

Shri T. S. A. Chettiar: What are the reasons for not accepting the suggestions of the Public Accounts Committee?

Shri Raj Bahadur: Essentially, the Postal Life Insurance Fund is a facility offered by the Government for its employees. It differs from the ordinary commercial insurance business, on five essential factors. Firstly, there are no agents appointed for procurement of business. Secondly, the completion of the proposal forms is done by the offices. Thirdly, the proposer is sent for medical examination, to the medical officers, by the department. Fourthly, the Accounts Officer and the various units in charge of pay and allowances of Government servants, are responsible for the collection of premia, and fifthly, the system of maintenance of accounts is different as the Postal Life Insurance Fund is part and parcel of the Government funds. Thus it is different from the commercial procedure.

Shri T. S. A. Chettiar: May I know what is the procedure adopted when Government does not accept any recommendation of the Public Accounts Committee? Is it referred back to the committee?

Shri Raj Bahadur: I may refer the hon. Member to the Public Accounts Committee's recommendation itself, which said that the Committee desired the P. & T. Department to examine this in consultation with the Ministry of Finance and apprise them in due course of the decisions arrived at. That was all the recommendation.

Shri C. D. Pande: May I know if the Government is considering the amalgamation of the Postal Insurance with the general insurance, in view of the nationalisation of insurance?

The Minister of Communications (Shri Jagjivan Ram): I may refer my hon. friend to the Bill which has been introduced. If he will look into the Bill, he will find that Postal Life Insurance has been specifically excluded from the Corporation to be set up to undertake the work of life insurance.

SCHEDULED CASTE RECRUITMENT IN RAILWAYS

***602. Shri Velayudhan:** Will the Minister of Railways be pleased to state:

(a) the number of Scheduled Caste persons recruited as routine clerks and assistants in the Railway Ministry in the year 1955;

(b) what was the result of the advertisement recently issued regarding the recruitment of routine clerks in the Railway Board from amongst Scheduled Castes and Tribes; and

(c) whether there was any test for their recruitment?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Routine Clerks—12. Assistants—Nil.

(b) As a result of this advertisement, ten Routine Clerks belonging to Scheduled Castes and one belonging to Scheduled Tribes were recruited in 1955. 7 more Routine Clerks belonging to Scheduled Castes have been recruited in 1956 as a result of the same advertisement.

(c) Yes.

Shri Velayudhan: May I know what number was shown in the advertisement for selection from the Scheduled Castes and whether that number was selected in full after the test?

Shri Shahnawaz Khan: I do not have the particular information with me just now; but, if the hon. Member would like to know it, he can refer to me later on.

Shri Velayudhan: Regarding the test mentioned by the hon. Parliamentary Secretary just now, is there any syllabus fixed for it or is it only a viva voce interview? May I know whether any information is given regarding the standard of the test or the syllabus which the candidates will have to study?

Shri Shahnawaz Khan: The minimum qualification laid down was matriculation and together with that, it was given out that preference would

be shown to those candidates who knew typing and could type at a speed of about 30 words per minute. So, they were put to a typing test; later on, they were asked to write an essay and then there was an interview.

Shri Velayudhan and Shri M. R. Krishnan rose—

Mr. Speaker: Shri M. R. Krishna.

Shri Velayudhan: It is my question.

Mr. Speaker: I have allowed the hon. Member to put two or three questions. The question may be his, but other hon. Members are also interested.

Shri M. R. Krishna: May I know the number of applications received from the Scheduled Castes and whether they had to come through the Employment Exchanges?

Shri Shah Nawaz Khan: The number of applications received from Scheduled Castes was 289, Scheduled Tribes 16 and Anglo-Indians 4.

Shri B. S. Murthy: May I know whether all the vacancies allotted for the Scheduled Castes and Scheduled Tribes have been filled by those candidates who appeared for the tests?

Shri Shah Nawaz Khan: In the advertisement that was published, applications were invited only from Scheduled Castes and Scheduled Tribes. A large number of candidates applied for the posts, but we had to fix a minimum standard. All those who came up to that minimum standard were accepted.

Shri I. Eacharan: May I know whether all Class IV vacancies in the railways are notified in the Employment Exchanges or only a certain percentage of which is notified and the rest is filled up by direct recruitment?

Shri Shah Nawaz Khan: Recruitment to Class IV staff is normally made by the railway officers themselves. But intimation regarding the date, time and place of selection is given to the connected Employment Exchanges. Candidates through the Employment Exchanges are also given due consideration.

Shri Velayudhan: May I know whether, when the advertisement was made, there was any specific mention

of the number of Scheduled Castes and Scheduled Tribes candidates to be taken, because not a single candidate was taken for the post of Assistant?

Shri Shah Nawaz Khan: I have nothing to add to what I have already said. There is a minimum standard on which we insist and we try as much as we can to accommodate all the Scheduled Castes and Scheduled Tribes candidates who are available. I may add here that the Railway Ministry has written to the Home Ministry to provide information about all the people who can be considered for promotion to Assistants, posts from other Ministries.

KANDLA PORT

*603. **Shri Boovaraghasamy:** Will the Minister of Transport be pleased to state:

(a) the original estimated cost of construction of Kandla Port;

(b) whether there is a change in the original estimated cost;

(c) if so, how much;

(d) how does the estimated cost of construction of this port compare with the cost of any other port of the same size in India;

(e) whether the construction work is being carried according to the original agreement both in period and cost; and

(f) if not, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Rs. 12.95 crores.

(b) and (c). The revised estimate shows an increase of Rs. 1.21 crores.

(d) to (f). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 58.]

Shri Boovaraghasamy: Who were the contractors at the time the agreement was made for this contract?

Shri Alagesan: It was a combine of an Indian company, Sind Resettlement Corporation and a German firm.

Shri Boovaraghasamy: May I know whether these contractors are still jointly doing this work or any of the