to pay direct taxes and their incomes are such. It is much better in my view to get out of 370 million people about 30 million people to pay income-tax on incomes of Rs. 10,000 a year, rather than to have a few lakhs of people paying income-tax on lakhs of rupees. We would like that much better. Taxation will be more even. We will know how to collect it. Many of them will be, undoubtedly, people with fixed incomes and collection will be easy. That is a culmination which cannot happen in five or ten years. It may be later on. I would like also the tax to be low. I would like an income-tax of 20 per cent with a large coverage of the population who are earning reasonable incomes. Today you say, I have neglected this source. I have not.

In fact, I do not think even Shri Sadhan Gupta, if he forgets for the time being that he is in the opposite side and I am here, would convict me of being unduly partial. May be, in an instance or so, he may say I am weak. I probably admit it. But, he cannot say I have been unduly partial. All that one has to do is to look into the papers. It gives me no pleasure to be a notorious person.

An Hon. Member: You are famous.

Shri T. T. Krishnamachari: I am mentioning it only incidentally; not that I am worried about it, nor that it matters. Here we are to do a job and a duty. But, the fact remains that today you cannot accuse this Government of being partial to any section. If any leniency is shown, it has a purpose behind it, a purpose which in the long run will serve better than serve us ill. I would like to tell Shri Sadhan Gupta that politically he may be against this tax which I understand and appreciate. But, on the basis of facts, I do not think he can say that this tax is bad and that I should not give the States the relief that we should give.

Some hon. Members asked "is it going to give Rs. 30 or 40 crores." I think I did mention at the time that I introduced the Budget that I expect that in a full year, the tax would give Rs. 14 crores. It may be a little less because we have given some concessions. The concessions will take away Rs. 60 lakhs and we get Rs. 13½ crores. Or there may be a little more income and we may get Rs. 14 crores because the Railways anticipate increased income every year. It is something very substantial so far as the States are concerned. That is exactly why we are very keen that we should do our little bit in order to help the resources of the States.

I do not know what the Finance Commission will do. I can tell the House that so far as I am concerned, it gives me no pleasure to go on doling to the States Rs. 280 crores this year and more next year perhaps by way of grants and loans and stand in the way of certain of our revenues not being allocated to the States. Anything that is reasonably done by the Finance Commission, we will accept in spite of the fact that it would mean straightaway a subtraction from the revenues of the Centre, because, today, with the Plan before us, there is not merely a moral but a bigger obligation on the Centre to see that the States find funds and we have to help

[Shri T. T. Krishnamachari]

them to the maximum possible extent. That, I think, takes away the other types of objection to this Bill.

There is one other objection that was raised. I would like to tell hon. Members who have spoken about higher charges in regard to certain hill areas, it was my friend Shri Tyagi who mentioned this to me earlier. He said the taxes are four-fold, are you going to add to these taxes by means of this additional impost? I approached my colleague and told him that I think there is a very justifiable reason why any addition to their burden should not be made. My colleague was good enough to tell me that he would reduce these rates round about 20 or 25 per cent. That would substantially take away any burden that this tax will throw. Probably, in some cases, it will not throw that burden because certain distances are eliminated. In any event, that concession will probably make the rates a little lower than what they are today. So far as the question of further diminution in the rates is concerned, I hope hon. Members will appreciate the point of view that they should not ask me to reply. My colleague should give the answer whichever way it is. I, therefore, suggest to them that they should raise the point at the appropriate time with my colleague. So far as the application of this tax to those areas are concerned, I think my colleague's assurance must be adequate to those hon. Members who felt that this will cast an additional burden on people who are already bearing a heavy burden. I think I can certainly say that my colleague would carry out the assurance and that there will be no difficulty about it.

That, I think, more or less brings me to the end of the whole lot of objections that have been raised against this measure. I would once again repeat that this measure has been intended to raise revenues for the States and the impost is reasonably

small. Shri N. R. Munisamy said that there is over-crowding and as a result of this, there would not be over-crowding, and so we won't get any revenue. He did not question that the possibility of their being over-crowding may be beneficial; he said, from revenue considerations, it would not come. I do not think it will affect us to that extent. It is undoubtedly true that the pressure on railways is increasing and is going to increase. Whatever we may say about the Plan, what it has not done, it has in certain sectors created additional purchasing power. Railway travel is going to be on the increase and our present trouble is how to find the additional rolling stock for serving this increased traffic and to help remove the bottlenecks which are inherent in the system. It takes times to remove it. But notwithstanding all that, I feel that the burden is very small. It is a burden which will go to the States where the railway users really live, and it will also go to help the States in implementing their plans with somewhat greater ease than they would be able to do without this type of assistance.

Shri Bimal Ghose (Barrackpore): In order that there may not be any encroachment on railway finances, I would like to know whether the Finance Minister would agree that to the extent that revenues will be raised by this tax and to the extent that it would cut into the railway revenues he will not charge 4 per cent. on the railways for the loans that they may have taken from the Central Government.

Shri T. T. Krishnamachari: The position is rather difficult for me to understand. Of course, for purposes of budgeting we have a separate account, but I cannot understand the distinctive personality of the railways. I am afraid they are part and parcel of the entire Cabinet, and my hon. friend, the Railway Minister, is as much interested in the financial stability of the

country as I am interested in the railways.

Mr. Speaker: So far as this matter is concerned, I think Shri Naushir Bharucha raised a point as to whether there could be separate budgets whatever might have been the convention during the previous regime. I said that under the rules there was nothing preventing it. All the same, I am considering how far a separate status ought to be given so far as this matter is concerned, though it may be right or necessary to discuss that matter separately, whether you should treat it separately, as we are not treating the post office separately. This is a matter which has to be considered.

Shri T. B. Vittal Rao (Khammam): Annually we pay a dividend to the general revenues. The question is whether a moratorium may not be declared for a certain number of years.

Shri Bimal Ghose: You yourself were the Chairman of that Committee.

Mr. Speaker: Yes. I was Chairman and that question arose there. If we mix it, there is no question of moratorium. All the property belongs to the general fund. That is exactly what the hon. Minister said. What is the meaning of having it separately as postcard or telegraph charges. They all go into the consolidated fund. When the foreigners were in charge, we wanted to do it differently and then had a convention. Whether in the altered circumstances, the convention is necessary or not, whether constitutional or not, was a point raised the other day by Shri Naushir Bharucha. So far as the budget is concerned, it can be presented in various forms. As to the question whether hereafter a separate allocation is constitutional or not, I am going to look into it. He has raised both. The post office is as much a commercial concern as the railway services. Then it creates this idea that if it is a separate child, he should be treated as an adopted child.

That is what happens. Let us examine that matter. I would also like that the hon. Minister may examine this matter, how far the convention will be right under the altered circumstances.

Shri Dasappa (Bangalore): The Indian States had their railway system, but they formed part of the general budget.

Mr. Speaker: The post office is there. It is part and parcel of the general fund. Nobody gets up and says that the post office funds must be kept separately for the postmen, and then on that basis the railways for the railwaymen. There seem to be separate vested interests created in this.

I shall now put the motion for circulation to the vote of the House.

The question is:

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 10th November, 1957"

The motion was negatived.

Mr. Speaker: The question is:

"That the Bill to provide for the levy of a tax on railway fares, may be taken into consideration."

The motion was adopted.

Clause 2—Definitions

Shri Nathwani (Sorath): I beg to move:

Page 1, line 6—

after "group of passengers" insert "in respect of his or their carriage."

Sub-clause (a) defines 'fare' as the total amount of all charges of whatever nature payable by a passenger or group of passengers. Here I want to add the words "in respect of his or their carriage." Unless these words are added, the definition of 'fare', as it stands, would include the rate payable by passengers in respect of extra luggage or anything else they may be

[Shri Nathwani]

carrying. And under clause 3, it is obligatory on the Railway Administration to collect such fare. Obviously, it is not the intention that tax should be levied on such extra rate in respect of luggage or other things. My amendment seeks to make this position clear. I hope the Minister would consider and accept it.

Shri T. T. Krishnamachari: I have no strong views on the subject, except that this is extra luggage fare. The free luggage that is allowed is an integral part of the fare, and if there is extra luggage, there is no addition. But I do not think it matters very much from the revenue point of view. I am quite prepared to accept it.

Mr. Speaker: I shall now put amendment No. 48 to the vote of the House. The question is:

Page 1, line 6,—

after "group of passengers" insert "in respect of his or their carriage."

The motion was adopted.

Mr. Speaker: The question is:

"That clause 2, as amended, stand part of the Bill."

The motion was adopted.

Clause 2, as amended, was added to the Bill.

Clause 3—(Levy of tax on passenger fares)

Shri Tyagi (Dehra Dun): I beg to move:

Page 2—

after line 14, add:

"Provided that no such tax shall be levied on fares which have been calculated on the basis of an inflated mileage."

Shri Morarka (Jhunjhunu): I beg to move:

Page 2—

after line 8, add:

"Provided however that where fares are charged on inflated mileage basis, the tax shall be

levied and collected on only that portion of the fare as related to actual mileage."

Shri Bhakt Darshan (Garhwal): I beg to move:

Page 2, line 6—

after "India" insert "excepting portions of the railways lying in hilly and semi-hilly areas."

Shri Tyagi: Does this mean that I have lost my chance to argue my amendment?

Mr. Speaker: The hon. Member talks as if he is quite new to the House. He will kindly resume his seat. He has forgotten the rules. If I allow him to speak immediately after he moves his amendment, he won't have another chance to speak on other amendments to the same clause. I signify to the House what all amendments are moved and then both on the clause and the amendments, every hon. Member will have a chance to speak, not only to argue his own amendment but also to oppose or support other amendments. That is how we are getting on to avoid wasting time. He will certainly have his chance to speak.

Shri Mohamed Imam (Chitaldrug): I want to move my amendment No. 48, which is as follows:

Page 2—

after line 14, add:

"(3) The tax thus collected and allotted to the States shall be constituted into a separate fund called 'The New Railway Lines Construction Fund' and shall be earmarked for the construction of new railway lines only in the respective States."

Shri Balasaheb Patil (Miraj): I want to move my amendment No. 20.

Shri T. T. Krishnamachari: I do not think that amendment No. 48 can be moved.

Mr. Speaker: Very well, I will look into its admissibility.

Shri Yadav (Barabanki): I want to move amendment No. 10.

Shri Fatesinh Ghodasar (Kaira): I want to move amendment No. 9.

Mr. Speaker: So, the amendments which hon. Members would like to move to this clause are 9, 10, 20, 21, 22, 47 and 48. So far as No. 48 is concerned, I will find out whether it is in order and declare it immediately.

Shri Balasaheb Patil: I beg to move:

Page 2, line 5—

after "collected" insert "for a period not exceeding three years."

Shri Fatesinh Ghodasar: I beg to move:

Page 2, line 5—

after "collected" insert "for a period not exceeding four years".

Shri Tyagi: Mr. Speaker, Sir, while moving my amendments I must thank the Finance Minister for very kindly expressing sympathy with the poorest in the land, those residing in the hill tracts. I have put the case of these people in the hills once previously before this House. There are not proper facilities of communication provided by the State. Their only crop on which is based all their living is potato and ginger. Generally, in remote hills potatoes are sold at the rate of Rs. 2 a maund, and when it goes to Simla, as I said last time, the hire charges per pack animal comes to Rs. 8 a maund. Out of the Rs. 8 which a man receives in the Simla market only Rs. 2 go to him and Rs. 6 go to the mules or other pack animals. Again, their fruits, potatoes and ginger are sent to the plains to find a good market by the Simla-Kalka line. The charges there are four times the normal charges made elsewhere in the plains. Same is the case with traffic.

A man in the hills does not tour very much. He lives in the remote hills. He has not got any big business connections. Unless it is a case

of a marriage or some case he does not take to travel. But, at the same time, you will be surprised to know that on the Simla-Kalka line a third-class passenger has to pay four times the fare than an ordinary third-class passenger in the plains. Therefore, he already pays four times. I put that question to the Railway Minister too, and he was kind enough to reconsider the case. He was pleased to answer a Short Notice Question, in which he has made certain reductions. The reductions are like this. On the Kalka-Simla line it is four times the charge made on fares and freights. He has reduced it to three times. Even now the poor men on the hills have to pay three times the fare of a third-class journey.

Now, Shri T. T. Krishnamachari comes out with a tax on fares. This tax also will be calculated on the basis of what he pays. He already pays three times and the tax will be three times. So, a man living in the hills will pay three times the tax, whereas other passengers in the plains will pay only one time. If a man in the plains pays Re. 1 as tax a man in the hills will pay Rs. 3 on account of the proposed tax.

It does not end here. There is one line known as Matheran. There it is 4 times and 12 times. The goods traffic is charged at the rate of 12 times. I am glad that there is no tax on goods traffic yet.

Shri T. B. Vittal Rao: They are already paying 12 times.

Shri Tyagi: If there is a tax coming then the people here will have to pay 12 times the tax.

On the line which falls in my constituency it was only $1\frac{1}{2}$ times. I am glad the Railway Minister has been pleased to say that he will take away the extra half and it will be normal. I am very grateful to him for that. So, my constituency will not have any adverse effect even with this taxation measure.

[Shri Tyagi]

But I want to champion the cause of the hill tracts all over India, wherever there are higher taxes. My friend the Finance Minister has said that after the reductions which the Railway Minister has very recently been pleased to announce, his tax will not go beyond what the hill people were accustomed to pay. That is very good indeed. I am glad that he has influenced the Railway Minister to effect these reductions. But, what for? Only to take it away. What is given with one hand is taken away by the other hand. His friend holding one portfolio becomes magnanimous and he says, all right, now the charges will not be so much.

Shri T. T. Krishnamachari: The provocation for it is because of my moving in the matter.

Shri Tyagi: Because you were going to tax, he has given you the facility of taxing. In fact, the tax-payer is not in the least benefited. So, his generosity goes to the Finance Minister. The colleagues are generous to each other; they are not generous to the people whose cause I am putting forth.

Now, will the Finance Minister kindly see that justice is done? It was in the British days that every line was allowed on a contract basis, because companies were working these railways. These companies arrived at some terms of contract with the British Government. There were different terms for different companies. Naturally, these hill tract railway lines cost them a lot and, therefore, they wanted higher rates and they were sanctioned. But it is years now. The higher costs have been realised. Since uniformity has been effected and averaging of rates has been done practically all over India, I do not think it will look well for this august House, guardian of the whole country, still to allow those poor people in hills to just go on paying higher rates of fares.

Mr. Speaker: That is an argument for reducing the fares, but not getting out of these taxes.

Shri T. B. Vittal Rao: They are already paying higher rates.

Shri Tyagi: Tax will be realised on whatever they are paying. Since they are paying three or four times the normal fare they will have to pay tax three or four times more. Constitutionally also a tax cannot make an invidious distinction. It can make in the case of income tax, because there persons who have got better capacity to pay are taxed more, but in the case of passengers it is not so. Everybody has to pay at a uniform rate all over India, except these unfortunate people who are required to pay higher fares to the Railways. Because they are penalised once they must be penalised always, that is no logic

I would therefore, urge upon the Finance Minister, when he has been generous enough to look into this question to either request his colleague the Railway Minister to do away with the extra charges made from these poor people or, so long as that is not done, he may just add a proviso here that so long as the rates of fares are not uniform he will not take any extra tax from these people who are already paying a higher rate of fares.

Mr. Speaker: For the third reading and clause-by-clause consideration one hour has been allotted. There are a number of amendments to this clause and, particularly, the Schedule. I would request hon. Members to bear this in mind.

Shri T. B. Vittal Rao: Sir, regarding this inflated mileage, while I support my hon. friend Shri Tyagi's amendment I have to say a few words. He has talked only about the hill railways. There is yet another kind of railway lines called developmental tracts. Where a new railway line is opened there also the passenger fares will be calculated at an inflated mileage rate.

Therefore, on the new railways the incidence of taxation which we are going to impose will be higher than the normal tax. Therefore, if this inflated mileage is done away with, it will benefit, give a little relief to the hill people who are in the hills and also people in areas where new railway lines are opened and where the railways charge inflated mileage.

Shri Morarka: Sir, I want to speak on my amendment No. 47, the purpose of which is more or less the same as that of amendment moved by my friend from Dehra Dun. My amendment may be found a little more acceptable by the Finance Minister than the amendment of my friend from Dehra Dun, because he wants complete exemption from this tax on the railways, where the fare is charged on the inflated-mileage basis, whereas my amendment says that you may charge the tax at the same rate which you charge on any other section without taking into consideration the inflated mileage

12 hrs.

Now, as the Member who preceded me said just now, this problem is not confined only to the hill tracts; it is also there in the plains; it is also there in the deserts. In my constituency, last year there was a new railway line laid. It is about 28 miles long and there, the fare charged is exactly double than that charged in an adjoining section the same distance. In the course of the speech on the railway budget, the hon Member from Dehra Dun made this point, and the assurance was given by the Minister but that assurance was confined only to the hill tract. Some reduction on the Kalka-Simla line, from four times to three times, was actually made. In that connection, I addressed a letter to the Chairman of the Railway Board, requesting him to take into consideration the case of new lines also where such inflated rates are charged though they are not hill railways; but though that letter was written on the 30th May, I have not received any reply so far. I hope it is receiving consideration. But, whether that matter is considered or not, so far

as this tax is concerned, I think there should be no extra tax levied on those sections on which the people are already paying double, treble or four times the fare that is paid on other sections of the railways. Therefore, I submit, and I hope that the Finance Minister would kindly consider this aspect and if, possible, accept this amendment.

Mr. Speaker: With regard to Shri Mohamed Imam's amendment, it is contrary to the Constitution. Under article 269(2), there is no option. The Central Government is only a collecting agency. The entire amount has to be paid to the States. The Constitution says:

"The net proceeds in any financial year of any such duty or tax, except in so far as those proceeds represent proceeds attributable to Union territories, shall not form part of the Consolidated Fund of India, but shall be assigned to the States within which that duty or tax is leviable in that year, and shall be distributed among those States in accordance with such principles of distribution...."

such as, how much has to be distributed between the States, and on what basis,—whether it is population or number of passengers, etc. Only those principles can be formulated by this House. But the Government has no control

The hon Member wants that this should be created into a separate fund—"The New Railway Lines Construction Fund" and that the fund must be utilised for laying new railway lines. It is beyond the scope of the Bill and under rule 81 of the Rules of Procedure, the amendment is beyond the scope of the Bill.

So far as amendment No. 10, in the name of Shri Braj Raj Singh, is concerned... ..

An. Hon. Member: He has authorised me.

Mr. Speaker: No authority can be given so far as this amendment is concerned. I could not allow the amendment to be moved. The other amendments Nos. 9, 20, 21, 22 and 47 are before the House.

Shri Fatehsinh Ghodasar: My amendment is No. 9. Now, this tax is really meant to collect money for the Second Five Year Plan. So, the tax on third-class passengers who travel longer distances should be withdrawn after four years.

Mr. Speaker: He wants to restrict the period of taxation and does not want it to be on a permanent basis.

श्री भक्त दर्शन : अध्यक्ष महोदय मेरा २१ नवम्बर का संशोधन इस प्रकार है :

Page 2, line 6,—

after "India" insert "excepting portions of the railways lying in hilly and semi-hilly areas."

अभी श्री त्यागी जी ने यहाँ पर जो विवरण दिया है वह केवल इस देश के १२ रेल-खंडों पर लागू होता है; लेकिन वित्त मंत्री महोदय और इस सदन को मालूम होना चाहिए कि इन १२ रेल-खंडों के अलावा और भी कई रेलवे लाइनें हैं जिनका कि सम्बन्ध पर्वतों से है। जैसे कि उत्तर प्रदेश में सिर्फ दो रेलवे लाइनों—हरिद्वार देहगढ़ और किष्कंधा-काठगोदाम—इन दो लाइनों को ही शेड्यूल में लिया गया है और नजोबाबाद-कोट्टार-मुरादाबाद रामनगर और पीली-भीत-टनकपुर इन तीन रेलवे लाइनों को उसमें नहीं रखा गया है। इन तरह की और भी रेलवे लाइनें देश में हैं जो कि पर्वतीय और भ्रष्टपर्वतीय इलाकों में जाती हैं। अतः मैं अनुरोध करना चाहता हूँ कि अगर रेलवे मंत्री महोदय कामकाज-शिमला और उस सूची के अन्दर जो १२ रेलवे लाइनें आई हैं उनके किराये को कम भी कर देते हैं तो भी वे संतुष्ट नहीं होता, क्योंकि सब रेलवे लाइनों को जो कि पर्वतीय और भ्रष्टपर्वतीय

क्षेत्रों में जाती हैं उनको आपने सूची में शामिल नहीं किया है और दूसरे पर्वतीय इलाकों के लोगों में वैसे ही काफी गरीबी है।

पर्यटन के दृष्टिकोण से भी चूंकि इन पहाड़ी स्थानों पर बाहर से लोग सैर-सपाटे के वास्ते आते हैं, लोगों को उनकी और आकर्षित करने के लिए मैं यह निवेदन करने जा रहा हूँ कि रेलवे का धाराया घटाया जाय और इस तरह उनकी आय को बढ़ाने की कोशिश की जाये।

दूसरा कारण उनको रिआयत देने का उनकी गरीबी है। उनकी गरीबी मसाले प्रसिद्ध है और हम दिल्ली में भी उनको देख रहे हैं। श्री त्यागी जी ने जो संशोधन दिया है उसका समर्थन करने हुए उसके साथ मैं मैं यह जोड़ना चाहता हूँ कि इन १२ रेलवे लाइनों के अलावा और जो उस किस्म की सब रेलवे लाइनें हैं उनपर यह लागू न किया जाये।

Shri T. T. Krishnamachari: In regard to the point made by my friend, the hon. Member from Dehra Dun, his amendment is a modified version of the amendment which is given by Shri Morarka. So far as I am concerned, it is not the revenue consideration that is paramount, but it is so difficult on other grounds. After all, if people are only taking a separate ticket for the hill railway, it is an easy matter, but as tickets are issued somewhere further down which also covers the plains along with the hill railways, I am advised by the department that it is very difficult for them to account the fares.

But so far as what my hon. friend has in mind, namely, this question of an additional penalty on the type of railway travel, I understand the strength of the feeling of my hon. friend, Shri Tyagi, and also that of Shri Bhakt Darshan and also Shri Y. S. Parmar. It is true that in the hilly areas which are under-developed, no additional charge, which is made purely on economic considerations, could be made to sustain—it is difficult

to sustain. But I shall certainly convey to my colleague the strength of the feeling in this House in this particular matter. Even the Members of the Opposition mentioned it. I will convey this feeling to my colleague. Even though it is a separate budget, I have a Financial Adviser and I am consulted constantly, and it may not be impossible to sit down and talk about the matter. I can give this assurance to the House that I will convey the strength of the feeling of this House in this particular matter. If I can possibly accommodate them by means of taking away this very small burden, I would do so, but the point is, it will make the administration a little difficult, because, I am told that they find it very difficult to split up this fare between that area and this area and then work out the fare

Shri Morarka's amendment is a modified version but it does not solve the administrative problem in any way. The problem, so far as my difficulty in accepting the amendment is concerned, is largely administrative, but the root cause of the trouble, we know. As I said, I shall certainly have a discussion with my colleague on this particular matter and convey to him how the House feels about it

Shri Tyagi: I am very, very grateful to the hon Finance Minister for the good sentiments he has expressed and I beg leave to withdraw the amendment. The assurance he has given is enough

Mr. Speaker: So, I take it that the House permits Shri Tyagi to withdraw his amendment No 22

The amendment was, by leave, withdrawn.

Shri Morarka: I also seek permission to withdraw my amendment—No. 47.

The amendment was, by leave, withdrawn.

Mr. Speaker: I shall put amendment No. 9 to the vote.

The question is:

Page, 2, line 5—

after "collected" insert "for a after "collected" insert "for a period" not exceeding four years".

The motion was negatived.

Mr. Speaker: All the other amendments are not pressed.

The amendments were, by leave, withdrawn.

Mr. Speaker: I shall now put clause 3 to the vote of the House.

The question is:

That clause 3 stand part of the Bill.

The motion was adopted.

Clause 3 was added to the Bill.

Clause 4—(Rules for computing tax on passenger fares).

Shri Vajpayee (Balrampur): I beg to move:

Page 2,—

for lines 25 to 28, substitute:

"Rule 4.—The amount of the tax shall wherever necessary be so adjusted that the aggregate amount of the fare and tax for such distance is not more than the aggregate amount of the fare and tax for any longer distance in any case."

My submission is that rule 4 has been framed in such a manner that the passengers will always be in a disadvantageous position. The railway fares are already high, and now an extra burden is being put on the passenger, and on top of that the rules are framed in such a manner that they will hit the passengers who are already hard hit. Therefore my submission is that rule 4 be substituted by my amendment which I have just read. In the original rule it has been provided that the aggregate amount of

[Shri Vajpayee]

the fare and tax for such distance is not less than the aggregate amount of the fare and tax for any lesser distance in any case. My submission is that it should not be more than the aggregate amount, and I hope my amendment will be accepted.

Shri T. T. Krishnamachari: I am advised that there is no particular merit in the amendment moved by my hon. friend. And the technical view should certainly find acceptance.

Mr. Speaker: I shall now put amendment No. 24 to vote. The question is:

Page 2,—

for lines 25 to 28, substitute:

"Rule 4.—The amount of the tax shall wherever necessary be so adjusted that the aggregate amount of the fare and tax for such distance is not more than the aggregate amount of the fare and tax for any longer distance in any case."

The motion was negatived.

Mr. Speaker: The question is:

"That clause 4 stand part of the Bill".

The motion was adopted.

Clause 4 was added to the Bill.

Clause 5—(Power to exempt)

Shri T. B. Vittal Rao: I beg to move:

Page 2—

after line 33, add:

"(2) Passengers travelling on students concessions granted by the Railways in accordance with rules in force thereof will be exempted from the tax leviable under this Act."

My amendment is very simple. It provides that the students who travel under the concessions granted by the Railway Administration should be exempted. We have given them concession so that they may be able to go and see various projects which we are building, as also various educational institutions, so that there may be better cultural development. Two years ago, when this railway concession was given to the students, it was given only to groups. That is, only when they were travelling in groups of four they were allowed this half concession. Later on we found that they should be encouraged, and we said that even if an individual student travels he should be entitled to this concession. That is to say, we want to encourage the students undertaking journeys and seeing the various historical places and development projects and so on and so forth. What I seek to provide by this amendment is that they should be exempted from this taxation. Therefore, I very respectfully request the Finance Minister, though he has got some powers under this clause to exempt certain types and categories of passengers, that if this is provided here the students will not be taxed.

Shri T. T. Krishnamachari: I am told that according to the way in which the fares are worked out it would be an integrated whole. So far as the future fares are concerned, the fare is an integrated whole and concession will be given on an *ad hoc* percentage on the total charges, that is including the tax. In any event, what is sought to be provided relates to an extremely microscopic part of the whole traffic, and I do not think the administration would be in a position to divide it at every stage and say what is the limit and take it away. I think administratively it is very difficult.

Shri T. B. Vittal Rao: They give concession forms to students.

Shri T. T. Krishnamachari: I agree. The concession is on the basis of the total amount of money they pay— so much, fifteen per cent. or ten per cent. But then, to eliminate first the tax element and then give the concession, the administration feels it is a very very difficult thing for them to do.

Shri T. B. Vittal Rao: May I seek one clarification? That is to say, on the ticket it will be an integrated amount, tax plus the fare for the ticket, or fare plus the tax. It will be written. Integrated means we will have to....

Shri T. T. Krishnamachari: I do not think there is any obligation for them to write it. They will have to collect the whole amount and pay. There is no question of an obligation for them to say that the tax is so much and the fare is so much.

Mr. Speaker: I shall now put amendment No. 26 to vote.

The question is:

Page 2—

after line 33, add:

“(2) Passengers travelling on students concessions granted by the Railways in accordance with rules in force thereof will be exempted from the tax leviable under this Act.”

The motion was negatived.

Mr. Speaker: The question is:

“That clause 5 stand part of the Bill”.

The motion was adopted.

Clause 5 was added to the Bill.

Clause 6 was added to the Bill.

The Schedule

Shri T. T. Krishnamachari: Sir, I beg to move my amendment No. 2.

Page 4—

for the Schedule, substitute:

“THE SCHEDULE

(See section 3)

Description of traffic	Rate of tax
1	2
1. Passengers travelling by railway on season tickets	Nil
2. Passengers travelling by railway for distances upto 15 miles (inclusive)	Nil
3. Passengers travelling by railway for distances from 16 miles to 30 miles (inclusive)	5% of fare
4. Passengers travelling by railway for distances from 31 miles to 500 miles (inclusive)	15% of fare
5. Passengers travelling by railway for distances over 500 miles	10% of fare
6. Passengers travelling on mileage coupons	12½% of the cost of the coupons

Explanation.—For the purposes of this Schedule, distances shall be computed according to the rules for the time being in force relating thereto made under the Indian Railways Act, 1890.”

I have explained this position. At the time when I wound up the debate on the General Discussion, we have

undertaken to give certain concessions. This is in implementation of that assurance.

Shri Shree Narayan Das (Darbhanga): I would like to move my amendments to the amendment. The Nos. are 14, 16 and 17.

Shri T. B. Vittal Rao: I want to move my amendment No. 50.

Shri Sadhan Gupta (Calcutta-East): I want to move my amendment No. 30.

Shri Jadhav (Malegaon): I want to move amendment No. 4.

Shri Fatehsinh Ghodasar: I want to move amendment No. 18.

Shri Bhakt Darshan: I want to move Nos. 37, 38 and 40.

Shri R. S. Lal (Domariaganj): I want to move Nos. 39 and 41.

Shri Siddiah (Mysore—Reserved—Sch. Castes): I want to move my amendment No. 15.

Shri Vajpayee: I want to move my amendment No. 27.

Shri Harish Chandra Mathur (Pali): I want to move No. 29.

Mr. Speaker: Let me see whether amendments Nos. 50 and 29 are in order.

Shri T. B. Vittal Rao: No. 50 is in order, Sir. I say that passengers travelling by railway in third class for distances up to 50 miles should be given exemption.

Shri T. T. Krishnamachari: It is a new scheme.

Mr. Speaker: Amendment No. 50 seems to be inadmissible without the President's recommendation. It seeks to raise the rate of tax for passengers travelling in first class and air-conditioned class for more than 500 miles. Therefore it requires the sanction of the President, and it is out of order. Likewise amendment No. 29 is out of order.

Shri Shree Narayan Das: Sir, I beg to move:

(i) That in the amendment proposed by Shri T. T. Krishnamachari printed as No. 2 in the List of amendments,— in item No. 2 for "15" substitute "30".

(ii) That in the amendment proposed by Shri T. T. Krishnamachari printed as No. 2 in the List of amendments,—

in item No. 3, for "from 16 miles to 30 miles" substitute "31 miles to 100 miles."

(iii) That in the amendment proposed by Shri T. T. Krishnamachari printed as No. 2 in the List of amendments,—

in item No. 4 for "31 miles to 500 miles" substitute "101 miles to 500 miles."

Shri Sadhan Gupta: Sir, I beg to move:

Page 4—

for the schedule, substitute:

"THE SCHEDULE

(See section 3)

Description of traffic 1	Rate of tax 2
1. Passengers travelling by railway for distances upto 80 miles (inclusive)	Nil
2. Passengers travelling by railway for distances from 81 to 500 miles (inclusive)	2% of fare
3. Passengers travelling by railway for distances over 500 miles	1% of fare
4. Passengers travelling on mileage coupons	3% of the cost of the coupon
5. Passengers travelling on season tickets	Nil"

Shri Jadhav: Sir, I beg to move:

Page 4—

for the Schedule, substitute:

“THE SCHEDULE

(See section 3)

Description of traffic	Rate of tax
	2
1. Passengers travelling by railway for distances upto 100 miles (inclusive) by third class	Nil
2. Passengers travelling by railway for distances upto 50 miles (inclusive) by second and first class	5% of fare
3. Passengers travelling by railway by third class from 101 miles to 500 miles and by second class and first class from 51 to 500 miles	10% of fare
4. Passengers travelling by railway for distances over 500 miles	7½% of fare
5. Passengers travelling on mileage coupons	10% of the cost of the coupons
6. Passengers travelling on season tickets	Nil”

Shri Fatehsinh Ghodasar: I beg to move:

Page 4—

for the Schedule substitute:

“THE SCHEDULE

(See section 3)

Description on traffic	Rate of tax
1	2
1. Passengers travelling by railway for distances upto to 50 miles	Nil
2. Passengers travelling by railway from 51 miles to 100 miles.	5% of fare
3. Passengers travelling by railway from 101 to 500 miles.	15% of fare
4. Passengers travelling by railway for distances over 500 miles.	10% of fare
5. Passengers travelling on mileage coupons.	12½% of the cost of coupons.
6. Passengers travelling on season tickets.	Nil.”

Shri Bhakt Darshan: Sir, I beg to move:

(1) That in the amendment proposed by Shri T. T. Krishnamachari, printed as No. 2 in the List of amendments,—

in item No. 2, for “15” substitute “50”.

(ii) That in the amendment proposed by Shri T. T. Krishnamachari, printed as No. 2 in the List of amendments,—

in item No. 3, for “from 16 miles to 30 miles”

substitute “from 51 miles to 100 miles”.

[Shri Bhakt Darshan]

(iii) That in the amendment proposed by Shri T. T. Krishnamachari, printed as No. 2 in the List of amendments,—

in item No. 4, for "from 31 to 500 miles" substitute "from 151 miles to 500 miles".

Shri B. S. Lal: Sir, I beg to move:

(i) That in the amendment proposed by Shri T. T. Krishnamachari printed as No. 2, in the List of amendments,—

"3. (a) Passengers travelling by railway in third class for distances from 16 miles to 30 miles (inclusive) Nil

(b) Passengers travelling by railway other than in third class for distances from 16 miles to 30 miles (inclusive) 5% of fare."

Shri Vajpayee: Sir, I beg to move:

Page 4—

for the Schedule, substitute:

in item No. 3 for "16 miles to 30 miles" substitute "51 miles to 100 miles".

(ii) That in the amendment proposed by Shri T. T. Krishnamachari, printed as No. 2 in the List of amendments,—

in item No. 4, for "31" substitute "101".

Shri Siddiq: I beg to move:

That in the amendment proposed by Shri T. T. Krishnamachari printed as No. 2 in the List of amendments,—

for Item No. 3 substitute:

"THE SCHEDULE

(See section 3)

Description of traffic	Rate of tax for Air Conditioned Class I and Class II Passengers	Rate of tax for Class III passengers.
1	2	3
1. Passengers travelling by railway for distances upto 50 miles (inclusive)	Nil	Nil
2. Passengers travelling by railway for distances from 51 miles to 150 miles (inclusive)	5% of fare	Nil
3. Passengers travelling by railway for distances from 151 miles to 500 miles (inclusive)	7½% of fare	7½% of fare
4. Passengers travelling by railway for distances over 500 miles	5% of fare	5% of fare
5. Passengers travelling on mileage coupons	7½% of the cost of the coupons	7½% of the cost of the coupons
6. Passengers travelling on season tickets	Nil	Nil."

Mr. Speaker: All these amendments are before the House. I think Mr. Vittal Rao wanted to speak on his amendment No. 50. That is out of order.

Shri T. B. Vittal Rao: If that is out of order, there is another amendment.

Mr. Speaker: How can he add to the list of amendments? Very well. He may speak.

Shri T. B. Vittal Rao: The concession that has been given by the Minister's amendment does not go far enough. It does not give any relief at all to the passenger, because according to the statistics given by the Railway Board for 1955-56 which I have here, eighty crores of passengers travel for more than 15 miles. The number of passengers who travel for less than 15 miles is only about fifty crores and the amount which the Railways derive by this suburban traffic which the Minister proposes to exempt is only Rs 8½ crores per year. The revenue got from those who travel beyond 15 miles, that is the non-suburban traffic, amounts to Rs. 100 crores. Out of the 110 crores of rupees, only those passengers who pay Rs. 8½ crores will get the benefit which the Finance Minister is giving. When we take the average also, we find that on an average they travel about 42.6 miles. Therefore, I would request the hon. Finance Minister to increase the exemption limit to cover those passengers who travel up to 50 miles so that the tax may be collected from those who travel beyond 50 miles. The Finance Minister's amendment is not going to be of any relief at all. Out of a total revenue of Rs. 100 crores only those who contribute Rs. 8½ crores will get the benefit of the Minister's amendment. If my amendment is accepted it will give relief to passengers travelling up to 50 miles.

Shri T. T. Krishnamachari: How many crores are likely to be affected that way?

Shri T. B. Vittal Rao: That I would have to work out. I will be very much obliged if the Finance Minister gives me the figures because I will have to work out from statistics. When moving his amendment, the Minister himself has not given what is the number of passengers who travel under the categories 1 to 15 miles, 16 to 31 miles and 31 to 500 miles. In fairness to the House, these should have been given. I tried to work them out but I could not.

There is another reason why I want this exemption. During the last few years, the fares of third class passengers have been increased by 100 per cent. From 3 pies per mile, it has gone up to 6 pies and if it is Mail or Express it has gone up to even 6½ pies per mile. There has been a rise of more than 100 per cent., without much of an increase in the case of passengers travelling in the second class or the first class or the air-conditioned class.

Therefore, I would request the hon. Minister at least to exempt those passengers who travel up to 50 miles so that the relief could be a little more than what is provided under his amendment.

Shri Shree Narayan Das: Mr. Speaker, the only purpose of my amendment to the amendment of the hon. Finance Minister is to make certain changes, that is, to give some concessions to those who travel shorter distances. In amendment 2, it has been suggested that up to a distance of 15 miles there will be no tax. I would like to suggest that this 15 miles should be changed so that there should be no tax up to 30 miles.

There is a second amendment of mine. It says that the tax of 5 per cent. of the fare which is now there for 16 to 30 miles, should be changed into from 31 to 100 miles. That is to say, the tax should be 5 per cent. for distances between 31 and 100 miles and for distances beyond 100 miles, from 101 to 500 miles it should be just 15 per cent.

[Shri Shree Narayan Das]

I think, practically all the hon. Members who have participated in the discussion have opposed this taxation measure and they have said that by the levy of this tax, a large number of poor people and those who travel by the railways, especially by the third class, would be badly affected. But, in view of the fact that we require a certain amount of money and we have to meet the expenditure involved in the Second Five Year Plan, this House is going to pass this measure. I would just request the hon. Finance Minister to make some concessions that will go to satisfy the poorer classes of the people who travel short distances.

In view of the feelings expressed here by hon. Members, the Finance Minister should give some concession as he gave certain concessions when the Wealth Tax Bill was being considered here. I think this concession will give some satisfaction to the Members and also to the poor people who will feel that some relief has been given to them.

With these words, I commend my amendment and I think the Finance Minister and the whole House will accept that.

श्री राम शंकर लाल अध्यक्ष महोदय, मैंने अपने संशोधन से चाहा है कि फाइनेंस मिनिस्टर साहब ने जो रिआयत १५ मील का सफर करने वालों को दी हुई है उसको बढ़ा कर ५० मील कर दिया जाय क्योंकि ज्यादातर लोग जो गांवों आदि से डिस्ट्रिक्टस हेडक्वार्टर्स पर काम और मुकदमों के सिलसिले में आते हैं वे इस १५ मील की रिआयत का लाभ न उठा सकेंगे और इस १५ मील के कंसेशन को ५० मील कर दिया जाय तो लोगों को इस रिआयत का फायदा होगा।

इस सिलसिले में मैं मंत्री महोदय का ध्यान दिलाना चाहूंगा कि अभी दो तीन वर्ष पहले जो हम लोगों ने रेलों का किराया बढ़ाया था तो जो लोग मुफ्तसिलों से जिलों में आते हैं उनके लिए ५० मील तक का

एम्ब्रान कर दिया गया था और ५० मील की दूरी पर कोई किराया नहीं बढ़ा था। इसलिए मैं चाहता हूँ कि १५ के स्थान पर ५० मील कर दिया जाय।

दूसरी चीज मैं यह चाहता हूँ कि जो उन्होंने ५ परसेंट किराये में रिआयत की है २१ मील से ५० मील तक का किया है, उसको बढ़ा कर ५० मील से १०० मील का कर दें क्योंकि ज्यादातर जो आदमी हैं वे बहुत थोड़ी दूर जाने वाले हैं और इनको अगर थोड़ी सी रिआयत ही जायेगी, २१ मील तो खुद आपन ही किया है लेकिन अगर वे मेरे अमेंडमेन्ट को मान लेंगे तो वह ५० मील हो ही जाता है और ५ परसेंट की यह रिआयत मैं १०० मील तक चाहता हूँ।

मेरा तीसरा अमेंडमेन्ट कांसीक्वेंशल है और मुझे उम्मीद है कि फाइनेंस मिनिस्टर साहब उसको मंजूर कर लेंगे क्योंकि सभी लोग उस पर जोर दे रहे हैं और यह होना जरूरी है।

श्री भक्त बर्षन : अध्यक्ष महोदय, वित्त मंत्री महोदय द्वारा यह जो १५ मील तक की छूट दी जा रही है, उसके लिए उन्होंने कोई कारण बताने की कृपा नहीं की है कि वे १५ मील पर ही क्यों काम रहना चाहते हैं और उस रिआयत को आगे क्यों नहीं बढ़ाना चाहते, क्योंकि मैं समझता हूँ कि उनको बढ़ाने से इकार करने का उनके पास कोई न कोई कारण तो होना ही चाहिए कि १५ मील पर ही वे क्यों बड़े हुए हैं? सब तरफ से यह कहा जा रहा है कि इसको बढ़ा कर ५० मील कर दिया जाय। हम यहां दिल्ली में देखते हैं कि मेरठ तक से लोग आते हैं और शाम को अपना काम कर वापिस चले जाते हैं जैसा कि हमारे भाई श्री राम शंकर लाल ने बतलाया कि काफी लोग कचहरी मुकदमों के सिलसिले में गांव से या तहसील से जिले के हेडक्वार्टर पर आते

हैं और यह फ़ासला १५ मील से कहीं ज्यादा होता है और इसलिए उन्होंने उसको ५० मील करने की जो मांग की है, वह उचित मांग है और मैं उसका समर्थन करता हूँ और अगर यह सुविधा जनता को दे दी जायगी तो इसमें सरकार को कोई बहुत हानि होने वाली नहीं है और मैं समझता हूँ कि इसमें उन्हें कोई आपत्ति नहीं होनी चाहिए।

मैंने पहले जो प्रपना संशोधन रखा था कि पर्वतीय क्षेत्रों को रेलवे लाइनों से मुक्त रखा जाये मेरा उद्देश्य इससे हल हो जाता है अगर यह ५० मील की मांग स्वीकार कर ली जाती है; क्योंकि जिन रेलवे लाइनों का मैंने उल्लेख किया था वे सब लगभग ५० मील से कम लम्बी हैं। इसलिए भी मैं इस ५० मील की मांग का समर्थन करता हूँ।

Shri Sadhan Gupta: Mr. Speaker, Sir, I have moved my amendment No. 30 to the Schedule by which I want to substitute a new Schedule. I have tabled my amendment for two purposes; first of all, I want to alter the slabs of distances on which taxes are to be levied and secondly, to give relief to the taxpayer by way of a lower limit of taxation.

I know the hon. Finance Minister, perhaps, will not accept the proposal for a lower limit of taxation and will rather reiterate his argument about the necessity to make resources available to the States. I still feel that those resources should have been got from other sources which would have been more able to bear the burden. Anyway, there is more to be said in regard to the slabs.

The first slab I have proposed is a slab of 80 miles for which no tax should be levied. Now the reason why I have given the slab of 80 miles is that in many places, and particularly in metropolitan cities like Calcutta, Bombay or Madras—perhaps the Finance Minister knows better about Madras, but I know about

Calcutta—there are many people who come by local trains from distances of eighty miles. They may not be coming every day, but they come quite frequently. They are not covered by the class of holders of season tickets. But the frequency of their travel to the metropolitan cities makes the tax burden on them heavy and it is but fair that this class of passengers should be given some relief, because the tax burden on them would be very inequitable. They have to come not for pleasure but for their livelihood. We know that in the neighbourhood of Calcutta in a town like Howrah there is a cloth market and people come once a week or twice a week from distances of eighty miles or so, from the district of Midnapur with cloth to sell at the cloth market. That is for their livelihood; that is not for pleasure.

In this way the small traders will have to bear a considerable burden and as a result even their meagre profits will shrink. After all it is the big businessmen who make big profits, the small trader is not always in a position to make such profits. In these circumstances whether it is the cloth trader or vegetable vendor or people of that kind who have to come from distances to bigger towns, I would plead that the slab should be increased to 80 miles. Particularly after electrification 80 miles is not going to be a very great distance from the city and many people would have to find their residence outside Calcutta and other big cities, because the cities are so congested. This fifteen miles is absolutely inadequate for that purpose. There is no logic behind this 15 miles, but there is logic behind, say, 80 miles or so, because it is within the range of what we call local trains.

So my request to the Finance Minister is that passengers travelling by local trains should be exempted and the slab should be so fixed that that class of passengers is exempted. Then you can fix up the next slab and prescribe the percentage of tax for it, and there also there should be

[Shri Sadhan Gupta]

some equity. I have provided the percentage here as 2 per cent. and 1 per cent., 2 per cent. for 80 to 500 and 1 per cent. for fares above 500. There you might fix whatever you want, but please fix the slab according to some logical consideration, exempting passengers travelling by local trains.

श्री बाबू : अध्यक्ष महोदय, मैं माननीय श्री राम शंकर लाल का जो संशोधन प्रस्तुत है उसके समर्थन में बड़ा हुमा हूँ। जो विधेयक सदन के सामने प्रस्तुत है, जिसमें रेलवे का किराया बढ़ाने की बात कही गई है, या टैक्स लगाने की बात कही गई है, मैं सिद्धांततः उसका विरोधी हूँ। मैं कभी नहीं चाहूंगा कि उसका समर्थन करूं। सदन में बार बार वह प्रश्न उठता है जब भी कोई नया टैक्स लगता है, और इस वर्ष तो यह खास बात रही है कि अगर इसको टैक्स वाला वर्ष कहा जाए तो बुरा नहीं होगा, कि हम को पंच वर्षीय योजना चलानी है। अब की भी यह बात कही गई कि हम इस के बगैर चल नहीं सकते। यह सही भी है कि पंच वर्षीय योजनाएं इस भारत-वर्ष के लिए जीवन और मरण का प्रश्न है, उनको बढ़ाना जरूरी है। लेकिन पंचवर्षीय योजनाओं के नाम पर घाए दिन जनसाधारण पर नए नए टैक्स लगाना उचित नहीं है।

मैं इस सदन का ध्यान राज्यों की तरफ से जाना चाहूंगा क्योंकि यह जो टैक्स लगया जा रहा है वह सिर्फ राज्यों की ही सहायता के लिए लगाया जा रहा है, और वह भी पंचवर्षीय योजनाओं को पूरा करने के लिए, उनको सफल बनाने के लिए। मैं आपका ध्यान कम से कम उत्तर प्रदेश की ओर दिखाना चाहूंगा, जहां पर ईतजामियां लार्ज, ऐडमिनिस्ट्रेटिव लार्ज इतने ज्यादा बढ़े हुए हैं कि उनको किसी भी प्रकार से कम किया जा सकता है। उत्तर प्रदेश में सन् १९४७ में ६ मंजी थे, १९५१ में ११ हुए और १९५६ में २१ हुए।

एक माननीय सदस्य : उससे यहां क्या मतलब ?

श्री बाबू : उससे मतलब यह है कि उनका लार्ज बढ़ता जाता है। जब भी कोई मंत्री बड़ेगा, लार्ज बड़ेगा। इसी प्रकार से हर स्टेट में हो रहा है। सेन्ट्रल गवर्नमेंट भी उससे मुबरी नहीं है। यहां भी इसी तरह से लार्ज बढ़ते जाते हैं। यहां पर महिला मंगल योजनाएं, भारत सेवक समाज, युवक समाज संघ आदि जैसी भ्रमन समाएं चल रही हैं, जिनके ऊपर पैसा लार्ज होता रहता है। यदि केन्द्रीय सरकार और राज्य सरकारें अपने लार्जों को कम करें, फुजूलखर्ची को कम करें, पंचवर्षीय योजनाओं को कार्यान्वित करने में ३० प्रतिशत तक फुजूलखर्ची होती है, करप्शन में बहुत पैसा जाता है, पहले उसको सरकार कम करे, उसके बाद भी अगर पैसे की जरूरत पड़े और इस तरह के नए नए टैक्स लगाए जाएं, तो उनको उचित कहा जा सकता है।

सिद्धांततः इस तरह के कानूनों का और विधेयकों का समर्थन नहीं किया जा सकता जिनके द्वारा लगाए गए टैक्सों का बोझ जनता पर पड़ता है। फिर भी जब सरकार ने तय कर लिया है कि टैक्स लगाना ही है तो भी उसको सोचना चाहिए कि जनसाधारण पर उसका बोझ पड़ना बहुत ही बुरा है। हम सभी सदस्य, इस सदन के, यह चाहते हैं कि हिन्दुस्तान के जनसाधारण की तरफ, जिस पर हर टैक्सेशन का बोझ पड़ता है, खास तौर से रेलवे के किराये में वृद्धि का, ध्यान दिया जाए। आज हमारे रेलवे के किराये काफी बढ़ गए हैं। जैसा एक माननीय सदस्य ने कहा, तीसरे वर्ज के किराये पहले से दूने हो गए हैं। फर्स्ट और सेकेंड क्लास के सफर करने वाले जो यात्री हैं, उनका किराया इस अनुपात में नहीं बढ़ा है। आज जब जीवन का लार्ज इतना ज्यादा बढ़ा हुआ है, सिपाई के रेड्स

बढ़ गए हैं, घनाज के भाव, भारतीय जीवन की जो दूसरी चीजें हैं, उनके दाम इतने बढ़ गए हैं, तब ऐसी सूरत में, इन लोगों को इतनी छूट देना अच्छी बात नहीं है। मैं चाहूंगा कि इन सब चीजों की तरफ ध्यान देते हुए, कम से कम एक साधारण सा संशोधन जो माननीय श्री राम शंकर जी का है, कि ५० मील तक सफर करने वालों को छूट दे दी जाए, उसको स्वीकार कर लिया जाए।

माननीय मंत्री ने जो १५ मील वाले संशोधन की बात रखी है वह मेरी समझ में नहीं आई है। इसमें उनकी चतुराई तो प्रबल है कि लोग समझे कि सरकार ने टिकस तो लगाया है लेकिन गरीबों के लिए १५ मील का एग्जेंम्बन दे दिया है जिससे उन पर इसका बोझ ज्यादा न पड़े। वह समझेंगे कि हमारी सरकार बड़ी सुन्दर है जो गरीबों का इतना ध्यान करती है। लेकिन अस-लियत क्या है? जो १५ मील की छूट दी जा रही है, वह वास्तव में कोई छूट नहीं है क्योंकि साधारण देहात में रहने वाला किसान मजदूर तो १५ मील तक यो ही चला जाता है। वह १५ मील के लिए कोई बस या रेल का सफर नहीं करेगा। इसलिए इससे कोई विशेष फायदा जनसाधारण का नहीं होगा। अगर कोई फायदा देना ही है यहा के लोगों को तो कम से कम ५० मील तक की छूट दी जाए क्योंकि साधारण किसान की रिस्तेदारिया और घाना घाना जिले के ही अन्तर्गत होता है। उनकी कचहरियां, अदालतें, तहसीलें आदि जिले में ही होती हैं। इसलिए इन सब बातों का ध्यान करके कम से कम ५० मील तक की छूट दे दी जाए। जैसा हमारे साधन गुप्त जी ने कहा, अगर ८० मील तक की छूट दी जाय तब तो कोई बात ही नहीं है, लेकिन अगर सरकार को इस में कोई घाना कामी है तो ५० मील तक छूट तो वह दे ही दे। इससे कई फायदे हो सकते हैं। माननीय

वित्त मंत्री अगर दिल से चाहते हैं कि जनता को कोई राहत दी जाए, तो १५ मील से कोई लाभ नहीं होने वाला है। बल्कि उन्होंने छूट देने का सिद्धांत मान लिया है, इसलिए मैं समझता हू कि उनको इसके विस्तार करने में और ५० मील का संशोधन स्वीकार करने में कोई आपत्ति नहीं होनी चाहिए।

इन शब्दों के साथ मैं इस संशोधन का समर्थन करता हू और सरकार से तथा वित्त मंत्री से निवेदन करूंगा कि वह सुधी से इस ५० मील वाले संशोधन को स्वीकार कर लें।

श्री यादव माननीय अध्यक्ष महोदय, मैंने संशोधन सं० ४ पेश किया है और उसमें यह भाग की है कि जो तीसरे दर्जे के यात्री हैं उनसे १०० मील तक कोई टिकस न लिया जाए। तत्काल तो मैं पूरी तरह से इसके खिलाफ हू कि जनता से कोई टिकस रेल के किराये पर लिया जाए। सन् १९३० से लेकर १९५७ तक के जो साल रहे हैं वह ऐसे रहे हैं कि उनमें जो किराया या रेल का वह उतना ही रहा। उसके बाद फिर काफी बढ़ता गया और आज दूना हो गया है। इसका असर तीसरे दर्जे के यात्रियों पर बहुत बुरा होता है। मैं फिगर्स दे कर बताने की कोशिश करूंगा कि सन् १९४४ में एक यात्री ४० एंबरेज माइल सफर करता था, १९४६-५० में वह ३२ मील जाता था, १९५४-५५ में ३१ मील जाता था और १९५५-५६ में ३० मील जाता था। इसके माने यह है कि सन् १९४४ से लेकर आज तक यात्रा का परिमाण कम हो गया है। जो टिकस बढ़ने वाला है उसका भी यह असर होने वाला है कि जो यात्री चलते हैं वह कम चलेंगे और रेलवे की रेवेन्यू कम होगी।

मैं टोटल पैसेन्जर माइल्स के बारे में भी बतलाना चाहता हू कि अगर ३७,००० मिलियन माइल्स तीसरे दर्जे के यात्री यात्रा करते हैं तो २५,०० मिलियन

[श्री यादव]

माइल्स ऊपर के दर्जे के भादमी यात्रा करते हैं। इसके बाद मैं आपको बतलाऊंगा कि इन यात्रियों से रेवेन्यू कितनी आती है। अगर क्लासेज के यात्री जो हैं उनके जरिए सन् १९५४-५५ में ११ करोड़, ३४ लाख ६० मिले, १९५५-५६ में १२ करोड़, ९५ लाख ६० मिले और इस बजट इभर में १३ करोड़, ७५ लाख ६० मिलने की आशा है। लेकिन इसके मुकाबले में जो तीसरे दर्जे के यात्री हैं उनको दी हुई इनकम भी आप देखिए। सन् १९५४-५५ में वह ६१ करोड़, २८ लाख ६० थी, १९५५-५६ में ६४ करोड़, ८९ लाख ६० थी और इस बजट इभर में १०५ करोड़, २५ लाख ६० होने वाली है। इसके माने यह है कि अगर क्लासेज के जो यात्री हैं उनके मुकाबले तीसरे दर्जे के यात्रियों के द्वारा सात गुनी इनकम होती है। इस टैक्स के लगाने से इस सातगुनी इनकम पर अगर पड़ेगा या नहीं, यह आप खुद सोच सकते हैं। बदकिस्मती यह है कि हमारे वित्त मंत्री जी हिन्दी समझते हैं वा नहीं यह मैं नहीं जानता, लेकिन मैं कहना चाहूंगा कि अगर वह चाहते हैं कि रेलवे रेवेन्यू पर उनके इस टैक्स का असर न पड़े, तो उन्होंने जो यह नया तरीका निकाला है रेलवे यात्रा पर टैक्स लगाने का, इसे वे छोड़ दें। मुझे मालूम है कि उनके पास इतनी भ्रक्षरियत है कि अगर वह चाहें तो एक भादमी को औरत बना सकते हैं और औरत को भादमी बना सकते हैं। लेकिन मैं चाहूंगा कि हमारी पंच वर्षीय योजना पूरी हो। अगर उसके लिए उनको टैक्सेज के द्वारा आमदनी करने की जरूरत महसूस होती है, तो हिन्दुस्तान में जो करप्शन हो रहा है, वह पहले उसको कम करें। जिस तरह से हमने एकानमी झाड़व शुरू की है, उसी तरह से करप्शन को रोकने के लिए ऐंस्टी करप्शन झाड़व भी शुरू करें। मैं उनको विक्रमादित्य के समय में ले जाना चाहता हूँ। वह राजा

विक्रमादित्य अपना जेब बदल कर चुका करते थे और अपने राज के बारे में अनजानता क्या कहती है और किस तरह से अनजानता के हित में राज्य चलाएँ, इस को समझने की कोशिश किया करते थे।

मैं चाहूंगा कि वित्त मंत्री और हमारे प्रधान मंत्री भी अपना भेष बदल कर एक साल तक हिन्दुस्तान में भूमि तो उनको मालूम होगा कि उनका राज्य किस तरह से चल रहा है हम चाहते हैं कि हमारी पंचवर्षीय योजनामें ज्यादा से ज्यादा तरक्की हो ताकि प्राज जो हमारी मुसीबतें हैं वे कम हों। लेकिन उसको सफल करने के तरीके भ्रलग हैं। मुझे मालूम है कि भाखरा नंगल में कितना पैसा करप्शन में गया और दामोदार वैली योजना में कितना पैसा करप्शन में गया, और दूसरी बातें हमारे सामने आती रहती हैं। इसलिए हमको चाहिए कि हम इस करप्शन को रोके और टैक्स कम लावायें। जिस तरह से आपने इकानमी झाड़व चलाया है उसी तरह से अगर आप एंटी करप्शन झाड़व चलावें तो आपको काफी रुपया मिल जायेगा। हम कष्ट उठाने के लिये तैयार हैं। हम भ्रमदान देने के लिए तैयार हैं लेकिन जो गरीब भ्रमदान देते हैं उन पर भी आप टैक्स लगाना चाहते हैं, उनसे भी पैसा लेने की इच्छा रखते हैं। यह गलत बात है।

मैं वित्त मंत्री से प्रार्थना करूंगा कि सौ मील तक के यात्रियों से कोई टैक्स न लिया जाये। जो लोग ऊंचे दरजों में चलते हैं वे आपके पार्लियामेंट के मेम्बर हैं, राज्य-सभा के मेम्बर हैं, रेलवे के मुलाजिम होते हैं जो कि वारंट पर चलते हैं और दूसरे लोग होते हैं उनसे आपको कितनी आमदनी हो सकती है यह आप जानते ही होंगे। मैं चाहता हूँ कि रेलवे की इनकम कम न हो और हमें उससे कुछ आमदनी हो। लेकिन सौ मील तक के यात्रियों पर टैक्स न लगाया

जाये ऐसी मेरी वित्त मंत्री साहब से दरखास्त है ।

Shri Fatehmah Ghodasar: By my amendment No. 13 to the Schedule, I want that another schedule should be substituted in place of the schedule which has been given by the hon Finance Minister. My submission is that there should be no surcharge on third class passengers up to a distance of 50 miles. Only poor people travel by third class and they are the people who travel short distances.

They go from village to village or to the taluk or district headquarters to submit petitions to the revenue officers and they travel only when it is absolutely necessary for them to travel. They do not travel for the sake of pleasure, firstly because they have no money to spend on such pleasure trips and secondly because they are aware of the difficulties and the hardships they will have to undergo while travelling by third class. Overcrowding in third class is so much that it has become absolutely impossible for a sick or weak person even to enter a compartment. A great majority of them travel on footboards and roofs of trains and that too in every season. Even in monsoon when it is raining, in severe cold of winter and in the oppressive heat of the summer they have to travel on footboards and roofs of trains.

Not only that but many such passengers have lost their lives by travelling on footboards and roofs of trains, as a result of falling from the moving trains. May I ask the hon. Finance Minister whether he is justified in taxing these people for their hardships? These people have already been heavily overtaxed. Almost all the indirect taxes, such as excise duties on matches, tobacco, tea, sugar, cloth and other articles have hit them hard to such an extent that it has become very difficult for them even to maintain their own families. To tax these people more is, I think, not only unjust but cruel.

It is true that money is required to implement the second Five Year

Plan successfully. I have nothing to say against the Plan. There must be a plan for the progress of the country and the people.

But, at the same time, we must look to the capacity of the people to pay the tax, we should not hesitate either to curtail or modify the Plan if it is necessary to do so in the interests of the people. I therefore, submit that passengers who travel by third class should pay no tax up to a distance of 50 miles. Instead, I request the hon Finance Minister to impose a tax on passengers who travel by air or by air-conditioned coaches. I again submit that my amendment be accepted.

Mr. Speaker: Sardar A. S. Saigal.

Shri Harish Chandra Mathur rose—

Mr. Speaker: I called Shri Harish Chandra Mathur first. He was talking to somebody. He did not get up. I have passed him over. I am now calling Sardar A. S. Saigal.

सरदार अ० सिंह सहगल (जजगीर) :
 अध्यक्ष महोदय । वित्त मंत्री महोदय ने जो १५ मील तक के यात्रियों का किराया न बढ़ाने की तजवीज रखी है, में समझता हूँ उसमें काम चलने वाला नहीं है । कम से कम एक जिले के भीतर की यात्रा के लिए आपको यह रियायत देनी चाहिए । आप देखें, के हिन्दुस्तान में जिलों की सीमा कितनी है । यदि उनकी सीमा १५ मील है और वित्त मंत्री महोदय उस पर कोई टैक्स नहीं लगाना चाहते हैं, तब तो अच्छी चीज है । लेकिन मैं आप से कहूंगा कि आप किसी भी जिले को ले लीजिये उसकी सीमा आलीस पचास मील तक जरूर जायेगी । जिले के लोग कचहरी आदि के मामलों में जिले के भीतर अक्सर आते जाते रहते हैं । ऐसी हालत में ५० मील तक का किराया न बढ़ाया जाये ऐसी मेरी उनसे प्रार्थना है । इसके साथ ही साथ ५० मील से १०० मील पर ५ परसेंट बढ़ाया जाये । १०० मील से ऊपर जो उनकी तजवीज है व हमको मंजूर है ।

[सरदार भ० सिंह सहगल]

यह टैक्स हम प्रान्तों के लिए ले रहे हैं। वहा पर डेबेलपमेंट ब्लाक्स आदि हैं उनके लिए और दूसरे उन्नति के कार्यों के लिए प्रान्तों को यह पैसा दिया जायेगा। तो मेरा सुझाव यह है कि इस टैक्स का जो बटवारा किया जाये वह उस प्रान्त में रेलवे का जिसना माइलेज है उसके हिसाब से किया जाये। मैं मध्य प्रदेश का उदाहरण आपके सामने रखना चाहता हूं। आप देख लें कि इस प्रान्त में रेलवे की कितनी लम्बी लाइन है और ऐसा ही दूसरे प्रान्तों में देख लें और उसी के आधार पर इस रकम का बटवारा करे तो बहुत सुभीता होगी।

यह बहुत अच्छी बात है कि वित्त मंत्री महोदय ने इनकम टैक्स में ढाई करोड़ की छूट दी है उसी तरह से तीसरे दर्जे के यात्रियों को आप ५० मील तक किराया न बढ़ावें लेकिन इसके साथ ही साथ में यह कहना चाहता हू कि यदि संसद के सदस्यों को मत देने की छूट दी जाये तो कोई भी ५० मील तक का किराया बढ़ाने की राय नहीं देगा। एक बार पहले भी जब किराया बढ़ाने की यहा चर्चा हुई थी तो ५० मील तक का किराया नहीं बढ़ाया गया था। हम चाहते हैं कि जो जनता में हमारे खिलाफ आवाज लगाने वाले हैं उनको आवाज लगाने का मौका न मिले।

अभी हमारे भाई ने कहा कि सौ मील तक का किराया न बढ़ाया जाये यानी सौ मील की यात्रा पर टैक्स न लिया जाये, तो मैं यह कहूंगा कि यह सुझाव ठीक नहीं है। हमारे उन भाई ने यह भी कहा कि आप बहुमत में हैं इसलिए चाहे तो मर्द को औरत बना सकते हैं और औरत को मर्द बना सकते हैं। शायद उनको मालूम नहीं है कि यह काम तो हमारे दूसरे भाई जो कि डाक्टर हैं वह किया करते हैं। इस सदन में यह काम नहीं किया जाता है। यह सदन तो कानून बनाता है और उन पर अमल करता है। शायद हमारे भाई का यह मतलब है कि हम बहुमत में हैं तो चाहे

कुछ कर सकते हैं। लेकिन ऐसी बात नहीं है। हम बहुमत में हैं तो इसका यह मतलब नहीं है कि हम कोई गलत काम करना चाहते हैं। हम बाजब तरीके से काम करना चाहते हैं और लोगों से मिल कर करना चाहते हैं। हो सकता है कि हमारी और उनकी विचार-धाराओं में कुछ मतभेद हो, लेकिन जो कुछ हम कर रहे हैं वह जनता के हित के लिए कर रहे हैं।

इन शब्दों के साथ मैं अपने ३ सुझाव आपके सम्मुख रखता हूं और मैं वित्त मंत्री महोदय से प्रार्थना करूंगा कि वह इन पर और करने की कृपा करें।

Mr. Speaker: The hon. Minister.

Shri Siddiah: I would like to say a few words. I have moved an amendment.

Mr. Speaker: He may have moved an amendment. Already the time is up. We have heard sufficiently.

Shri T. T. Krishnamachari: I am afraid, the arguments that have been put forward are more or less the same as those adduced at the time when we took this Bill for consideration. An hon. friend opposite complained that I had not given details of the break up of how many passengers travel 15 miles, 30 miles, 50 miles, etc. In fact, I am only interested in regard to the earnings in the railways on a mileage basis. Even if I accept one of the modest amendments moved by a friend here, 30 miles, that would mean an additional drop of another Rs. 70 lakhs. Already the concession that I have given, though it is said to be inconsequential, means a drop of Rs. 80 lakhs. If I go up to 50 miles, I think I have to drop a large amount because the average mileage travelled by a passenger in India is 41.7, and as you increase it beyond 30, the drop becomes heavier.

Also there is another point namely that once you increase the mileage, evasion takes place. If it is 15, I do not think the matter is very much because the cost is negligible. If it is 50 or 80, as the case may be, people will, at any rate, have one break and evasion takes place. After all, the whole idea of this measure is to provide some revenue to the States of the order of Rs. 14 or 15 crores. I have reduced it by Rs. 60 lakhs. Any further reduction is not acceptable. I may accept Shri Sadhan Gupta's amendment which makes the whole tax a farce, namely 1 or 2 per cent, making it one crore of rupees. The collection charges and the time taken by the House would more than compensate any revenue we may get. I understand Shri Sadhan Gupta's amendment because it is intended to ridicule the Bill. But, the other amendments which are intended in all seriousness, I am afraid, I am unable to accept because, administratively it will help to reduce the revenue even beyond what the loss will be. Therefore, I cannot go beyond the concessions that I have shown. At the time when we gave the concession, it was not a bargaining. A large number of Members expressed the view that 15 miles would mean a particular

section of the people who would not come within the scope of this tax.

Season ticket people are completely eliminated. Normal revenue from season tickets is about 4 crores of rupees. It is not, as my friend Shri Sadhan Gupta mentioned, that we do not know about. I have, for twelve years of my life, travelled in suburban trains, and that too, 12 miles only. We know something about it. But, revenue considerations could not be altogether lost sight of. I think, the suggestions, if they are accepted, would reduce the value of this Bill considerably so that we may as well drop it. Therefore, I am unable to accept any of these amendments.

Mr. Speaker: Which are the amendments that the hon. Members want to be put to the House?

Shri Sadhan Gupta: No. 30.

Shri Fatehsinh Ghodasar: No. 13.

Mr. Speaker: All of them one after another First, No. 30. The question is:

Page 4—

for the Schedule, substitute:

"THE SCHEDULE

(See section 3)

Description of traffic 1	Rate of tax 2
1. Passengers travelling by railway for distances upto 80 miles (inclusive)	Nil
2. Passengers travelling by railway for distances from 81 to 500 miles (inclusive)	2% of fare.
3. Passengers travelling by railway for distances over 500 miles.	1% of fare.
4. Passengers travelling on mileage coupons.	3% of the cost of coupons.
5. Passengers travelling on season tickets.	Nil"

The motion was negatived.

18 hrs.

Mr. Speaker: There are amendments relating to 30 miles, 50 miles, 100 miles and so on. Shall I treat them on the same basis? The hon. Minister has said that acceptance of these will mean substantial reduction in the receipts. Therefore, if the amendments are not pressed, I shall treat them as not pressed.

Shri Sadhan Gupta: They may all be put together.

Mr. Speaker: His amendment has been put and lost. Why should he worry?

Shri Sadhan Gupta: The others may be put together.

Mr. Speaker: The others are not pressed.

The amendments were, by leave, withdrawn.

Mr. Speaker: I shall now put Government amendment No. 2 to the Schedule to the vote of the House. The question is:

Page 4—

for the Schedule, substitute:

“THE SCHEDULE

(See section 3)

Description of traffic	Rate of tax
1	2
1. Passengers travelling by railway on season tickets.	Nil
2. Passengers travelling by railway for distances upto 15 miles (inclusive).	Nil
3. Passengers travelling by railway for distances from 16 miles to 30 miles (inclusive).	5% of fare.
4. Passengers travelling by railway for distances from 31 miles to 500 miles (inclusive).	15% of fare.
5. Passengers travelling by railway for distances over 500 miles.	10% of fare.
6. Passengers travelling on mileage coupons.	12½% of the cost of the coupons

Explanation.—For the purposes of this Schedule, distances shall be computed according to the rules for the time being in force relating thereto made under the Indian Railways Act, 1890.”

The motion was adopted.

Mr. Speaker: The question is:

“That the Schedule, as amended, stand part of the Bill”.

The motion was adopted.

The Scheduled, as amended, was added to the Bill.

Clause 1—(Short Title)

Amendment made:

Page 1,—for clause 1, substitute—

“1. **Short title and commencement.**—(1) This Act may be called the Railway Passenger Fares Act, 1957.

(2) It shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint”.

—[Shri T. T. Krishnamachari]

Shri T. T. Krishnamachari: This alteration is merely to indicate that the Act shall come into force on a date which will be indicated by a notification in the Official Gazette.

Mr. Speaker: The question is:

“That clause 1, as amended, stand part of the Bill”.

The motion was adopted.

Clause 1, as amended, was added to the Bill.

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

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

“That the Bill, as amended, be passed”.

Mr. Speaker: The question is:

"That the Bill, as amended, be passed".

The Lok Sabha divided.... .

Shri S. V. Ramaswami (Salem): My switch has gone out of order.

Mr. Speaker: The result of the division is:

Ayes 160; Noes 47.

AYES

Division No. 27]

[12.06 hrs

Abdul Latcef, Shri
Achar, Shri
Ambalam, Shri Subbian
Arumugham, Shri R.S.
Arumugham, Shri S.R.
Ashanna, Shri
Ayyakkannu, Shri
Bagdi, Shri
Bajal, Shri Kamalnayan
Bakliwal, Shri
Banerjee, Shri S. K.
Barupal, Shri P.L.
Basappa, Shri
Bhagat, Shri B.R.
Bhakt Darshan, Shri
Bhattacharyya, Shri C. K.
Bhogli Bhai, Shri
Bidari, Shri
Birbal Singh, Shri
Brahm Perkaash, Ch.
Chaturvedi, Shri
Chavda, Shri
Dasappa, Shri
Das, Shri K.K.
Das, Shri M.M.
Das, Shri N.T.
Deb, Shri N. M.
Dube, Shri Mulchand
Dwivedi, Shri M.L.
Elaysperumal, Shri
Gaekwad, Shri Patesingh Rao
Ganapathy, Shri
Gandhi, Shri Peroz
Ganga Devi, Shrimati
Gautam, Shri C.D.
Hajarnavis, Shri
Harvani, Shri Ansar
Hasda, Shri Subodh
Heda, Shri
Hem Rai, Shri
Hukam Singh, Sardar
Jagjivan Ram, Shri
Jain, Shri A. P.
Jangde, Shri
Jena, Shri K.C.
Jhunjhunwala, Shri
Jogendra Sen, Shri
Joishi, Shri A.C.
Joishi, Shrimati Subhadra
Jyotishi, Pandit J.P.
Kanakasabai, Shri
Karmarkar, Shri
Kedaria, Shri C.M.
Kesar Kumari, Shrimati

Keshava, Shri
Khan, Shri Shah Nawaz
Khedkar, Dr. G.B.
Kistaiya, Shri
Krishna Chandra, Shri
Krishnamachari, Shri T.T.
Krishna Rao, Shri M.V.
Kumbhar, Shri
Lachhi Ram, Shri
Lahiri, Shri
Lal, Shri R.S.
Laxmi Bai, Shrimati
Maidda Ahmed, Shrimati
Malaviya, Pandit Govind
Malaviya, Shri K.D.
Maniyangadai, Shri
Masuriya Din, Shri
Mathur, Shri Harish Chandra
Mathur, Shri M.D.
Mehta, Shri J.R.
Mishra, Shri B.D.
Mishra, Shri Bibhuti
Mishra, Shri L.N.
Mishra, Shri R.D.
Mohideen, Shri Gulem
Mohiuddin, Shri
Munusamy, Shri N.R.
Morarka, Shri
Muthukrishnan, Shri
Nadar, Shri P.T.
Nair, Shri C.K.
Nair, Shri Kuttikrishnan
Nailakoya, Shri
Nanjappa, Shri
Narayanasaamy, Shri R.
Naskar, Shri P.S.
Nathavani, Shri
Nayar, Dr. Sushila
Nehru, Shri Jawaharlal
Nehru, Shrimati Uma
Onkar Lal, Shri
Padam Dev, Shri
Palchoudhuri, Shrimati Ila
Panna Lal, Shri
Parmar, Shri Y.S.
Patel, Shrimati Maniben
Patel, Shri Rajeshwar
Prabakar, Shri Naval
Raddha Raman, Shri
Raghunath Singh, Shri
Raman, Shri M.H.
Ramananda Tirtha, Swami
Ramaswamy, Shri K.S.

Ramaswamy, Shri P
Rameshwar Rao, Shri
Rampuro, Shri M.
Ram Saran, Shri
Rane, Shri
Rangarao, Shri
Rao, Shri E.M.
Rao, Shri Hanmanth
Ray, Shrimati Renuka
Reddy, Shri Balli
Reddy, Shri Rami
Rup Narain, Shri
Sahu, Shri Rameshwar
Saigal, Sardar A.S.
Salam, Shri Abdul
Samanta, Shri S.C.
Sanganna, Shri
Sankarapandian, Shri
Sarhadi, Shri Ajit Singh
Sen, Shri P.G.
Shakuntala Devi, Shrimati
Shankaraya, Shri
Sharma, Pandit K.C.
Siddiah, Shri
Singh, Shri D.N.
Singh, Shri D.P.
Singh, Shri K.N.
Singh, Shri M.N.
Singh, Shri T.N.
Sinha, Shri Anirudh
Sinha, Shri Satyendra Narayan
Sinha, Shri Satya Narayan
Subramanyam, Shri T.
Sumat Prasad, Shri
Sunder Lal, Shri
Swaran Singh, Sardar
Tahir, Shri Mohammed
Thimmasab, Shri
Thomas, Shri A.M.
Tiwari, Shri Babu Lal
Tiwari, Shri R.S.
Tiwary, Pandit D.N.
Tula Ram, Shri
Uike, Shri
Umrao Singh, Shri
Upadhyaya, Shri Shiva Datt
Varma Shri B.B.
Vedakumari, Kumari M.
Vishwanath Prasad, Shri
Vyas, Shri Radnial
Wadiwa, Shri
Wilson, Shri J.N.
Wodeyar, Shri

NOES

Barua, Shri Hem
Chakravarty, Shrimati Renu
Chandramani Kalo, Shri
Dasgupta, Shri B.
Deb, Shri P. G.
Deo, Shri P. K.
Dharmalingam, Shri
Gaikwad, Shri B. K.
Ghodesar, Shri Fatehsinh
Ghosal, Shri
Ghose, Shri Bimal
Ghose, Shri S.
Godsora, Shri S. C.
Gopalan, Shri A. K.
Gupta, Shri Sadhan
Imam, Shri Mohamed

Jadhav, Shri
Kamble, Shri B. C.
Katti, Shri D.A.
Krishnaswami, Dr.
Kumarar, Shri
Kunhan, Shri
Mahanty, Shri
Mansy, Shri
Mazin, Shri
Menoo, Shri Narayanankutty
Mullick, Shri B. C.
Nair, Shri Vasudevan
Nayar, Shri V. P.
Panigrahi, Shri
Parmar, Shri K. U.
Parvathi Krishnan, Shrimati

Patel, Shri P. R.
Paril, Shri Nana
Prodhan, Shri B. C.
Rai, Shri Khushwaq
Rao, Shri D. V.
Rao, Shri T. B. Vittal
Reddy, Shri Nagi
Sampath, Shri E.V.K.
Soren, Shri
Sugandhi, Shri
Supakar, Shri
Thevar, Shri
Vajpayee, Shri
Valvi, Shri
Verma, Shri Ramji

The motion was adopted.

FOREIGN EXCHANGE REGULATION (AMENDMENT) BILL

The Minister of Finance (Shri T. T. Krishnamachari): I beg to move*:

"That the Bill further to amend the Foreign Exchange Regulation Act, 1947, be taken into consideration".

Dr. Krishnaswami (Chingleput): Let the House have order. Some hon. Members are leaving the House.

Shri V. P. Nayar (Quilon): The Minister is bringing Bill after Bill hour after hour.

Mr. Speaker: There is greater enthusiasm in the Opposition.

Soon after a Bill is passed, I should say 'Let the House be cleared', as I often say, 'Let the Lobbies be cleared', and then the hon. Minister in charge of the next item of business may start.

Shri T. T. Krishnamachari: The main purpose of the Bill is to place the Foreign Exchange Regulation Act on a permanent footing. As it stands at present, its life will expire on 31st December 1957. When the Foreign

Exchange Regulation Bill was first placed before the Legislative Assembly in 1946, the period for which it would remain in force was not specified. Government's intention was to make it permanent with a view to safeguard our balance of payments, but when the Bill went before the Select Committee, it took a more optimistic view, and thought that world trade and economic conditions would return to normal after the initial postwar period. The Committee, therefore, recommended that the duration of the Act be limited to five years with powers to Government to extend it for another three years. As the Act came into force on the 25th March 1947, it would have expired on the 24th March 1952. Government, however, came to Parliament which extended the Act till the 31st December, 1957. It will now expire on that date unless extended again.

I have, therefore, come before this House for an extension of the Act without time-limit. Our expectation that world trade and economic conditions would stabilise themselves after the initial postwar period has not been fulfilled. As the House is well aware, our foreign exchange situation is still

*Moved with the recommendation of the President.