

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) In September, 1954, the Planning Commission issued a letter to all State Governments containing certain suggestions regarding future licensing policy in respect of road transport services.

(b) and (c). The Manipur Administration communicated these suggestions to the State Transport Authority who have kept these in view while considering applications for permits.

Shri L. Achaw Singh: In view of the fact that there are a large number of co-operatives in Manipur and also in view of the fact that the M.D.U. Co-operative society has been there in this field for the last 16 years, may I know why no permits have been issued to them and only 15 permits have been issued to Manipur State transport in the Imphal-Dimapur Road for stage carriages to run the passenger transport service?

Shri Raj Bahadur: As per instructions of the Planning Commission, it was clearly laid down that special encouragement should be given to the formation of viable units and I have got figures in my possession which show that so far as public carriers are concerned, in the period 1956-57, as many as 25 permits have been given to Manipur State Transport and 251 permits to private persons.

Shri Ranga: What about co-operatives? Is any special effort made to encourage co-operatives there?

Shri Raj Bahadur: The Act has been amended and co-operatives have been placed on a special footing so far as that is concerned.

#### Marine Engineering

\*661. Shri Jhulan Sinha: Will the Minister of Transport and Communications be pleased to state:

(a) the maximum number of boys who can be taken in the Directorate of Marine Engineering Training every year;

(b) whether this number is being increased; and

(c) if not, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). Fifty boys are at present being taken annually for training in the Directorate of Marine Engineering Training, but there is sufficient capacity to increase this intake to eighty boys per year, if necessary. The question of taking more than fifty boys per year is under active consideration.

Shri Jhulan Sinha: May I know if it is possible to increase this number to the maximum capacity?

Shri Raj Bahadur: It is possible to do so. That depends upon the requirement in the shipping companies and other concerned departments for these boys.

#### Family Planning

\*662. Shri Naushir Bharucha: Will the Minister of Health be pleased to state whether in view of the practical difficulties arising from conventional methods of family planning, the setting up of sterilisation clinics, where sterilisation can be carried on absolutely voluntary basis, free of cost, has been considered by Government?

The Minister of Health (Shri Karmakar): Sterilisation is not a method of family planning because the surgical operation involved is irreversible. The Family Planning Board which considered this question have not recommended it as part of the Family Planning Programme.

#### Withholding of Telegrams

\*663. Shri Surendranath Dwivedy: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that telegrams from the Chairman, Praja Socialist Party, Kashmir to the Prime Minister and the Home Minister conveying them the report of an assault on the workers and members of the State Executive of the P.S.P. at Banihal in April last were held-up at Jammu Telegraph Office; and

(b) if so, under whose instructions it was done and why?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A telegram addressed to the Prime Minister and three other persons was lodged at the Jammu Telegraph Office on 26-4-1957. Its transmission was withheld under the orders of the local authority empowered to deal with such matters.

Shri Surendranath Dwivedy: May I know what were the reasons?

Shri Raj Bahadur: These reasons are best known to the local authorities.

Shri B. C. Ghose: Is it the usual practice for the local authorities to hold up telegrams? Is that power now vested in the local authorities everywhere?

Shri Raj Bahadur: It is given in the rules which are well known Para 90, P & T Manual Vol II Part II empowers certain authorities to take such action in the case of telegrams as they deem fit in the public interest, if they think that a particular telegram is such as would spread a scare or tend to create a false impression in the public. They are empowered under the Manual.

Shri B. C. Ghose: Has the Ministry any authority if it receives complaints to inquire into whether that authority was exercised rightly or wrongly?

Shri Raj Bahadur: In this case, I am afraid, perhaps, it was not exercised properly. We have got departmental orders already that in case a telegram is addressed to higher authorities or other dignitaries of such stature, it should not be intercepted. Fresh instructions have been issued in this behalf again.

Dr. K. B. Menon: What exactly was objectionable in this telegram?

Shri Raj Bahadur: It may be from the point of view of the local authorities. As I said, spreading scare or something like that . . .

Mr. Speaker: It was withheld as objectionable. Is it open to the hon. Minister to refer to the objectionable matter in this House?

Shri Surendranath Dwivedy: There is nothing objectionable in the telegram, I have got it here and I shall read out.

Mr. Speaker: No, no I am not here to decide. The District Magistrate is empowered to withhold wherever it is objectionable or otherwise.

Dr. K. B. Menon: Has there been anything objectionable in the telegram addressed to the Minister?

Mr. Speaker: The hon. Minister said that a mistake has been committed, that telegrams addressed to superior officers ought to have been communicated and that there was default in this matter. Next question.

#### Economy on Railways

\*665. Shri Harish Chandra Mathur: Will the Minister of Railways be pleased to state what measures have been adopted by the Railway Board to streamline the office procedure, the system of correspondence and returns to ensure efficiency and economy as indicated in their Press Note of the 1st July, 1957?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The importance of the following measures, amongst others, is being specially kept in view for the purpose of achieving improvement in efficiency and economy.

- (1) Rationalisation of information received from Railways by revising and combining the various returns wherever feasible;
- (ii) Reduction of noting, keeping it to the practicable disposal of issues involved,
- (iii) Resolving matters and expediting decisions through discussions between officers as far as possible, instead of through noting, particularly