

Saturday, August 3, 1957

LOK SABHA DEBATES

Second Series

Volume IV, 1957

(27th July to 8th August, 1957)



SECOND SESSION, 1957

(Vol. IV Contains Nos. 11 to 20)

**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA DEBATES

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LOK SABHA

Saturday, 3rd August, 1957

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

MOTIONS FOR ADJOURNMENT

SWEEPERS' STRIKE IN DELHI AND POLICE FIRING

Mr. Speaker: Has the hon. Home Minister anything to say about the adjournment motions?

The Minister of Home Affairs (Pandit G. B. Pant): The House will be relieved to learn that the sweepers' strike has been called off and everything is proceeding normally.

So far as the other matter is concerned, I regret that I have not yet received the report of the Additional District Magistrate. Perhaps I may get it in the course of the day. You may fix any time that may be convenient to the House for the discussion of any or all of these motions this afternoon. I have no objection to any.

Shri Narayanankutty Menon (Mukandapuram): There is one point to be brought to notice. The other day when the adjournment motion was tabled, you were pleased to direct the Home Minister that he should get the statement from the Magistrate concerned by Saturday. Now hon. Home Minister comes and says that it has not been possible to get a report from that particular officer. May we know what has happened to the

direction that you had given to the hon. the Home Minister, and why the report is not before us?

Mr. Speaker: That is exactly what he has said just now. The Magistrate has not been able to complete his investigation.

Shri Surendranath Dwivedy (Kendrapara): Press reports say that he has submitted the report.

Mr. Speaker: The Government will place it sometime during the day. All the same, I am admitting the first adjournment motion standing in the name of Shri Sadhan Gupta. I give my consent to it. It is a matter of importance, and the Government themselves are anxious that there should be a debate.

Therefore, those hon. Members who are in favour of the adjournment motion will kindly rise in their seats. I must see at least 50 persons standing.

Some hon. Members rose in their seats.

Shrimati Renu Chakravartty (Basirhat): What about the Congress Members?

Mr. Speaker: The motion will be taken up at 16-00 hours this afternoon.

Shri Ranga (Tenali): May I ask what is the range of the subject that we have to discuss in the evening?

Mr. Speaker: It is in the adjournment motion.

Shri Ranga: Not exactly the adjournment motion. There is a certain aspect of those happenings which is under investigation. There are other

[Shri Ranga]

things leading up to that particular happening. Which particular aspect is going to be discussed?

An Hon. Member: All aspects.

Mr. Speaker: I am not going to give a ruling in advance. All hon. Members have got the motion before them. If they speak irrelevently, I will pull them up.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

SWEEPERS' STRIKE IN DELHI AND POLICE FIRING

Dr. Ram Subhag Singh (Sasaram): Under rule 197, of the Rules of Procedure and Conduct of Business in Lok Sabha, I beg to call the attention of the Minister of Home Affairs to the following matter of urgent public importance, and request that he may make a statement thereon:

The sweepers' strike in Delhi and the police firing on the 31st July 1957.

Mr. Speaker: I have allowed the adjournment motion. So far as this matter is concerned, this will also be discussed then. Therefore, it is unnecessary to make a statement.

Shri M. L. Dwivedi (Hamirpur): The hon. Minister has been pleased to say that the strike has been called off. May I know if Government have agreed to certain demands of the sweepers or there is any thing?.. (Interruptions).

Mr. Speaker: The subject of the motion is there, for discussion today.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): What time?

Mr. Speaker: At 16-00 hours today. Under the rules, the debate will go on for 2½ hours and the question will be put at the end. The previous practice, during the time of the previous Government was different;

it could be talked out. Now the question has to be put under the rules.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): With your permission, I rise to announce the order of Government business in this House for the week commencing Monday, the 5th August:

1. Consideration and passing of the Essential Services Maintenance Bill 1957. This Bill is set down for introduction today.

2. Discussion and voting of Demands for Grants in respect of the Ministries of transport and Communications, Information and Broadcasting, Rehabilitation, Steel, Mines and Fuel, and Works, Housing and Supply.

CORRECTION OF ANSWER TO STARRED QUESTION NO. 636

The Minister of Commerce (Shri Kanungo): In the supplementaries to Starred question No. 636 in the Lok Sabha on the 30th May, 1957, a question was put by Shri Kadiyan as to why the Union Public Service Commission was not consulted by the Khadi and Village Industries Commission when it took over the services of the employees of the All India Khadi and Village Industries Board. My answer to that question has been recorded as follows in the proceedings:—

"They were consulted at several stages. The services of most of the people to be recruited were of such a specialised nature and therefore, they were recruited by the Board itself. While taking over them, their services and terms were the same and the Union Public Service Commission were also consulted".

The correct position, however, is that the Khadi and Village Industries Commission is a statutory body set up

under the Khadi and Village Industries Act (No. 61 of 1956) and consultation with the Union Public Service Commission is not mandatory under the provisions of the said Act in respect of the appointments under the former Commission. The Union Public Service Commission was, therefore, not consulted when the employees of the All India Khadi and Village Industries Board were taken over by the Khadi and Village Industries Commission on 1st April 1957.

STATEMENT RE: APPOINTMENT OF A COMMISSION OF ENQUIRY RE: EMOLUMENTS AND CONDITIONS OF SERVICE OF CENTRAL GOVERNMENT EMPLOYEES

The Minister of Finance (Shri T. T. Krishnamachari): Mr Speaker, Sir, on Friday, the 19th July, Government indicated that they were considering the question of instituting an enquiry, *inter alia*, into the structure of emoluments and the conditions of service of the Central Government employees. Government have now reached a decision on this matter. It is proposed to appoint a Commission of Enquiry to go into this and other related questions.

Mr. Justice Jagannadha Das, Judge of the Supreme Court, has kindly agreed to be the Chairman of the Commission. He will be assisted by four other members whose names I expect to be able to announce shortly.

The terms of reference to guide the work of the Commission are as follows:—

The Commission shall

(i) examine the principles which should govern the structure of emolument and conditions of service of the Central Government employees;

(ii) consider and recommend what changes in the structure of emoluments and conditions of service of different

classes of Central Government employees are desirable and feasible, keeping in mind the consideration mentioned in para 2 below; and

(iii) recommend in particular the extent to which benefits of the Central Government employees can be given in the shape of amenities and facilities.

2. In making its recommendations, the Commission will take into account the historical background, the economic conditions in the country and the implications and requirements of developmental planning and also the disparities in the standard of remuneration and conditions of service of the Central Government employees on the one hand and of the employees of the State Governments, local bodies and aided institutions on the other, and other relevant factors

ESSENTIAL SERVICES MAINTENANCE BILL*

The Minister of Home Affairs (Pandit G. B. Pant): Sir, I beg to move for leave to introduce a Bill to provide for the maintenance of certain essential services and the normal life of the community.

Shri Sadhan Gupta (Calcutta-East): I oppose this, Sir.

Several Hon. Members: We oppose this

Mr. Speaker: Hon. Members might have waited till I put the question, and then opposed it. As it is, I do not know what is it that they are opposing.

I will put it before the House and then they can oppose. Otherwise, what is it that they are opposing?

The question is:

"That leave be granted to introduce a Bill to provide for the maintenance of certain essential services and the normal life of the community."

Several Hon. Members: We oppose it.

Mr. Speaker: Now, the hon Home Minister will make a brief statement and I will call upon the leader of the Communist group to make his statement

Shri Naushir Bharucha (East Khadesh) I am rising to points of order on the introduction of the Bill itself

I am raising five points Under Rule 72, it is open to anybody to object to the introduction of the Bill if the Bill initiates legislation outside the legislative competence of the Parliament My submission, therefore, is this. Whether the Bill does not initiate legislation outside the legislative competence of the Parliament in that it renders nugatory or illusory the fundamental right under article 19(c), the right to form associations or unions and under article 19(g) the right to practice any profession, or to carry on any occupation? This is the first point

The second point is whether it offends the provisions of article 14 namely, the denial to certain employees of Government equal protection of laws within the territory of India

Thirdly, whether sub-clause (2) of clause 2 of the Bill does not, in substance, invest the Government with the Ordinance making powers in the guise of notifications, thus encroaching upon the Ordinance-making powers of the President and amending the Constitution by the backdoor

Fourthly, whether sub-clause (4) of clause 3 of the Bill does not contravene article 20(1) by creating a new criminal offence with retrospective effect

Fifthly, whether clause 6 of the Bill inflicting punishment for an offence created as stated above does not also violate article 20(1) of the Constitution

With your permission, Sir, I shall briefly amplify these points

Mr Speaker: The hon Member said enough

Shri Naushir Bharucha: May I elucidate the points, Sir? Some points may not be apparent at first sight or thought and they require elucidation For instance, I have referred to article 14 and I have got to show how equality of protection is denied

Mr. Speaker: If I have doubts I will ask the hon Member I have no doubt regarding the matter raised by him He refers to article 14 for the purpose of stating that there shall not be discrimination

Shri Naushir Bharucha: There are implications in it I want to point out in what respect there is discrimination

First, I say that denying the right to form unions is obvious in the sense that it renders unions impotent and makes them incapable of fulfilling their objects and that it strikes a blow at the fundamental right which says that citizens have the right to form associations and unions

It is true that this right is subject to reasonable restriction in the interests of the public, but the Bill seeks not to place restrictions but an outright prohibition on strike Reasonable restrictions for instance, could be that the strikers shall not take out processions and limitations of such nature A complete prohibition is outside the scope of the Constitution and I, therefore submit that it violates article 19(c)

Coming to article 19(g), it is also violated because if I have got a right to carry on a trade or following a vocation, I have equally the right not to do it by means of strikes or in other ways That right is violated also

Coming to the fact that this Bill also defeats article 14, it would be seen that it is made applicable to certain categories of government employees, mentioned in clause 2 It does not apply to all government employees Certain categories of government employees only are discriminated against in that they come within the mischief of the Bill but it does not, for instance, bring within its mischief the Atomic Energy Department, the Diplomatic Services,

Government Hospitals, Reserve Bank employees and so forth. It is really very funny that it brings within its mischief employees employed in the Mint but not the employees employed in the Issue Department of the Reserve Bank. Therefore, what I submit is that between government employees performing the same duty, there is invidious distinction created by the Bill. Thus, there is no equal protection of law between similar categories of government servants. It is conceivable that certain discrimination is permissible under article 14 provided that the classification is very rationally based. As I pointed out, there is no rational basis of classification of government servants for the simple reason that the 'essential services' are so defined—the definition is made so elastic—that it will include anything and every union which gives a notice to go on strike

Coming to the fact that under sub-clause (2) of clause 2, the Bill encroaches upon the Ordinance-making right of the President. You will see that under article 123, the President has powers to issue Ordinances. Sub-clause (2) of clause 2 of the Bill definitely invests Government, in substance, with Ordinance-making powers. The language of article 123 is boldly lifted from the Constitution and transplanted into the Bill. Such power is called under the Bill by the name of notification. Such a camouflage cannot really conceal its real character, namely, the Bill is really giving an Ordinance-making power. This is an encroachment upon the powers of issuing Ordinances of the President who alone is empowered under the Constitution to issue ordinances. This, I submit is also a backdoor amendment of the Constitution. If the framers of the Constitution had thought it fit to invest Government with Ordinance-making powers, they would have done so. But in so far as they have not done so, I submit, this is nothing short of amending the Constitution by the backdoor.

Coming to sub-clause (4) of clause 3, the very strange thing is that it makes strikes illegal whether commenced before or after a particular order is promulgated. If, for instance, today I advise the P. & T. Workers' Union to go on strike and a week later the order is promulgated, then, the strike becomes illegal from its inception. Therefore, a criminal offence is created with retrospective effect. Article 20(1) lays down that no person shall be convicted of any offence except for violation of a law in force at the time of the commission of the act charged as an offence. Therefore, it clearly seeks to go behind this particular clause in that it says that somebody shall be convicted of an offence for violation of a law not in force at the time of the commission of the act when such offence was not there. Therefore, it is a clear violation.

Coming to clause 6, this clause provides punishment. Again article 20(1)—the latter part—says that no person shall be subjected to a penalty greater than that which might have been inflicted under the law in force at the time of the commission of the offence. Therefore, not even a day's penalty of simple imprisonment can be prescribed, let alone a year's imprisonment that has been prescribed here.

The point I am making is this. The Constitution follows a very salutary principle. What today is not an offence shall not be created an offence with retrospective effect by an order of the Government and no subject of the State shall be made liable to any penal provisions by virtue of such an order. For all these reasons, I submit that the Bill transgresses the legislative competence of Parliament and therefore, under rule 72 I oppose it at the introduction stage.

Shri Narayanankutty Menon (Mukundapuram): Sir, I also want to raise another point of order in support of it but for a different reason. The Bill violates article 14 of the Constitution inasmuch as clause 10 of the Bill affects the rights of the industrial labour. If any industry is declared as essential under the Industrial Disputes Act the

[Shri Narayanankutty Menon]

workers automatically get a right for their grievances to be referred to a tribunal. That is a statutory obligation. There is the other provision of this Bill affecting the old provision contained in the Industrial Disputes Act which has already been passed by this Parliament. The right that is granted to the employees under the Industrial Disputes Act is taken away in respect of the Central Government employees alone. So, there is a *prima facie* discrimination between the Central Government employees and others.

Mr. Speaker: Is it said in the Industrial Disputes Act that any union of workers can strike? Is there a clause to that effect?

Shri Narayanankutty Menon: There is no such provision. The provision is that if a particular industry is declared essential, there is an automatic obligation on the Government to refer the disputes pending to a tribunal. That right is taken away here. So, there is *prima facie* discrimination under article 14 of the Constitution.

The Minister of Law (Shri A. K. Sen): Mr. Speaker, I am afraid the points raised regarding the validity of this Bill have no basis. Firstly, the first point raised is that this Bill contravenes article 19 (g) and (c) of the Constitution. There is some confusion from which the hon. Member appears to be suffering. The right to strike is not a Fundamental Right. The right to form associations is a Fundamental Right. They are subject to reasonable restrictions. I would be surprised if any Court of law would deem the restriction imposed on any association to strike in relation to essential services which vitally affect the lives of the people and would regard such a restriction as unreasonable. It is most reasonable that when the whole nation's life is threatened by strikes which seek to paralyse the essential services on which life depends there should be such restrictions. It cannot be regarded unreasonable if the Government proposes measures to limit those threats or

curb those threats by making strikes illegal in services considered essential.

Shri Nath Pal (Rajapur): It is the Bill that is threatening the very basis of the democratic rights of our life...

(Interruptions.)

Shri A. K. Sen: We are not concerned with democratic rights. We are concerned with Fundamental Rights..

(Interruptions.)

Mr. Speaker: Order, order. The hon. Members should know that I allowed the hon. Member to take a long time and go one point after another on the several items and points of orders. I allowed him full opportunity. Nobody interrupted from this side and if anybody tried to, I would have asked them not to do so. Then what for is this interruption? The hon. Members come here for the purpose of convincing one another by cogent arguments and I allow all opportunity for that. Another hon. Member also spoke from this side. He wanted to bring another point of order and I allowed him to do so. Nobody else wanted to participate from this side further. So, I called the hon. Law Minister and he is trying to explain the various points that have been raised. Then why this interruption now? Is it so that I may not hear the hon. Minister and the House also may get confused over this matter?

Shri A. K. Sen: The objection was that it contravenes Fundamental Rights—not democratic rights. What it means is not known really.

Sir, I was answering the point that it did not contravene any Fundamental Right whatsoever.

The attack has also been levelled on the ground that the Bill contravenes article 14 of the Constitution. Every legislation, it is now recognised, must necessarily proceed on classification. It cannot *per se* apply to every man since men are situated in different stations in different categories and by the very nature of their very occupations they belong to different classes. If we classify the services and say that some are essential

for the life of the community, what is wrong: It is essential to shape the economy of any country and it is a very rational classification. We regard certain services as vitally necessary for maintaining the life of the community and it is on that rational basis that the Bill has proceeded and categorises certain services as essential; otherwise it may be made essential by notification of the President if they are deemed essential for the sustenance of the community life of the country. On that rational distinction certain limitations have been imposed on the unions proposing to strike. I submit that there is no force in the contention that the Bill contravenes article 14.

The next reference was to article 20. It prohibits any legislation which seeks to create offences with retrospective effect. If we take the penal provision of the Bill in clause 4 you will find that it operates prospectively. Clause 3 is not a penal provision at all. It only makes the strike illegal as on a particular day. The penal provision is contained in clause 4 which is entirely prospective from the moment the strike becomes illegal in a particular service. Any man who knowingly or otherwise takes part in that strike would be deemed to have committed an offence under the Act. The same is the case with clauses 5 and 6. I cannot imagine how any construction can regard the offences created by these sections as anything but prospective. If we give retrospective effect, to that extent it would be bad but that question does not arise because clauses 4, 5 and 6 have been made only prospective.

The next attack of Shri Bharucha is on the ground that we have really incorporated article 123 bodily in this Bill. It is not a quotation of article 123. Such a provision is necessary in such emergency legislations namely to confer residuary powers in the executive. It is a very familiar provision. It is necessary to confer

powers on the executive to meet emergency so that what is not an essential service today, by change of circumstances it might be so tomorrow, and then the executive may not be left at large groping for powers to meet the situation before the country is paralysed. Therefore, Sir, this is a piece of delegated legislation the like of which occurs not only in this country but in the very home of the separation of legislative and executive powers, in America, where vast powers have been delegated to the executive similar to those contained here, and courts have uniformly upheld such legislations where principles are laid down. The principles are the essence of legislative powers they are indicated by the Parliament whereas the actual execution is left to the Executive.

The next attack comes from the hon. Member, Shri Narayanankutty Menon. The attack is on the ground that differential treatment has been accorded so far as certain government services are concerned, as under the Industrial Disputes Act, as also under the proposed Bill. You will appreciate, Sir, that the proposed Bill repeals the provision of any other law or makes them repugnant, so far as the situation which is sought to be covered by the Bill is concerned. That is the very last clause of the Bill which says:

"The provisions of this Act, and of any order issued thereunder, shall have effect, notwithstanding anything inconsistent therewith contained in the Industrial Disputes Act of 1947, or in any other law for the time being in force."

That means, that it is felt by the Parliament, if the Bill is made into an Act, that the provisions contained in the Industrial Disputes Act to meet emergencies occurring in essential services would not be enough for the purpose of keeping them alive, and fresh powers are therefore sought to be taken under the Act. There is no doubt whatsoever. Once the Bill is

[Shri A. K. Sen]

passed into an Act, essential services covered by the Act will be governed by this Act alone and not by any other Act, which, to that extent, stands repealed.

Therefore, my submission is that there is nothing in the points of order raised by the hon. Members and, Sir, you may be pleased to grant leave for the introduction of the Bill.

Mr. Speaker: I will put the motion to the vote of the House.

Shri Tangamani (Madurai): Sir, may I just seek one clarification? The hon. Minister said that according to the Constitution there is no right given for going on strikes, but in the Constitution itself there is no prohibition of strike as such.

Mr. Speaker: It cannot, therefore, be a fundamental right

Shri Tangamani: Another point is, where labour relations are concerned there is the Industrial Disputes Act. The Industrial Disputes Act only places restrictions on certain industries which are declared as public utility services. Where they are declared as public utility services, there is an obligation on the part of the employees to give a notice under section 14, but when the notice is given under section 14 there is an obligation on the part of the Government to do certain acts. That is the restriction which is contemplated under the Industrial Disputes Act, and it is in line with the spirit of the Constitution itself.

Now, the hon. Law Minister starts on the promise that there is no fundamental right to go on strike. Therefore, any strike, whether in a public utility service or non-public utility service, can be declared as illegal.

Shri Narayanankutty Menon: Sir, I would like to seek some clarification from you. The hon. Member, Shri Naushir Bharucha raised five points of order.

Mr. Speaker: Order, order. How many times can I allow one hon. Member to speak on this?

Shri Narayanankutty Menon: I have some doubts. At that time I was not allowed to raise another point.

Mr. Speaker: Order, order. I am not going to allow the hon. Member to speak for a second time. One hon. Member cannot have a number of chances to speak on the same subject.

Shri S. A. Dange (Bombay City-Central): May I just ask one thing, if not a point of order or on a point of order ...

Mr. Speaker: A point of order was raised and I allowed hon. Members to discuss that matter. I only said that I cannot give a second chance to one hon. Member.

Shri S. A. Dange: On the same question I want to seek some clarification. I want to seek clarification on this question of fundamental right to strike, since this has been raised. The right to strike in fundamental definitions means the right to withhold one's own labour power for being utilised or for being sold. This is the simple meaning of right to strike. I hire my services, I refuse to hire my services. Is this a fundamental right guaranteed or not? I would say, it is, because the Constitution says, and it is also accepted as a matter of principle, that in our country there is no.....

Mr. Speaker: Does "strike" mean resignation from service?

Shri S. A. Dange: Here it is said: "strike means either to refuse to continue to work or to accept employment." Now, forcing me to accept a certain employment is against my fundamental right. I cannot be brought under operations of the rules of serfdom. To compel a man to accept a certain employment against his will is serfdom, and serfdom is ruled out under the fundamental rights of the

Constitution, under article 19 itself I can practice any trade, any profession or any business. At a time I might be a textile worker or a government servant. If I refuse to continue with that trade, I say it is my fundamental right not to continue with my employment. Is this right demed, I should like to know from the hon. Minister for Law and also from others.

Shri A. K. Sen: Then the right to declare a lock-out is also a fundamental right.

Shri P. C. Bose (Dhanbad): Fundamental rights are for the individual. Strike is a concerted action.

Shri S. A. Dange: I am prepared to allow him the right to lock-out and have the right to strike.

Shri Radhelal Vyas (Ujjain): Sir, I rise on a point of order. My point is this. On previous occasions, the late Speaker and you yourself, Sir, have ruled a number of times that whenever there is a piece of legislation before the House the Chair would refuse to give a ruling on points raised on the ground that the particular piece of legislation is *ultra vires* of the Constitution, if it is *ultra vires* of the Constitution it is for the Parliament to reject that piece of legislation, and that the Chair will not take the function of the Supreme Court or High Courts. These observations were made on a number of occasions by the Chair. I would, therefore, request you, Sir, to rule out the points of order raised, and it should be left to the House or the proper judicial authority to give interpretations.

Mr. Speaker: I have heard enough.

Shri Sadhan Gupta: May I reply this point of order?

Mr. Speaker: It is not necessary.

Shri S. A. Dange: May I know whether the Law Minister stands by his offer to take the right of lock-out and give the right to strike?

Shri A. K. Sen: I did not make any offer; I only asked....

Shri S. A. Dange: You withdraw it, that is good.

Pandit G. B. Pant: Even you and he cannot make a new Constitution here.

Shri S. A. Dange: That we will.

Mr. Speaker: Order, order. Though the point of order raised does object to the jurisdiction of this House or competence of this House to proceed with this legislation, hon. Members will kindly read the proviso to rule 72. In the earlier portion of the rule it is said:

"If a motion for leave to introduce a Bill is opposed, the Speaker, after permitting, if he thinks fit, a brief explanatory statement from the member who moves and from the member who opposes the motion, may, without further debate, put the question."

I was about to do so, after I heard from the hon. Member on this side and the hon. Minister. But, objection was raised in the form of a point of order, and that is covered by the proviso which reads:

"Provided that where a motion is opposed on the ground that the Bill initiates legislation outside the legislative competence of the House, the Speaker may permit a full discussion thereon."

I do not treat this as a point of order but an objection raised that this House is not competent to go against the Constitution unless the Constitution itself is amended. I allowed a full discussion and not a formal statement on the point. I allowed the hon. Member who rose on a point of order and then I allowed others also to support or oppose him. Now I will put the question straight to the vote of the House under the proviso to rule 72.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the maintenance of certain essential services and the normal life of the community."

The Lok Sabha divided: Ayes: 174; Noes: 47.

Division No. 7]

AYES

11.42 hrs

Abdul Lateef, Shri
 Achar, Shri
 Agarwal, Shri
 Ajit Singh, Shri
 Ambalam, Shri Subbiah
 Arumugham, Shri R S
 Atchamamba, Dr
 Ayyakannu, Shri
 Azad, Maulana
 Bahadur Singh, Shri
 Banerji, Shri P B
 Bangshu Thakur, Shri
 Barman, Shri
 Barupal, Shri P L
 Basappa, Shri
 Bhagat, Shri B R
 Bhakt Darshan, Shri
 Bhergava, Pandit Thakur Das
 Bholi Sardar, Shri
 Bidari, Shri
 Birba Singh, Shri
 Borooah, Shri P C
 Bose, Shri P C
 Brahm Perakash, Ch
 Brajeshwar Prasad, Shri
 Chanda, Shri Anil K
 Chandak, Shri
 Chandra Shanker, Shri
 Chaturvedi, Shri
 Chettiar, Shri R Ramanathan
 Chaudhry, Shri C L
 Daljit Singh, Shri
 Dasappa, Shri
 Das, Shri K K
 Das, Shri Ramdhan
 Das, Shri Shree Narayan
 Datar, Shri
 Deb, Shri N M
 Dindod, Shri
 Dinesh Singh, Shri
 Dube, Shri Mulchand
 Dwivedi, Shri M L
 Eleyaperumal, Shri
 Geekwad, Shri Gangesingh
 Ganapathy, Shri
 Gandhi, Shri Feroze
 Gandhi, Shri M M
 Gautam, Shri C D
 Gounder, Shri K. P
 Hathu, Shri
 Hazarika, Shri J N
 Hukam Singh, Sardar
 Jagjivan Ram, Shri
 Jain, Shri A P
 Jangde, Shri
 Jedhe, Shri
 Jinachandran, Shri
 Jogendra Singh, Sardar

Josh, Shri A C
 Joshi, Shrimati Subhadra
 Jyotshi, Pandit J P
 Kale, Shrimati A
 Kanakasabai, Shri
 Karmarker, Shri
 Kashwal, Shri
 Kayal, Shri P N
 Khadiwala, Shri
 Khan, Shri Osman Ali
 Khan, Shri Sadath Ali
 Khumpi, Shri
 Kripalam, Shrimati Sucheta
 Krishna Chandra, Shri
 Krishnamachari, Shri T T
 Lachhu Ram, Shri
 Lahiri, Shri
 Lal, Shri R S
 Laxmi Bai, Shrimati
 Mafida Ahmed, Shrimati
 Majithia, Sardar
 Maiti, Shri N B
 Mulvia, Shri K B
 Mansen, Shri
 Mandal, Shri J
 Mandal, Dr Pashupati
 Mehta, Shri B G
 Mehta, Shri J R
 Munimata, Shrimati
 Mishra, Shri L N
 Mishra, Shri M P
 Mohideen, Shri Gulam
 Morarka, Shri
 Murthy, Shri B S
 Nadar, Shri P T
 Naidu, Shri Govindarajulu
 Nanjappa, Shri
 Narayanasamy, Shri R
 Nayak, Shri Mohan
 Nehru, Shri Jawaharlal
 Nehru, Shrimati Uma
 Oza, Shri
 Padam Dev, Shri
 Pahadia, Shri
 Pandey, Shri K. N
 Parmar, Shri Y S
 Patel, Shrimati Maniben
 Patel, Shri Rajeshwar
 Pillai, Shri Thanu
 Prabhakar, Shri Naval
 Radha Raman, Shri
 Raghubir Sahai, Shri
 Raghunath Singh, Shri
 Raj Bahadur, Shri
 Ramakrishnan, Shri
 Raman, Shri Pattabhi
 Ramanand Shastri Swami
 Ramananda Tirtha, Swami

Ramaswami, Shri S V
 Ramaswamy, Shri K S
 Rameshwar Rao, Shri
 Rampure, Shri M
 Ram Subhag Singh, Dr
 Ranbir Singh, Ch
 Rane, Shri
 Ranga, Shri
 Rangarao, Shri
 Rao, Shri Rajagopala
 Rao, Shri R J
 Ray, Shrimati Renuka
 Reddy, Shri K C
 Reddy, Shri Ramakrishna
 Reddy, Shri Viswanatha
 Sahodrabai, Shrimati
 Salam, Shri Abdul
 Samanta, Shri S C
 Senganna, Shri
 Sankarapandian, Shri
 Sarhadi, Shri A S
 Satyabhama Devi, Shrimati
 Satyanarayana, Shri
 Scindia, Shrimati Vijaya Raj.
 Selku, Shri
 Sen, Shri A K
 Shah, Shrimati Jayaben
 Shah, Shri Manabendra
 Shakuntala Devi, Shrimati
 Shankaraya, Shri
 Sharma, Shri D C
 Shastri, Shri Lal Bahadur
 Shivnanappa, Shri
 Shobha Ram, Shri
 Siddiah, Shri
 Singh, Shri D N
 Singh, Shri H P
 Singh, Shri M N
 Sinha, Shri Jhulan
 Sinha, Shri Satyendra Narayan
 Subramanyam, Shri T
 Sultan, Shrimati Mummoona
 Sumat Prasad, Shri
 Swaran Singh, Sardar
 Tewari, Shri Dwarikanath
 Thummaiah, Shri
 Thomas, Shri A M.
 Tiwari, Shri Babu Lal
 Tiwari, Shri R S
 Tiwary, Pandit D N,
 Tyagi, Shri
 Uike, Shri
 Upadhyaya, Shri Shiva Dutt
 Vedakumari, Kumari M
 Viswanath Prasad, Sh
 Vyas, Shri R C
 Wadiwa, Shri
 Wilson, Shri J N.

NOES

Amjad Ali, Shri
 Awar, Shri
 Banerjee, Shri Pramathanath
 Barua, Shri Hem
 Bharucha, Shri Naushir
 Bri Narayan "Brijah", Pandit
 Chakraverty, Shrimati Renu
 Chandramani Kalo, Shri
 Dange, Shri S. A.
 Dasaratha Deb, Shri
 Dasgupta, Shri
 Dige, Shri
 Dwivedy, Shri Surendranath
 Oakwad, Shri B K
 Ghosal, Shri
 Gopalan, Shri A K

Gorey, Shri
 Gupta, Shri Sadhan
 Iyer, Shri Esawara
 Jadhav, Shri
 Kamble, Shri B. C.
 Kar, Shri Prabhat
 Katti, Shri D. A.
 Kodiyar, Shri
 Kumanan, Shri
 Mahagonkar, Shri
 Manay, Shri
 Matin, Shri
 Menon, Dr. K. B.
 Menon, Shri Narayanankutty
 Mohan Swarup, Shri
 More, Shri

Mullick, Shri B. C.
 Naiz, Shri Vasudevan
 Nayar, Shri V. P.
 Parulekar, Shri
 Parvathi Krishnan, Shrimati
 Paul, Shri Nana
 Pillai, Shri Anthony
 Punnoose, Shri
 Rao, Shri T. B. Vittal
 Singh, Shri L. Achaw
 Sugandhi, Shri
 Tangamani, Shri
 Vajpayee, Shri
 Verma, Shri Ramji
 Warrior, Shri

The motion was adopted.

Pandit G. B. Pant: I introduce the Bill

Mr. Speaker: The House will now resume further discussion of the Demands for Grants relating to the Ministry of Transport and Communications. Out of 9 hours allotted for the demands of this Ministry, about 1½ hours have already been availed of and 7½ hours now remain.

The list of selected cut motions have already been circulated to the Members. I shall treat those cut motions as moved subject to their being otherwise admissible.

Pandit G. B. Pant: The further stages of the Essential Services Maintenance Bill may be taken up on Monday, so that the Bill may be accepted or rejected by the House on that day.

Mr. Speaker: The hon. Minister wants that the further stages of the Bill may be taken up on Monday. It may be started on Monday with full discussion.

Shri Naushir Bharucha: For how many days it will proceed?

Mr. Speaker: I shall call an emergent meeting of the Business Advisory Committee. Normally, I do not think it will take more than five hours or, say four hours. (*Interruptions*) Let us see as it progresses.

Shri Jaipal Singh (Ranchi West Reserved—Sch. Tribes): The allocation of hours should be decided first by the Business Advisory Committee. We cannot just tentatively indicate the number of hours until it has gone to the Committee and come back to the House.

Mr. Speaker: It is not obligatory on us to ask for the advice of the Business Advisory Committee provided the House would like to spend as much time as it wants. But I want to call a meeting of the Business Advisory Committee inasmuch as there is a difference of opinion as to how much time has to be allotted for this. We shall have an emergent meeting this evening and then fix up this matter. Notice in the usual course will be given for the next stage, and even today, though it has been informally said in this House, I will certainly receive notice for consideration of the Bill. We will have an emergent meeting.

Shri Parulekar (Thana): There will be no time for us to table amendments.

Mr. Speaker: I shall ask the office to see that it is open till tomorrow evening. The amendments may be tabled before tomorrow evening.

Shri Surendranath Dwivedy (Kendrapara): We could take it up on

[Shri Surendranath Dwivedy]

Tuesday and not on Monday. The hours may be fixed later.

Mr. Speaker: I am afraid the strike is scheduled to start on the 8th. It might take some time. Therefore, I shall waive all notice. All amendments may be tabled. The Notice Office will be open throughout tomorrow as a special case. The hon. Members can give amendments till tomorrow evening, say, till 5 O'clock in the evening. So, it will be taken up for discussion on Monday.

Pandit G. B. Pant: The discussion will be finished on that day, because, the Bill....

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): It is definitely the Government's request that the discussion will be finished on Monday and that the view we will take up at the Business Advisory Committee, and we can agree to no other understanding. (*Interruptions*)

Shri Tangamani: How much time we can get for this Bill—before knowing that, we cannot decide that a particular Bill will be over in three hours.

Shri Sadhan Gupta (Calcutta East): It is objectionable.

Shri Tangamani: It is disrespect to the House.

Shri Jawaharlal Nehru: I think there is some misapprehension about the functions of the Business Advisory Committee. It is an Advisory Committee. It does not overrule the House. It cannot. In this case, we have no objection how long it takes. But it must, according to the submission of the Government, end on Monday. They can sit till 6, 7, 8, 9 or 10 O'clock at night. (*Interruptions*)

An Hon. Member: We protest against it

Mr. Speaker: There is nothing to protest. We have been getting on quite in an orderly way.

An Hon. Member: The House cannot be ordered about like this.

Mr. Speaker: It is open to the House to accept it or reject it. According to the strike notice, the strike is intended to be started on the 8th.

Some hon. Members: It was given long ago.

Mr. Speaker: Therefore, we shall consider the time. It is open to any hon. Member....

Shri Morarka (Jhunjhunu): Let the House decide the time.

Mr. Speaker: It will decide.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): The House has every right to decide the issue of time.

Mr. Speaker: If the House itself wants to decide it now....

Some hon. Members: Yes, yes.

Mr. Speaker: After all, the Business Advisory Committee's report has to be accepted by the House. If, independently, the House wants to decide it, I have no objection.

Shri Tangamani: It is possible to fix it up as 15 minutes. We can decide it in 15 minutes.

Shrimati Renu Chakravarty (Barrister): We shall take it as a precedent for future action. Up till now, on no occasion, has any allocation of time been made by this House without first going to the Business Advisory Committee. Generally in the Business Advisory Committee, it has always been possible to come to an agreed decision. If we are going to throw it overboard, we shall take this as a precedent and we will say that every time, the allocation of time should be made here by the House itself.

Some Hon. Members: No, no.

Shri Satya Narayan Sinha: We accept it.

Shri S. A. Dange: I might say that all this would be avoided by some politeness on either side. If politeness were to be given up just because there is a strike notice that creates a bad atmosphere. Otherwise, all this is unnecessary. If you want to continue you could have continued. But if you go on using language of dictatorship, there is an answer to dictatorship also (*Interruptions*). Don't be guided by votes.

Shri Ranga (Tenali): The hon. Leader of the House only said that the Government submits, that is a submission to the House (*Interruptions*).

Mr. Speaker: There are cases where even when it was possible for the Business Advisory Committee to meet and even when the committee had time to meet the House itself took them up and allotted time.

So far as this matter is concerned, the Speaker has been taking the sense of the House so far without even putting it to the vote of the House. We find a desire on the part of the Government to see that it is finished that day. We may sit for 6 hours or 7 hours, on occasions we have sat even till 9 O'clock. Therefore any reasonable length of time can be asked. I will see whether there has been sufficient debate on this matter, because it is an important matter, and we will try to close it that day by sitting longer hours if necessary. Therefore let us proceed with it. The only intention is that we shall finish it that day, however long it may be necessary to sit. Let the House go on with the discussion, I am not going to avoid discussion. I will give ample opportunity for the expression of all shades of opinion. Therefore, let there be a full and fair debate.

Shri Surendranath Dwivedy: You will realise that this Bill was circu-

lated to us only this morning. We have other business of the House to attend to and if you do not give us even one day more to go through the Bill and give our amendments it is just like saying discuss it here and now.

Mr. Speaker: It is only on account of the urgency of the Bill and there is also one full day intervening tomorrow, Sunday.

Shri M. R. Masani (Ranchi-East): The Rajya Sabha is not sitting now. May I know what is the use of rushing this Bill through in this manner? In any case, it cannot be enacted before the Rajya Sabha meets. It cannot be erected before the 8th.

Pandit G. B. Pant: We will take such measures as are necessary in order to be able to implement the provisions of this Bill at the proper time even though the Rajya Sabha may not be sitting.

Shri M. R. Masani: Then you could have just passed an ordinance, why come to the House?

Pandit G. B. Pant: If you want me to be more frank, I can tell you that there are provisions in the Constitution which will enable us to act according to a Bill that may be passed by this House, when the Rajya Sabha is not sitting.

Shri Narayanankutty Menon: When the Essential Commodities Bill was introduced in this House on 29th May, 1957, there was no notice given to the House and when we raised the objection, you were pleased to rule that hereafter such a sort of thing shall not happen. Even one month has not passed since you gave that direction that such sort of hasty legislation shall not be introduced and the normal time allowed under the rules shall be given for submitting amendments, etc.

Mr. Speaker: I am not contravening what I said that day. All that I said was even before the introduction of the Bill, copies of the Bill must be available to Members, for the purpose

[Mr. Speaker]

of their voting one way or the other. They have been made available and hon. Members have looked into them, made an elaborate study and raised many points of order. There has been a good deal of discussion also. In the one day that is available, let us proceed with this work. I was not in favour and I am not in favour of allowing any ordinance to be passed without the notice of this House or when the House is sitting. Therefore, I insisted and my predecessor also insisted that an ordinance shall not be passed during the session when the House is sitting without consulting it. I do not think any hon. Member would like that when we are sitting, without taking our opinion, an ordinance should be passed over our heads. I only want an opportunity to be given to the Government to come to this House with a Bill; it is for the House to reject it or accept it. If the other House is not sitting it is for the Government to take whatever steps they think fit. I want that this House should have an opportunity of discussing this matter. When the House is sitting, I do not want an ordinance to be passed about a matter over which this House has jurisdiction and with respect to which this House's opinion can be asked. Therefore, I advised the Home Minister to bring a Bill instead of issuing an ordinance, and he has done it accordingly.

Shri Sadhan Gupta: There cannot be an ordinance when the House is sitting.

Mr. Speaker: This House's opinion will be given on the Bill. I am not going to discuss this further. There are precedents. The Bill is before the House and the Bill will be considered in the second stage and all other stages on Monday. It has been already said that the House will sit as long as is necessary on that day to dispose of all the stages of the Bill.

An Hon. Member: We must have two days.

Mr. Speaker: I have taken the general sense of the House. The only

objection can be for the purpose of fixing up time. The Leader of the House is willing and I am sure the House is willing to sit as long as is necessary to dispose of this Bill. I will allow a reasonable debate on this Bill and all the stages of the Bill will be taken up on Monday. (*Inter-ruptions*).

Shri Nath Pai: Heavens are not going to crash if we have two days...

Mr. Speaker: We shall sit the whole night if necessary.

Shri Surendranath Dwivedy: No no; that is no consolation for us.

Shri Jaipal Singh: In order to have more time, we may do away with the Question Hour on Monday.

Shri Surendranath Dwivedy: As a protest, we are walking out of this House.

(*At this stage Shri Surendranath Dwivedy and some hon. Members left the House*)

Raja Mahendra Pratap (Mathura): An impression should not be created that these people meaning who were walking out are for justice, Government is for injustice and all these people meaning Congressmen are supporting injustice. This impression should not be created in this House and before the world. We are all for justice. We want peace in the world; we want peace in this House.

(*Raja Mahendra Pratap then left the House*)

DEMANDS FOR GRANTS—contd.

MINISTRY OF TRANSPORT AND COMMUNICATIONS—contd.

Mr. Speaker: The House will now proceed with the further consideration of the Demands for Grants relating to the Ministry of Transport and Communications.

The following are the selected cut motions relating to various Demands under the Ministry of Transport and Communications which have been indicated by the Members to be moved:

Demand No

No. of Out Motion

82	574, 797, 1062, 1210, 1211, 1212, 1213, 1252, 490, 492, 493, 494, 495, 798, 954, 964, 1063, 1064, 1146, 1147, 1148, 1149, 1191, 1192, 1253, 1254, 1289, 1291, 1292, 1293, 1294, 1295, 1296, 1297
83	103, 1150, 1151, 1214, 965, 966, 1152, 1215, 1216, 1217, 1218, 1219, 1220, 1298, 1299, 1300, 1301, 1302
84	1195, 1199, 1221, 1222, 1223, 1224, 1225, 1226
88	1227, 1228
89	1165, 1229
90	1230 1231, 1232, 1233, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286

Development of Indian Shipping

Shrimati Parvathi Krishnan (Com-
batore) I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Unjustly putting the blame on Port and Dock workers for the congestion in Ports

Shri Sadhan Gupta (Calcutta-East) I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Import of motor buses

Shri Warior (Trichur) I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Failure to develop inland water transport

Shri Tanamani (Madurai): I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Failure to include more roads in National Highways

Shri Tangamani: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced to by Rs. 100"

Expenditure from the Central Road Fund

Shri Tangamani: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Failure to develop minor ports in Madras State

Shri Tangamani: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Failure to bring suitable legislation in the place of Motor Vehicles Act 1939

Shri Tangamani: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Failure to redress the grievances of the employees of the Posts and Telegraphs Department

Shri Sadhan Gupta: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to redress the grievances of employees of the Civil Aviation Department

Shri Sadhan Gupta: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Practice of employing non-departmental telephone operators for years without confirming them

Shri Sadhan Gupta: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to redress the grievances of Port and Dock Workers in Calcutta, Bombay and other ports

Shri Sadhan Gupta: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to take adequate steps to increase our tonnage of ocean going vessels so as to provide our own shipping for our foreign trade

Shri Sadhan Gupta: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to anticipate and to take adequate steps to prevent congestion in Ports

Shri Sadhan Gupta: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to meet the demands of the Posts and Telegraphs employees

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Problems arising out of practice of employing non-departmental telephone operators

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Ministry of Transport and

Communications' be reduced by Rs 100"

Need for posting employees of classes II, III and IV in their home districts as far as possible

Shri Warrier: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Need for extension of all rules and regulations pertaining to employees and labourers of major ports to those in the Cochin Port also

Shri Warrier: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Need for fostering tourism on a large scale

Shri M. R. Massani (Ranchi-East): I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Need to provide better working conditions for Motor Transport Workers

Shri Warrier: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to implement the Posts and Telegraphs Housing Scheme in Kerala

Shri Warrier: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to pay the arrears of pay and allowances to the Ex-Archal employees of the former Travancore-Cochin State

Shri Warrier: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to redress the grievances of the Posts and Telegraphs employees

Shri Narayanankutty Menon (Kundapuram): I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Failure to redress the grievances of the Cochin port employees

Shri Narayanankutty Menon: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Need to investigate the possibility of establishing a wild reserve to attract tourists in the Attapady Valley in Kerala State

Shri Warior: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Need for a uniform national transport policy

Shri Warior: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Slow progress in development of Indian Ship-building Industry

Shri Balasaheb Patil (Miraj): I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Failure to form an Inland Transport Committee with the representation to workers' organisations

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Failure to encourage formation of workers' co-operatives in Road Transport

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to give adequate representation to Road Transport workers in Road Transport Authority at state and regional level

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Urgent need for effective measures to eradicate and check corruption in, R T As

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to give proper notice to private and co-operative operators before nationalisation of passenger transport service on the Imphal Dimapur Road

Shri L. Achaw Singh (Inter Manipur). I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Discrimination on the part of the State Transport Authority in the matter of granting permits to vehicle owners in the territory of Manipur

Shri L. Achaw Singh: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100"

Need of speedy construction of a motorable road viz Cachar Road at an earlier date in order to provide an alternative route of Dimapur-Imphal Road

Shri L. Achaw Singh: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to avert the threat of strike by the Posts and Telegraphs Employees

Shri Naushir Bharucha (East-Khandesh) I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced to Re 1"

Refusal to implement the recommendations of the First Pay Commission regarding dearness allowance to Posts and Telegraphs employees

Shri Warior. I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced to Re 1"

Inclusion of Kerala State in the Madras Zone

Shri Warior I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced to Re 1"

Delay in settling the demands of Posts and Telegraphs employees

Shri Tangamani I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced to Re 1"

Need for providing post cards, telegraph and money order forms in Tamil

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced by Rs 100"

Increase in postal rate with the introduction of naye pause

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced by Rs 100"

Introduction of automatic telephone system in all centres having more than 500 telephones

Shri Warior: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced by Rs 100"

Need to improve rest houses for R M S employees in Madras Circle

Shri Tangamani I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced by Rs 100"

Better Rest House for R M S. employees at Chintadripet, Madras

Shri Tangamani: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced by Rs 100"

Failure to concede demands of extra departmental staff

Shri Tangamani: I beg to move—
“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to confirm the non-departmental telephone operators in Madras Circle

Shri Tangamani: I beg to move—
“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Stopping of retrenchment of N D T.Os in Madurai Division of Madras Circle

Shri Tangamani. I beg to move
“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to provide housing for P & T employees in Madurai

Shri Tangamani: I beg to move
“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Large-Scale transfer of P & T employees in the Bangalore City

Shrimati Parvathi Krishnan. I beg to move

“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to distribute the pay of Postal employees in Bangalore on May, 1, 1957 when the 2nd of May was a Festival Holiday

Shrimati Parvathi Krishnan. I beg to move

“That the demand under the head ‘Indian Posts and Telegraphs Department (including

working Expenses)’ be reduced by Rs 100”

13 hrs.

Failure to do justice to the employees of the Posts & Telegraphs Department in regard to their pay and service conditions

Shri Dasgupta (Purulia) I beg to move

“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to open adequate number of new Post Offices to cope with the demand from rural areas

Shri Dasgupta: I beg to move

“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to transfer the Control of Posts and Telegraphs Offices of Purulia District (West-Bengal) to the P M G West-Bengal

Shri Dasgupta I beg to move—

“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to consider the demands of the Cochin Port Workers submitted by the Cochin Port Employees’ Union

Shri Narayanankutty Menon: I beg to move

“That the demand under the head ‘Ports and Pilotage’ be reduced by Rs 100”

Discriminate policy of the Cochin Port Administrative Officers in recruiting labour

Shri Narayanankutty Menon: I beg to move

“That the demand under the head ‘Ports and Pilotage’ be reduced by Rs 100”

Inadequate provision for Tuticorin Port and failure to develop the Minor Port of Tuticorin

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100."

Work of welfare officers in Madras Port for deck passengers

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100."

Plight of deck passengers in Madras port with no covered shelter in the wharf

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100."

Introduction of schemes to decasualise unregistered coal and ore workers in various ports

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100"

Representation given in the Madras Dock Labour Board to workers nominees not representing the workers concerned

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100."

Representation in the Board of Trustees of the Madras Port Trust to nominee of the Representative Unions

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100."

Delay in finalising the Air Route patterns

Shri Tangamani: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Failure to provide halt at aerodrome in Madurai, Madras State

Shri Tangamani: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for accelerating the development of roads and road transport

Shri M. R. Masani: I beg to move:

"That the demand under the head 'Central Road Fund' be reduced by Rs. 100."

Failure to provide from the Central Road Fund for Madras State

Shri Tangamani: I beg to move:

"That the demand under the head 'Central Road Fund' be reduced by Rs. 100."

Constitution of Transport Committee at State and Regional Level

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100"

Coordinating the goods lorry traffic in view of increasing traffic

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

Need for uniform policy for National Highways

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

Failure to consider demands of National Federation of Motor Transport Workers

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for amalgamation of Central Transport Board with Transport Advisory Council

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Inland transport co-ordination based on principles laid down by the International Chamber of Commerce

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Inter-State Transport Commission

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for uniform taxation on motor vehicles

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Failure of the Central Board of Transport to meet regularly

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Inclusion of more roads in Madras State under National Highways

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for taking up immediately of the widening of Dindigul-Madurai Section of National Highway No 10

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Constitution of Central Transport Board Like Railway Board

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for taking up immediately of the widening of the Madras-Trichy-Dindigul road, National Highway No 45

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for improving Madura-Dhanu-shkodi Section of the National Highway

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Increasing of the allocation of Madras State for repairs and maintenance of National Highways

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for further improvement of the Cape Comorin-Tinnevely section of the National Highway in Tinnevely Division in Madras State

Shri Tangamanil: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

Mr. Speaker: These cut motions are before the House:

Shri T. Subramanyam (Bellary): Mr. Speaker, while supporting the demands of the Ministry of Transport and Communications, I may say that it is gratifying that the policy of the Government regarding the utilisation of the transport services is an integrated arrangement in which railways, roads, and inland waterways play their appropriate role.

I said that there should be co-ordination in this matter; there should be no spirit of competition, each trying to undermine either the importance or the utility of the other services. The Railways alone will not be able to cope up with demands of transport in this country. In the Second Plan, there will be a deficit of 19 million tons. If we have to meet all our transport demands and achieve the economic prosperity of this country, we have to utilise to the maximum amount all the transport resources that are available to us.

In this context, I want to emphasise the importance that should be given to inland water transport. Our culture and our civilisation have been built on rivers, the great rivers Ganga, Brahmaputra, Mahanadi, Godavari, Krishna, Cauvery, etc. We have utilised these rivers from time to time to develop our trade and commerce. We have got a long coast line of 3000 miles, and rivers flowing hundreds of miles. We have to utilise all these great rivers and the canals so that we may maximise the utility of these services.

In the British period, there was a deliberate policy of neglect of waterways in this country. They wanted to encourage the Railways at the expense of the waterways. They thought that if they had to find a market for their goods, that was the only way. They deliberately chose this policy of neglecting and even ruining our waterways. Sir Arthur Cotton raised his protest against this. He said that India was in need of waterways, navigation canals, and irrigation canals and not railways. Locomotives, rails, rolling stock, all were manufactured in England and they were dumped here. Sir Arthur Cotton did not like that. He wanted to give water to the people of this country for navigation and irrigation, as an insurance against famine and scarcity in some areas and as an insurance against floods in certain other areas. His policy was not accepted. They were opposed to this. They were hostile. They did not encourage this policy. That was where we stood when the British left us.

Sir Arthur was not a mere dreamer. He was a successful engineer. He was responsible for the construction and completion of the Godavari anicut, and the Cauvery irrigation system. He put forward a great suggestion, a scheme by which the Ganga could be connected with Cape Comorin with all the rivers in between being linked up. He wanted a canal to be taken from Calcutta to Cape Comorin, linking up the Godavari, Krishna, Mahanadi, Cauvery and Tamraparni. That was his suggestion. It is not a mere fanciful dream. In other countries, they have given a lot of importance to the development of inland waterways. In Europe, the Mediterranean and the Atlantic ocean have been linked up with a system of canals. Then, the North Sea and the Black Sea have been connected with a unified system of canals making use of the Danube and the Rhine. In Russia, they have a very ambitious scheme by which they want to connect the Caspian Sea with the Arctic Ocean by a unified

system of canals. In the U.S.A., during the last thirty years, they have spent 2 billion dollars on the development of waterways. They have nearly developed 29,000 miles of inland waterways. Millions of tons of cargo are being moved on these waterways. In 1930, about 180 million tons of merchandise were moved; in 1955, 368 million tons were moved on these waterways. That is the importance given to waterways.

In our country, I feel, we must give the same importance as is given in other countries. At present, in India we have got 5,500 miles of waterways in which the Ganga and the Brahmaputra play a very prominent part. They have got the Ganga-Brahmaputra Transport Board. We have got the Mahanadi canals, the Buckingham canal, the west coast canals and also the canals relating to the Godavari and Krishna. These come to about 5,500 miles of waterways. The Damodar Valley project provides for a canal to be taken from Calcutta to the Raniganj coal fields. There is another canal provided in Kakrapara, west coast, up to the dam and 50 miles overhead. The Hirakud project envisages the possibility of the canal being made navigable from the sea to about 300 miles upward. This is the present position.

In order to secure full co-operation of all, it is necessary that the Transport Ministry, the Irrigation and Power Ministry should work in a spirit of co-ordination. The Second Plan provides for an expenditure of Rs. 340 lakhs to be used for inland waterways. I consider that this is a highly inadequate amount for this great purpose. Of this sum of Rs. 340 lakhs, about Rs. 115 lakhs will be utilised for developing the Buckingham canal and linking it with the Madras harbour, and about Rs. 43 lakhs would be utilised for the development of the west coast canals and the balance would be utilised for the development of the Ganga-Brahmaputra Valley system.

The Estimates Committee went into this matter thoroughly. They have got something very illuminating to say about this. I will request the hon. House to see how clearly and lucidly they have brought out the position, regarding the conditions which have prevented sufficient importance being given to this great subject. They say:

"The role of the Ministry of Transport at present is largely one of co-ordination of the problems affecting more than one State and of the problems involving relations with other forms of transport.

The representative of the Ministry informed the Committee that inland water transport was under the Ministry of Transport. Inland navigation was in the State List, and therefore the initial responsibility lay with the States. The Ministry of Transport was, however, concerned with the control of inland navigation, so far as mechanically propelled vehicles were concerned as this subject was on the Concurrent List. The question of finding out the technical potentialities with regard to waterways was dealt with by the Central Water and Power Commission who were under the Ministry of Irrigation and Power."

Therefore, this responsibility was denied and it could not be fixed on any particular agency. Therefore, this thing was completely neglected.

The Estimates Committee further said:

"...it had been difficult to ascertain the responsibility of a particular Ministry in such matters with the result that one could not know if there was any machinery in the Government of India which could make itself responsible for doing some improvement in the existing state of river navigation which was desirable, important and had immense potentialities."

[Shri T Subramanyam]

Later on, they proceed to say: that it is possible to construct a canal linking up Calcutta and Mangalore via Cuttack, Madras, Cuddalore, Tuticorin, Cape Comorin, Kozhikode, and Trivandrum. They have said that it is quite possible.

In February this year, Government have appointed a Committee to go into this question. It is presided over by Shri B K Gokhale, retired ICS officer, a very able man. The Government wanted that this whole question should be enquired into and an authoritative report should be secured. The terms of reference are fairly wide and exhaustive. The Committee has to review the part played by inland water transport in the transport system of this country, including the movement of bulk commodities to ports for purposes of export, to give an estimate of the time and cost needed to complete these things, and to examine the prospects of increasing and extending the river and canal services including a direct service on the East Coast as well as from some point in the North to the South.

Therefore, the terms of reference are fairly wide. I am hopeful that before long, this Committee will find it possible to present its report and the Government will take a decision so that we may evolve a national policy regarding the development of waterways in our country. I say that there should be co-ordination. Just two days back, the Minister of Irrigation and Power was saying that a canal would be taken up in Rajasthan upto a distance of five hundred miles. He also indicated that he would also consider the possibility of utilising it for navigation purposes. I suggest that hereafter, whenever fresh projects and canals are taken up, the Irrigation Ministry and the Transport Ministry—luckily, we have got very able Ministers, cool-headed, warm-hearted and kind Ministers, who can bring to bear their capacities on this—

should see that our country will have before long a national policy regarding the development of waterways in our country, which we have been lacking all these years.

I would like to say a word now about roads. We have four kinds of roads in our country, national highways, State highways, roads under the control of the district boards and local authorities, and rural communications. In 1943, there was a plan known as the Nagpur Plan, under which we wanted to develop our road transport. The object at that time was to give an approach road to every village, and to see that no village was removed more than five miles from the main road, and the planners had envisaged that within twenty years, that is, by 1963, this programme should be worked out. At the end of the First Five Year Plan, we had a total mileage of 1,22,000 in respect of metalled roads, and 1,95,000 in respect of unmetalled roads. In the Second Plan, it is proposed to add 22,000 miles of metalled roads, and 40,000 miles of unmetalled roads and there is a provision of Rs 247 crores for this purpose.

Government have also taken a very important step in this matter, which I consider to be very significant. A special study of the development of rural communications has been undertaken by the Transport Ministry in the Road Wing and I believe, a special officer has been appointed to deal primarily with the question of increasing the programmes for rural road development included in the Second Plan, to consider the arrangements for the maintenance of these rural roads, and the extent to which progress could be achieved to reach the objective of the Nagpur Plan. I wish to state that Government should give top priority to this matter.

We have been lacking very much in the matter of rural roads. Wherever we went into the rural areas, the request everywhere was, 'Give us a road; give us an approach road, or give us a metalled road'. This has been the

cry in every village that we have visited I would, therefore, urge the Transport Ministry to give top priority to this matter. No doubt, it is of great significance and usefulness and probably also desirability that we should have big structures and multi-storeyed buildings in the State capitals and also in New Delhi, but of far more significance and satisfaction would be the provision of these roads in every village where the people are subjected to severe hardship and suffering on account of the absence of even proper approach roads.

I now come to tourism. That is an important thing. After we became free we began to give more importance to tourism. Besides, as tourism develops, it becomes a source of foreign exchange, and it also promotes international understanding. In 1951, we had about 20,000 foreign tourists coming into this country, while in 1955, we had 43,645 tourists coming into this country. The earnings from this source in 1955 amounted to Rs 101 crores, and during the first six months of 1956, the earnings were of the order of Rs 74 crores.

Now, there is a Tourist Traffic Branch which has been set up under the Transport Ministry, and regional tourist offices have been established at Madras, Calcutta, Bombay and Delhi. Besides, we have tourist information officers at Bangalore, Ootacamund, Darjeeling, Srinagar and other places. Abroad also, we have tourist bureau in New York, and tourist offices in London, Paris and other places. The railways are also providing concession tickets and giving facility to organise tourism. The Central and the State Governments are doing their best to develop tourist traffic, and to provide all the facilities in respect of accommodation, transport and recreational facilities for tourists.

Some places are visited by foreign tourists, and some places, naturally, are visited by our own home tourists, such as places of pilgrimage, hill stations and other places of importance.

In this connection, I would like to say a word about Humpi and the Tungabhadra project which is there in my district. As is very well known, Humpi was the seat of the ancient Vizianagaram Empire. Friends who have gone and visited that place know it very well. The Minister of Transport and Communications also was kind enough to visit that place, so, he has personally seen that place. The marvellous works there remain even today to speak about the glory and prosperity of that age. Besides, Humpi is a historic place where past glory and future prosperity meet in a very strange and impressive manner.

Then, there is the Tungabhadra project nearby which is one of the biggest multi-purpose projects in our country. I would suggest that a tourist centre should be started there, and it should be made the special responsibility of the Central Government, so that they may start constructing buildings and providing all the amenities and facilities for tourists.

There are some peculiar problems connected with tourism. The foreign tourists who come here have complained that they have to fulfil many irksome formalities either with the police department or with the other departments. I wish those formalities could be minimised and more facilities provided for the tourists, so that they may be enabled to tour this country in a convenient manner.

There should also be hotels and guest-houses for these people. The foreign tourists have been complaining that the hotels and guest-houses provided at present are very costly. It would be better if such institutions are started and established as would provide facilities for them at moderate rates, so that even the middle class people can find it convenient. I learn that in Japan and Ceylon, the hotel industry is either helped or subsidised by Government.

By way of information, guide-books, folders, maps, pictures, posters and other publications are brought out.

[Shri T. Subramanyam]

Some of the posters and pictures are very good. For instance, the posters and pictures relating to Kashmir are excellent; they are very attractive and very impressive. I would wish that similar literature is brought out with regard to other places of importance also. There is a general complaint or a general impression that the lay-out, printing, paper, reproduction of photographs etc. are below the standards of similar publications in other countries. I wish that the Ministry will bestow attention on these matters and improve the standards.

There should also be more tourist literature in Indian languages. I find there is a complaint that the literature that is published in the regional languages is not written from the point of view of India. I suggest to the Ministry that the posters or other publications that are brought out for our people, in the regional languages, should be written from our point of view. It is just like talking about Egypt or the Arab States as the Middle East. They are not Middle East for us. Again, it is just like interpreting the War of Independence of 1857 from the British point of view. I submit that when we publish literature in the regional languages, they should be from our point of view, from our background, history, traditions and culture.

With regard to the publications in regional languages, I find that these are not brought out in Kannada. I appeal to the Minister to see that these publications are brought out in Kannada also.

Films also can play a great part in this respect. The other day, in the Constitution Club, you were also present, when they showed us the 'Festival of Kashmir' on Srinagar. It was a very beautiful, lively and impressive film; it was also very illuminating. I wish that such films are shown with regard to the other places of tourism, of historical or other importance.

With these words, I support the Demands for Grants relating to this Ministry.

श्री राबे लाल व्यास (उज्जैन) : अध्यक्ष महोदय, आपने मुझे बहुत जल्दी समय दिया इसके लिए मैं आपका अत्यन्त धन्यारी हूँ।

मैं यहाँ मध्य प्रदेश राज्य का प्रतिनिधित्व करता हूँ और जैसा कि माननीय सदस्यों को विदित है, यह नया राज्य राज्य पुनर्गठन के बाद ही अस्तित्व में आया है। शुरू में इसका कुछ विरोध था और हमारे नेताओं को भी कुछ शंका थी कि इतने बड़े राज्य की व्यवस्था चलाना ठीक होगा या नहीं। परन्तु देश के बड़े बड़े अर्थशास्त्रियों की राय आने के बाद और काफी चर्चा करने के बाद हमारे नेताओं ने यह निश्चय किया कि इस बड़े राज्य का निर्माण किया जाना चाहिए और इस निर्णय का सभी जगह स्वागत हुआ। राज्य पुनर्गठन आयोग ने भी इस राज्य से बड़ी बड़ी आशाएँ व्यक्त की और देश के सभी लोगों को उससे बड़ी बड़ी आशाएँ हैं। यह राज्य भारतवर्ष में क्षेत्रफल के लिहाज से दूसरे नम्बर का राज्य है, लेकिन यदि यातायात के माधनों की दृष्टि से हम विचार करें तो हम देखेंगे कि इसकी हालत बहुत ही खराब है। रिव्यू आफ दी फर्स्ट फाइव इयर्स प्लान के सफा २४७ पर विभिन्न राज्यों की सड़कों के आकड़े दिये हुए हैं। उनको देखने में आपको इस राज्य की सड़कों की स्थिति स्पष्ट ही हो जायेगी। मध्य प्रदेश में कुल सड़क १४,५७२ मील है, और इसमें भी पुराने मध्य प्रदेश की सड़कें शामिल हैं। इसमें से बहुत सा भाग बरार और नागपुर का निकल गया। यदि आप नक्शों को देखेंगे तो आपको मालूम होगा कि अधिकतर सड़कें उसी क्षेत्र में थीं। उसके जाने के बाद जो हिस्सा बचा है उसमें बहुत कम सड़कें हैं। इस राज्य के साथ जो मध्य भारत, गोपाल और विन्ध्य प्रदेश को जोड़ा गया है इन राज्यों में भी सड़कों की हालत अच्छी नहीं है। माननीय मंत्री जी यह भी जानते हैं कि इस

क्षेत्र में रेलों की भी बहुत कमी है। यहां पर रेलें भी नहीं हैं सड़कें भी नहीं हैं और कोई वाटर ट्रांसपोर्ट का भी साधन नहीं है। यह सारे राज्य की हालत है। यदि विद्वानों सहित इस राज्य की सड़कों के धाकड़ों को देखें तो आपको मालूम होगा कि उड़ीसा और पंजाब इन दो राज्यों को छोड़कर शेष किसी भी राज्य से ज्यादा सड़कें यहां नहीं हैं। यहां घासाम से भी सड़कें कम हैं। और यह कभी कोई दो सौ या चार सौ मील की नहीं है, बल्कि दो दो और चार चार हजार मील की है।

दूसरे मध्यभारत की राजधानी भोपाल है। मैं समझता हूँ कि भारतवर्ष के १४ बड़े राज्यों में से किसी भी राज्य की राजधानी ऐसी नहीं है जो कि किसी नेशनल हाईवे पर स्थित न हो। लेकिन भोपाल का सम्बन्ध एक भी नेशनल हाईवे से नहीं है। मैं समझता हूँ कि देश की सुरक्षा की दृष्टि से, आर्थिक दृष्टि से, प्रशासकीय दृष्टि से और देश हित की सभी दृष्टियों से यह बहुत जरूरी है कि मध्य प्रदेश की राजधानी का सम्बन्ध उत्तर, दक्षिण, पूर्व और पश्चिम चारों तरफ नेशनल हाइवेज से कर दिया जाये। यह जो रिपोर्ट हमको मिली है उसमें बताया गया है कि गत वर्ष की नेशनल हाईवेज के नये प्रोग्राम पर विचार किया गया है, लेकिन वह क्या है यह हमको मालूम नहीं हो सका है। इस लिए मैं माननीय मंत्री महोदय से निवेदन करूंगा कि नये मध्यप्रदेश को दृष्टि में रखते हुए और भोपाल की स्थिति को ध्यान में रखते हुए जो हाईवेज के मिसिंग लिन्क्स हैं उनको पूरा करने पर वे गम्भीरतापूर्वक विचार करें और उस दिशा में जरूर कुछ करने का प्रयत्न करें। मेरा सुझाव यह है कि दिल्ली से भोपाल का सम्बन्ध होना बहुत जरूरी है। दिल्ली से ग्वालियर तक नेशनल हाईवे है और झांसी से सागर तक नेशनल हाईवे है और ग्वालियर से झांसी तक और सागर से भोपाल तक यदि सम्बन्ध जोड़ दिया जाये और जो सड़कें हैं उनको नेशनल हाईवे के करार दे दिया जाये, झांसी और ग्वालियर के बीच जरूर एक

सड़क बनानी पड़ेगी, तो यह मिसिंग लिंक पूरा हो जायेगा। यह बहुत जरूरी है कि ग्वालियर से भोपाल तक सम्बन्ध करके दिल्ली और आगे अमृतसर तक उसका सम्बन्ध हो जाये और इस प्रकार सारे उत्तर पश्चिम के हिस्से से सम्बन्ध हो जाये।

मेरा दूसरा सुझाव यह है कि भोपाल के अजमेर ब्लाया उज्जैन, बड़नगर, रतलाम, जाबरा मदसौर जो सड़क है उसको भी नेशनल हाईवे के करार दिया जाये ताकि उसका राजस्थान से पूरा सम्बन्ध हो जाये। और अजमेर के आगे जो भद्रमदाबाद को नेशनल हाईवे जाती है उससे भी उसका सम्बन्ध होना चाहिए। यह भी एक महत्वपूर्ण मिसिंग लिंक है जिसका मजूर किया जाना बहुत जरूरी है।

इसी तरह से जबलपुर से भोपाल का सम्बन्ध भी बहुत जरूरी है। जबलपुर का सम्बन्ध इलाहाबाद से है और कलकत्ता तक चला गया। वहां से भोपाल तक का रास्ता बिल्कुल नजदीक है। इस सड़क को भी नेशनल हाईवे के करार दिया जाना चाहिए।

उधर भोपाल से रायपुर भी एक मिसिंग लिंक है। उसका सम्बन्ध कलकत्ता से विजयनगर तक है। अगर इसका सम्बन्ध जोड़ दिया जाये तो भोपाल का सम्बन्ध कलकत्ता और विजयनगर तक हो जायेगा। इस मिसिंग लिंक को भी नेशनल हाईवे के करार दिया जाना चाहिए।

एक सुझाव मेरा और भी है। नागपुर से कन्याकुमारी तक नेशनल हाईवे है। इस लिये यह जरूरी है कि भोपाल से नागपुर तक जो सड़क है उसको नेशनल हाईवे के करार दे दिया जाये। यदि ऐसा कर दिया गया और जो मैंने ऊपर सुझाव दिये हैं उनको मजूर कर लिया गया तो भोपाल का और मध्यप्रदेश का सम्बन्ध देश के हर हिस्से से हो जायेगा। यदि आप मेरे सुझावों पर विचार करेंगे तो जरूर

[श्री राधे लाल व्यास]

इस नतीजे पर पहुँचें कि यह जरूरी है और यह होना ही चाहिए। मैं आशा करता हूँ कि इस पर जरूर शासन गम्भीरतापूर्वक विचार करेगा।

यदि यह नहीं हुआ तो मैं एक निवेदन आपके सामने रखना चाहता हूँ कि नये मध्य-प्रदेश राज्य की यह ताकत के बाहर है कि वह इन मिसिंग लिक्स को कायम कर सके। और यदि ये लिक्स पूरे न किये गये तो मध्य-प्रदेश राज्य का डेवेलपमेंट पीछे रह जायेगा। केन्द्रीय सरकार को इस राज्य के डेवेलपमेंट में हाथ बटाना चाहिए और मेरे सुझावों को जो कि बहुत उपयुक्त हैं मजूर किया जाना चाहिए।

नेशनल हाईवेज ऐक्ट के बाद जो औरिजिनल वर्क्स हुए हैं उनकी रिपोर्ट में लिस्ट दी हुई है। आप देख सकते हैं कि बहुत कम नेशनल हाईवेज का हिस्सा मध्य प्रदेश में है। इसलिए भी यह जरूरी है कि मेरे सुझावों पर विचार किया जाना चाहिए। उसके बाद भी जो काम हाथ में लिए गये हैं उनकी ओर भी मैं माननीय मंत्री महोदय का ध्यान दिलाना चाहता हूँ। रिपोर्ट में ८१ से ८६ सफे तक जो नये काम हाथ में लिए गये हैं उनका जिक्र है। लेकिन मुझे बहुत दुःख के साथ कहना पड़ता है कि आईएम ४९ में मध्य प्रदेश के लिए केवल क्षिप्रा के पुल को चौड़ा करने की बात रखी गयी है। बाकी हर राज्य के लिए पांच सात आईएम नेशनल हाईवेज के रखे हैं। इसमें सरकार का कोई दोष नहीं है। अधिका-रियों का ध्यान इधर न गया होगा। मैं इस तरफ उनका ध्यान दिलाना चाहता हूँ और मैं आशा करता हूँ कि अगले सालों में मध्य प्रदेश में नेशनल हाईवेज के लिए काफी रकम मजूर की जायेगी और सड़कों के डेवेलपमेंट को आगे बढ़ाया जायेगा।

मध्य प्रदेश में काफी आदिवासी क्षेत्र हैं और वहाँ पर रोड्स की कोई समुचित व्यवस्था

नहीं है। कांस्टीभ्यूशन के आर्टिकल २७५ के अधीन आसाम के शिङ्गूल्ड एरियाज के रोड डेवेलपमेंट के लिए २,६४,००,००० रुपए की स्पेशल ग्रांट-इन-एड दी गई है। मध्य प्रदेश में भी शिङ्गूल्ड एरियाज काफी हैं, जहाँ सड़कें बहुत ही कम हैं। इसलिए मेरा निवेदन है कि आर्टिकल २७५ के मातहत पार्लियामेंट की मन्जूरी से जो स्पेशल ग्रांट-इन-एड ग्राफ रेवेन्यू दी जा सकती है, उस के अन्तर्गत मध्य प्रदेश को नेशनल हाईवेज के अलावा दूसरी सड़कों के निर्माण के लिए अधिक रकम दी जानी चाहिए।

अब मैं माननीय मंत्री का ध्यान इस बात की तरफ दिलाना चाहता हूँ कि पहले इन्दौर में एयर सर्विस की व्यवस्था थी, लेकिन उसको बन्द कर दिया गया। वह कई दफा चालू होती है और बन्द हो जाती है। कहा जाता है कि वहाँ इतनी आमदनी नहीं है। मेरे मित्र श्री खादीवाला इस समय यहाँ पर उपस्थित नहीं हैं, माननीय मंत्री जो उन से इस विषय में पूछें। उन्होंने मुझे बताया है कि कई दफा ऐसा मौका हुआ कि उन का हवाई जहाज में जाने की आवश्यकता पड़ी तो उनका वहाँ गया कि जगह नहीं है, लेकिन जगह फिर भी मिल जाती है। यदि वहाँ पर आमदनी नहीं आती है, तो उसका कारण स्पष्ट है। अगर यात्रियों को कहा जायेगा कि जगह नहीं है, तो फिर कौन जायेगा? आखिर इसका कारण क्या है? क्या आफिस में इन्फर्मेशन नहीं रहती है? इस सम्बन्ध में जाच की जानी चाहिए और एयर सर्विस को ज्यादा लोकप्रिय बनाना चाहिए।

इसके साथ ही मैं यह भी कहना चाहता हूँ कि मध्य प्रदेश में कोई ट्रिस्ट इन्फर्मेशन आफिस नहीं है। वहाँ पर बहुत से ऐतिहासिक तथा प्रसिद्ध दर्शनीय स्थान हैं। वहाँ उज्जैन और माडू और ग्वालियर हैं। वहाँ पर साची है, जो कि केवल इस देश में ही नहीं, सारे विश्व में एक ऐतिहासिक स्थान के रूप में विख्यात है।

वहाँ पर भेजसा है, पंचमढी, लजराहो और - उदयगिरि की केम्ब हैं। इसके बावजूद वहाँ कोई ट्रिस्ट इन्फ्रमेशन आफिस कायम नहीं किया गया है। रिपोर्ट में यह बताया गया है कि आईन्दा वह कायम किया जायेगा, लेकिन प्रश्न यह है कि इस में इतना विलम्ब क्यों हुआ है? यह कार्य बहुत जल्दी ही हो जाना चाहिए था। मैं आशा करता हूँ कि इस सम्बन्ध में जल्दी से जल्दी कार्यवाही की जायेगी। जैसा कि मैंने अभी कहा है, इन्दौर की एयर सर्विस भी जल्दी से जल्दी चालू कर दी जानी चाहिए, क्योंकि वह मध्य प्रदेश का एक बड़ा और महत्वपूर्ण नगर है।

इंग्लैंड वाटरवेज के सम्बन्ध में मैं यह कहना चाहता हूँ कि मध्य प्रदेश में नर्मदा बहुत बड़ी नदी है, जो कि पश्चिमी समुद्र में जा कर गिरती है। उसका सरब किया जाना चाहिए और अगर सम्भव हो, तो वहाँ वाटरवेज की व्यवस्था की जानी चाहिए। उससे ट्रांसपोर्ट का डिफिकल्टीज को बहुत कुछ दूर किया जा सकेगा।

अब मैं पोस्ट्स एंड टेलिग्राफ्स डिपार्टमेंट के विषय में कुछ कहना चाहता हूँ। मैं माननीय मंत्री श्री राज बहादुर को बहुत धन्यवाद देना चाहता हूँ कि हमारे राज्य तथा मेरे निर्वाचन-क्षेत्र में जब कभी भी इस सम्बन्ध में कोई कठिनाइया आई और उनके नोटिस में लाई गईं, तो उन्होंने उनको दूर कर दिया। आज उज्जैन में टेलिफोन एक्सचेंज काम कर रहा है और वहाँ के लोगों की शिकायत दूर हुई है, इसका श्रेय उन के व्यक्तिगत इन्ट्रस्ट लेने को है और इसके लिए मैं उनका आभार मानता हूँ। फिर भी मैं कुछ बातें उन्हे ध्यान रखना चाहता हूँ।

खालियर एक बहुत बड़ा शहर है। पहले वहाँ पर आटोमैटिक सिस्टम था, लेकिन उसके स्थान पर वहाँ मैनग्रल सिस्टम प्रचलित कर दिया गया। माननीय मंत्री जी ने वायदा किया था कि वहाँ पर आटोमैटिक सिस्टम लागू कर दिया जायेगा। कई वर्ष उस बात को

हो गये हैं, लेकिन अभी तक वहाँ पर आटोमैटिक सिस्टम लागू नहीं किया गया है। मुझे आशा है कि खालियर जैसे बड़े और महत्वपूर्ण नगर में जल्दी ही आटोमैटिक सिस्टम कायम कर दिया जायेगा।

मध्य प्रदेश के पोस्ट मास्टर जनरल का आफिस भी ठहरा रखने की बात कही गई थी। करीब करीब यह मामला नय हो गया था, लेकिन अभी तक वह आफिस चला नहीं गया है। समझ में नहीं आता कि इस में ढेर क्यों हो रही है और क्या हकावट आ गई है? वहाँ पर एक निर्माण के व्यवस्था भी की गई है। मेरा निवेदन है कि लोगों में किए गए वादों को पूरा करना चाहिए। इस सम्बन्ध में लोगों को बड़ी बड़ी ग्राण्टें दिलाई गई थीं और लोगों को विश्वास हो गया था कि पोस्ट मास्टर जनरल का आफिस वहाँ पर चला जायेगा। इसलिए जल्दी से उसको चला कर लाने की व्यवस्था की जानी चाहिए।

आलोट व महिदपुर में पब्लिक काल आफिस कायम करने की बड़ी जरूरत है। वहाँ के लोग कई वर्षों से उस की आशा लगाए बैठे हैं लेकिन उस में बहुत विलम्ब हो रहा है। मैं चाहता हूँ कि जल्दी ही—माचें में नहीं, दिवाली के अवसर पर ही—वहाँ इसका प्रबन्ध हो जाये, तो उन लोगों का अपने सौदो इत्यादि में मदद मिलेगी। वहाँ पर कई जिलिंग फेक्टरीज और प्रेस हैं और लोगों को अपने काम-काज के सिलमिले में काफी जरूरत रहती है, इसलिए वहाँ पर पब्लिक काल आफिस जल्दी से जल्दी कायम कर देना चाहिए।

बदनावर में पब्लिक काल आफिस कायम करने के बारे में मैंने १९५६ के सम्बन्ध में बताया गया कि पोस्ट एंड टेलिग्राफ आफिस से जवाब आया है कि वहाँ गारटो बगैरह का सवाल नहीं था, वहाँ इतना काम नहीं है। मैंने वहाँ इसके बारे में जाच की है और मुझे ज्ञात हुआ है कि वहाँ के लोग तो

[श्री राधे लाल व्यास]

बहुत उत्सुक हैं और गारडी दे के लिए तैयार हैं। वे चाहते हैं कि वहां पर पब्लिक आफिस जल्दी से कायम कर दिया जाय। वह तहसील हैडक्वार्टर है। इसके अतिरिक्त वहां पर डाक के पहुंचने में बहुत देर होनी है। मैं इस बारे में कुछ लिफाफे लाया हूँ जिन से प्रकट होता है कि वहां पर डाक पांच छ दिन में पहुंचती है। रेल वहां पर नहीं है और जहां तक तार का सम्बन्ध है हम वहां तार देने हैं लेकिन हम वहां पर पहुंच भी जाते हैं तार उसके बाद मिलनी है। वहां डाक बस से जाती है और इस कारण से उस में बड़ा विलम्ब होता है। इन परिस्थितियों में अगर वहां पर पब्लिक फाल आफिस कायम कर दिया जाये, तो लोगों को बड़ी राहत मिलेगी।

उज्जैन में काफी सुविधाये दी गई है, लेकिन अभी भी वहां बड़ी खामिया है। उज्जैन से भोपाल तक जो कि मध्य प्रदेश को राजधानी है डायरेक्ट टेलिफोन और टेलिग्राफ लाइन की बहुत जरूरत है।

श्री स्यागी (देहरादून) राजस्थान के अलावा और भी सूबे हैं जिन का देखना उनका फर्ज है।

श्री राधे लाल व्यास वह सब तरफ देख रहे हैं।

उज्जैन में रतलाम का काफी ट्रैफिक रहता है इसलिए वहां भी एक डायरेक्ट लाइन होना चाहिए। जहां तक मुझे मालूम है वह पहले मन्जूर हो चुका है। नागदा में रतलाम एक टेलिफोन लाइन है। वहां तार वगैरह लग चुका है। वह बिरला जी की तरफ से लगाई गई थी। अगर विभाग उसको ले न तो बहुत मर्लियन हो जायेगी।

उज्जैन में पोस्ट आफिस बिल्डिंग की बहुत मांग जा रही है। अगर कोई व्यक्ति मिटी पोस्ट आफिस की बिल्डिंग को देखे तो कोई नहीं कह सकता कि वह मिटी पोस्ट आफिस है। वह बिल्डिंग बहुत ही खराब

है। वह कई वर्ष पहले की बनी हुई है। मैं समझता हूँ कि विभाग वहां बिल्डिंग बनाने के प्रश्न पर विचार कर रहा है और मन्जरी मिल गई है, लेकिन निर्माण का काम शुरू नहीं हुआ है। मेरा निवेदन यह है कि डेढ़ लाख आबादी वाले इतने बड़े शहर में एक छोटे से कमरे में मिटी पोस्ट आफिस का होना शोभा नहीं देता है। १० तीन वर्ष पहले माननीय मंत्री जी वहां पधारे थे मैं उस समय वहां नहीं था। अगर उन्होंने उस स्थान को देखा होगा, तो उन्हें ज्ञात होगा कि उस की हालत कितनी खराब है।

वहां ये स्टाफ के लिए भी एक कालोनी बनाने की बड़ी आवश्यकता है। अभी तक वहां उनके लिए एक क्वार्टर भी नहीं बना है मुझे आशा है कि माननीय मंत्री जी इस और भी ध्यान देंगे।

मैं माननीय मंत्री जी को पत्र लिखा था और कई दफा मैंने चाहा कि स्टेशन पर आर० एम० एम० आफिस का होना बहुत जरूरी है। उसके अभाव में जाहर जान वाला डाक में बड़ा विलम्ब डाला है। विभाग बहुत दिनों से इस की मांग कर रहा है। गायद रेलवे विभाग पूरा सन्ध्या नहीं दे रहा होगा लेकिन मेरा कहना यह है कि वहां पर एक छोटा सा कमरा तो उपलब्ध कराया जा सकता है जिसमें जो अव्यवस्था आज बाल वहां है उसका तो अन्त हो। आज हालत यह है कि वहां पर शहर की और बाहर की डाक २४ घंटे तक रुका रहता है। इसलिए वहां स्टेशन पर आर० एम० एम० आफिस की व्यवस्था होनी चाहिए।

अन्त में मैंने यह कहना है कि भोपाल और रतलाम से जो गाड़िया आती हैं उनमें से रेल एच गाड़ी में डाक रहती है। सुबह और शाम दोनों समय डाक नहीं आती है। दोनों गाड़ियों में पोस्टल बैग होनी चाहिए। जो सुबह डाक आती है भोपाल से आती है उस में भी और साथ ही साथ भोपाल से पंजाब मेल की डाक लाने की

व्यवस्था भी होनी चाहिए। जो पठानकोट एक्सप्रेस की डाक आती है वह अब भोपाल में पड़ती रहती है और उसको बहा २४ घंटे तक पड़े रहना पड़ता है। इन दोनों गाड़ियों में दो दफा बहा डाक लाने और ले जाने की व्यवस्था होनी चाहिए।

अध्यक्ष महोदय मैं अपने प्रदेश तथा अपने निर्वाचन क्षेत्र की मुख्य मुख्य बातें आपसे सम्मिलित तथा मंत्री महोदय के सम्मिलित कर रहा हूँ और मैं आशा करता हूँ कि माननीय मंत्री इन पर ध्यान देंगे और जो आवश्यक चीजें हैं जो जरूरी बातें हैं उनको पहले करने की व्यवस्था करेंगे।

Shri M. R. Masani: Sir, I wish to speak in support of two cut motions that I have tabled, No 1146 and 1165, dealing respectively with the development of road transport in India and with the development of tourism. My purpose in making these observations is not to suggest any reduction in the expenditure on either of these services or to criticise the administration of this Ministry. I believe that it will help the functioning of the Ministry and its advocacy of the cause which has been entrusted to it if there is enlightened public opinion behind the Ministry and also the support and understanding of the House. If I raise the discussion on these two aspects of its work it is in order that the good work that the Ministry is doing should have the active support of Members of this House.

In recent times there have been certain developments that one should welcome. One is the separation of the Transport and the Railway Ministries. I have always felt that the joining of the Transport Ministry with the Railway was inimical to the development of transport in this country. When a public monopoly is also put in charge of the development of its rivals, one can expect only a step-motherly attitude. I am glad, therefore, that the road, air and water ways transport will now be free from the incubus of

the Railway Administration whose only objective seemed to be to protect its own inefficiency by retarding the development of alternative forms of transport.

I welcome the amendments to the Motor Vehicles Act. I also welcome the State Bank Amendment Act giving credit facilities that will enable road operators to purchase on credit motor vehicles.

A few days ago when the Railway Minister replied to the debate on the railway's estimates, we heard from him an abject confession of defeat. He admitted not only that there was overcrowding in the trains, he said that would not be lessened, he even threatened that it would get worse. He also said that he was reducing the speed of our trains, the number of dining cars and air-conditioned coaches. If any businessman or industrialist in this or another country of the world were to make such a confession of defeat, he would be subjected to the explosion of an angry public but because this is a State monopoly we have to tolerate the progress backwards that our railways have been able to show.

However the situation leaves a vacuum which somebody else has to fill. Since the railways themselves have admitted that they cannot fill it, this position arises. It has been estimated that by 1960-61, with the growing volume of passenger and freight transport, our economic development and our population will lead to, our present facilities would result in a short fall of 33 million tons of freight per annum and a shortfall of 14 lakhs of passengers per day, which shortfall will be in excess of the facilities that will be available by 1960-61. Since the railways cannot meet this challenge a great deal of the burden will fall on road transport.

If our Plan has to be carried out and our economic development is not to be retarded the burden of moving the goods and the people will fall on the shoulders of road operators and transport facilities. I believe the roads

[Shri M R Masani]

can meet this challenge if the Government does its job and the road Ministry is given the support it needs. I believe that the roads of India and those who operate on those roads can take the burden and the steps that I would now suggest are designed to help our road development and road transport to meet the challenge in the face of which the railways have surrendered.

The first line of approach is quicker construction of roads. It has been said by those who can speak with authority about this subject that we pay for our roads whether we have them or not and we pay more for them if we do not have them. It is a very wise observation. The investment in our road construction contemplated is not adequate. The Second Plan postulated an expenditure of Rs 82 crores on road development for the Plan period—an average of Rs 16.40 crores per year. The Budget Estimates of 1957-58, however, only provide for Rs 13-14 crores—less than the provision made in the Plan. It is just adequate to meet our existing commitments. It does not provide for the kind of expansion of the road system that is required by the needs of our Plan and our country. I would urge the Transport Ministry to press for larger allocations which are so badly needed.

The second line of development is to increase the number of motor vehicles on the roads that exist. The Planning Commission has fixed a target of 40,000 vehicles to be produced every year during the period between now and 1960-61. That seems to be an inadequate target and this view has been supported both by the Tariff Commission and by the Estimates Committee of this House.

Let me illustrate this point. In 1950-51, there were 12 lakhs of commercial vehicles registered in this country. The life of these vehicles can be estimated at seven or eight years but we may stretch it upto ten years. It means that by 1960-61, 12 lakhs of commercial vehicles have to

be renewed or replaced on the roads. At the rate of 40,000 a year as envisaged by the Planning Commission it would mean three whole years production. If the production of vehicles in this country will only go to replace the existing vehicles, where is the hope of putting more vehicles on roads to carry greater traffic which our plans of economic development demand. Obviously the rate of 40,000 vehicles a year is quite inadequate and has to be upgraded.

The third line of approach is to ensure economic cost of operation on the roads. This can be broken up into two or three heads. The first is the carrying capacity of our vehicles. Under the Motor Vehicles Act of 1939, the maximum laden weight of a medium truck has been prescribed at 14,500 lbs and later 18,000 lbs. We have now sanctioned production in this country of vehicles which can carry upto 27,000 lbs gross laden weight. It is necessary that this limit of 18,000 should be raised to 27,000 lbs to enable a larger volume of traffic to be carried by these trucks. On the contrary, one finds that the State of Madras reduced the weight from 20,000 lbs to 16,000 lbs on the national highway—a step backward.

Shri Ranga (Tenali) Your roads are not strong enough, they are broken.

Shri M. R. Masani But there is a way in which the weakness of our roads can be met and this is the use of trailers. Instead of piling up additional load on the same axles or the same wheels and thereby on the same portion of the road which cannot stand the strain, what you do is to attach another car—a trailer—with four other wheels and axles so that the burden on the road is distributed in a way that the roads can support.

One would have thought that this was an obvious thing which we would all welcome. The cost of a trailer is 30 per cent of a truck because it has no engine, but it can carry 80 per cent

of the truck load. This means that the trailer-truck combination costs only 1.3 times as much as a truck but does the work of 1.8 trucks, effecting an economy of 28 per cent. Similarly, the running cost of a trailer-truck combination is 1.4 times for a pay load of 1.8, giving an economy of 23 per cent.

Yet, in spite of this obvious solution, it is sad to see that in many States the Governments are obstructing and impeding the use of trailer-truck combinations, which is obviously a solution for the roads of our country. I am raising it here, because I know the initiative of the Transport Ministry can do a great deal to break down this reactionary and conservative opposition to what is an obvious solution to our problems.

Another aspect is speed. You can only have speed, long distance transport in this country if you have through communications. This is impeded by either missing bridges or weak bridges which we come across on many of our highroads.

Finally, the element of taxation. In my budget speech on 16th May, I had occasion to protest against the increase of taxation on fuel, oils and road transport. Every Committee that the Government has appointed in the last few years to examine this problem has recommended that road taxation is too high and should be reduced. The Study Group on Transport Planning recommended a reduction of 20 per cent. Yet, we find in the present Budget that the burden on the roads has been increased by an increase proposed in the duty on petroleum, motor oils and diesel oils. I wish the Transport Ministry would exert itself against the Finance Ministry and other sections of Government which are in this way doing injustice to the needs of our roads and their development.

I shall now turn, in the last few minutes of my speech, to tourism. Tourism, Sir, is a very important earner of foreign exchange, and it has now been dinned into our ears that our foreign exchange position is weak, that it is one of the biggest weakness

in our planning and everything should be done to put it right.

In 1951 tourism brought this country Rs. 2.5 crores worth of foreign exchange. In 1955 the figure rose to Rs. 10.5 crores and for 1956, in the first half of the year for which figures are available, the income in foreign exchange was Rs. 7.4 crores, from which we may conclude that the total earnings of foreign exchange in 1956 will be about Rs. 15 crores to Rs. 16 crores.

In the Second Plan period it has been estimated that we shall get Rs. 87 crores foreign exchange by tourism. I myself believe that this is a gross under-estimate, and given a little encouragement we can get much more.

Even so, accepting the figure, it gives us 2.5 per cent. of our total exports, 2.5 per cent. of our total exports is what our tourism gets us already. The possibilities are almost unlimited. In the United Kingdom tourism has jumped up to be the fifth largest earner of foreign exchange. It gets for Britain as much foreign exchange as the export of motor cars or of films. In Italy today tourism is the largest single foreign exchange earner. It shows what can be done.

But, it is found in our country what we do for tourism is extremely niggardly. The Planning Commission made a total provision of Rs. 333 lakhs for five years, not much, but not bad. But what happens? In the first two years of the period—in the last two budget allocations—only Rs. 29 lakhs were allocated out of Rs. 333 lakhs. And, still worse, out of these Rs. 29 lakhs allocated only Rs. 2 lakhs have been spent. I must say that this is a sad story and that it calls for a little rethinking on the part of all concerned.

The result, naturally, is that facilities for tourism in this country are inadequate and are not keeping pace with the traffic. There is an increasing wish among people in different parts of the world to come to India, see our country and learn a little of our culture. Many go back dissatisfied. I have myself heard bitter complaints from people who come to India

[Shri M R Masani]

full of love and affection for this country and, after the kind of handling they received, going back thoroughly fed up and disappointed that, after all that they heard of the traditions of hospitality in India they did not find so much evidence of it

Hotels are lacking outside Delhi. Rest houses are lacking in a great number of places

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): Not even in Bombay?

Shri M. R. Masani: Rest houses are missing at many places where they are required. Even when they exist tourists are bitter in their complaints that letters and telegrams sent to those who control these rest houses quite often get no reply. One is reminded of the old complaint about the Madras Government 'Apply apply, no reply'. That seems to be the fate of many tourists who come to this country. They want to visit some of our monuments, some of our great archaeological places and find that no opportunities are given to them to do so. Ever when they are given permission to come, when they arrive, they find sometimes that local officials are occupying the space promised to them and they are turned away.

Then, again, there is difficulty with regard to transport. Neither air nor road transport in this country gives the kind of service that tourism requires. The Indian Airlines Corporation have no services to many of the spots in the country which people wish to visit. There is no IAC service to Udaipur, Khajuraho or anything near it, Mandu, Mysore, Madurai, Tanjore and places like that.

Shri Ferose Gandhi (Rai Bareilly): None to Allahabad.

Shri M. R. Masani: One can multiply this over and over again. There is none to Ranchi, my own constituency. Even the service to Aurangabad goes on intermittently, being renewed and cancelled every few months. Road transport is even worse. People who want to go

to DVC, unless they are V.I.P.s and are looked after by Government, can find neither a taxi nor a bus at Assansol railway junction. I am told that an ordinary tourist or citizen who is not known to Government and is not looked after must hire taxi in Calcutta and motor 120 miles to see our great achievement. This is not the way to sell either our projects or our development.

To go from Delhi to Agra you have to pass through various State boundaries. I am told there are two check-posts at which if you hire an ordinary taxi you are stopped and delayed. In the whole of Delhi there are only 40 taxis which are licensed to enter Uttar Pradesh, and if you are not lucky enough to find one of these 40 taxis, you must either get a special permit before you start or put up with harassment and delay on the way just because you want to see the Taj Mahal or Fatehpur Sikri.

These are only examples. I know that the Minister himself and the Ministry would know of many others. What is necessary, therefore, is to recognise the great importance of tourism. Even if we forget about our hospitality and international friendship, let us at least remember our foreign exchange requirements. Let us be materialistic, if you like, but even our materialistic requirements demand a greater awareness of the importance of transport and tourism.

Then, better co-ordination is required. Today, we have in the Transport Ministry, I understand, a section of tourism with one Deputy Secretary and two Under Secretaries. Can this be considered adequate for tourism in a country of the size of India? As far back as January, 1956, the Government announced the establishment of a Directorate General of Tourism. I remember reading that in the Press and feeling glad that at least somebody had thought of doing the right thing. Almost all countries of the world have separate directorates or organisations for attending to tourism. Even the smallest country

has it. Although this was announced in January, 1956, and although provision was made in our last Budget to the tune of Rs. 1 lakh for a Directorate General and this provision was passed by Parliament, an year or more has passed and no Directorate General is still to be found.

The Estimates Committee considered this matter in December, 1956 and in the 34th Report of the Estimates Committee, which went into this matter very thoroughly, we find a very interesting discussion of this problem.

13 hrs.

The Estimates Committee suggested a slightly different formula. It suggested a separate Corporation being set up in India for developing tourism, with managing directors who would be responsible personally to the Minister of Transport. Whether we have a directorate-general or a separate corporation is a matter of machinery and detail. I have not gone deeply enough into this matter to make my mind, but it does appear to me, as the Estimates Committee pointed out, that running tourism from the Secretariat is no solution. There should be an autonomous directorate-general or something of that kind which can run tourism, not like the civil service but in the way that tourism requires to be run. As I said, most countries have a separate directorate for this purpose. I hope that although over a year has been wasted, the Ministry will now proceed with creating a separate organisation which is so necessary if tourism is to find its proper place in the scheme of things.

* Along with such a directorate, I would also recommend the establishment of a Tourist Development Council with official and non-official members interested in the subject with the Minister of Transport himself as the Chairman of that council. These are some of the suggestions both in regard to road transport and tourism that I would urge earnestly on the attention of the Transport Minister and Government, and I hope that they will receive consideration.

Shri P. C. Bose (Dhanbad): I rise to speak on the Demands for Grants under the Ministry of Transport and Communications with particular reference to the Posts and Telegraphs Department of the Ministry. In the review of the first Five Year Plan recently published by the Planning Commission, we find that the telegraph network was expanded during the plan period by the addition of 63,000 telegraph channel miles. At the commencement of the first Five Year Plan there were 36,000 post offices and 3,592 telegraph offices in the country. During the plan period 18,900 post offices and 1,465 telegraph offices were added. Progress in the expansion of telephone exchanges and telephone lines also was made. We have no doubt that the country was greatly benefited by those achievements. I therefore congratulate the Ministry and the employees of all grades of the department on the great progress they have made during the last five years.

I further hope that during the second Five Year Plan period also the programme for further expansion of the Posts and Telegraphs Department and the telephone installations will be fully implemented with the same patriotic zeal and fervour as was shown during the last plan period.

Now, I shall refer to the dispute pending between the federation of the posts and telegraphs employees and the authorities concerned for certain demands of the employees. It is very unfortunate that the dispute has been now pushed to a very delicate stage. The strike notice has been served in spite of the fact that negotiations were proceeding and the main items of grievances, namely, the Assam allowance, appointment of a Pay Commission with wide terms of reference including interim relief, etc., have been conceded.

Apart from the fact that the posts and telegraphs is an essential public service and that suspension of the service will cause immense suffering to the country and the people at large, the strike will inflict very great hardship on the employees themselves most

[Shri P. C. Bose]

of whom are the breadwinners of families. The irony is that they will have to bear this hardship without any corresponding gain. On the contrary, they will lose the goodwill of the public who also will suffer along with them for no fault of theirs.

In a case like this, as an experienced trade unionist, I think that it does not reflect any credit to the leadership of the federation to launch a strike which is neither profitable nor justifiable even from the trade union point of view. Some leaders, I understand, are supporting the strike by drawing analogy between Europe and America and our country. Considering the highly developed economy of those countries and the great efficiency of the workers of those countries, can there be any analogy between Europe and America and India? These leaders, I am sorry to say, conveniently forget to mention that there are countries which are very highly developed and where strike is absolutely illegal and where the strike leaders and the strike supporters are dealt with by special legislation. I need not elaborate on this. They should think over this before they start the strike which will paralyse the life of the nation. It is no use drawing an analogy or inspiration from other countries which have no bearing on the conditions of our country. We are as we are. We are underdeveloped and we shall have to move towards progress accordingly.

The Prime Minister has already expressed his reaction and feeling, more in sorrow than in anger. Many other leaders also have expressed their views against the strike. Under the circumstances, there is no justification in launching a strike and creating confusion in the country. On the contrary, if the employees withdraw the strike notice and settle the dispute by negotiation, I have no doubt that the Minister in charge who has a unique record of service and sacrifice for the country and the people will concede all the legitimate demands of the employees. For myself, I also assure them that I have every sympathy for

the legitimate demands and grievances of the employees. I therefore appeal to the posts and telegraphs employees again that they should not misguide themselves by false notions but withdraw the notice and renew the negotiations which they were carrying on to redress their grievances. The country, I think, will approve of this course and the country will be saved from difficulties.

13 08 hrs

Shrimati Ha Palchoudhuri (Nabadwip) Mr Speaker, Sir

Mr. Speaker: She will not take much time, I hope.

Shrimati Ha Palchoudhuri: No, but the Chair must give me a little time to put my points.

In an expanding economy, everybody realises that transport and communications play a very great part and when you see the allocation in the second Five Year you will find that among the main heads Rs 1,395 crores have been allocated to transport and communications. But that, I suppose includes the railways as well. However in that there are other parts of transport and communications, and they are also included and the importance of this item will be realised, when you see that this amount is rather more than $\frac{1}{2}$ the whole expenditure for the plan.

I shall first take up road transport because road transport is very important and it reduces the burden on the railways and it has been really agreed upon that road transport can do much in this respect. Road transport can carry much of the carriage needed for the second Plan and unless we have also good road transport, this will not be possible. Look at the total allocation in the Plan for road transport, you will find that the percentage is 0.4, just a very small allocation. Here again I suppose we have to keep within a certain framework. But whatever

It is, if more allocation is possible, I hope that the Ministry will look into this aspect

Take into consideration particularly the road transport where border districts are concerned, border districts particularly like my district, Nadia. It needs road transport very badly, and I am very grateful to the hon Minister, because Nadia does have some good roads, but in the second Five Year Plan, the target laid down is 13,800 miles of roads. We have already reached 12,900 miles in 1956 and only 900 more miles remain. It is not much. But in border districts like Nadia, road transport and national highways must be increased.

If the hon Minister travels on the national highway in Nadia, he will find that the bridges have gone down like match boxes during the recent floods. I am told that it is so because that amount of cement and other strengthening materials which should have been used have not been used. I do not know if it is true. It is for the Ministry to find out whether the necessary amount of cement, etc has not been used and if not, why not. I hope the Minister will take some trouble to find this out. The bridges are in a dilapidated condition. There are diversions but they are very difficult to negotiate. On a national highway, Sir, bridges form a very important link and when the bridges are constructed, the necessary amount of cement and other strengthening material should be used, after all the strength of a chain is the weakest link, and what use will roads with strategic importance be, if the bridges are weak!

There are two other important matters—tourism and shipping. As regards tourism, I agree with Mr Masani when he said that we definitely need a separate tourist Board to be formed. Tourism is one of the angels that earn some of our foreign exchange. We get invisible credit from shipping, tourism, insurance and banking. But the two angels that move about and

give us good foreign exchange are shipping and tourism. In tourism, I think you have noticed that we earn Rs 10 crores per year, that is not a small amount, because we have gained not only money but also friendship. In tourism, your national highways also play a very important part.

In other countries, they make the places attractive. That is the only way to attract tourism. Why can we not plant our favourite Indian flower plants or our national highways? If we plant the beautiful flowering trees like the flame of the forest, *Prunus japonica* and *Jacquaranda* all along our highways it would make the place very beautiful. Fruit trees also can be grown. If rest houses are built on the highways, the tourists will stay in them and taste the Indian fruits and enjoy the beauty of the Indian flowers. People go to Japan to see flowers like cherry blossom and chrysanthemum. Why will they not come and see the red and gold flame of the forest, the delicate pink *Prunus japonica* and the lovely blue *Jacquaranda* in India, because they are all very beautiful and there is great scope for their being grown here on our highways. We have *Vana Mahotsava* every year, but I think 50 per cent of the trees die.

An Hon. Member: 90 per cent

Shrimati Na Palchoudhuri: I said, 50 per cent, as a conservative estimate. There are ugly railings all broken and crooked and dead trees. That is what is found on miles of our national highways now. I would ask the Minister to come and see if this is going to attract tourists to India. Beautiful trees giving shady flowers and fruits should be planted on our national highways, so that tourists may be attracted by them.

Next comes, Sir, inland waterways. Inland waterways are one of the means of communication in India. They have been there from very ancient times and they must be saved. Today you will find that in Sundarbans, the granary of Bengal, the two waterways *Vidayadhari* and *Plali* are

[Shrimati Ila Palchoudhuri]

almost dead. Formerly they used to be very good means of communication. In Nadia, there are the Bhairab and Jalangi. In Bhairab there is no water at all and the Jalangi does not bear any quality of her name. It is now a mere trickle. These waterways should be saved if we want Bengal and India to flourish, because the waterways can carry millions of tons of our produce and relieve the strain on the railways and other forms of transport to the extent that no other transport can do. Sometime ago the Government of India appointed an Inland Waterways Transport Committee and one of their terms of reference was:

"To consider the organisation of efficient country boat service on a co-operative basis with an appreciable increase in the present number, with a view to facilitate the carriage of more goods and the question of mechanising at least some of the boats, with particular reference to cost, time and other implications."

I hope the recommendations of this committee will be taken up, because on the canals and rivers, many of these boats move about. Also it would help our boat-making industries in many parts of India. I would ask the Minister to come to Nadia and see what has happened to the rivers. In the Sundarbans, because the rivers have become dry, the salinity of the land has increased. Formerly the zamindars who used to own the lands spent large sums of money in improving the embankments and making the land fertile, but now the lands have become saline and productivity is no longer there. Therefore, I place before the Ministry, the urgent need for saving the rivers. They are the very life-line of communications and must have serious consideration if Bengal and India are to flourish.

About the P. & T. Department, I have just two small points. In my constituency, in Topla village, there is no post office. This village has the requisite number of inhabitants and the distance from another post office is

also what the conditions require. I hope the Minister will look into it. Also, some sort of telephone connection should be installed in Karimpur and Swarupgunj Ghat. It is absolutely essential. Karimpur is a border district town and raids and accidents take place almost every day. There are no means of communicating these accidents or whatever may happen as soon as possible. I have seen myself an accident near about there. A lorry turned over and the men were lying on the road. There were no means of communicating this news because there was no telephone, except the police telephone which opens only at 12.45 P.M. to be exact. Those men were lying on the wayside after being injured for three hours, before I could give any message to the nearest town. So, there should be a telephone system connecting Karimpur with Krishnagar and the nearest health centre. I think the Central Government should be something to give what the people need very badly, because after all, the Central Government is the mother of our States. (Interruption). Raids occur—almost daily and the agitation and the fear of the people would be greatly allayed in the Karimpur area, if a telephone was available. At Swarupgunj Ghat, when the river is in spate accidents happen, and it is imperative that there should be a telephone here with connections to Krishnagar and the places that have phones near the place.

Our shipping needs to be greatly expanded, because it earns for us foreign exchange. We should also realise that our shipping is the backbone of India. The merchant navy is our second line of defence, and we cannot neglect it at any cost. The amount of Rs. 37 crores given in the Plan is entirely inadequate. I had said in my budget speech that we should have at least Rs. 50 crores. This is wanted to give our shipping some help *vis-a-vis* with that of the other countries of the world to a certain extent. Although we cannot hope to do wonders, we must try to do something towards expansion. Whether we get it from the World Bank or whether we take the money that is not used in the second Five

Year Plan, these Rs. 50 crores should be provided. If you provide it, you will get it back in the form of earned freights, within three or four years, so what have we to lose?

I hope that the Minister will see his way to do this. Because, it has been seen that movement by ship whether it is coastal shipping or by waterways is cheaper. If the railways can carry 1 million ton for a cost of Rs. 11½ crores for 300 miles, for Rs. 12 crores by water you can carry 1 million tons for a thousand miles. Look at the cheapness of transport. We must develop coastal shipping particularly and extend it to the maximum extent. We have found oil in India. We must have tankers and also, gradually, refrigerated shipping. In America they have transported orange juice in refrigerated ships from one part of the country to another. We can at a not distant date, I am sure, transport mango juice and get a lot of income for India. Refrigeration engineering is a coming thing. I think the hon. Minister will have to consider how he could apply this to our country with as good effect as possible.

About ports, there is one point that I would like to mention. In Calcutta, you have seen yourself as you have had occasion lately to visit the city, that a lot of machinery remains idle because some parts are missing. Because this machinery is not there to handle the goods, there is a lot of bunching in ports and loading and unloading is retarded. Surely, there are companies in Bengal, near Calcutta who would manufacture these parts. I hope the hon. Minister will get into consultation with them and ask them to make these parts. You have to make the fullest use of these mechanical loading and unloading devices in these ports. There are people who make precision instruments in India. If the special kind of steel were made available to these Indian firms, they will manufacture these parts and make these cranes and machinery workable. I hope the Minister will,

in his reply, assure the House that this will be done.

Lastly, I would like to say one word about civil aviation. Civil aviation in our country has advanced a lot and the effort of independent operator is very striking. Some of the private companies seem to have fared better than the Government has done. The private companies have increased their share in the traffic much more than the Government corporations have done. Private companies have increased for 38,126,847 pounds in the 1st six months of 1958, they have increased their traffic to 58,859,661 lbs by the last half of 1956 but the Government figures show little change. I would ask the Minister why this is so. If the private companies can carry all this traffic, surely the Government can do better. I hope this will be looked into.

Another disconcerting factor is that out of 538 Indian registered aircrafts at the end of December, 1956, only 205, we learn, held current certificates of air worthiness. That is more than half of our aircrafts are lying all over the country, and they are not airworthy. This is surely a disconcerting thought. I hope this matter will be investigated by the Minister.

In shipping and in aviation, the employees of the various concerns should have the particular consideration of the govt. I would like to bring to the notice of the House fact. In the airways, the air hostesses have been told that they are going to be employed in a temporary cadre, that after the age of 35, they cannot be employed and that they will be grounded. Their salaries also are going to be very much less. It seems to be a case of fly while you fly and the devil take the hindmost after 35. That is a very bad attitude. I think, if you have to encourage women to take up jobs in India, you must give every facility to them. As the economic situation in the country stands, women have to take jobs. I hope air-hostesses will get every sympathy. The seamen who go in the high seas must also get every consideration.

[Shrimati Ila Palchoudhuri]

There was the Seamen's Welfare Board in the past Parliament. We hear nothing of it in this Parliament. These men go out in the high seasonships and do business in great waters. They deserve every bit of consideration, every help from the Government. I hope the Seamen's Welfare Board will be actively taken up by the Transport Ministry and our seamen will receive every consideration not only in India, but in port in the world. We hope that when our ships with the Tricolour Flag go out to the various ports, they will get honour and this Ministry will be worked with great éclat and efficiency, and we shall look on the Indian merchant navy with pride and a sense of achievement.

Shri Basappa (Tiptur): Mr. Speaker, I rise to speak supporting the demands relating to Transport and Communications. While I do so, I appreciate the significant progress made in the field of agricultural production and also in industrial production. Thereby, the room for expansion of transport and communications has been enlarged to a very great extent. Therefore, it is but natural that we should consider the national transport policy of this country.

In the past, we all know that there was no such thing as a national transport policy at all. While the British were here, their policy was to encourage one thing at the cost of another for their own purposes. They encouraged the railway system. It has been said here that other forms of transport were neglected to the detriment of the country's progress. The time has come when we must have a national transport policy for this country.

From that angle, the provision made in the First Plan and the Second Plan is not sufficient to cope with the industrial and agricultural production. Of course, in the First Plan, they had given a place to transport and communications, an unimportant place. In the Second Plan

also we have gone up from 23 per cent. to about 29 per cent. or so of the total Second Plan outlay. That means that the Government have recognised the importance of the transport system of this country. At the same time, something more will have to be done to develop the other forms of transport. A sum of Rs. 900 crores have been set apart for the railways whereas for road transport, Rs. 272 crores, for shipping Rs. 48 crores and other transport Rs. 43 crores have been allotted. That only shows that there is no balanced development in respect of transport and communications. Therefore, we should pay more attention to inland water transport, road transport and sea transport. From that point of view, I hope Government have already realised that it is their duty to see that other forms of transport are encouraged most.

Taking shipping which has to be looked after more carefully, I must congratulate this House and some Members of this House who evinced a lot of interest in this form of transport during the last four or five years, as a result of which Government have been able to recognise its importance. When I say this, my mind goes to Shri Raghunath Singh and Shri Matthen who took an important part. I do not mean to say that others did not take interest, others have taken a good part. When I speak about shipping in this country, I say, a lot has to be done. But, there is a lot of bottle-neck. We hear in this Parliament that in the Calcutta port, there is so much of congestion. Similarly, in the Bombay port also, there is a lot of congestion. In fact, in every form of transport, we notice that there is a lot of bottleneck. That is why I have suggested at the very outset that there should be a national transport policy for this country, especially in view of the growth of traffic.

The growth of traffic has also contributed to the congestion, and there has been some criticism in this House regarding shipping also. While I say this, I am quite aware of the fact that traffic has increased enormously dur-

ing these years. From the reports, we find that in 1950-51, the traffic was of the order of 18 million tons, but it has risen to 20.4 million tons in 1954-55 to 24 million tons in 1955-56 and to 27.3 million tons in 1956-57. In fact, nobody expected such a big rise, and surely the planners ought to have been a little more careful and anticipated that there would be a growth of traffic in this fashion. Anyhow, effective steps have been taken recently, and our Minister has also given us the hope that the congestion at these ports will be minimised very soon. But the fact remains that in view of the growth of traffic, it is up to see that adequate transport facilities are provided by having more shipping tonnage and also by way of greater facilities for the quicker removal of goods from the ports and so on.

At the Calcutta port, the traffic has grown from 2 million tons to 7.2 million tons; and at Bombay, it has risen from 2 million tons to 9.6 million tons. To cope up with this situation is very difficult indeed. While speaking on this congestion, one hon. Member from the Opposition, Shri Nath Pai, pointed out that proper and cogent reasons had not been given for this congestion. We also wanted to say that Government had not supplied clearly the facts regarding the Suez affair, how many ships came, and so on, so that we would be in a position to appreciate why there is so much of congestion. Anyhow, the fact remains that monsoon and seasonal conditions also may not enable quicker removal of the cargo from the ports. Besides, there are also imports of steel and food for our country, which have added to this growth of traffic. All these things have resulted in this congestion. Anyhow, effective steps have since been taken, and as our Minister pointed out the other day, a piece-rate system also has been introduced. With these steps, I hope the congestion at the ports will be minimised to a very great extent.

While I am on the point of the development of major and minor

ports, I must say that a significant progress has been made in this regard. We find that at the Visakhapatnam yard the number of berths have been increased; in Bombay also, a number of good things have been done. At Kandla, which is one of the most important places in the west, a new port has been developed at an enormous cost. So, there has been good progress. At the same time, I must also say that the minor ports have been neglected to a very great extent.

For instance, the Mangalore port, as one of the Ministers was saying the other day, is in a very bad condition; when people go out, they have not got a proper place where they can take a little rest. I would submit that the condition of the minor ports all over India should be improved to a very great extent.

When we are thinking of having for this big country a number of major ports, I cannot help saying that in the west coast, Karwar or Malpy should be one of the most important major ports of our country. Past history has shown, and the great experts who came to our country in the past have pointed out that Karwar will be a very good port in the west coast. The State Government are equally anxious to co-operate in every way, if the Central Government are prepared to take up the development of a port either at Karwar or Malpy in the west coast.

The other most important thing that has agitated the minds of hon. Members here is the question of the location of the second shipbuilding yard.

Shri B. S. Murthy (Kakinada-Reserved—Sch. Castes): What about the east coast?

Shri Basappa: Whatever I leave, the hon. Member can say. He can supplement it.

It is obvious that this country needs more than one shipbuilding yard. We have already one yard at Visakhapatnam in the east coast. So, it is but natural that we should have the second shipbuilding yard in the

[Shri Basappa]

west. I leave it to the experts to say where the second yard should be located. Only recently, the advance party of the British mission came to our country, and visited a number of sites. In this connection, I have also to point out that in the hinterland in the west coast, the best kind of steel and the best kind of water are available nearby, besides, we are also having the Honnameradu project there, which would provide quite a good amount of electric power. There is very good steel available in Sandur in Bellary district, which would be useful for a marine steel factory in connection with shipbuilding purposes. After taking all these things into consideration, and also after judging the question from the economic and financial viewpoints, I hope the experts would be able to say that Karwar would be one of the most suitable places for the location of the second shipbuilding yard. However, I do not want to foresee what they would say. I would only say that there is a great necessity for doing so.

From another point of view also, this is very important. There is a mistaken notion when the demand is made that the Mysore State should be given more facilities. I would like to point out that the conception of the new Mysore State must enter into the minds of the people. What was once the Mysore State is not the same Mysore State today, the present Mysore State is quite different, the population of the State has increased from one crore in the past to two crores now, and it has now a coastline of nearly 200 miles. Along the coast-line, we have got Karwar and other big forests. The Malnad area is also there as a challenge. That area also has to be developed in the matter of communications, in order that its vast potentialities of resources might be exploited fully. If the Minister will look at the question from all these angles, he will see that the shipbuilding industry must be started in one of these ports in the west coast.

While I am on the subject of Mysore, I must say that the area that has been added is backward in communications and transport, or I should say, it is under-developed. For, there are great potentialities in that area; the possibilities of tapping the economic wealth of that area are very great. Even the Dar Commission had gone into this question and said that these areas were backward. The States Reorganisation Commission also have gone into this question, and have stated that the four districts of the Bombay State which were transferred to our State were backward. It was not only the linguistic consideration but also other considerations that were taken into account when the States were reorganised. So, it cannot be said now 'You wanted a State, now, you have got it, therefore, it is all your look-out now.' That is not the point of view which must be borne in mind. I would say that the economic prosperity of these parts also should be taken note of.

If you take Gulbarga district, for instance, you will find that there are only 8 miles of roads for every 100 square miles, whereas in the old Mysore State, we had 36 miles for every 100 square miles. Even in North Kanara, there are not adequate communication facilities. In South Kanara and the Coorg area, we have proposed to spend about Rs 10 crores over 8,000 miles of road.

Judged from all these considerations, there is great necessity for developing these parts. That is necessary not only from the point of view of the Mysore State, but also from the point of view of the national interests of the country with its vast resources, the west coast must be developed in the matter of communications and other things.

So far as inland water transport is concerned, as we have all seen, it has been neglected all along. Of course, there is now a master plan which has been considered by Government, and I am told that a high level committee is also going into this question, and lots of investigations have taken

place. If this can be done successfully, we can see that the Narmada is connected to the Godavari and the Ganga, and the Tapti can be connected to the Godavari, and from Calcutta to Cochin, we can bring a canal. Thus, we can see that there is inland water transport.

This will help a great deal. Therefore, I hope the Ministry will give careful and immediate attention to this aspect also

13.40 hrs.

[Mr. Deputy-Speaker in the Chair]

श्री बासर (र नागिरि) उपाध्यक्ष
महोदय, गन दिमम्बर मास में हमारे ५०,००० प्रादमियों के हस्ताक्षरों सहित ए. मैरोरेडम डायरेक्टर जनरल आफ शिपिंग को दिया गया था। इस मैरोरेडम में यह माग की गई थी कि ईस्टर्न फ्रॉन्ट पर कोनक्न लाइन के जो किराये हैं और जि. को हाल ही के बरों में बहुत अधिक बढ़ा दिया गया है उस पर विचार किया जाये और उन किरायों को कम किया जाये। हमने उस मैरोरेडम में यह भी माग की थी कि सरकार खुद इस और ध्यान दे और इस वज को कम्पनी ने ही ऊपर न छोड़ दे। उस समय हमारा एम् डेपुटेन्ट भी डायरेक्टर जनरल आफ शिपिंग को भिना था और डायरेक्टर की ओर से यह आश्वासन दिया गया था कि हमारी जो मागे हैं उन पर गौर किया जायेगा और हमारी शिकायतों को दूर करने का प्रयत्न किया जायेगा। लेकिन मुझे अफसोस के साथ कहना पड़ता है कि इस के चार महीने के बाद ही जो हमें जवाब मिला उसमें उन्होंने जो कम्पनियों का जवाब या वह भी हमें भेज दिया और जो हमारा मैरोरेडम था उसको उन्होंने बम्बे स्टोम नैविगेशन कम्पनी के पाम भेज दिया। इसमें यह माफ जाहिर है कि सरकार खुद इस और कोई ध्यान नहीं दे रही है और न देना चाहती है। मैं आपको बतलाना चाहता हूँ कि बम्बे स्टोम नैविगेशन कम्पनी ने २५ परसेंट किराया बढ़ाने की माग की थी। इस माग को देखते हुए और इस पर विचार

करते हुए सरकार ने एक कमेटी नियुक्त की थी और उस कमेटी ने अपनी रिपोर्ट में दस परसेंट ज्यादा किराया बढ़ाये जाने का सुझाव दिया था।

अब यह जो किराया बढ़ता चला आ रहा है उसके कुछ आकड़े मैं आपको मम्मूल पेज करना चाहता हूँ। जब इस कोस्टल शिपिंग को शुरू किया गया था उस वक़्त जो किराया रखा गया था वह बहुत ही कम था। सन् १९१० और १९१२ में केवल आठ आना ही किया गया था। उसके बाद सन् १९१५-१६ में यह किया एक रुपये कर दिया गया। १९१८-२२ में यह १।१२। किया गया। १९३७-४० तक यह १।६। था। लेकिन इस बाद सन् १९४६ में एक दम इसको बढ़ा कर पांच रुपये कर दिया गया। जब किराये को १।६। से बढ़ाये जाने का मामल कम्पनी का तरफ से की गई थी उस वक़्त कम्पनी ने यह प्लेन पेश की थी कि उसका जो खर्चा है वह बढ़ गया है, उस पर जो बोझ है वह बढ़ गया है तथा उसको जो मजदूरी देना पड़ती है उसकी दर बढ़ गई है और उसने कहा था कि इन सब चीजों को देखते हुए जो किराये की दर है उसको बढ़ाना आवश्यक है। इससे बाद यह किराये की दर जो कि उस वक़्त १।६। थी, बढ़ा कर एक दम से पांच रुपये कर दी गई है।

इतना होने के बावजूद कम्पनी ने फिर १९४९-५० में कहा कि वह घाटे में चल रही है और उसकी माग पर कि किराया बढ़ाया जाये, विचार किया जाना चाहिये। इससे बाद किराये को बढ़ा कर पांच रुपये से ७।८। कर दिया गया। यह बढ़े ही ताज़्जुब की बात है कि किस तरह से वह घाटे में चल रही थी। मैं आपको बतलाना चाहता हूँ कि जो जल का प्रवास होता है, वह बाकी सब मोडस आफ कन्वेंयेंस से सस्ता हुआ करता है लेकिन यहाँ पर बात ही उल्टी है। यहाँ पर किराये की दर बहुत ही अधिक रखी

[श्री अ.सर]

गई है। और जगहों पर जो रेल का किराया है वह ६ पाई पर मील है और मोटर ट्रांसपोर्ट का है वह ११ पाई पर मील है लेकिन हमारे यहां कौनकन लाइन पर वह ११ और १२ पाई पर मील लिया जाता है। मेरी समझ में नहीं आता है कि ऐसा क्यों है। कम्पनी ने अपनी स्टेटमेंट में कहा था जो रोड ट्रांसपोर्ट है, उनके किरायों को देखते हुए उसके किराये बढ़ाये जाने की मांग पर विचार किया जाना चाहिये। लेकिन मुझे ताज़्जुब इस बात का होता है कि इतना ज्यादा किगया कम्पनी क्यों चार्ज करती है और क्यों उसको इतना अधिक किराया चार्ज करने की इजाजत दी जाती है। एक रुपये से बढ़ा कर इस किराये की दर को एकदम से साढ़े सात रुपये कर दिया गया है। रेलों को भी स्टाफ रखना पड़ता है, उनको भी कई प्रकार के सामान की आवश्यकता होती है, मोटर में भी पेट्रोल खर्च होता है, टायर लगते हैं, उनको भी कर्मचारी रखने पड़ते हैं और इनके भी किराये बढ़ने लगे हैं लेकिन इस कदम नहीं जिस कदम कि कम्पनी किरायों को बढ़ाती गई है। लेकिन स्टोमर के जो किराये बढ़े हैं वे बहुत अधिक बढ़ा दिये गये हैं और इतने न मोटर ट्रांसपोर्ट के बढ़ाये गये हैं और न रेल ट्रांसपोर्ट के बढ़ाये गये हैं। इस बारे में जब कम्पनी को लिखा जाता है तो वह कहती है कि हम क्या करे और जब गवर्नमेंट से कहा जाता है तो वह कोई दूसरी डी प्ली हमारे आगे रख देती है। कौन गुनहवार है, इसका अन्दाजा लगाना मुश्किल है। मैं चाहता हूँ कि सरकार इस और ध्यान दे।

सरकार की तरफ से एक लोकुर कमेटी को स्थापना की गई थी। उस कमेटी ने हमें लिखा कि हम छः दिन के अन्दर अन्दर बम्बई में उनके सामने तमाम फैक्ट्स एंड फीगर्स के साथ हाज़िर हो जायें। हमने उस कमेटी को लिखा कि सारे जिले में घूम कर फैक्ट्स और फीगर्स इकट्ठे करने के

किये हमें जो छः दिन का वक़्त दिया गया है वह बहुत ही कम है और जो स्टेटिस्टिक्स हमें एकत्र करने हैं, उसमें कुछ वक़्त लगेगा और इसके लिये हमें कुछ और टाइम दिया जाये। छः दिन के अन्दर इस सारी इन-फार्मेशन को एकत्र करके उनके सम्मुख रखना हमारे लिये मुश्किल है और हमें कम से कम एक या दो महीने का वक़्त दिया जाना चाहिये। लेकिन हमारी इस मांग की स्वीकार नहीं किया गया। जहाँ पर उस कमेटी ने जाना था वहाँ वह चली गई और जिन जिन चीजों को उसे देखना था उनको उसने देख लिया और इसके पश्चात् अपनी रिपोर्ट सबमिट कर दी। जो रेट बढ़ाने थे वे बढ़ा दिये गये। मैं आपको बतलाना चाहता हूँ कि हमारे यहाँ २५० मील का वेस्टर्न कोस्ट का किनारा है। अभी हमारे एक भाई ने कहा है कि यह सारे का सारा इलाका बहुत बैकवर्ड है। लेकिन मैं उनको बतलाना चाहता हूँ कि इस इलाके में भी रत्नागिरि का डिस्ट्रिक्ट सबसे बैकवर्ड है।

हमारे मंत्री श्री लाल बहादुर श्री श्री वहाँ गये थे और उन्होंने वहाँ के हालात को देखा था। उन्होंने आश्वासन दिया था कि वह रेल के भाड़े के बारे में सोचेंगे। लेकिन उसके बारे में कुछ भी नहीं किया गया है। लेकिन अब मैं यह चाहता हूँ कि वहाँ जो कोस्ट लाइन है उस कोस्ट लाइन को अच्छा करने का प्रयत्न किया जाना चाहिये।

रत्नागिरि डिस्ट्रिक्ट में कोई इन्डस्ट्रीज नहीं हैं। अब वहाँ पर इन्डस्ट्रीज शुरू किये जाने की मांग की जाती है तो यह कहा जाता है कि वहाँ पर ट्रांसपोर्ट का बढ़ा भारी प्रॉब्लेम है और ट्रांसपोर्ट की बात कही जाती है तो कहा जाता है कि वहाँ पर इन्डस्ट्रीज नहीं हैं। ये दोनों ही एक दूसरे पर निर्भर हैं। अगर ट्रांसपोर्ट नहीं होगी तो इन्डस्ट्रीज नहीं होगी और अगर इन्डस्ट्रीज नहीं होगी तो ट्रांसपोर्ट नहीं होगी। दोनों की प्रगति से जिकरे

या देश की प्रगति समभव हो सकती है। इन दोनों में भी प्रथम स्थान ट्रांसपोर्ट को दिया जाना चाहिये। ट्रांसपोर्ट की सुविधाओं को बढ़ाना बहुत आवश्यक है। हमारा प्रयत्न यह होना चाहिये कि जो जिले बैकवर्ड हैं उनको हम आगे लाने का प्रयास करें और जहाँ पर इन्फ्रस्ट्रक्चर नहीं वहाँ पर ट्रांसपोर्ट की सुविधायें बढ़ा कर इन्फ्रस्ट्रक्चर स्थापित की जानी चाहिये। मैं आपकी बतलाना चाहता हूँ कि हमारे यहाँ आइरन और, मैंगनीज इत्यादि खनिज पदार्थ भारी मात्रा में उपलब्ध हैं लेकिन वहाँ ट्रांसपोर्ट की फ़ैसिलिटीज न होने की वजह से बड़ी कठिनाई का सामना करना पड़ता है। वहाँ पर न रेल की अधिक सुविधा है और न मोटर ट्रांसपोर्ट की। वहाँ स्टेट ट्रांसपोर्ट तो है लेकिन जितना माल होता है उसे वे कैरी नहीं कर सकते हैं। इस वास्तविकता का जहाँ रहना बहुत जरूरी है लेकिन जो कठिनाइयाँ हैं उनको दूर कर दिया जाना चाहिये।

एक बात मैं विशेष तौर से कहना चाहता हूँ कि लोकुर कमेटी की जो रिपोर्ट है उसके अन्दर यह कहा गया है कि रेल का जितना किराया है, उस किराये को देखते हुये कम्पनी चल नहीं सकती है और यही कारण है कि वह घाटे में चलती है। इस बात को मैं मानता हूँ। मैं मानता हूँ कि रेल के किराये के हिसाब से या उसके किराये की बेसिस पर स्टीमर का किराया न लिया जाये। लेकिन मैं यह माग करता हूँ कि वहाँ पर जो नौ पाई पर माइल मोटर ट्रांसपोर्ट का किराया है उसी हिसाब से स्टीमर का किराया भी फिक्स कर दिया जाये। ऐसा यदि किया गया तो वहाँ के लोगों को बहुत सुविधा हो जायेगी।

मैं दूसरी बात जो आपके सम्मुख रखना चाहता हूँ वह कट्टी क्रफ्ट के बारे में है। वहाँ पर कट्टी क्रफ्ट का काम है लेकिन इसको कोई प्रोटेक्शन नहीं दी गई है। कट्टी क्रफ्ट

के अन्दर मजदूरों को क्या मजदूरों मिले, काम किस तरह से हो, इसके बारे में कोई कुछ नहीं जानता है। वहाँ का जो यह बिजनेस है, खराब हो रहा है। हजारी को तादाद में लोग भूने मर रहे हैं, कगाल हो रहे हैं। वहाँ पर प्रोहिबिशन को लागू कर दिया गया है। इसका नतीजा यह हुआ है कि दारू का घधा करने वाले जो भंडारी समाज भी उसमें से हजारी को तादाद में लोग बेकार हो गये हैं। वे नौकरो ढूँढ़ते हैं लेकिन उनको नौकरो नहीं मिल रही है। इनको, मैं प्रार्थना करता हूँ कि नेविगेशन में कट्टी क्रफ्ट के बिजिनेस में लगाने से यदि सहायता दी जाये तो बहुत अच्छा रहेगा। प्रोहिबिशन को लागू करना हमारा फर्ज है और ये हमारी पालिसी का एक अंग है। लेकिन यह भी हमारा फर्ज है कि जो लोग बेकार हो गये हैं उनको हर प्रकार की सुविधा हम दें और उनको काम दिलाने का प्रयत्न करें।

हमारे यहाँ पर पोर्ट्स हैं जो बड़ी नहीं हैं, लेकिन माइनर पोर्ट्स हैं। बहुत से लोगों की माग यह है कि वहाँ पर ड्रेजर्स की व्यवस्था की जानी चाहिये।

अब हमारे पोर्ट्स दामोदर, विजयपुर और जयगढ़ मिट्टी आने के कारण बन्द हो गये हैं और उन में स्टीमर्स और लाच चल नहीं पा रहे हैं और वहाँ पर ड्रेजर्स की आवश्यकता है और मैं चाहता हूँ कि मंत्री महोदय इस ओर ध्यान दें और हमारे जिले को एक या दो ड्रेजर्स देने की व्यवस्था करें। आज से पाच, छह वर्ष पहले वहाँ पर स्टीमर्स और लाच वगैरह चलते थे लेकिन आज वे नहीं चल पा रहे हैं और इसीलिए मैं चाहता हूँ कि एक या दो ड्रेजर्स हमारे जिले को देने की व्यवस्था की जाये ताकि यह पोर्ट्स खुल जाय।

बीकेन लाइट्स के बारे में मैं यह कहना चाहता हूँ कि पालखेत और बोरिया पोर्ट्स

[श्र आसः]

पर बीकेन लाइट्स लगाने की मजूरी मिले आज दो वर्ष होने को आये लेकिन अभी तक वहा पर यह नहीं लग पाई है। मुझे मालूम नहीं है कि उनके अभी तक न लगने का क्या कारण है। बहरहाल मैं चाहता हूँ कि मंत्री महोदय इस ओर ध्यान दें और उन स्थानों पर बीकेन लाइट्स जल्द लगाने के लिये आवश्यक नदम उठाये।

पोस्टल डिपार्टमेंट के बारे में भी मुझे एक दो बातें कहनी हैं। हमारे देहातो के पोस्टऑफिसों में मनीआर्डर और एकनालिजमेंट के फार्म्स जल्दतर से सुताजिव नहीं रहते हैं और जहां टेलीग्राफ की व्यवस्था है उन पोस्टऑफिसों में टेलीग्राम फार्म्स की कमी रहती है। अब मुझे पता नहीं कि फार्म्स की उन पोस्टऑफिसों में कमी होने का क्या कारण है। मैं समझता हूँ कि इसका एक कारण यह हो सकता है कि वहां का पोस्टऑफिस वाले हेड ऑफिस में जितनी उनकी रिक्वायरमेंट्स होती हैं उतने फार्म्स नहीं मगाने और इसलिये वहां फार्म्स की कमी पड़ जाती है। मालूम पड़ता है कि वहां के पोस्टऑफिस वाले अपनी रिक्वायरमेंट्स का स्टेटमेंट ठीक तौर पर नहीं भेजते हैं जिसके कारण यह कमी हो जाती है। मैं चाहता हूँ कि इस गड़बड़ की ओर ध्यान दिया जाय और जल्दी कार्यवाही की जाय ताकि वहां के पोस्टऑफिसों में फार्म्स की कमी न होने पाये।

मैं चाहता हूँ कि हमारे जिले का जीवन जो कि बम्बई पर अवलम्बित है और चूँकि हमारे लोग जा कि बम्बई में काम कर रहे हैं वे अपने घर वालों से पत्र व्यवहार द्वारा ही सम्बन्ध स्थापित कर सकते हैं और यही पत्र व्यवहार का एक साधन उनके पास है, इसलिये सेकंड फाइव डियर प्लान में जो नये पोस्ट ऑफिसों खोलने का व्यवस्था है उसमें मैं चाहता हूँ कि हमारे जिले के देहातो में पोस्ट-

ऑफिस खोलने को प्रमुख स्थान दिया जाय और मैं चाहता हूँ कि देहातो में हर जगह डाकखाने खुलें।

यह जो पोस्टल स्ट्राइक का आगामी कुछ दिनों में ज़तरा हमारे सामने पेश है, तो हमारे जिले को तो विशेष रूप से इस स्ट्राइक से बहुत ही कठिनाई और कष्ट का सामना करना पड़ेगा। १६ लाख की आबादी वाला हमारा जिला है और हमारे यहां के तमाम लोग बम्बई आदि जगहों पर नौकरी, धंधा या बिज़नेस आदि कर रहे हैं और उन लोगों के घरवाले पछे उहां रह रहे हैं और अब आप समझ सकते हैं कि अगर उन खानदानों के अनिवार्य मेम्बर्स घर वालों को रुपया आदि न भेजें तो कैसे काम चलेगा। ब्रिटिश गवर्नमेंट द्वारा उन लोगों की ओर ध्यान न दिया जाना तो समझ में आ भी सकता था लेकिन अब तो हमारी अपनी सरकार है और यह वह स्थान है जिसने हमें तिलक और गोबले जैसी महान विभूतिया दी हैं और यह सौभाग्य की ही बात है कि हमारे पाटल साहब भी रत्नागिरि जिले के हैं, ऐसी अवस्था में वहां के लोगों की ओर ध्यान न देना और उनकी अवस्था में सुधार न करना अनुचित है और मेरा निवेदन है कि उनकी ओर ध्यान दिया जाय।

वहां के लोगों का सारा जीवन बम्बई पर अवलम्बित है और अगर वही यह पोस्टल स्ट्राइक हो गया तो हमारे जिले के जो लोग बाहर काम कर रहे हैं वे अपने घरों पर पैसा नहीं भेज सकेगे और जिनका कि नतीजा यह होगा कि उनके घर वाले भूखें मर जायेंगे। बम्बई में जब पिछली दफा हड़ताल हुई थी तो उनके घर वाले भूखें मरने लग गये थे और इसलिये मैं चाहता हूँ कि सरकार इस ओर विशेष ध्यान दे और पोस्टल एम्प्लायीज की जो जस्ट डिमांड्स हैं उनको स्वीकार कर ले और आपस में बातचीत द्वारा कोई इस समस्या का संतोषजनक हल निकाल ले ताकि यह हड़ताल न हो।

अब यह जो स्टीमर्स का वहां पर किराया बढ़ाया गया है, वह मेरी समझ में अन्यायपूर्ण है क्योंकि जो लोकुर इनक्वायरी रिपोर्ट दी गई है वह कम्पनी की एकाउन्ट्स बुक्स को देखते हुये ही दी गई है और वह ठीक नहीं है। मेरा नम्र निवेदन है कि मंत्री महोदय इस धोर ध्यान दें और इस सम्बन्ध में वहां की जो पैसेजर्स असोसियेशंस हैं और अन्य विचार करनेवाली संस्थाएं हैं उनके साथ इस स्टीमर्स के किराये के मामले पर विचार विमर्श किया जाय और मुझे पूर्ण आशा है कि अगर ऐसा हुआ तो यह समस्या ठीक तरह और सतोषजनक ढंग से हल हो जायेगी। वहां पर दोनों तरफ काफी पैनेजमें रहते हैं और आपस में पामलो की वहां पर भ्रमण रहती है और उस जगह कम्पनी को कोई लौस होन की गजाइश नहीं है। मेरी समझ में जो किराया बढ़ाया गया है वह अन्यायपूर्ण है और हमारा जो पहले किराया था वह चालू किया जाय या मोटर का जो किराया है उसको रखा जाय।

श्री रघुनाथ सिंह (वागणसी) उस कम्पनी का नाम क्या है ?

श्री बालर कम्पनी का नाम बौम्ब स्टील नेविगेशन कम्पनी है।

Shri S. C. Samanta (Tamluk) Mr Deputy-Speaker, Sir, I gladly welcome Lalbahadurji to this Ministry. He was in the Railways and Transport Ministry and now he has come to the Communications and Transport Ministry. Jagjivan Ramji was in the Communications and now he has gone to the Railways. Now, I hope the pet thing which I always demand will be given to me, the Ministers having changed. I demanded always that Railway finances should not be separate. That should be stopped. If that is to be kept separate, then, Communications finances should also be separated from the General Budget. The Ministers have changed and, I think, now proper consideration will be given to the subject by them and in the Cabinet.

We have also got one new Minister, Shri Humayun Kabir who, while he was only a member in the Upper House, he moved a non-official resolution to the effect that a subsidiary port should be established at Geonkhali on the western bank of the river Hooghly. Then the Deputy Transport Minister gave him an assurance that the thing will be seriously taken into consideration and the matter will be referred to an expert committee consisting of foreign personnel and the resolution was passed accordingly.

14 hrs.

I would like to know from the hon. Ministers whether it has been referred to any expert body and if so which body and also when it is coming to India to examine the site. The port of Calcutta deserves all consideration, it handles half the export-import business of India. The development there has not kept pace with the industrial development. I heard that the hon. Minister had recently been to Calcutta and I think that the disorderliness and mismanagement that were there were found out by him and that he will take proper interest and look into the affairs there. Even if we develop all the ports on the east coast—Calcutta port, Vizag port and also the Paradip port in Orissa—I hope we will not be able to deal with the increase in transport that will be coming in the next few years.

There was a proposal that if the Ganga Barrage is constructed then the water that will flow from that will help in the desilting of the place near about Calcutta town and the Hooghly river. The hon. Members of this House would perhaps be astonished to hear that there are eleven bars between Calcutta and Geonkhali—the proposed subsidiary port and these bars are being dredged. If we go in for more dredging it will cost more and more. The other day the hon. Minister was saying that a Suction dredger has been ordered for Rs 15 crores. Dredging is thus very costly. At the same time the dredgers that are

[Shri S. C. Samanta]

there are useless. They are to be repaired. Even then they can work only for eight hours. But that is not sufficient or profitable return for the money invested for the purpose. I think the dredger that was ordered in the course of the First Plan period has not yet reached. To work with the old dredgers takes time and it is costly also.

The hon. Minister will correct me if I am wrong. The steamers will come up to Calcutta and no further because of these difficulties—bars and want of water. True, big steamers may not come. But middle-size steamers can come only when there is the flow tide. When there is no flow tide big steamers cannot go to Calcutta.

Moreover the instruments that are there for unloading are very old. The cranes, for instance. They are to be replaced by new cranes. Yet, they have not been replaced in sufficient numbers. It takes time. As big ships cannot come, the cargo is not unloaded in time. If it takes time we have to pay demurrage which goes to foreign shippers mostly. These are the difficulties and therefore, I think that Geonkhali must receive the most prominent attention of Ministry.

In 1898 and 1903, the then BN Railway surveyed the place to see whether a railway line can go there and whether the port should be established there. They are before the Ministry. According to the report of those surveys, there are certain things and the Ministry is thinking that there are those things. I hail from that port. It is within my constituency. From my boyhood I have been travelling by steamer from Geonkhali to Calcutta. But, at that time the survey people told that the banks were washed. From my eleventh year—I am 57—till today, I am seeing the bank there just as it was at that time. So, the point that the banks are washed, as is mentioned in the report of 1898 and 1903, should not be given undue prominence.

I would request the hon. Ministers to turn their attention to the survey made by one Mr. P. E. Mehta, a consultant engineer whose report was submitted to the Planning Commission for being accepted in the Second Plan but we are sorry that it has not been accepted, probably because of the protest from the railways and silence on the part of the Transport Ministry. The Railway objected. The Transport Ministry, in spite of the report from Shri Mehta, did not intervene. Why did not the Transport Ministry intervene then? Why did they not put the points at their disposal before the Railway Ministry to show that it will not be too much costly to construct a railway line from the ex-B. N. Railway to Geonkhali which is only 15 or 16 miles?

In this respect, I submit that another survey was made to see whether a railway line can be constructed from Machada to Contai. The survey party said that it will be economical and that a profit of six per cent or more will come out. If that line is constructed Geonkhali is only five miles from the line. Therefore, there are so many reports about Geonkhali—which have been submitted to the Ministry and we hope, the baby which took re-birth in the hands of Shri Kabir, now that Shri Kabir is there, will grow and he will try to nourish it.

Shri B. S. Murthy: Are you referring to the modern Kabir or the ancient Kabir?

Shri S. C. Samanta: I am referring to Prof Kabir.

In this connection, I may also express my thanks to my hon friend, who is not present now, Shri Narasimhan who as a member of the Estimates Committee, had been to the Calcutta Port. It was he who brought the matter to the notice of the Estimates Committee and the Estimates Committee also dealt with it though in the Second Five Year Plan it was

not included by the Planning Commission

Before I conclude, Sir, I would like to refer to some of the points raised yesterday by our friend Shri Nath Pai. His attitude was not bad. But I would like to go a step further. He admits that the demands of the real workers should be heard. I know that the demand of the P and T workers have been heard, have not been neglected by the Ministry. In 1956 they were given 33 interviews and in 1957 19 interviews were allowed. The hon. Minister gave three interviews in 1956. The hon. Minister gave three interviews and his colleague gave four interviews in 1957. So, our Government, which claims to work towards building up a socialistic State, is moving in the way it should. It is looking to the interests of its workers. At the same time, being in the Government, they have to look to the interests of all and not only of one special department.

In this respect we have also some duties. If the Government favours one department then we, the Members of this House will accuse them. Therefore, I would request my friend Shri Nath Pai to think over the matter. This morning the Government declared the setting up of a Pay Commission. Now I think there will be no difficulty on the part of the trade union organisations to take their decisions and come to the help of the Government, and not move in the way in which they are going now where by the whole country may be put to trouble. I would request them to reconsider the matter and come to a decision so that we may all go on happily as we should.

Shri Jaipal Singh (Ranchi West-Reserved-Sch Tribes) Mr Deputy-Speaker, Sir. To begin with I will reiterate what I have every year attempted, though without much success so far, and, I hope that it will not fall on deaf ears, and it is that my conviction grown stronger every year that the civil aviation department should be part of the Ministry

of Defence, more so today than ever. The way things are developing, the international situation and the general concern felt by the average man in this country strengthens my argument all the more. I feel it can be more effective. There are many arguments that one can bring into the picture. I do not think it is necessary on this occasion to detail them. I think the Government should consider very seriously the reorganisation and re-allocation of certain departments, not only in the Ministry of Communications but in other Ministries also.

There is, for example, the question of the Ministry of Works, Housing and Supply. Well, "Works" has a definite meaning, and yet we find "works" all over the place in different Ministries. I do not want to labour that point, because I know I shall be told that this matter has been considered in the past and it is the Government's firm decision that things must continue as they have. I know that I am dealing with very intimate friends of mine in this particular Ministry. They are all Directors-General, I would like to see them as Major-Generals, because that is what would happen if the civil aviation department were to be sent to the Ministry of Defence.

There are only three items that I would like to place before this House. The first one is in regard to the Air-India International. At the cost of repetition I must again congratulate the wonderful performance of Air-India International. It has continued to bring credit to this country. I wish the same business acumen could have been brought into the other one Indian Airlines Corporation.

There are one or two points about the Air-India International on which I would like to have clarification from the hon. Ministers. One of them is about the Rs 18 lakhs for obsolescence of spares and stores. I would like to have more details about that. It is a large sum. I could have understood

[Shri Jaipal Singh]

that with the conversion of Constellation E's to Constellation G's the change might have made some spares obsolete. But, that conversion has not taken place yet, and still the spares and stores have been declared obsolete. I think we should have a little more information on that subject.

While I talk of Constellations I would like to stress that I oppose the Government's policy of releasing aircraft out of the country, all in the name of shortage of currency. Many people may not be aware that Constellations 749 were to be replaced by later models. The question of replacement is all right, but I want to know why aircraft that would have been all right for the Indian Airlines Corporation for the next ten years has to be permitted to leave the country. We are, as it is, short of aircraft and, even when we talk of replacements, I think it is a mistaken policy to let what would be serviceable for another decade or so for other countries, to allow them to leave the country. I know that there does not seem to be the same spirit of co-operation as between the two airlines. I think that is a mistake. I do think we are heading for four-engined aircraft, Viscounts have been ordered. I know there would be a multiplicity of aircraft, but even then, both from the point of view of civil aviation and defence, I do not see much sense in having permitted even negotiations which have been carried on by the Air-India International for, if I may put it, the repatriation of 749s. I know that the negotiations have failed and that is why I have to point this out.

I do hope that Government will be firm in seeing to it that aircraft which are so much in short supply here are not permitted to leave the country.

An Hon. Member: Have they left?

Shri Jaipal Singh: They have not left yet. The negotiations were going on—something like a barter. You get a later model and you give some-

thing, and you pay less for the other thing.

While I am on this subject, I deplore the action of Government, of the Civil Aviation Directorate, in having permitted, similarly, one non-scheduled charter company which was based in Afghanistan—Indian registered aircraft—to be sold to the dollar countries. We get no dollars. The remittance was made direct to the dollar country. I would very much like to know whether the operating company even paid income tax in this country. It is a very serious situation, Sir. One is so used to talking about that Dakotas are becoming obsolete. They have not become obsolete yet. There is plenty of life in Dakotas yet. It is only mischievous propaganda that is responsible for saying that the Government are running Dakotas which are out-of-date. They are not out-of-date yet. There is plenty of life in Dakotas. It is only a question of good maintenance and servicing and the like.

Shri Ranga: And we want them all now.

Shri Jaipal Singh: We want them, and plenty of whatever we can get. That is the situation in this country. I would like my hon. friends to look into this aspect, whether there has been, and how it has come about that India-registered aircraft earnings etc. are permitted to be channelled abroad short-circuiting the country of registration. It is a very important point, more because the price paid was in dollar currency.

If one could compare the Air India International and the Indian Airlines Corporation,—I am subject to correction—the Air India International have various stations, and they set a target that such and such station must do this quantum of business, etc. I think I am right in saying that in the case of the IAC, that is not the position. It has just become a Government department, whether it does business

or not, it does not matter. You will recall that when the Act was passed, it was understood that the two corporations were supposed to be run on commercial principles. I would like my hon. friends over there to see to it that we cannot—this House must not—permit year after year the mounting losses. There is no reason whatever for the I.A.C. in particular, which is to be run on commercial principles, incurring mounting losses year after year. I know that the I.A.C. has had its teething troubles, and we should not be rough, because they are dealing with a situation which is not so simple as the reports might show.

Along with this, I would like to request the Government, particularly the Ministry of Transport, to bear one point in mind. From the report that has been given to us, we find that sales contact offices are going to be opened in various parts of the world. I find from personal experience that there is no liaison between offices of this sort and the tourist organisations that the Ministry of Transport has. In fact, both the I.A.C. and the Air-India International have been complaining that the tourist offices and agencies of the Ministry of Transport go out of the way to make things difficult for the sales contact officers. I think that is very unfortunate.

Similarly, I find that the Air India International and the I.A.C., instead of being part of the same thing, behave with each other as though they were separate and antipodal entities. I shall give only one or two instances, as I know my time is limited. In the report we have been told that the I.A.C. has been playing, to use the language, a very important role in chartering their aircraft for the use of the VIPs and the delegations visiting India. I am not quite so sure whether playing this important role is lines Corporation. If it is, then, Government must revise its policy in regard to the non-scheduled charter the main function of the Indian Air-companies. The point I want to stress is this. There have been instan-

ces of complaints—complaints have already gone to the Ministry—of the I.A.C. going out of its legitimate sphere. In other words, the Air-India International would have got greater revenue had the I.A.C. not underquoted. I do not for one moment mean to indicate that there has been cut-throat competition. That is not the position. But the very fact that when the Air-India International is being chartered by anyone, the I.A.C. should have the temerity to compete with that, to my mind, is wrong. This has happened, and the Ministry have already had certain complaints about that. There should be co-operation. In any case, if we are running these two corporations on commercial principles, commercial principles mean what? Get as much as you can. It does not mean to say that one corporation should earn less because the other corporation is in a position to quote smaller rates.

Coming to the Indian Airlines Corporation, as I have said earlier, I think the I.A.C. has now passed that stage of its teething troubles, and therefore, next year, we may have a more rosy picture of its performance. Hitherto, as is well known, the picture has been anything but cheerful. I do not want to stress this fact of losses because the way things have moved, losses do happen to be. In fact, we might have to be prepared for higher losses next year. I would even concede that. But what I want the I.A.C. to bear in mind is that just as the Air-India International is determined not to lag behind in competition with the other leading airlines of the world, similarly, the I.A.C. also should bear in mind that, although it has a monopoly internally, it should endeavour to maintain the same high standards as in other airlines elsewhere. Here, we have for example, the Air-India International running certain internal services through its Constellations. If you travel in one of them, you will realise the difference. I do not think I need press this point further. It is not merely a question of four engines or two engines, because a time will

[Shri Jaipal Singh]

come when all will be four-engined, Viscounts, perhaps. But, why should there be this difference in service? I do hope that the IAC will pepper themselves up and bring up their efficiency, their service, their courtesy and their commercial emphasis up to the Air-India International standard, in spite of the fact that they have a monopoly in this country.

Our pilot position is not as good as the Ministry might like to tell us. I am the President of the Delhi Flying Club and I may tell you that I am hard put to it to get any pilot instructors. I want more pilots, I want more aircraft. We want the young people of this country to become more air-minded. But what is the position? First of all, I cannot get aircraft. HT[2] Hindustan Aircraft is beyond the reach of the flying clubs. What is the Government doing? The Government should supply the flying clubs with additional aircraft, so that all the trainees that are queueing up may be taken. I have nearly 40 people waiting and queueing up, but they cannot be taken in because we have no aircraft and because we cannot get any pilot instructors. There has been some mistake somewhere and we must make amends.

This is not only the case with the flying clubs, the same is the position in regard to the IAC. If you read the report, you will find that in this programme of training for pilots-in-command, there were as many as 50 first officers who were trained, but we find that only 39 of these first officers did obtain their pilot-in-command status and the other 11 were rejected. If you calculate the percentage, it comes to 22 per cent, it is very high. That shows that there is laxity in our standards and when you are up in the air, that sort of mistake must not happen. We will have to tighten up our training.

Now, there is the Aero Club of India. I have held office in that club

also and so it would seem rather harsh on my part to say what I have to say, but I owe a public duty to this House and I must say what I have to say. There are barely a score of members in the Aero Club. Compare it with the Royal Aero Club of Great Britain and think of the work that the Aero Club of India is doing. Previously there used to be an honorary secretary. Now there is a paid secretary. Government gives a grant-in-aid of Rs 20,000 a month and 90 per cent of that gets swallowed up in the pay of the secretary.

Shri Lal Bahadur Shastri: Per year

Shri Jaipal Singh: I am sorry; it is Rs 20,000 per year. Grants-in-aid are usually given per annum, Government are not in the habit of giving it monthly, although we wish they did so it would be much better for the flying clubs at least. I am not saying that there should not be a paid secretary. But the Aero Club is not doing its work and to my mind, Government should think very seriously over this question of overhauling it. Not only it, but there are other societies also. There is the Aeronautical Society and there is another one brought into existence. As a matter of fact, the acceptance by my friends further goes to strengthen my case, which I put forward before, that the whole civil aviation business should go to the Ministry of Defence. I am glad the Civil Aviation Directorate have shown considerable improvement. About the Civil Aviation Training Centre at Allahabad, I have criticised the C A T C very bitterly before; but I am glad to see that we are getting more pilots trained at that centre.

About the flying clubs in general, I have to say this. I cannot understand why there are these bifurcations. We have in Delhi the Delhi Flying Club. Then, there is the Delhi Gliding Association. I really do not see any sense in having two

separate societies, particularly as the one is dependent on the other. I am a member of both. It is not the amount of money that I want to criticise I think we can spend very much more, because much younger people can learn flying and gliding. But I would ask the present Ministers to implement the promise given me by their predecessor, Shri Jagjivan Ram. He gave the promise year before last, that in six months he would merge these two societies. He has a very bad memory and therefore, I would like to remind the hon. Ministers here. I do hope they will think over this matter seriously, because personally I do not say why this should not happen.

In conclusion, I would like to stress that civil aviation is the second line of defence. This House will not grudge money that the Ministry may demand. But with the money that is to be allocated to this Ministry, particularly civil aviation, this House must be satisfied that our second line of defence is being more and more strengthened day by day, year in and year out.

श्रीमती अरिबेन पटेल (भानन्द) उपाध्यक्ष जी, मैं पहले हवाई जहाज सर्विस के बारे में कुछ कहना चाहती हूँ। जब हवाई जहाज सर्विस का राष्ट्रीयकरण नहीं हुआ था, तो उस क्षेत्र में काम करने वाली विभिन्न कंपनियाँ पैसेजर्स को हर प्रकार की सुविधा देने की और अपने आप को लोगों में लोकप्रिय बनाने की कोशिश करती थी। परन्तु आज राष्ट्रीयकरण होने के बाद हम को इस से उलटा ही अनुभव हो रहा है। राजकोट, अहमदाबाद, जयपुर और जोधपुर की जो सर्विस चलती थी, जहाँ तक मेरा ख्याल है, वहाँ काफी विरोध के बावजूद हरन हवाई जहाज प्रचलित किये थे, जो कि इतने खराब थे कि लम्बे और मोटे आदमी के लिए तो उस में निकलना बैठना भी श्रमिक था। आखिर आप को उन हवाई जहाजों को निकम्मा कह कर निकाल देना पड़ा।

समय के सम्बन्ध में कई बार मैंने, और पैसेजर्स ने भी और सीराफ्ट गवर्नमेंट के मिनिस्ट्रो ने कहा है कि उस और जाने वाले हवाई जहाजों का समय इस प्रकार रखना चाहिए कि पैसेजर्स को सुविधा हो, उन का समय ठीक रखना चाहिए। परन्तु उन को यहाँ से साढ़े आठ बजे चलाया जाता है—गरमी के दिन हो, तब भी—और आप हो स्थान कीजिए कि अगर गरमी के मौसम में वे एक बजे अहमदाबाद, दो बजे राजकोट और तीन बजे जामनगर पहुँचते हैं, तो पैसेजर्स को कितनी तकलीफ होती है। अगर आप उन को यहाँ से सबेरे छः सात बजे निकालते, तो यह आप के लिए भी आसान रहता और आप पैसेजर्स को जो लच देते हैं, वह भी बच जाता। उस पर आप को खर्च न करना पड़ता और साथ ही पैसेजर्स को भी तकलीफ न होती। लेकिन हम को तो समझ में नहीं आता कि वर्तमान समय पर चलाने में आप को क्या सुविधा है और क्या फायदा है और आपने इस में पैसेजर्स की क्या सुविधा देखी।

इस के बाद मैं यह कहना चाहती हूँ कि पैसेजर्स के सामान का ठीक तरह से उठाया रखा नहीं जाता है। मैं बहुत कम हवाई जहाज से जाती हूँ, लेकिन मेरा अनुभव है कि दो बार मेरी पेट्री का ताला टूट गया था—मतलब यह कि अगर पेट्री को ताले से पकड़ कर उठाएँ और फेंके, तो ताले में इतनी ताकत तो होती नहीं कि वह पेट्री का वजन सहन कर सके और वह टूट जायगा। जब मैंने शिकायत की, तो चार दिन के बाद दफ्तर से मुझे टेलीफोन आया कि मेहरबानी कर के हम को बताइये कि ऐसा कब हुआ था, आपने शिकायत की थी— (Complaint book) में, इत्यादि। मैं यह कहना चाहती हूँ कि आदमी हवाई जहाज से उतरने के बसत तो देखता नहीं है। लेबल दिखा कर जो हवाई अड्डे पर लेने आते हैं सामान को ले जाता है और जब वह सामान घर पहुँचता है, तब ही उस को पता चलता है कि ताला टूटा हुआ है। इस के अतिरिक्त मैंने

[श्रीमती भविष्यं पटेल]

तो पैसों से यह भी सुना है कि फलों की टोकरी से फल भी चोरी हो गए। वैसे सब बातें आप को देखनी चाहिए। यह तो हमारी गवर्नमेंट के शरमिन्दा होने की बात है कि ऐसा क्यों हुआ। सामान हम से ले लिया जाता है और जब हम निकलते हैं तो हम को दिया जाता है। उस के हवाई जहाज के अन्दर जाने और उससे बाहर निकलने के बीच में कहां चोरी होती है, यह हम कैसे बता सकते हैं? हवाई अड्डे पर तो टोकरी को खोला नहीं जाता है, इसलिए वहां पर यह कैसे भाजूम हो सकता है कि कितना सामान कम हो गया है। मैं आपका है कि मंत्री महोदय इन बातों पर विचार करेंगे।

जहां तक ट्रांसपोर्ट की समस्या हल करने का प्रश्न है, कुछ दिन पहले हम ने अखबार में एक अन्वेषण सा नक्शा देखा था कि देश की सारी नदियां जोड़ी जायें और उन में स्टीमर चलाये जायें, तो हमारा काफ़ी सामान एक जगह से दूसरी जगह, एक प्रान्त से दूसरे प्रान्त में जा सकता है। हम देखते हैं कि हमारे देश में पब्लिक और प्राइवेट दोनों सैक्टरों में उद्योग का काम बढ़ रहा है और हम अन्न की समस्या भी हल करना चाहते हैं। अगर अन्न भरपूर हुआ, परन्तु यदि उस को और दूसरी वस्तुओं को एक जगह से दूसरी जगह ले जाने के लिए रेलवे, सबको और जल-मार्गों का पूरा विकास न हुआ और उन में को-ऑर्डिनेशन न हुआ, तो हमारी स्थिति में सुधार नहीं होगा और हम को सब जगह बोटल-नेक्स का सामना करना पड़ेगा और हम को बहुत तकलीफ़ होगी।

एक आई ने रत्नागिरि के बारे में बात कही। इस विषय में मैंने जो कुछ सुना है, वह मैं कहना चाहती हूँ। करीब बारह चौदह लाख की टिकटें आने जाने में स्टीमर में निकलती हैं। लोग सबक से भी—बस के द्वारा भी—जाने लगे हैं, लेकिन बसिक से इतने लोग नहीं जा सकेंगे। जहां तक मैंने

सुना है, आप के स्टीमर दो पांच साल तक खत्म हो जायेंगे—चलने लायक नहीं रहेंगे। आगे के लिए आप ने क्या सोचा है, क्या बन्दोबस्त किया है? जहां तक मैं जानती हूँ, आज जो कम्पनी है, उस को बाटा हो रहा है और उसके पास नये स्टीमर लेने के लिए पैसा नहीं है। आप उस को लोन देते हैं, वेना चाहते हैं और उस में लोन लेने की शक्ति है या नहीं, इस के बारे में हम कुछ नहीं जानते। परन्तु अगर आप ने यह समस्या हल नहीं की, तो रत्नागिरि से जो लोग आते जाते हैं अपनी रोटि कमाने के लिए, उन का क्या होगा, और बम्बई में जो उद्योग चल रहा है, जो इन्स्ट्रुमेंट है, उस का भी क्या होगा, इस बात को आप को सोचना होगा।

हवाई जहाज सविस के बारे में एक बात रह गई थी वह मैं कहना चाहती हूँ। एयर इंडिया इन्टरनेशनल की तो सब और से तारीफ़ होती है लेकिन आप की जो इन्टरनल सविस है उस के बारे में शिकायत होती है। इस का कारण क्या है? उन दोनों को सरकार ही चलाती है। मैं कभी उस में गई नहीं हूँ। कभी टिकट नहीं मिलती है या कभी अचानक जाना पड़ जाता है तब ही जाती हूँ। कभी कभी कास्टेलेशन में रुक जाती हूँ। मेरा कहना यह है कि आप की इन्टरनल सविस के जहाजों में जो गन्दगी है, उस को साफ करने की आवश्यकता है। इस में ज्यादा पैसा लगने की बात है, यह मैं मानती नहीं हूँ। मेरा ब्याल है कि इस बारे में जितना ध्यान रखना चाहिए, वह नहीं रखा जाता है और बेपरवाही बरती जाती है। इस का पूरा ध्यान रखना चाहिए।

अब मैं पोस्ट आफिस के बारे में कुछ कहना चाहती हूँ। अक्सर अनुभव यह है कि लोग बेचारे एक्सप्रेस डिलिवरी के पैसे खर्च करते हैं, परन्तु उन के पत्र आदिनी डिलिवरी से भी पीछे मिलते हैं। अभी पिछले हफ्ते ही मुझे इस का अनुभव हुआ था—कई बार इस का अनुभव हुआ है। लोग बेचारे जस्टी के कारण पैसे खर्च करते हैं, लेकिन पत्र दूसरे तीसरे दिन

या दूसरी तीसरी डिलिव्री में मिलता है। इस का कारण सोचना चाहिए और इस को ठीक करना चाहिए, नहीं तो एक्सप्रेस डिलिव्री निकाल देने चाहिए दोनों में से एक बात होनी चाहिए।

मैं यह भी जानना चाहती हूँ कि अब जब कि सब जगह कांट छाट होने लगी है, तो हर एक देहात में पोस्ट आफिस की सुविधायें प्रदान करने का आप का जो प्रोग्राम है, वह अब भी कायम है या नहीं। इस के प्रतिरिक्त भकानों के बारे में आप ने क्या सोचा है? भकान आप अपना बनाना चाहते हैं या किराये पर लेना चाहते हैं, किराये पर लेना हो तो इस बारे में स्थानिक लोगों से सलाह मशविरा किया जाव और उस के अनुसार कार्यवाही की जाय।

एक बात मैं बारदोली के बारे में कहना चाहती हूँ। बारदोली का अब काफी विकास हो गया है। जब बारदोली गाव से पोस्ट आफिस था, तब सारी बस्ती वहा ही थी। आज सारी बस्ती स्टेशन पर बढ़ गई है और उद्योग का काम भी स्टेशन की तरफ बढ़ गया है। स्टेशन के पास जो पोस्ट आफिस है, वह खाली डाक लेता है, लेकिन वहा से डिलिव्री नहीं करता है। डाक पहले हैड आफिस में जाती है और फिर आती है और उस में देर होती है। इस बारे में आप सोचें। वहा भकान के बारे में भी देखना है। भानन्द के बारे में तो मैं ने आपको लिखा है।

अब मैं आपको टेलीफोन के बारे में कहना चाहती हूँ। कई लोग शिकायत करते हैं कि उनको दो दो और तीन तीन साल पैसा भरे हुए हो गये पर अभी तक उनको टेलीफोन नहीं मिला है। इस बारे में आप क्या करना चाहते हैं। अगर आप दो तीन साल तक टेलीफोन दे ही नहीं सकेंगे तो लोगों से ऐसा साफ कह देना चाहिए और अपने डिपार्टमेंट को भी कहना चाहिए कि इन जगहों पर टेलीफोन के लिए किसी से पैसा न लें।

भानन्द और अहमदाबाद में टेलीफोन के बारे में लोगों को बहुत कटु अनुभव है। मुझे अपना निजी अनुभव तो है ही, और लोगों ने भी मुझ से इस बारे में शिकायतें की हैं कि जब टेलीफोन बिगड़ जाता है और कम्पलेंट की जाती है तो कहा जाता है कि तुम्हारा नम्बर १७ तुम्हारा नम्बर ३८ है, तुम्हारा नम्बर १०० है, अभी बहुत से टेलीफोन बिगड़े पड़े हैं जब तुम्हारा नम्बर आवेगा तो काम कर दिया जायेगा। तो यह काम आराम से किया जाता है मैं समझती हूँ कि टेलीफोन की तो उसी दिन रिपेयर होनी चाहिए जिस दिन कि कम्पलेंट दी जाये। मैं ने अपने टेलीफोन के बारे में आपको लिखा था। मेरे घर से खबर मिली है कि बम्बई से एक बहुत अच्छा अफसर आया और उसने टेलीफोन का वाक्स बदल दिया। परन्तु कितने लोग आपके पास पहुँच सकते हैं और किस तरह से उनका काम चल सकता है। इसके बारे में आपको जाच करनी चाहिए और इसको ठीक करना चाहिए। मैं यहा पर जो शिकायत करती हूँ वह अपने लिए नहीं करती हूँ। मैं तो ग्राम जनता से सुनती हूँ और जाच करके जो सही होता वह आपको बताती हूँ।

कई बार भानन्द डेअरी से लिखा गया है कि उनका टेलीफोन चलता नहीं है। उनको आपने एक निजी टेलीफोन एक्सचेंज भी दिया हुआ है। पर वह कहते हैं कि आप यह टेलीफोन एक्सचेंज ले लीजिये और हमको अलग अलग टेलीफोन दीजिये। इसके बारे में करीब डेढ़ साल से लिखा-पढ़ी चल रही है कुछ हुआ नहीं है। आखिर मैं ने उनको कहा है कि आपकी जो लिखापढ़ी हुई है उसकी नकल मुझे भेज दीजिये। परन्तु इस तरह से मैं कितने लोगों की कष्ट कि मुझे नकल भेजें और मैं उसको आपको भेजू। इसका कोई ठीक रास्ता निकालना चाहिए।

बम्बई की टेलीफोन डाइरेक्टरी के बारे में मुझे कुछ कहना है। जो आप टेलीफोन डाइरेक्टरी बनवाते हैं उसमें टाइप ऐड

[श्रीमती मणिबेन पटेल]

तो नहीं रखना चाहिए कि आदमी को देखने में तकलीफ हो। जो टेलीफोन डाइरेक्टरी वहा निकलती है उसका टाइप काफी छोटा है। मैं ने सुना है कि इसमें काफी मुनाफा रहता है उस आदमी को जिसे आप इसे छापने को देते हैं। बेहरबानी करके इस बारे में भी आप जाच कीजिये और इसमें जो हो सके वह करना चाहिये।

अब मैं जो माइनर पोर्टल हैं उनके बारे में कुछ कहना चाहती हूँ। यह मामला स्टेट्स का है लेकिन अगर हमको अपना ट्रासपोर्ट का मुहकमा अच्छी तरह से चलाना है तो केन्द्रीय सरकार को भी इस बारे में सोचना चाहिये। कम्बे, सूरत और भडौंच एक समय समृद्ध शहर थे। आज उनका काम ठीक से नहीं चल रहा। उनके बन्दरगाहों की ओर ध्यान नहीं दिया जाता। इसलिये ये शहर गिर रहे हैं। कम्बे के बारे में खम्बात के लोगों ने तो एक किताब छपी है और आपको भेज दी है। इस बारे में आप ध्यान दें और जो हो सके वह करने का प्रयत्न करें।

एक बात और है और वह यह कि हम बार बार सुनते हैं कि बन्दरगाहों पर सामान ठीक से नहीं उतारा जाता। स्टीमर से माल जल्दी निकलता नहीं और हमको हजारों रुपये डेमेरेज का देना पड़ता है। इस मामले को हल करने के लिये यदि कोई आटोमेटिक लोडिंग अनलोडिंग का इन्तिजाम जरूरी हो तो वह भी करना चाहिये क्योंकि इस तरह से जो पैसा हमको देना पड़ता है वह विदेशों को चला जाता है और हमको आज अपने देश में पार्स पार्स की जरूरत है।

सड़को के बारे में आपका नागपुर प्लान है। उसके मुताबिक कहा काम हुआ है कहा नहीं हुआ है इसको देखने की जरूरत है और जहाँ स्टेटों की जरूरत हो वहाँ उनको मदद भी करनी चाहिये। मैं आपको बताऊँ कि आपके नागपुर प्लान के मुताबिक गुजरात

के डिस्ट्रिक्ट्स में कितना काम हुआ है। सापेरकठा में ६४ पर सेंट की कमी है, भड़ोच में ६३ पर सेंट की कमी है और बनावसकठा में ६० पर सेंट की कमी है। इस तरह से जहाँ सड़कों की इतनी कमी है वहाँ अगर केन्द्रीय सरकार राज्य को मदद नहीं करेगी तो यह सड़के कभी नहीं बन सकेंगी। आपको मालूम नहीं होगा कि जब शहरों में अनाज का दाम १० रुपया होता है तो इन डिस्ट्रिक्ट्स के देहातों में उसी अनाज का दाम दो तीन रुपया होता है कारण यह है कि वहाँ से सड़क से माल जा नहीं सकता।

मैंने जो थोड़ी सी बातें आपसे कही हैं उनके बारे में आप कुछ ठीक से करेंगे ऐसी मैं आशा करती हूँ।

Mr. Deputy-Speaker: Now, Shri Yeshwant Singh

Shri Narayanankutty Menon: I had given my name also. We had given only one name.

Mr. Deputy-Speaker: The difficulty is that I am calling the Minister at 3 P.M. but now, perhaps, I may be calling him at 3.0 P.M. Of course, I have received the intimation from the Member, but there is no time now, since Shri Yeshwant Singh is the last speaker.

Shri Thanu Pillai (Tirunelveli): You may extend the time, because some of us would like to speak about our State also.

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): You may give time to Shri Narayanankutty Menon. I shall speak afterwards.

Mr. Deputy-Speaker: The hon. Member will be given time. The debate is not being concluded today. Hon. Members will have time, and they will be called, because we have to continue this debate.

Shri Narayanankutty Menon: I did not know it because I was not here. That was why I asked you.

Mr. Deputy-Speaker: Shri Yeshwant Singh will be here on Tuesday, I suppose.

Shri Yeshwant Singh (Mahasu): Yes.

Mr. Deputy-Speaker: Then, we may give preference to the hon. Member who will be going out of station.

Shri Yeshwant Singh: If that is your wish, I agree.

Shri Narayanankutty Menon: Normally, when the Demands for Grants of this Ministry come up for discussion, we would have liked very much to offer our own suggestions for some of the most important problems concerning this Ministry, as, for instance, the congestion at the ports and so on, and we would have offered our own suggestions for finding a way out of these troubles. But, today, when the Demands of this Ministry are being discussed, a very huge spectre is haunting us all over the country, and we find that this Ministry is responsible for that, even though, from the last two days' proceedings in this House, and also from what has been stated outside this House, it appears that the Ministry has abdicated a large share of its responsibility to other departments.

I would like to refer to the demands that have been placed directly before this Ministry by more than four lakhs of employees, but which have been pending before this Ministry for the last two years. Apart from the reasonableness of those demands, we find that those demands are being negotiated upon between the employees and the Ministry. The employees have waited for two long years. At last, when the negotiating machinery, which is absolutely non-existent—if you trace it back to its history—failed, the employees concerned had no other go; they served a strike notice on the Ministry. The way in which the strike notice was taken,

and the subsequent negotiations conducted by this Ministry and also the Prime Minister go to show that a false impression has been created both inside this House and also outside, in fact, throughout the country, that a substantial portion of the demands has been conceded, and now the employees are demanding their pound of flesh.

To put it in a nut-shell, the employees gave a memorandum of demands containing many demands, but ultimately, they came down to seven most important demands. One of them was the appointment of a pay commission. During the last stages of the negotiations, and for the first time, in the history of this country, the Prime Minister himself took some interest in the affairs of labour directly, and he was pleased to call their representatives for negotiations. In those negotiations, if we can believe the press reports, the Prime Minister gave them an assurance that a pay commission would be appointed. We are also told that the Labour Minister who was present at those negotiations assured the employees that their subsequent demand in the charter of demands, namely that there should be interim relief, will also be referred to this pay commission.

But, surprisingly enough, everyone of us, who in our heart of hearts wanted to avert this calamity which was going to be forced upon the nation because of the intransigence of Government, was surprised by the announcement of the Finance Minister this morning. Not only have the major demands of the employees concerned not been included in the terms of reference of this pay commission, not only have the great expectations in the country and the assurance of the Prime Minister and the Labour Minister not found a place in the announcement, but the announcement itself has come as a great shock not only to the employees but to the country at large.

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Whatever one may say about this pay commission, the terms of reference themselves *prima facie* suggest that the acceptance of this offer from the Government by the employees concerned will only delay their achieving their demands; furthermore, it will be so treacherous for them to believe in this pay commission itself.

Even though a suggestion was made, when the resolution regarding the appointment of a second pay Commission was being discussed before this House, that Government must appoint a committee—it was not to be called a commission, because their long-standing prestige will not allow them to call it a pay commission, since the employees had demanded it, and since a resolution had come from us on those lines; prestige should have the last word, and, therefore, they would not call it a commission—that resolution was not accepted. Later on, at the end of the negotiations, the Prime Minister said, 'We shall call it a pay commission, whatever might happen'.

But ultimately when the pay commission has come, we find that it has so many limitations, the first limitation being that the terms of reference are so vague that a directive or a *fait accompli* has been given to the commission, and thus, the commission's decisions are to be circumvented or limited by the terms of reference. This shows that any increase in the emoluments that are to be given as a result of the recommendations of this commission should be dependent on the pay scales of the State Government employees. Never before in history, when a dispute is going to be settled, when a third party is going to be appointed as arbitrator, has one of the prosecutors or one of the accused dictated the terms of reference whereby the basis of the whole decision is dictated beforehand.

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Secondly, even though the wage scales of these employees are to be

determined by this Commission, the most important demands are left out. As we all know, since the Prime Minister's discussions and the breaking off of negotiations, no attempt has been made by this Ministry to take up this dispute in the normal way of conciliation so that the employees will at least have the consolation that these demands are being attended to.

The most important demand that is left out, that has not been conceded and that is still hanging fire, is the demand of the 80,000 extra departmental staff employees who are being treated as slave labour by this department for the last so many years. This Federation was saying on behalf of these extra departmental staff that their union was refused to be recognised by the Minister himself, and there is no graded pay, no security of service and so on. Now Government are trying to split the employees concerned by making the Pay Commission applicable to a section of employees. So you betray the 80,000 people who have stayed along with you. Their demands are also left out and this truncated Pay Commission is appointed. If the Government think that the employees concerned should be satisfied by means of this reference and wait for two years more to come to a *fait accompli* of the direction that is made by the Finance Minister to the Commission, it is impossible for any employees worth their name to accept this.

Furthermore, the way in which all these two years negotiations were conducted and the miserable way in which the departmental officers were behaving with this Federation and the employees are worth mentioning, but for want of time I am not referring in detail to them.

Coming to another part of the public sector for which this Ministry is responsible, that is, the ports in the country, for want of time I am placing before the House only certain glaring examples in regard to the port of Cochin. There rules an officer under this Ministry who was about

to retire on the 1st June 1957, and whose term has been extended for one year more. Under that officer, 4000 workmen are working there, and according to the Minister, they are doing their work so that the Second Five Year Plan may be a complete success.

The circumstances under which these 4000 workmen are working day and night so that the Second Five Year Plan may be a success are a story that every citizen of India should listen to. This officer sitting right over these workmen, refuses to recognise the Union of these workmen, on the muster rolls of which there are 95 per cent of the employees. The demands on behalf of those employees were placed before this administrative officer and also before the Government of India as also to the Chief Labour Commissioner one year and four months ago, and still the Union is waiting for a reply! Disputes are to be settled, according to the Prime Minister, in a peaceful and normal way; disputes are to be settled by negotiating with the employer so that a strike is not precipitated. But I ask if no reply is to be received when these disputes were raised one year and four months ago with the Ministry concerned, with the administrative officer and with the conciliating machinery, with whom are the employees to negotiate? The employees do not find anybody to negotiate with. The workers are in such a condition that the condition of the port is fast deteriorating.

Just about some time back a question was answered by the Ministry concerned. When I asked a question—as regards the facts I had gone to the spot and verified—whether the main navigation channel of the Cochin port was being silted up and a tanker which entered the Port about a month back had to be taken back because the navigation channel had silted by 18 feet depth, I was given a two-word reply—“No, Sir”. When I ask the Minister, whether in view of the fact that he answers that the silted up is not there, he will be pleased to inquire whether the allegation that has been made that the

main navigation channel is being silted up is true, it is impossible. Why? Because it has never been the tradition and practice of these Ministries to go and make independent inquiries. They believe only those officers who are put there.

When the Ministry tells the workmen that the Five Year Plan is there and you work for the country and do not strike work, this officer compels workmen to work for seven days in a week. If anybody refuses to work on a Sunday or holiday, he is charge-sheeted and then placed under suspension for a long time. When in such manner the workmen of the port are being treated by the officers of this Ministry, when this particular administrative officer, who is notorious for his anti-labour activities, is to be kept there even after retirement for one year more, what is to be done? Everybody could have understood it if the man was so technically qualified that his presence there was so important. But the man is not at all technically qualified. Then where are these workmen to go and negotiate, where are the workmen to see that the Five Year Plan should be a success by negotiating and not striking work?

These are the conditions in which the workers of the Posts and Telegraphs and Ports are living under this Ministry. Apart from the statement that is made before this House by the Transport Minister about the grievances of these employees a few days ago, as reported in the Press, the Prime Minister has come out with a statement, a statement in which he has told the workers that if there is a strike at this time of the country's economy, if the workmen go on strike, it will almost be tantamount to an act of treason, because the workmen will only be sabotaging the attempts of the people of India to build a free, independent and socialistic India during the Second Five Year Plan. If such kind of references come to those workmen who are on the fields, millions of them who are putting their blood, sweat and labour in order to see that they build up a

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socialistic India, when in front of them they see officers like the one I referred to—who are not aware that the Government of India have taken a decision that socialism shall be the object of our endeavour—from whom are the workmen to get socialism and a fair deal? When references are made in this fashion to workers who have been agitating for the realisation of their demands for years together, who have been carrying on this agitation in a peaceful way, when they find it impossible to get these demands redressed after leaving no stone unturned in order to arrive at a peaceful settlement, when they are being accused of treason, and they are put under those officers on the spot whose only part in the Five Year Plan is to swindle and also to mismanage things, I fail to understand what is the definition of 'treason' that is being given by the Ministers

These people—millions of them—work for the Plan. They want a fair treatment. They were prepared to negotiate. In the face of that, the answer is no, we shall not negotiate with them, they are traitors to the country. And on the other side, those people who are sitting on the head of these workmen, against whom only allegations are coming, who have nothing to contribute of their own to the Plan, who only make a mess of things throughout the country, they are the great patriots!

I submit that the monopoly of patriotism has been taken by a set of people who are sitting on the other side, who themselves claim that they are the patriots in the country. You are accusing millions of workmen in the country who are working in Bhakra-Nangal dam. You are accusing them of treason. What is the definition of treason?

Mr. Deputy-Speaker: I have never made any accusation.

Shri Narayanankutty Menon: May be you have not done it. But allegations of treason have been made against those workmen.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): He has not caught the point.

Mr. Deputy-Speaker: I appreciate that the hon. Member is speaking under great strain. But then, he ought to exercise some restraint.

Shri Narayanankutty Menon: I am not at all under strain, if at all there is strain, it is strain all over the country.

Mr. Deputy-Speaker: May be. Therefore, there is strain on the Member as well.

Shri Narayanankutty Menon: My submission is that instead of these accusations being made against the workmen concerned of treason, instead of claiming the monopoly of patriotism on one side only.

Shri Yashwant Singh: Unless an act of treason is committed, there is no question of treason. It is only the hon. Member who feels so.

Mr. Deputy-Speaker: He is telling us how he feels.

Shri Narayanankutty Menon: I agree with the hon. Member that unless the act is committed, it won't be treason. But even before that, even before the act is committed, the accusation of treason is being flung before everybody. I submit that instead of making these allegations and counter-allegations against each other, instead of taking over a big club in public, if you really are honest and if you really believe that the country should prosper and the Second Five Year Plan should be a success, then, take these workmen, who are really responsible for the success of the Plan, into confidence. If instead of finding out legal lacunae and technical difficulties and offering them some sort of a Pay Commission from which no workman could understand what he is going to get, if the real spirit is there, negotiated settlement is possible at present. After all the negotiations, the difference of

opinion is very narrow. Some of the demands have already been agreed upon in the past by the Labour Minister and the remaining demands of these employees are to be considered by reference to the Commissioner concerned. If at all what was decided upon by the first Pay Commission—an almost judicial body—has been implemented we will be able to avert this calamity, a calamity that is facing the nation and if it is the earnest desire of everybody concerned here and

Mr. Deputy-Speaker: I have already pointed out that I am not to blame.

Shri Narayanankutty Menon: I am sorry, Sir, my address was to the Government.

Mr. Deputy-Speaker: He ought to address me and not the Government. That is my complaint.

Shri Narayanankutty Menon. My address was to the Government through you.

Mr. Deputy-Speaker: I should be addressed and not the Government.

Shri Narayanankutty Menon: Therefore, I tell the Government that an honest attempt should be made in days to come not in the shape of the Bill introduced this morning but in the spirit of negotiations that was being mentioned long long ago. If the spirit of negotiation still exists there a settlement is possible and I appeal to the Government that the employees should not be cornered to the wall where they will be compelled to resist. That resistance will ensure a defence and that should not be called an attack on the nation. If the spirit of negotiation comes into play and if the bona fides of the Government are established, an agreed solution is possible, and I hope that the calamity will be averted by changing the policy that is being pursued at present.

Shri Humayun Kabir: Mr Deputy-Speaker, Sir, I would like to reciprocate warmly the sentiments expressed

in the last sentence of the speech of the hon Member who has just sat down. Everybody in this country wants a settlement and wants that all disputes should be settled by negotiation. That is why the Government have all the time been anxious in discussing these matters, meeting the representatives of the Trade Unions again and again. I may tell the hon Member that even this evening I am meeting some of the representatives once again. The Government have never closed their doors will never close their doors and will always be prepared to listen to all the legitimate grievances. The Government do not for a moment also deny that there are certain grievances which require looking into but it is a question of time. It is a question of how far we can all advance and if there is genuine goodwill on both sides, there is no reason whatever why this problem just facing us at the moment cannot be resolved, as we have resolved so many problems in the past.

15 14 hrs

[**SRI PATTABHI RAMAN in the Chair**]

But, I would like at this stage, after these general remarks, to confine myself to some of the specific issues which have been raised during the discussion. Before I take up any of the policy matters, particularly with regard to Civil Aviation, I would like to deal with certain comments made by hon Members regarding inland waterways.

One hon friend said that he regarded the allocation of Rs 340 lakhs as inadequate for the development of the inland waterways. I wholly agree with him and none will question that statement. We all know that the allocation is in absolute terms inadequate, but it is a question of distributing, as well as we can, the available resources of the country. Many things are desirable and many things will be done. But, they cannot be done just now because we do not have the resources available to us at the moment.

[Shri Humayun Kabir]

Another hon. friend referred to the master-plan and the desirability of having an inland water system which would connect the Ganga-Brahmaputra through the Sone with Mananadi and then, perhaps, with Godavari so that there is one continuous link of inland water transport from northern and north-eastern India to South India.

Suggestions have also been made for connecting the Tapi and Narmada. All these are desirable and, perhaps, a time will come when all this will be done. But the question is, can we do it just now? With regard to the Narmada and the Tapi, from the preliminary investigations, it seems that at present the Narmada is navigable only for 40 miles. Very small craft can go for another 45 miles and after that there is a gorge of 70 miles which is impassable. It will require great engineering skill and colossal expenditure or money in order to make it navigable. At the moment, can we afford this when there are so many other pressing claims upon us?

Tapi's position, I find, is even worse, because after 20 miles or so, the river is not navigable. They can all be made navigable if sufficient money is spent. Can we afford to spend that money just now? That is why, while we are fully conscious that inland water transport should be developed and must be developed wherever possible, we have made a beginning with development in the north-eastern regions and with the development plan of the Buckingham canal. If this first stage is carried out then there is coordination in transport between the rivers, the railroads, the coastal shipping and I would also add civil aviation, if the systems of rail, steamer and air transport are thoroughly co-ordinated. Then we will be able to plan with greater confidence at a later stage in achieving some of those targets which have been mentioned by hon. friends today.

Again, one hon. friend referred to the question of providing navigation canals in Madhya Bharat. After what

I have said, he will, I hope, forgive me if I say that just now we cannot take up the question of inland water transport on any large scale in Madhya Bharat. Of course, I agree with him when he says that there should be perfect co-ordination between the Central Water and Power Commission and the Ministry of Transport. And, I can assure him that every effort is being made to see that that co-ordination is available continually and on an increasing scale.

These are the major points that were raised with regard to inland water transport during the course of the debate and I would conclude by saying that we are fully conscious of the need of developing inland water transport. But, in view of the extreme shortage of funds—every one knows how the country is passing through a great strain because we do not have adequate resources for meeting the demands of the Second Five Year Plan and with increasing prices the total moneys required for the Second Five Year Plan are also daily increasing—we cannot do it now. From Rs 4800 crores which was originally planned in the public sector, we do not know what the exact figure is today. At one stage, it was suggested that it may mean Rs 500 to Rs 600 more; maybe more. We do not know the exact figure. Therefore, in view of this shortage, we have provided a small amount for inland water transport. We know it is inadequate. But, if we utilise it fully and adequately, that will enable us to make a demand later for a larger allocation. I am sure that all Members of this House, from all sections and from all parties will give added strength to that demand, once we prove that inland water transport is a useful and effective alternative way of transport, particularly for bulky goods and goods for which the time factor is not a very important one.

Now, I come to civil aviation. With regard to civil aviation many points have been raised by many

non Members. If I just deal with the points one by one, that itself would take a very long time I would crave the indulgence of the House for that; but I think there are certain facts which should be placed squarely before this House

There is, I think, a certain amount of misunderstanding in the public mind, and, I regret to say, even among a section of the hon Members of this House about what exactly has happened in civil aviation in the course of the last 3 or 4 years after nationalisation. With your permission, I shall reserve my remarks about the general impact of nationalisation on civil aviation after I have dealt with the particular points which have been raised by different hon Members

My hon friend, Shrumati Manben Patel referred to the question of timing, timing between Delhi and Saurashtra. This is certainly a matter which can be looked into. But, whenever timing is adopted, the convenience of all the different people have to be taken into consideration. And, it often happens that what is convenient for one set of people is not always convenient for another set of people. Therefore, a time-table which will satisfy all the intermediate stations and also the starting point and the terminus is very difficult to work out. Nevertheless, a suggestion that we should try to revise the timings and see that the air services arrive at some earlier hour will be given proper consideration, especially when the Viscounts have been introduced, the whole route pattern will be reviewed and all these questions of detail about time-tables will also be taken into consideration.

With regard to complaints about the handling of luggage and cleanliness in the aeroplanes, I agree that every effort must be made to ensure that there is complete passenger satisfaction in these respects. I would ask the hon Member to note whether there has not been some improvement in all these respects in recent months.

Sometimes comparison is made between the nationalised air service and the air services that operated before nationalisation. I have been fairly a constant traveller by air in the last 14-15 years. I have travelled practically by every air line in this country and also by many other air lines in different parts of the world. In our country, before nationalisation there were great disparities. I am prepared to admit that in certain cases the nationalised air corporations have not been able to improve the passenger amenities very much. But when you make a comparison with some of the best airlines before nationalisation like the I.N.A. or Air India and compare them with some of the weakest sectors today, this is not quite fair. If however you compare some of the worst sections of former days with some of the worst today, I would certainly make a claim that we have done well, the improvement is remarkable. I have travelled by planes in 1948 when it was difficult to say in the plane for more than an hour and a half. There were certain points where the congestion was heavy. It was a positive infliction upon the passengers. I do not say this as an apology. I entirely agree with the hon'ble Member that every effort must be made to improve our services.

I have also made certain suggestions to the Airlines Corporation. In all international airlines, whenever a plane lands on ground there is complete cleaning of the aeroplane and there is a check-up to see whether there is any room for any complaint. I have suggested that a similar procedure should be introduced here also. Wherever a plane stays in the ground for more than 20-25 minutes, a complete check-up should be done and I have every confidence that this will yield results quickly.

There was a complaint about the handling of baggage. I can assure the hon Members of this House that every effort is being made by the

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I.A.C. to improve baggage handling, to make it quick and more expeditious. Greater care should be taken of the baggage of the passengers. I confess that at times the baggage is handled roughly. That unfortunate experience is not confined only to our country. In other countries also, I have had that experience and when the baggage comes out of the aeroplane, it is somewhat battered. It is unfortunate and I would say that every effort will be made to see that these improvements are carried out.

The hon. Member also referred to the question of stealing from the freight. I can only say that I am extremely sorry that something was stolen during transport. I have never heard this complaint before. There are many other complaints and I have myself complained. At times the baggages go to some other place instead of their destination. On one occasion, I was going from Delhi to Calcutta. When I arrived at Calcutta, I found that my baggage was at Kashmir. It was before the days of nationalisation so that no hon. Member can say that it was on account of nationalisation that this deterioration has taken place. This was at the end of 1948. Though the air company were profuse in their apologies and they got my baggage within 48 hours, I had a fairly uncomfortable time because Delhi was quite cold while Calcutta was warm and I had arrived at Calcutta with my warm clothes expecting that I could change over to cotton clothes on arrival at Calcutta. That kind of a complaint I have heard and I have made myself. But I have never heard that anything has been stolen and I am extremely sorry. I shall certainly ask the I.A.C. to see if any such complaint is ever made that it is not only looked into but very serious action is taken. I also say with regret that if incidents like this happen it is only a reflection on us. It is one of us who has removed it—one of our fellow Indians working in some capacity or the other. I am sure it was not a passenger; it may

be somebody working there. It would be a matter of deep regret to me if any of our workers should be guilty of any such commission.

The hon. Member also referred to the great praise of the Air India International. All of us are very happy and I would only ask her to show a little more charity to I.A.C. also.

Shri Jaipal Singh is not here unfortunately. Some points were raised by him. He had to go to another meeting and he informed us. I must say that his first complaint was not quite intelligible to me. He did not want that any of these air corporations should sell any of their aircraft. He was not happy that the A.I.I. were trading in constellation 709 for the super constellations. If we had not done that, we would have had to pay a very much higher price; it would have meant additional dollars which we do not possess to day. Since he was very anxious about dollars in another context, I did not understand how he reconciles his concern for earning more dollars to the loss in dollars which would have resulted had matters been otherwise.

With regard to the other purchases which are proposed to be made, certain remarks were made. If we had enough money and if there was no foreign exchange problem before the country and if our resources were unlimited, we could certainly afford to have as many planes as we like and keep them in hangars. America can afford to have what is called a moth-ball fleet. Our country is poor and the idea of having a moth-ball fleet will simply not work here, especially when in the same breadth the hon. Member charges the I.A.C. with heavy losses. If all these aircrafts which are not being utilised are kept and merely preserved and additional moneys are invested for the purchase of new aircraft which we require for operating, then obviously the losses would go up and it will be an additional burden on the exchequer. I

am afraid that I could not reconcile these two parts of the criticism of the hon. Member.

An aircraft registered in India is alleged to have been sold in Afghanistan, without the permission of the Government of India. I shall certainly make an enquiry into it. I do not see how an aircraft which is registered in India could be sold without the permission and knowledge of the Government of India. I shall certainly make an enquiry into it and also into the question as to whether the Government has lost any income-tax. I can assure the hon. Member that at any time Government do not want to lose money. The income-tax department has never been accused of letting go the money which can be acquired, particularly in view of the shortage through which we are passing now, every effort will be made to see that not a penny is lost in this way.

The hon. Member made a very good suggestion when he said that just as in the Air India International there are targets for different sectors, there should be some target for I.A.C. also. I shall certainly ask them to look into this and see whether targets of this nature can be set. But it will be realised that this business is of a type where you cannot always lay down targets. It depends upon so many factors: general prosperity of the country, the amount of confidence in air travel, the comfort given, the alternative modes of locomotion available—all these factors come into consideration. However, within the limitations of the trade whatever can be done to develop business will be done. I shall examine the question of this target.

The hon. Member also referred to the so-called competition between the I.A.C. and the A.I.I. particularly with regard to the chartering of planes. He was, perhaps, referring to the fact that sometimes people who want to charter planes prefer Skymasters to Constellations. I may assure my

friend that there never is any question of any competition between our two airlines. Those points which are served by A.I.I., which are on their regular schedule, there the I.A.C. never enters. Where there is no regular service of A.I.I. and it is open market, the charterer might go to A.I.I., I.A.C. or any other foreign operator. In such cases if the I.A.C. can help us to earn some additional foreign exchange, I do not think that could be regarded as a crime on the part of the I.A.C.

We shall certainly see that there is better co-operation and more co-ordination between the two Corporations, particularly with regard to development of tourist traffic. I agree that there is room for better co-ordination and development between the I.A.C. and A.I.I. and the tourist agencies, Indian and Foreign.

The hon. Member again referred to the fact that the standard of flights in the A.I.I. is much higher than the standard of flights offered by the I.A.C. I do not think anybody would deny that for a moment. A.I.I. has to compete with international standards, it charges international fees and uses aeroplanes which are internationally approved, whereas the I.A.C. charges fees which are probably the lowest in the world except two countries, and certainly in many cases not economical. The I.A.C. also uses planes which are used on internal flights. If my hon. friend travels on some of the internal airlines of other countries, he would find that there is a great deal of difference between internal lines and international lines. I will take the case of the United States of America. I have travelled in some of the smaller lines in the United States of America, and I have found that in some of the lines—which are a sort of “bush line”—many amenities are not provided and the conditions are so different from the international flights that if one did not experience it one would find it difficult to believe. Of course, their regular flights are superior in standards, and I shall deal with this point later

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when I discuss the points raised by my hon friend, Shrimati Renu Chakravartty, why IAC is going for better aircraft like Viscounts

But I should like to assure my hon friend Shri Jaipal Singh even though he is not present here, that though IAC is in a monopolistic position, there is no intention and there shall be no intention that it will take advantage of that position. It is a service and one of the main purposes why the airlines were nationalised

Mr. Chairman Order order The hon Minister may resume his seat The Minister of State in the Ministry of Home Affairs wants to place a document on the Table of the House

PAPER LAID ON THE TABLE

REPORT OF THE ADDITIONAL
DISTRICT MAGISTRATE OF DELHI
ON THE POLICE FIRING IN DELHI
ON 31-7-1957

The Minister of State in the Ministry of Home Affairs (Shri Datar): Sir, I beg to lay on the Table a copy of the Report of the Additional District Magistrate of Delhi on the Police firing in Delhi on the 31st July, 1957 [Placed in Library See No S-154/57]

Mr. Chairman Are there copies for circulation?

Shri Datar: It is a fairly bulky report We have not got copies

Shri Nath Pal (Rajapur) Can we have a look at it?

Shri Datar: It is placed on the Table of the House

Mr. Chairman In the meantime the hon Minister may continue his speech

DEMANDS FOR GRANTS—contd

MINISTRY OF TRANSPORT AND COMMUNICATIONS—contd

Shri Humayun Kabir: Sir, I was saying that the IAC certainly has a monopoly but it can never be the intention of IAC—and I am sure the

Parliament will never permit it even if the IAC should ever have such an idea and I do not think the IAC had that idea at any time. One of the reasons why the airlines were nationalised was precisely this, that service will be provided economically and from the point of view of national advantage. At the same time, direction was also given that the services should be run on business lines. The main task of AII and IAC is that of reconciling these two aims,—that the services shall be run on business and commercial lines and at the same time every effort will be made and is being made to give as much comfort as is possible to the passengers by way of service, by way of courtesy and by way of different amenities that are provided to them.

The hon Member also referred to the pilot position. This is I agree with him, one of the most difficult problems which any airline at any time has to face. Training in flying is such an expensive business that if a person has to be discarded after receiving training for some time, great amounts of money will have been wasted. Therefore, it is very necessary that there should be a careful scrutiny of the aptitudes, reactions, and general intelligence of anyone who offers himself for training as a pilot.

I should like to tell the hon Member and the House through you, Sir, that this question of improvement of the pilot position is continuously under scrutiny. I am planning to appoint a small committee with one representative of the DGCA, one representative of the IAC and one representative of the Indian Air Force to go into the whole question of training to see if all the methods of training followed today, the standards which we have laid down, are fully satisfactory or not. That committee will, I expect, submit its recommendations within a very short time and then we shall see how we can improve the existing methods of training and also push up standards.

I have also heard this criticism, though it was not voiced by anyone in this House today, that some of our licences—not the licences of the pilots who actually operate the commercial planes—are not up to international standards. This committee will examine whether there is any truth whatever in that allegation. But, in any case, every effort will be made to see that our pilots retain the very high reputation which they have built up.

This House will be glad to hear when I say that the representatives of one of the greatest air powers of the world told me very recently, that he had with pleasure and gratification noticed the way in which our pilots, both of AII and IAC, handle their planes. He said that our landings and take-off are among the best which he has experienced in any part of the world. I am sure hon. Members of this House will be glad to hear this. Therefore, when I say that we are anxious to improve the training of the pilots, it is no reflection on the existing standards, but only an attempt to improve them still further so that the reputation which has been built up can be maintained.

The hon. Member also referred to the question of combining the aeroclub and the gliding club, and made certain references to promises made from time to time in this House. We shall certainly look into those promises, and if any promises have been made in this House I should like to assure him that either those promises will be kept in full or the House will be told why the promises have not been kept.

Now, Sir, I would like to take up some of the points raised by my hon. friend, the Member from West Bengal, who is not present here now. She devoted almost her entire speech to civil aviation. I will try to be very brief with regard to her points, because she raised a large number of points and I wish to give some time to the question of general policy at the end.

Her first complaint was that there has been some reduction in the pay of staff in the civil aviation department after India became free. I looked into the matter and I find what happened was this. The radio operators had a scale of Rs. 80 to Rs. 250 for those who were appointed before 1931 and Rs. 00—Rs. 150 for those who were appointed after 1931. When civil aviation was introduced in 1946, radio operators were being appointed on a large scale. The question of their scale came up. They were not satisfied with the scale of Rs. 60—250 as it was considered too low. At the same time, no permanent scale was at that time instituted, because the Pay Commission was examining the whole question. Therefore, they were given an *ad hoc* provisional scale of Rs. 120—230. Later on, when the Pay Commission reported—they went into the whole question—they recommended a scale of Rs. 80—220 with a selection grade of Rs. 200—250 for 25 per cent of the posts. Therefore, you can say that the Pay Commission's recommendation was Rs. 80—250 as against a provisional pay—some of the radio operators were enjoying it—of Rs. 120—230. The maximum went up; the minimum went down a little. Therefore, the statement of the hon. Member that their pay was reduced would not be quite true though it is partially true.

I may also inform the House that the actual salary of no incumbent was reduced. The existing pay was protected, though naturally they had to come under the new scale. If there is any fault, the fault is the Pay Commission's and not of the Director-General of Civil Aviation or of the Government. Repeatedly Members in this House and the public outside have demanded that the recommendations of the Pay Commission should be accepted. If the recommendations have been accepted, I am sure that it does not lie with the hon. Member opposite to say that this was something which was wrong.

The hon. Member also referred to the question of housing—the lack of

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housing—and adverse living conditions of aerodrome staff. We all know that people in the Civil Aviation Department have often to live far away from the town. The aerodromes are generally at some distance, and therefore, a policy decision has been taken that so far as the remote aerodromes are concerned, the aim is to provide 100 per cent accommodation to the staff there, in the case of other aerodromes which are easily accessible from towns, the accommodation will be provided for about 80 per cent of the staff. This general policy has been accepted and for that purpose, a provision of Rs 92 lakhs has been made in the second Five Year Plan. During the second plan period, it is our expectation and our hope that this target will be largely achieved.

The hon. Member referred in particular to Mohanbari. With regard to this, I can say that Rs 6 lakhs have been sanctioned for 39 residential quarters which will meet almost the entire requirement there. The formalities have been concluded, the necessary technical sanction has been issued from the CPWD, tenders will be invited very shortly, and I expect that before the year is out many of the houses will be ready if not all of them.

The hon. Member referred also to the question of schools for children of employees in aerodromes. Here, we are faced with certain difficulties. If the aerodrome is near a town, it would obviously be not worthwhile to provide alternative schools. If they are far away generally there are not sufficient children to justify the establishment of a separate school for them. Nevertheless, every effort is being made to overcome their hardships. In certain areas it is proposed to build schools for the children of the employees of the Civil Aviation Department and other air staff who are located there. In places like Calcutta-Dum Dum, Santa Cruz in Bombay, Madras and Nagpur, it is proposed to provide separate schools

like that. In other places, accommodation has been given in the premises at nominal rents and this also operates in about half a dozen places. Where such facilities cannot be provided in the aerodrome itself, the children are offered the facility of going by the transport which takes the workers to the towns, and for this, they are charged half rates. The workers themselves are charged nominal rates. It is Rs 6 a month for a worker if the distance is about four miles and for a child it is Rs 2 per mensem. No one can say that this is a very high rate, and in this way facilities are sought to be provided. But I admit that there are certain intrinsic difficulties which cannot always be overcome.

Then the hon. Member also made a reference to the regulation of hours of work and the question of payment for the gazetted holidays. I propose to take up the two questions together. With regard to the regulation of hours of work, she said almost in a tone of despair that for the last four or five years every year the case of the chowkidar has come up and she said that she has had nothing but discouragement because no results have emerged. I would like to assure her through you, sir, that she is misinformed. Something has been done. A classification has taken place. The classification is in three grades—continuous, intermittent and casual. For the continuous the hours of work are 54 with one day off in a week. For the intermittent, the hours of work are 75 with one day off in a fortnight and of course for the casual there are no fixed hours of work. Therefore, it would not be quite true to say that nothing has been done.

I think it would also interest hon. Members of this House to know that as a result of this classification, about 140 additional posts of chowkidars have been sanctioned. They have had to be created as the work-load has been reduced. In spite of this, the representatives of the union are

not fully satisfied. I will not blame them; it is part of the business of every union never to be satisfied and always to argue for more. That is part of the function of a union. But, at the same time, I also think that the responsible members of union will recognise that when a particular settlement has been reached, when a solution has been offered, there should be time given for that position to stabilise. We can make our attempts from that higher level after sometime, not immediately. Nevertheless, we have told the representatives of the union that if as a result of their efforts, the hours can be further reduced without any addition to the staff, the administration will have no objection whatever in meeting their point of view. Therefore, the ball is now with the union. If the union can produce a roster where, without additional staff, the hours of work can be reduced, we shall be very glad to accept that roster, but they have not given it yet.

Now, the hon. Member also referred to the question of operational staff and their weekly off. The hon. Member has been interested in labour matters for a long time. I think she knows better than many Members of this House that certain categories of operational staff do not get a weekly off as such, because traffic has to be continuous. It has to be maintained round the clock. Therefore, certain types of operational staff do not get any weekly holiday and gazetted holiday, but they are compensated in other ways, and one of the ways is that the hours are so arranged that for every four or five days of work there is a 36-hour off. There is a 36-hour off after every four or five days of work. We are examining if any other type of concession can be given to them. In principle I agree that if a person never gets a gazetted holiday, never gets a day off, some compensation should be given to him. What form that will take is now under examination, and I hope that some kind of satisfactory solution, satisfactory both to the administration and to the union will be reached fairly soon.

Then the hon. Member referred to the purchase of new aircraft. Here, I found that the two hon. Members who spoke yesterday more or less contradicted one another and cancelled one another's argument. The hon. Member who spoke first did not want us to purchase any aircraft for the IAC. She conceded.

Shrimati Renu Chakravartty (Basirhat): For the time being.

Shri Humayun Kabir: For the time being. I am not talking of eternity. I am only talking of today. The hon. Member who spoke first yesterday suggested that for the IAC we should not purchase the Viscounts or any other improved type of aircraft because IAC has a monopoly and we must be enured to the hardship.

Shrimati Renu Chakravartty: Because of the shortage of foreign exchange. That was the point.

Shri Humayun Kabir: I will come to that in a moment. The other hon. Member complained that the Viking—I think it was not Dakota but Viking—by which he travelled from Delhi to Bombay or from Bombay to Delhi was not good, that everything in that Viking was not as good as it was in the AIL. I have already said earlier—the hon. Member was absent when I discussed this point—that even in a country like the United States of America, there are certain airlines where the standards are very very different from international standards. If the hon. Member goes there, or goes to the Soviet Union—I have had the good fortune of travelling in both the countries—he will find that there are certain airlines where the standards can by no means be compared to international standards. They are not intended to be so, because they are a sort of trial flight through areas where attempts to fly any of these internationally-equipped aircraft with international standards would not succeed.

Shri Nath Pal (Rajapur): But why is this inclination to imitate the bad points alone?

Shri Humayun Kabir: Here, the Question of foreign exchange comes

[Shri Humayun Kabir]

in. As I said earlier, the hon. Member was absent when I dealt with this point I have said, if we were flowing with money, as some countries in the world seem to be flowing, then we would have made all the improvements and purchased the latest aircraft for every type of sector, whether it is 100, 200 or 2,000 miles. But being short of foreign exchange, we have to parcel out gains against losses, balance the distribution and do the best we can.

The hon. Member just now referred to the question of foreign exchange. May I tell her that it is partly in consideration of foreign exchange that we have to go in for Viscounts? Some of the IAC routes operate in sectors outside India. Besides when we develop the tourist traffic in this country, it will not yield full results if our internal airlines cannot conform to the standard of the international lines and offer facilities and comforts which are not too different from the facilities offered by the international lines. We have earned, I believe, over Rs. 10 crores through tourist traffic last year. I may assure the hon. Member that if the IAC did not go in for better types of aircraft, much of the foreign exchange would not be coming. From foreigners I have had very few complaints about IAC. This is a thing which has struck me during the last one year. Not only during the last three months that I have been associated with this Ministry, but even before that I have been associated with this Ministry, but even before that I have been interested in aviation as a traveller. I have always noted that we, Indians, are far more critical of IAC than foreigners. There is nothing wrong in that; we have a right to criticise our own airlines, but I think we should also consider some of the difficulties which they have to face.

I would like to draw the attention of hon. Members to another point. We operate in Pakistan, Ceylon and Burma. Some of these routes are the highest income earning routes of the IAC. Pakistan and Burma have already

ordered Viscounts. If we also could not offer Viscount service, the passengers travelling in these routes would not be satisfied and I am sure we would lose very heavily. Once you introduce Viscounts, you cannot operate only with two viscounts on only two of the routes. All the trunk routes have to be improved.

Referring to the Skymasters, the hon. Member said there was some loss there. She referred to the losses on certain sectors, but she did not refer to the enormous increase in passenger traffic which has developed in this country as a result of the introduction of the skymaster. If you look at the figures in the report of the Ministry or the IAC, you will find that between 1954-55, 1955-56 and 1956-57, there has been an astonishing increase in the number of passengers carried by IAC.

Shrimati Renu Chakravarty: Is there any utilisation of full capacity. Also, what are the overhead charges going to be?

Shri Humayun Kabir: I am afraid on this particular point, the hon. Member is not as well briefed as she usually is on other subjects. So far as skymasters are concerned, the pay load has always been pretty high—70 per cent, 75 per cent and in some cases as high as 78 per cent. While talking of losses, we must distinguish between two types of losses, loss on overheads, taking the entire system, and the other losses which arise out of direct operation. So far as direct operations are concerned, I think it would be correct to say that the skymasters have not shown any loss. On the contrary, they have shown some profits.

The question of losses comes in only when the distribution over overheads is concerned. For that, there are many reasons. The major reason is that when the Corporation became nationalised, we had to introduce or maintain certain sectors which from the nature of the case were uneconomical. Because it is a national airline service, it has to cater to the needs of the public; in spite of the losses, these services are maintained.

Some of the losses on the more unprofitable sectors are distributed over the profitable sectors. That is why, she says there are losses. I am sure if the hon Member goes more into the details, she will be convinced, because I have sufficient faith in her intelligence and integrity. Once she goes through the figures, as she has done in certain other cases, I have no doubt in my mind that she will be satisfied that the introduction of the skymaster has given a tremendous impetus to the development of air traffic in this country and also helped air transport economy by reducing the overhead cost.

I think I have disposed of most of the specific points that have been raised. Now I would like to say one or two things about the general policy. I am very happy to find in this House and outside an appreciation of the standard which has been maintained by the A I I. Everyone of us is proud about that, we are proud that the A I I compares favourably with any airline anywhere in the world. So far we are all agreed. I would like to go a step further and say that I am also proud of what the IAC has done, though I readily concede that there is room for improvement and there will be room for improvement. If it comes to that, there is certainly room for improvement also in the A I I or in any other air service in the world. There is never a stage when further improvements are not possible.

If you take the performance of the IAC, some hon Members opposite were absent when I explained that as a result of nationalisation, there has been a great improvement in certain sectors. In certain other sectors, where the previous airlines operated with the highest efficiency, the improvement is not so marked. I readily concede that in the services Calcutta-Delhi, Calcutta-Bombay or Delhi-Bombay, the improvement is not so marked, though even there I will say there is some improvement as a result of the introduction of the skymasters, and there will be more when the viscounts begin to operate.

There is greater confidence in the minds of the public and greater stability and the time has also been slightly reduced. But in some of the other sectors like the Assam area, North Bengal area, areas in North Bihar and parts of U P, where I have travelled, I am sure also in some of the areas which are served in Kutch and Saurashtra, there has been considerable improvement. When hon Members condemn the IAC, they should try to see whether there has not been some improvement all along the line. I also readily concede that the Assam service is not as good today as the service from Calcutta to Delhi, but, is it not better than what it was in 1953? That is the point Hon Members have to bear in mind.

[MR SPEAKER in the Chair]

Again and again it has been said that the nationalised corporations have operated less efficiently than the private companies. I am afraid that that is also based on certain misunderstanding or perhaps lack of information. One of the usual charges is that of top-heavy administration. I have gone into this matter a little. Before nationalisation there were 8 companies, each with a General Manager, Operation Manager and a Chief Engineer. The General Manager had sometimes a salary as high as Rs 3,750. In any case, each of these higher executives received I am told not less than Rs 2,500. With 8 companies, there were 24 people who drew salaries over Rs 2,000, in some cases, they drew Rs 3,000. Today after nationalisation, we have one Chairman, 4 posts at the headquarters and 2 posts in each of the areas, or in other words, there are 11 posts in all which carry a salary more than Rs 2,000. I would ask hon Members of this House, is this evidence of top-heavy administration? In place of 24 officers who drew salaries of Rs 2,500 or more, today we have only 11 officers and the maximum salary of anyone of them except the Chairman, I am told, is only Rs 2,300. This certainly is a sign of economy and not a sign of top-heavy administration. (Interruption)

Mr. Speaker: Is the hon. Minister likely to take more time?

Shri Humayun Kabir: I have a little more to say

Mr. Speaker: He may continue afterwards

BUSINESS ADVISORY COMMITTEE

SIXTH REPORT

Sardar Hukam Singh (Bhatinda)
Mr Speaker, I beg to present the Sixth Report of the Business Advisory Committee

I want to submit that the Business Advisory Committee held its sitting today, 3rd August, 1957. The Committee recommends that ten hours may be allotted to the consideration and passing of the Essential Services Maintenance Bill, 1957, and that it should be distributed as follows: General discussion, six hours, Clause by clause consideration, three hours, third reading, one hour. It further recommends that on the 5th August, 1957, the House may sit from 9 A.M. to 1 P.M. and again from 2-30 P.M. to 9-30 P.M. for consideration and passing of this Bill.

I beg to move

'That this House agrees with the Sixth Report of the Business Advisory Committee presented to the House today'

Mr. Speaker: There was a suggestion made that instead of sitting from 9 A.M. to 1 P.M. and then again from 2-30 P.M. to 9-30 P.M. on that day, we may sit for seven hours on that day and for three hours the next day. If the House is agreeable and the hon. Minister is willing, we may think of that. Nothing is lost if two or three hours are spent on the next day.

The Minister of Home Affairs (Pandit G. B. Pant): That is a matter for our decision.

Mr. Speaker: They wanted to finish that day. Hon. Members will get

tired later in the night. So, we will sit normally from 11 o'clock, and instead of 9 o'clock, we will carry on till 7 that day. On the next day, we will give this work three hours. That is better than sitting from 9 o'clock till 1 o'clock and then from 2-30 to 9-30. It will be inconvenient.

I think the House is agreeable to change this timing to 11 A.M. to 7 P.M. on Monday and three hours on the next day, whenever we start.

Hon. Members: Yes

The Minister of State in the Ministry of Home Affairs (Shri Datar): No Question Hour?

Some Hon. Members: No

Mr. Speaker: The Question hour will be there. We proceed to

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): May I suggest one thing? We agree to what you have said that on the next day also, we sit for three hours. But, if the House is not prepared to do away with the Question Hour on Tuesday, the House might sit from 10 o'clock and finish the whole thing by 2 o'clock.

Some Hon. Members: Why?

Shrimati Renu Chakravartty (Basirhat): May I submit, Sir, that is unnecessary. We will sit an hour later. We will not agree to having the Question Hour dispensed with.

Shri Satya Narayan Sinha: The point is, if the House is not prepared to do away with the Question Hour, instead of starting at 11 o'clock on Tuesday, we may start at 10 o'clock.

Mr. Speaker: Instead of 9 o'clock on Monday, we push it on to 11 o'clock. It does not matter if we come at 10 o'clock on Tuesday. Hon. Members will see that this work will be put off by so many days. Before the end of August, it has to be completed.

Some Hon. Members: No

Mr. Speaker: All right. We will think out on Monday whether we will

meet at 10 o'clock or carry on till 6 o'clock

Sardar Hukam Singh: If the House so desires, instead of sitting till 7, we can sit up to 8 and we can finish off at 2 o'clock on Tuesday.

Some Hon. Members: No, no.

Mr. Speaker: You cannot put anything to vote till 2-30. There is no point in meeting at 10 o'clock.

I shall put the question, subject to these modifications.

The question is:

"That this House agrees with the Sixth Report of the Business Advisory Committee presented to the House today, subject to the modification that instead of the House sitting on the 5th August, 1957 from 9 A.M. to 1 P.M. and again from 2-30 P.M. to 9-30 P.M., the House may sit from 11 A.M. to 7 P.M. on the 5th August, 1957 and the discussion on the Essential Services Maintenance Bill, 1957, may continue for three hours on the 6th August, 1957."

The motion was adopted.

MOTION FOR ADJOURNMENT-- contd.

Mr. Speaker: Now, the adjournment motion of Shri Sadhan Gupta:

"The serious situation arising from the unjustified and wanton firing by Police into the Sweepers' Bustee at Reading Road, New Delhi, resulting in death and serious injuries to Sweepers"

Two and a half hours under the Rules from 4 to 6-30. If after two hours, I find interest is lagging, the debate need not continue.

So far as time for each speech is concerned, I will allow 20 minutes to the first speaker and 15 minutes to others.

Shri Sadhan Gupta (Calcutta East):
Mr. Speaker, I raise this discussion not only to register my protest and

to seek the verdict of the House on a matter which has pained every one of us on both sides of this House, but also to draw the attention of this House and of the entire country through this House to a shameful phenomenon which we have been experiencing for ten years, the phenomenon of firing at every occasion when the common people fight for their rights. It is unfortunate in our country, unlike in other countries, that firing is so frequent and the authorities concerned are so callous that it has come to be accepted as an ordinary matter and there is nothing extraordinary about it. We have read in newspapers that it has happened in a country like France that when 200 people were being drafted and sent to Algeria for war in Algeria, 5000 people lifted them bodily away from the train and even then there was no firing. Here, just on the slightest occasion or even without any occasion, the trigger comes to our fingers. The trigger comes so easily to the fingers of our police that we have lost even the sense or capacity of being appalled at firing when we hear of one.

This particular firing has taken place in the metropolis of India and has taken place on a section of the population with which we all have sympathy, who are not only down-trodden but who work in inhuman conditions of service. They were fighting for their rights, just rights. Of course, I do not know much about their grievances, but from what appeared in the papers, I think they were *prima facie* absolutely unexceptionable. What they desired was gratuity after retirement. Obviously, they need it because they are ill-paid workers. They desired medical benefits. They have a right to demand it and they have a right to claim it. They have desired merger of dearness allowance with pay which is quite reasonable since it, presumably, affects the amount of retirement benefits they might get and so on. I am not concerned here with the justice or otherwise of their demands, with the propriety or impropriety of

[Shri Sadhan Gupta]

their demands. What I want to establish here is that, whether their demands are proper or not, that could not be an excuse for suppressing a strike into which they entered, and still less, for suppressing it by bullets.

Now, the circumstances in which the whole thing took place are horrible by any standards of decency and humanity. I have been there with my Deputy Leader, Shri A. K. Gopalan, Shri Balmiki of the other side was also there. What we found there was that the bullets had shot right into the colony of the sweepers, into the colony where Mahatma Gandhi held his prayers, into the colony where Mahatma Gandhi had once resided along with them, these down-trodden fellowmen of our country. They had shot right into the colony. There are bullet marks on the walls, and as we learnt from them, and as was also apparent from the blood marks at the entrance to the colony, the injured and the dead were dragged out of the colony by the police.

This cannot be self-defence. This is pure vendetta. We learnt from the police there that they had to open fire because stones were thrown at them. We did not find any concentration of stones or any stones scattered in the vicinity, which must have been the case, if so many stones were thrown that the police were compelled to open fire in self-defence. It was pretty clear from the circumstances that it was pure vendetta, and nothing of self-defence at all.

Now, that was not the only circumstance to show the police vindictiveness. Yesterday we read in the papers that a twelve-year old boy who was injured and was taken to hospital was kept handcuffed in the hospital.

Shrimati Sucheta Kripalani (New Delhi). That is not correct. I have personally enquired.

Shri Sadhan Gupta: I understand that some Minister had to intervene on his behalf to release it, or some

high authority had to intervene. That was the report in the papers.

The point is this, that a policeman in self-defence should open fire and injure twelve-year old boy is horrifying enough. And since Shrimati Sucheta Kripalani says so, there should be an enquiry whether at the initial stages, that boy had been handcuffed in the hospital. That would show the vendetta of the police also. In any case, there is no doubt that there was no justification for the opening of fire. I do not know whether it is a fact that they were trying to obstruct persons who are euphemistically called loyal workers, but who should be properly called black-legs, who were trying to prick the strike. I do not know whether it is a fact or not. But what I want to submit for the consideration of the House is this. Should we accept the condition that whenever anyone interferes with another, even illegally, fire should be opened on them? When can fire be opened? It is only in extreme cases, when life is in danger, that fire could be opened. Of course, when life is in imminent danger, fire can be opened.

Of course, the explanation has been given that the police were about to be opened. Now, as I told you, there was no external evidence of that fracas there, of that alleged assault on the police there, to show that there was justification for firing. On the other hand, this report, this excuse which was given to us is the stereotyped excuse in every case. I could have drafted it, without even knowing a single fact of the matter, because that is being done in every State today, where fire is opened—a violent mob, police about to be overwhelmed, fire in self-defence.

Shrimati Renu Chakravartty: Brickbats.

Shri Sadhan Gupta: brick-bats, stones, lathis, and fire etc. That is the stock report. I do not know whether they have a cyclostyled we get

everywhere, in every place where firing takes place. But when it comes before an independent judicial enquiry, in most cases, you will find that the action of the police is held to be unjustified. In Patna, the same thing happened. In Hoshiarpur, of course, it was not firing, but the same verdict was given. At Kalka, I believe, the same verdict was given. In Calcutta, fire was opened on women, and the same verdict was given by the coroners' jury. In Indore, the same thing happened. In Bombay, they would not enquire, although about 150 people were killed.

Mr. Speaker: May I state that we are dealing only with the responsibility of the Central Government here and not with the responsibility of the State Governments or the acts of the State Governments? The accusation may be right, or there may be an exceedingly proper reply also and an explanation also for it. But those Ministers are not here to reply, and, therefore, we should not get into their affairs. The simple point here is whether there has been any excess, or whether there was any case for firing or there was no case at all, or even if there was a case, whether there was excess. That is the simple point before us, and not even the grievances of those people. So, hon. Members will confine themselves to this point.

Shri Punnoose (Ambalapuzha) The Bombay Minister is here.

Shri Sadhan Gupta: This is the kind of thing that goes on. Whenever the light of enquiry, whenever the light of independent investigation is focussed on it, it is almost universally found to be unjustified. And yet, what we see is that nothing is done to punish the persons guilty of it.

Let there be no mistake about it. When a firing is unjustified, those who indulged in it are guilty of murder, pure murder, and nothing else. And if you do not punish them, you are no better than abettors of murder.

I want to know whether this dastardly firing which has taken place in

Delhi will not only be enquired into but whether it will be enquired into by an impartial authority—let it be a high judicial officer or a High Court judge. I want to know whether it will be enquired into in that way. We do not want an enquiry by an additional district magistrate. I do not know what that gentleman is like, what his independence is. But one thing is clear. If his report is in favour of the police, it will not command any confidence of the public, firstly, because the district magistrate who is the superior has expressed himself on the point, and secondly because he is an executive officer, and thirdly, because the very fact that he has been serving for 25 years makes it clear that he has been serving also under the British for a considerable time.

Shri V. P. Nayar (Quilon) And trained with them.

Shri Sadhan Gupta: . . . and so, his mental make-up is liable to be suspected. I am not saying anything about it because I do not know him, but that will be the idea of the public, if the report goes in favour of the police. Therefore, the inquiry should be by an authority whose impartiality is undoubted.

Now, if it is discovered that the police is guilty, there must be no attempt to shield them and save them from punishment. Let us remember that a life has been taken, and another life is threatened—it is reported that the boy is in a precarious condition. Now, if we have to do justice, then we must bring the guilty to book, we must not have any other consideration against it.

As I said, they are murderers. They do not deserve any consideration. They have treated human life as the lives of cats and dogs—even in the case of cats and dogs, we think twice before we kill them. But in the case of a human being, they do not do it. They should pay the full price of it. Therefore, if the police are found to

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be guilty, the guilty persons must get exemplary punishment

In conclusion, I would appeal to the Government to set an example in this matter. As I said, it is a very shameful phenomenon in this country that firing is much too frequent. It is the duty of this Government to set an example of respect for human life, if it is inclined to do so, to set an example to all others to see that inquiries are not only made, but that reports of inquiries do not go to the wastepaper basket and proper action is taken, by 'proper action', I mean vigorous prosecution and punishment of the guilty.

It is also necessary that strictest instructions should be given to the police to keep clear of industrial disputes, unless there is great threat to person or property, and then not to indulge in pressing triggers in season and out of season. This trigger-happiness must be curbed and we must be able to feel secure about our lives and limbs when we enter into any struggle for the grievances of the common people.

There are many things which the common people have to fight for here, and if in every case, the police intervene and still more, if the police start showering bullets when we try to fight for our rights, it will be an evil day for the country. Let not the Government think that that way they will succeed in suppressing the struggle. If they think that they will cure lawlessness by it they are very much mistaken. If this order of things goes on, it will be lawlessness that will get the upper hand, because if we have the feeling that we can have no justice and we are likely to be mown when we fight for our rights, we shall only be compelled to take steps to protect ourselves against such attacks.

Shri Surendranath Dwivedy: Mr Speaker, Sir, for the first time, the House is getting an opportunity to discuss an adjournment motion, and

it is a happy augury that we begin with this question of firing.

This is not an isolated instance. Firing has occurred in this country more than what was in the Britishers' time. I want to be contradicted by the Home Minister that the incident of firing in this country after the Congress assumed government is not more than that was during the 200 years of British rule (*Interruptions*). Why is it so? I do not want to blame the poor policemen. The question is not whether a policeman fired or not. The question involves a policy, whether in a democracy we have not to change our rules which were based on the police state, or whether we shall carry on our work with the same old set of rules.

We have been preaching international concord and peace, going all round the world, clamouring for peace, goodwill and all that, but in our own country, we have left millions of our countrymen at the mercy of the police without giving them any guidance whatsoever.

I am not concerned, and I am not going to deal with the demands of these people—I know the demands are just—and they have called off the strike. You have promised them, at least you have satisfied them that their demands would be met. And you did it when? After you killed a man. The demands were with you a long time before. Actually two ladies began hunger-strike on the 22nd of July, and on the 29th they gave the strike call. Still there was no talk there was no attempt to see that the just demands were met. But on the 31st when an adjournment motion was tabled, the Prime Minister came forward and said 'I will consider them sympathetically'. Before that sympathy actually went to the people, sympathy was actually transferred to the people—through firing! (*Interruptions*).

Shri Hem Barua (Gauhati). Translated through bullet's

Shri Surendranath Dwivedy: If this is your attitude, you are determined to kill democracy in this country. You do not want to follow democratic procedure, you do not want to set democratic principles, you do not want to meet the reasonable demands of the people, you do not want to discuss the matter with them, their difficulties. But whenever any demands are placed you just set them aside. So they are frustrated, they are goaded to some action. When they take the only alternative course left to them, that is, strike or any such method permissible—they have every right to strike when they feel injured—then what is your reply? Your reply is bullets and nothing else. This is a bureaucratic way of doing things. You will goad people to take recourse to violence. You do not want to set a pattern of democratic development in this country.

Therefore, this raises a fundamental question: what is our attitude towards firing? Take this Delhi firing. I do not know what is therein the report submitted by the ADM. But in the usual manner as was happening during the British days an Additional District Magistrate was appointed to go into the matter. The Home Minister was not even prepared to say,

Yes, the Additional District Magistrate has been ordered by his superior authority he will go into it, and then we will appoint a Judicial. This should be the normal procedure. I think this should have been followed. This was not agreed and the matter of discussion was delayed on that account.

Take this Delhi incident. Friends have described how the firing occurred. Even Congressmen who had been to the place of occurrence have stated that this was irresponsible. A Congress M.P., who is associated with the sweepers' organisation, also stated that the police firing was unprovoked and uncalled for, and the situation there was not such as could not be controlled by lathi charge or by tear gas. If you read the official communiqué that has been issued, as has been pointed out by Shri Sadhan Gupta, the usual plea is there. It

says that 'a constable who was hit on the head by lathi, dropped on the spot, and several others sustained injury by brickbats and lathis. Finding themselves in danger of being overwhelmed, and the sanitary staff and the installation at the mercy of the mob, the police opened fire'. There was no Magistrate there. There was no warning issued. Nor was there use of tear gas or water hose or lathi charges, nothing of the kind. Simply because some hundreds of people prevented the police, who even successfully broke the cordon and took away one lorry, only the second lorry was prevented by the people, simply because that was prevented from passing, this firing was resorted to. I would ask the hon. Home Minister is it at all permissible under the circumstances? I think this is a dastardly act. There was no magistrate it has been admitted, and no reasonable time was given to the people to disperse, which is ordinarily done even when firing is resorted to sometimes by the indiscretion of the policeman. We have seen these firing during the British days the civil disobedience days and we have our own experience of firings.

I know when I was addressing a meeting, the crowd was fired upon. Unfortunately, I was arrested and was not fired at. But we have seen occasions like that (*Interruptions*).

I say unfortunate because I escaped and went to jail they arrested me first and then fired on the people.

Even on occasions before they simply fire in the air so that people may disperse. On that day even this was not done. I would humbly ask the Home Minister to tell me was that done on the occasion? Nothing of the kind was done. Why is it so? It is because you have not applied your mind as to when and how firing should be resorted to.

My feeling is that when we are discussing this question let us go into the entire matter. If we want to set up a standard the first thing would be to go into the entire matter as to how the Police should conduct itself in a democratic set-up. There are only two fundamental principles that

[Shri Surendranath Dwivedy]
the police should follow according to me. Each policeman is responsible for what he does. Secondly, he must not act outside the laws. We should carefully define his powers. The Police must also understand that in democracy they are there to preserve peace no doubt, to apprehend the guilty persons, but they have also a duty to protect and help members of the public. Their role is mainly that of a friend, guardian and servant. Excepting that, the Police should not have any other role.

About firing, I would also say that we must set up a standard as to on which occasions really firing should be resorted to. We may discuss all these things and we may condemn the poor policeman but the fact remains that these things would be pursued in this country as it was being done before unless we have some principles. I would suggest that if Government agrees to accept these standards it would be good. Unless the crowd is so violent, unless they are armed with deadly weapons and they threaten to take action as would endanger life and property, no firing should be resorted to. Unless the contending group is in such a bellicose and aggressive mood, firing should not be resorted to. When there is obstruction of traffic—in this case there was no obstruction of traffic—even on that occasion, I would say, if there is no other possible route to take the conveyance or if it is such that if it does not go at that moment it will really endanger life and property, then, they may be permitted to fire. Otherwise, I do not see any reason why we should permit policemen to fire at their sweet will.

This question of firing has been hanging before us in this country since a long time. I may tell my friends in this House, when in Travancore-Cochin, for some time the P.S.P. was in office, firing was resorted to. The entire P.S.P. sat in the National Conference, apologised to the people and condemned the firing and decided that whenever firing is resorted to, as a matter of fact, a

judicial enquiry should be ordered into it. The judicial enquiry in Travancore-Cochin—when the P.S.P. was in office—held that the firing was justified. Not that I support that firing—let Congressmen laugh at it—but I want to say this. Are you prepared to say that whenever firing occurs anywhere, you will, as a normal course, order a judicial enquiry? Are you prepared to accept this? That is my challenge to you. P.S.P. ministry accepted this principle.

We may very much express our concern for the Second Five Year Plan. We may say, we have to carry it through, we have to look to the international situation and all that. All this clamour will not have any effect unless your administrative set-up is changed, unless we apply our mind very seriously as to how we should deal with our own people.

The Prime Minister has so far established a good record outside. We are proud of it. There are a few world statesmen and he is one of them. But I would humbly request him to have a little mercy on the people, on the masses who have sent him here. Today you have killed a *mehtar*; you have killed a most down trodden member of our society. Does it not in any way make you think very seriously? There must be something very wrong in this administration. This has happened under your very nose, where everything is available; the head of the Administration is available for talk and negotiation. I am told that the Delhi *Mehtar* Union is controlled by Congressmen. Certainly, they cannot be accused of being anti-national, anti-government and anti-social and what not. I do not think they can be accused like that. Still, I want to ask the Government, why was it that only after firing you agreed to meet their demands and not before.

What I mean to say is this. When the House has got this opportunity to discuss a matter of great importance, we must discuss not only the thing that has happened but much more to enable us to set up

our standards for the future. I would like the Administration, the Home Minister and the Government of India to think over this matter and come out with a policy as to how the Police should behave on occasions like this.

Shri B. C. Kamble (Kopergaon): Sir, it is really very unfortunate that one of the blackest incidents in the history of the last few years has taken place against the defenceless people, namely sweepers. I am not prepared to take this as an isolated incident. We in Bombay State know what is police firing under the Congress regime where on an average two bullets in a minute were fired and thus the Congress regime has turned the whole country into a police State. Ultimately, after this firing was over, the sweepers were brought down and now they have called off their strike. I do not know whether they agreed very willingly or not. What can those poor people do except calling off the strike in these circumstances? There is a sweet assurance that the hon. Home Minister will be pleased to call upon the representatives of the sweepers and the officials. This sweet assurance is given after this ghastly incident.

I would have been glad if the Government had automatically conceded the demands about which there was the dispute. Nothing of that kind has been done.

With regard to this incident and with regard to such incidents in various parts of the country, I was searching for the rules. Which are the rules which govern police firing? It is unfortunate that even all our libraries were not able to get me a single copy of the rules which govern the police firing. Ultimately, I got hold of Halsbury's laws from England and I could see a certain portion concerning police firing. In the absence of such rules, I cannot but refer to that particular portion. I have taken an extract from it—*Halsbury's Laws of England*, Second Edition, Volume 9, page 316. It says that if any police firing is to be resorted to then a declaration in the prescribed form must

be made first and there should be at least a magistrate or a bailiff. Applying these two tests, I would like to know categorically from the hon. Home Minister whether there was in the prescribed manner any declaration made by the officer concerned before he resorted to firing and secondly also whether there was any person of the status of a magistrate. We would also like to know whether the police officer tried to fire in the air and thereby he wanted to disperse the crowd. That is to say whether the intention was to disperse the crowd or the intention was to kill the person. I charge that the intention was to kill the man and not to disperse the crowd. As was the experience in Bombay State, they should have been let out to kill.... (*Interruptions*).

I would also like to know whether the minimum force was used in this matter. What was the strength of the crowd collected there? Was minimum force used? My submission is that the minimum force was not used at all. I would like to know further details from the hon. Minister. When did the firing actually commence? When did it end? How many rounds were fired? What is the total number of bullets and what is the nature of the injury? What is the state of affairs of those who were injured? What do the Government do about them? How do the Government propose to compensate those who are injured and the family where there has been a victim?

The Lok Sabha is in session. The negotiations were going on. The Prime Minister made a certain statement here and there were telephoning communications. How is it that the leaders of the union were not informed or the police officers were not informed with regard to the negotiations which were going on? It is most ironical. As a matter of fact negotiations were going on and the police officers ought to have been informed.

According to me, only three reasons could be given. Firstly, the total and complete strike made the Government

[Shri B C Kamble]

and the Delhi Municipal Authorities terrified. They felt that if the strike becomes successful, then they will be completely defeated in their endeavour. The second reason is the utter contempt for the lower order. That is an important reason. That is the value attached to the lives of these sweepers. I had gone there. I saw the trails of blood stains. People were dragged. This is the way in which things are being done. I could also see this. When the Minister of Health was making a statement, I could see the exchanges which the Prime Minister had with others there. He did not like the idea that he should make a statement next day. Therefore, he rose and immediately made a statement. The hon. Prime Minister is against the strike. Therefore, they might have taken drastic action. These are perhaps important reasons, as to why this action in the drastic form was taken by the police.

Finally, I would like to know from the Government this thing. I repeat what my hon. friend just now said. What is the method or procedure which should govern police firing throughout this country? It must be explained and settled once for all.

Finally I would like to say this. Gandhiji had gone to that particular place. He was there. Bullets were shot and that particular area is blood stained. At least now wash off these blood stains by instituting an impartial judicial enquiry headed by one of the High Court Judges. Then alone things can be well settled. Otherwise, we shall always believe that the Government wants to rely mainly on the brutal force in order to suppress the movement of the people who propose to rise up and find their standard along with the others.

Shrimati Sucheta Kripalani: Sir, we are all gathered here to discuss a very tragic occurrence. It is a matter of great pain and distress not only to the Members of the Opposition but to the whole House and I am sure that the matter is of even greater

distress to the hon. Prime Minister and the hon. Home Minister and it is seen by what they said two days back in the Parliament and from what we have heard from them. I do feel that they are most anxious not only to have a proper enquiry into the matter but to punish the culprits and render justice to the people who have suffered. Day before yesterday, the matter was raised and the hon. Home Minister made it clear that he was not anxious to suppress the matter. I am confident that they will do what is just and right in the matter.

The hon. Prime Minister visited the place soon after the occurrence and has seen all the things for himself. He has himself seen the blood stains and the bullet marks on the walls there. He knows facts and how the police have gone inside and what they did. At least I will be surprised and shocked if after all this a proper enquiry is not instituted.

I would now like to correct some of the facts narrated by the Opposition Members here. Some hon. Members said that nothing was done at all before the firing took place to meet the strikers and to meet their demands. It is not correct. The leaders had discussed with the Health Minister at half past two and the discussion was fairly satisfactory. There was general agreement and many of the important points were discussed. While the discussion was taking place at that time, there was this incidental occurrence. This was not part of any deliberate suppression. My friend, Shri Sadhan Gupta, said so. It was purely accidental and incidental matter. (Interruptions)

Another point to which he referred was in respect of the injured persons. I personally along with Shri Radha Raman and the President of the New Delhi Municipal Committee went to the hospitals where there were two persons who were hand-cuffed. There was another boy but he was not hand-cuffed. His hands were tied to the bed in order that he may not move.

from his bed. It is correct to say that the small boy was lying there but his hands were not handcuffed. They were tied to the leg of the bed under doctor's orders as he should not move. After we saw the hand-cuffs of the other two persons, we went to the Home Minister's house and the moment he heard of it, he spoke on the telephone and the hand-cuffs were removed. (Interruptions) The child was there and under the doctor's orders his hands were tied with the bandage to the bed. I have seen such a bandage in other cases also. The child had an injury in the abdomen. The doctors did not want the child to sit up or stir, and therefore this was done under the orders of the doctors. The doctors were present when we three went there. I am sure we do not want to tell you any lie. If you are feeling indignant about the firing, we are certainly feeling equally indignant, if not more.

I, for one, am absolutely against the use of arms in controlling civilian crowds. I would not like to justify firing under any circumstances. I have not had the opportunity to read the report of the Magistrate. I had just a chance to glance through it. I find in the report they say that had they not resorted to firing a petrol pump might have been set fire to and the stores of the municipal department might have been looted.

Whatever it is, the police officer there from a narrow point of view was perhaps justified. He might have thought that if he did not resort to firing greater trouble would occur. But, I want to raise some very fundamental issues. There was this strike, and an attempt was being made with the help of outsiders to carry on the sanitary work. I have some sympathy for the police also. The police people are low paid people. They were there to help, to serve us. If the sanitary condition of the town was not brought under control even you and I would not have been able to save the situation. It is an exceptionally difficult job. They were going to help the black-legs in

clearing the town. So, the situation was fraught with trouble. I do not blame the officer or the constables concerned.

But, I do ask the Delhi Administration why they were not more imaginative. Why did not the Delhi Administration equip the police with something other than bullets? There has been considerable scientific advancement. There are instruments with which we can control crowds. Tear gas could have been used, or some other things could have been used to control the crowd. Why were they not used? If they had resorted to tear gas and other methods, and having failed there resorted to firing then I could have understood. Under no circumstances would I justify this firing. I do not blame the man on the spot. He might have been confused. He might have been overwhelmed seeing a big crowd. But, the police, when they went with the workers, should have been equipped with something other than bullets.

Therefore, Sir, as the other two hon Members have said, it is time, after ten years of freedom, to decide the policy as to how we are going to control a civilian crowd. During the British days it was all right, when for a little thing we were shot at. I feel that this ease with which firing is resorted to is a legacy of British tradition. It is a hang-over of British imperialism. I think it is time we discarded it. We should adopt some other methods. As I said there are very effective methods. The other day some people said that tear gas is not effective. I said "I am sorry, I beg to differ from you, because I know how tear gas was used on us on 9th August, 1942 in Bombay, on a huge crowd at Shivaji Park." Shri Masani is shaking his head, he knows about it, how a huge crowd was dispersed only with tear gas. Therefore, tear gas is equally effective.

I would request the Government to issue orders that in future for controlling civilian crowds other methods should be used and not bullets. Once bullets are used and life is lost the

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whole blame comes to us, the Government is discredited, and it gives immense distress to all of us. Therefore, Sir, in all humility, I request that the policy should be decided with regard to this matter.

I wish to take this opportunity to draw the attention of the hon Home Minister to certain other matters with regard to the administration of the New Delhi Municipal Committee. The New Delhi Municipal Committee is a nominated body. It is presumed that a nominated body functions better. That is the argument that is given for its non-inclusion in the Corporation that is to come. I am very sorry to say that by performance the New Delhi Municipal Committee does not show any better standards than other municipalities. They are nominated people. It is a small body. I suppose they are six or eight in number. But this small body is riven with factions. The members are fighting with each other. These things are known to the Home Minister.

Mr. Speaker: I am afraid the hon Member is opening a big question.

Shrimati Sucheta Kripalani. This is very relevant to the point. How did the strike take place? How did a strike situation come? Why did it take place? For the last four years the demand of the workers are before the Municipal Committee and they have not been able to come to a decision. There are many demands which are perfectly justified. These demands are such, that unless they are conceded the poor people who are drawing small salaries, people who are living on the margin will be put to considerable distress. I will give one example. There are arrears of increment withheld for the last eight years, increments of eight annas. Labour Officer was there. He did not pay any heed. The workers were again and again bringing the matter before the Municipal Committee, but there was so much trouble in the administration that these matters could not be attended to. Ultimately they went on

hunger-strike and all these things took place. I have other experiences in other matters to show how things are delayed. I will just quote another example, if the hon. Speaker will excuse me.

There was the case of *rarewallahs*. They are hawkers who go with push-carts. For the last two years I am personally dealing with their case. It is a small matter. Their licences were taken away. They have not come to a decision as to how to provide these persons to earn their living. I had been going from Raj Kumari Amrit Kaur right down to the chaprasi to solve the problem. Ultimately I placed it before the Advisory Committee. The hon Home Minister who did not know about this case was sympathetic. He ordered that this matter should be settled immediately and shops should be allotted to them. I suggested that a date should be fixed within which it should be done, because for two years I had gone from pillar to post and nothing happened. The meeting took place on 10th June. One month was fixed within which this matter was to be settled. I am very sorry to say that I went again on the 10th July, but nothing has happened. I have today addressed a letter to the Home Minister to see that something is done.

Because fight was going on between the members of the Municipal Committee the shops that were built on Humayun Road could not be allotted for months together. The refugees were sitting on the pavement of another road, dirtying the place and creating nuisance. The shops could not be given because one member was pulling in one way and another member in another way.

This sort of things in the administration only create disaffection among the people. Therefore I urge upon the Home Minister to see that the work is handled with more sympathy. The new official Chairman of the NDMC, I am very sorry to say, has a very unsympathetic attitude. The previous

Chairman used to be very sympathetic. He used to talk to the workers. Even if a worker does not get payment of his wages, if he gets one or two sweet words he goes away satisfied. Even that is not being given by the present Chairman. That is why there is disaffection among the New Delhi Municipal sweepers and due to which this situation arose.

We are all very sorry that this situation has come about. Let us take this opportunity to decide the policy as to how we are going to control civilian crowds. Let us also see that the administration is put right so that in future such things do not occur.

Dr. P. Subbarayan (Tiruchengode): Mr. Speaker, Sir, no doubt every one in this House sympathises with the man who has died, but I would like hon. Members opposite to place themselves in the position of 30 or 35 constables situated in a crowd of about 500 to 600, and the crowd in a threatening mood. What will they do if they were in the position the police were in? I would like to ask the hon. Members what they would have done placed under such a situation in their self defence? It is all very well to laugh, but you must understand ...

The Minister of Railways (Shri Jagjivan Ram): Run away

Dr. P. Subbarayan: The Minister for Railways says, "run away". I do not think, situated as the police were protecting Government property, if they had run away the hon. Minister would have commended them for their action in any manner. What happened was there was a threatening crowd.

Shri Surendranath Dwivedy: What was the danger then?

Dr. P. Subbarayan: The danger was to the policemen themselves and to the stores which belonged to the Government where there were many gallons of petrol, and what might have happened if the crowd got into the place and set fire to the petrol tank.

That is what I want to ask hon. Members opposite. It is all very easy to criticise. It is all very easy to stir up trouble. When there is trouble, I know my hon. friends would always like to get in and stir up trouble.

17 hrs.

Shri Nath Pal: It was a loyal trade union; you cannot question the integrity of the trade union. You cannot raise the bogey.

Dr. P. Subbarayan: You have been loyal, I am prepared to admit it. The situation was that these poor constables were in trouble. They were trying to protect this workshop and the petrol bunk and what is the action you would take in such circumstances? They could not possibly run away. They had to protect the workshop, they had to protect the vehicles in the workshop and they had to protect the amount of petrol that was in the workshop. No doubt we are all sorry—as my friend Shrimati Sucheta Kripalani explained, that a life should have been lost in the process. I can understand my hon. friend asking me if there is no Government at all. (Interruptions) I would like to come to a time when there will be non-violence, but if my friends on the other side are non-violent, then non-violence will be practised. But what I feel is that my friends on the other side always like to get into trouble, and would like to stir up trouble and they would try to make it impossible for the authorities to carry on their normal activities. (Interruptions)

Shri Easwara Iyer (Trivendrum): On a point of order. Can the hon. Member refer to the conduct of Members of this House?

Mr. Speaker: I do not think the hon. Member referred to the interruptions here. That is all that I saw.

Dr. P. Subbarayan: He was raising a point of order and that is why I sat down. I see there is no point of order. All that I am stating is—

An Hon. Member: You are getting into trouble.

Dr. P. Subbarayan: I am glad some of the friends of my hon. friends on the other side of the house are running a Government in the Kerala State. How are they running the Government,—that is what I ask. It is a pertinent question to ask.

Mr. Speaker: The hon. Member need not refer to other hon. Members of this House. He may refer to the party. All these matters need not be referred to unless it is a specific issue, when the dignity of an hon. Member and how to expel him comes up before this House. Conduct need not be referred to. But party may be referred to.

Dr. P. Subbarayan: I am not referring to anybody's conduct. I am only saying that I am very glad that those gentlemen on the other side have been placed in positions of responsibility.

Shri Sadhan Gupta: It is a prediction, Sir.

Mr. Speaker: Not these gentlemen, but their party.

Dr. P. Subbarayan: All that I wish to say is that these gentlemen had passed a resolution in their central committee criticising their Government even. That is what I mean. They are responsible in their own way, in their own party, Politburo or whatever they call it, for the running of the Government in Kerala in which I am sure they will acquit themselves—

Shri Warior (Trichur): Can an hon. Member refer to the State Government?

Mr. Speaker: The hon. Member is a veteran politician and a parliamentarian.

Shri Nath Pai: He does not look like one.

Mr. Speaker: He treads on dangerous grounds. I already said that the conduct of any Ministry whether Communist or any other, ought not to be brought up here. Those ministers are not here to defend themselves. Therefore, even without such references, the hon. Member can address his arguments in this House.

Dr. P. Subbarayan: With all due deference to what you, Sir, have said, I would say that I was referring to it as an example of how law and order can be managed. I was only saying that they are responsible, at least their party is responsible, for law and order in a particular part of this country, and I think I am entitled to refer to that in spite of what has been said. All that I say is that they know what the trouble is. They know what happens when a crowd gathers. They know also what happens when a crowd gets unruly and what is to be done under such circumstances. That was all that I was referring to.

What happened really, as I have come to know, is that two of the police constables were very badly injured. Their lives were in danger, and the D.S.P. tried his best to get the crowd expelled. (*Interruptions*)

Mr. Speaker: The hon. Members will kindly hear the Member who is speaking.

Dr. P. Subbarayan: The D.S.P. on the spot tried his best to get the crowd under control without resorting to force if I may say so. He tried to push them, and there were lathi charges not from the police but from the other side, and so, situated as he was, what was he to do? He patiently bore the thing. Three or four constables were badly injured, and they had to be carried away to the hospital. When such conditions existed, and when the police were overpowered, they had ordered shooting.

We have heard so much about the Additional District Magistrate holding an enquiry. I do not think that justice has come down so much in this country that you cannot trust an Additional District Magistrate to hold an enquiry on whatever has happened, even though the District Magistrate might have been concerned with it. I say our judicial officers are as keen on their work, and they know what they have got to do and that they take evidence and on the evidence they come to their conclusion—

Shri Nath Pal: No; they come to the conclusion and then collect evidence.

Dr. P. Subbarayan: The Additional District Magistrate, as far as I can see, held a complete enquiry, wanted everybody to appear before him including the people who were injured, including the people who claimed that these people ran into the Harijan colony and shot them, etc, which is not true to the facts of the case and which, of course, can be utilised for throwing mud at the Government

What really happened was that those people were warned and then it was followed by shots. There were only three or four shots. When there is shooting, some injury is bound to occur. *(Interruptions)*

Mr. Speaker: The hon Members might have seen it. Some might have seen more and some might have seen less. Let there be no interruption.

Dr. P. Subbarayan: What I can say is that there have been exaggerated notions of what happened on the spot.

Shri Nath Pal: I am not interrupting, but I might point out that even the District Magistrate, in his report said that more than 13 shots were fired.

Pandit K. C. Sharma (Hapur): The hon Members' arithmetic is different from each other.

Dr. P. Subbarayan: I can only talk from what I know of the facts of the case. The hon gentleman opposite might know better than I do, but about the conditions and the situation that existed, I say that what was resorted to was the minimum that could be resorted to. I feel that having read the report and having read the accounts there has been no unnecessary force used which was not necessary in the circumstances. No doubt, there may be conditions under which a judicial enquiry might be held and I am sure the hon Minister of Home Affairs, if he feels that justice has not been done, will hold such an enquiry. But, as far as I am concerned, all that I have got to say is "Do not fish in troubled waters."

Shri S. Ghose (Burdwan): Mr. Speaker, Sir, we are now discussing whether there was any justification for the firing. Assuming for a moment—I do not admit the truth of the statement on the face of it—that the statement is correct, should we take it that India would have gone to the fathomless depths of the ocean had there been no firing at that time? That is the question which is agitating the minds of the people. From the Britishers we have got many legacies, but two of them are of a precious character. One is bricks and the other is police. Whenever the Government is in a tight corner, the Government will introduce the bricks. Whenever there was any firing, the police comes in with such story.

Thus, another precious legacy is the police. The police which was thought to be of a debased metal during the time of the Britishers, is now said to be made of unalloyed gold.

An Hon. Member: Overnight.

Shri S. Ghose: That is the character that the present Government has assumed. They have assumed a role of the proverbial mother-in-law. I do not want to make light of a serious thing, but it should be told before this House that a beggar went to beg alms in a family consisting of a daughter-in-law and the mother-in-law. The mother-in-law was at that time outside the house, and the daughter-in-law was inside. He was begging for alms. The daughter-in-law said, "We are engaged in household work and so we cannot give you alms." The beggar went away disappointed. When he had proceeded some distance, the mother-in-law asked him what had happened and he told her. The mother-in-law flared up at once and said, "She is not the owner of the House and she has no right to say like this. You beggar, come to my house." The beggar was elated with joy and he came to the house along with the mother-in-law. After coming to the house, the mother-in-law told the beggar, "I am the owner of the house and I say that we are engaged

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in household affairs and therefore we will not be in a position to give you alms". That is the position that has been taken up by the present Government. The daughter-in-law is the Britishers; the beggars are the Indian people and the proverbial mother-in-law is the Treasury Bench. The Treasury Benches used to denounce the Britishers by bell, book and candle for whatever they said and did but now they are imitating the same thing.

Had this been done by the Britishers, the whole India would have been stirred to its foundation. There would have been a chorus of protest from Cape Comorin to Himalayas and from Gujerat to Assam, but now we are told that we should take it in a complacent mood, as it has done by our benevolent Government. Now I think, viewed from any angle, there cannot be any justification whatsoever for this firing. These poor people were crying in hunger rightly or wrongly and instead of satisfying for their hunger, and they have been given satisfaction not by food, but by bullets. That is the tactics adopted by the present Government.

The present Government will run from one corner of the globe to the other with Panch Shila and various other theories for peace, but when our countrymen are concerned, they will find the peace of the grave. In conclusion, I repeat the utterance of an ex-Chief Minister of old Bengal. He had occasion to say that at a certain time when Bengal was suffering from hoarding . . .

Mr. Speaker: How is it relevant to the discussion?

Shri S. Ghose: I will explain it, Sir. In the Assembly, one European belonging to a firm which was doing business in hoarding, was denouncing the hoarding, although he was connected with that firm. The Chief Minister in his speech said, "There was a thief who used to steal all through the night, but in day time he used to denounce the villagers

saying, 'you should stop this theft'. I looked at that man with an amazed eye and said, "I do not know whether that Shema chora has changed his colour and taken the colour of a European." I submit, Sir, read it in a converse way and it will be found correct in this case and it will also be found that it fits in with the present Government.

श्री० ब्रह्म प्रकाश (दिल्ली सदर) :

जनाब डिप्टी स्पीकर साहब, जो फायरिंग हुआ, हाउस के हर एक मेम्बर को भेरे स्थान में उस पर दुख और अफसोस है। इसमें कोई मतभेद नहीं है। वसूर किसका है—पुलिस का है या माब का है इसमें इस वक्त जाना बेसूद है। मुझे खास तौर पर दुख इन बात का है कि पिछले दिनों में बाधये हुए और दो बाकये ऐसे हैं जो पिछले छ माल में नहीं हुए। एक बाकया यह हुआ कि कुछ लोग भाये और उन पर फौरन टीयर-नीस हो गया और दूसरा बाकया यह हुआ कि कुछ झगडा शुरू हुआ तो वहां पर फायरिंग हो गया। जनाब यह कहा जाता है—एक ध्योरी बनी हुई है—कि बगैर पुलिस के और बगैर लाठी और गोली के माब का कंट्रोल नहीं किया जा सकता है और एडमिनिस्ट्रेंट्स की यह राय है कि यह नहीं हो सकता है। मैं बुनियादी तौर पर इस बात से इस्तिलाफ करना हूँ और इस्तिलाफ ऐसे नहीं करता हूँ कि मैं कोई ध्योरी की बात कह रहा हूँ बल्कि मैं प्रैक्टिक की बात कहना चाहता हूँ।

पिछले छ माल में एक गोली दिल्ली में नहीं चली। लाठी के भूतालिक में ज्यादा कुछ नहीं कह सकता, लेकिन जहां तक मेरा स्थान है, कभी शाजोनादर ही ऐसा कोई मौका भाया, होगा, जिस की इस वक्त मुझे याद नहीं है। उस दौरान में जिन काउन्सिल को फेंस करना पड़ा, वे बहुत ज्यादा सख्त और तेज थे, इससे ज्यादा थे। लेकिन कैसे कंट्रोल किया गया उन को? जनाब, पुलिस

को भीर मैजिस्ट्रेट्स को—खिम्मेदार लोगो को प्रत्यक्षी तौर पर कहा गया था कि चाहे कितने ही सख्त गिरौह का तुम्हें मुकाबला करना पड़े, तुम्हें गोली नहीं चलायी है किसी भी कीमत पर, और तुम्हें बे तरीके अस्त्रियार करने हैं, जिससे बगैर गोली चलाए आप फाउंड को हिसपर्स कर सकें या उस को शान्ति में ला सकें। उन की मीटिंग की गई और उन को यह बाब समझाई गई। मैं यह बात तजुबे की बिना पर कह रहा हूँ। और ऐसे मौके आए कि जहा पुलिस वालो को जीयर किया गया, उन के मुंह पर झुका गया, उन को परेशान किया गया, उन की पगड़ी उतारी गई, लेकिन उन्होने कुछ नहीं किया, क्योंकि सिपाही ये यह एक खूबी होती है कि वह डिस्प्लिन का पाबन्द होता है, और अगर उस को शान्ति के साथ किसी से लड़ने के लिए कहे और किसी सिचुएशन का मुकाबला करने के लिए कहे, तो वह शान्ति स मर भी सकता है, लेकिन अगर गोली चनाने के लिए कहा जाय, तो उस की गोली कभी ठडी नहीं पडती।

जनाब, मैं किसी खास सिचुएशन के बारे में नहीं कह सकता, क्योंकि यहा पर बहुत से मेम्बर साहबान मिनिस्टर्स भी रहे हैं, चीफ मिनिस्टर्स भी रहे हैं, वे अपने अपने तजुबे यहा पर बयान कर सकते हैं, लेकिन मेरा पूरा यकीन है कि चाहे कैसा भी माब हो, बगैर गोली के उस को काबू किया जा सकता है, बशर्ते कि पुलिस आफिसर्स और गवर्नमेंट आफिसर्स को इस के लिए ट्रेन करे, उन को साइकालोजी समझाये और उन को बताये कि उन को किस तरह की सिचुएशन में क्या करना है।

हालाकि इतना झगडा चल रहा था, लेकिन बहा पर सिर्फ एक डिप्टी सुपरिन्टेन्डेंट आफ पुलिस मौजूद थे। मैं यह बताना चाहता हूँ कि पहले जब कभी भी इस किस्म के मौके आए, तो वहा पर एक दम आई. जी., चीफ

कमिशनर, डिप्टी कमिशनर और मिनिस्टर्स मौजूद हो जाते थे—थोडी सी ही देर में वे सब इकट्ठे हो जाते थे और यह एक नामुमकिन बात थी कि इस किस्म का मौका आए, इस किस्म की सिचुएशन सामने आए और धुम-धदुली हो जाय। आखिर पापुलर गवर्नमेंट और ब्युरोक्रेसी में फर्क क्या है? ब्युरोक्रेसी यह समझती है कि हम दफतर में बैठ कर पुलिस के जरिये, हुकमत के जरिये, काबू कर सकते हैं। पापुलर गवर्नमेंट और उस के नुमायदो का यह फर्क होता है कि वे जा कर माब्ब को फेंस करे और उस को काबू करें। मुझे मालूम है कि यह काफी सल्ल काम है और मैं कहूंगा कि बारहा मौफा मुझे पडा है माब्ब को फेंस करने का। मुझे जीयर किया गया है, मुझे काफी कुछ कहा गया है, लेकिन गोली नहीं चली और चाहे कुछ भी हुप्रा हो। यह गलत बात है कि हम गोली के बगैर कंट्रोल नहीं कर सकते, कोई इन्तजाम नहीं कर सकते। जनाब, यह दिल्ली है। यहा सारी पार्टियों का अखाडा है और यहा पर रोज मर्रा जलने जलुम निकलने डिमास्ट्रेशन होते हैं। यहा पर छ साल तक गोली नहीं चली, जब कि वह इससे सराब वक्त था, जब कि काफी ज्यादा डिमास्ट्रेशन होते थे। मैं यह नहीं कहता कि आगे नहीं होंगे, क्योंकि यहा पर सब को अपनी अपनी ताकत प्राबुवाई करनी है। उन को फेंस करने का कोई दूसरा तरीका अस्त्रियार करना चाहिए। मैं समझता हूँ कि उस का कोई तरीका नहीं है सिवा इस के कि हम मौके पर जा कर शान्ति के साथ फाउंड को फेंस करे और उस को कंट्रोल करने की कोशिश करे। जब हम इस तरह फेंस करते हैं, तो जो माब्ब और उन पार्टियों के लीडर होते हैं, जिन्होंने स्ट्राइक कराई होनी है, उन को शरमिन्दगी होती है। अगर पुलिस का एक सिपाही मारा जाता है, तो मैं उस को बेहतर समझता हूँ बनिस्वत इस के कि एक गरीब आदमी मारा जाय, क्योंकि सिपाही के मारे जाने से पार्टियों के नेताओं पर खिम्मेदारी आती है कि आधा

[बी० ब्रह्म प्रकाश]

हम लासैसनेस को बर्दाश्त करेंगे या पीसकुल डिमास्ट्रेशन करेंगे। ऐसा किया गया होता, तो फिर ऐसा शोर नहीं मचता और अगर मचता तो हम उन को कनडेम करते। यहाँ पर जिन्होंने हड़ताल और डिमास्ट्रेशन कराई, उन के बारे में यह नहीं कहा जा सकता है कि वे झगडा कराना चाहते थे या खराबी पैदा करना चाहते थे। इसलिए मैं भ्रम से भ्रज कराना चाहता हूँ कि मेहरबानी कर के इस नए टैकनीक को बरतने की कोशिश की जाय— इस टैकनीक को कि यहाँ पर गोली न चले, भ्रमल में लाने की कोशिश की जाय। मुझे पूरा यकीन है कि अगर यहाँ की पुलिस और मैजिस्ट्रेसी को समझाया जायगा, बतलाया जायगा, तो वह उस को अपनायगी और मैं समझता हूँ कि लोगों का को-अपरेशन भी ज्यादा मिलेगा। हालांकि बात जरा भ्रमल हो जाती है, लेकिन मैं यह भी कहूँगा कि अगर जनाब को कभी जरूरत पड़े इस बात की किसी बुरे डिमास्ट्रेशन को और बहुत सख्त खतरनाक डिमास्ट्रेशन को फेंस करना है, तो उस के लिए मेरी सर्विसिबल हाज़िर है—मैं उस को फेंस करने के लिए तैयार हूँ। मैं यह भी कहना चाहता हूँ कि इस तरह स आप दिल्ली में और खास तौर पर दिल्ली शहर में इन्तजाम ज्यादा बेहतर तरीके से चला सकेगे। गोली पर अगर आप वा भरोसा रहेगा, तो मैं समझता हूँ कि आप का इन्तजाम खराब होगा। और यहाँ की सिचुएशन दिन-ब-दिन ज्यादा खराब होगी।

बस जनाब, मैं यही भ्रज करना चाहता था और खाली धुयोरी की बिना पर नहीं, बल्कि तजुबों की बिना पर—उस तजुबों की बिना पर, जो कि पाच साल में हासिल किया गया था, मैं ने यह भ्रज किया है।

The Minister of Health (Shri Kar-markar): Mr Speaker, I think I should intervene in this debate at this stage

because some things have been said and said in an inaccurate manner about the background of this unfortunate incident.

As the hon House is already aware, it was on the 25th that this question of the grievances of the employees of the New Delhi Municipal Committee was raised on the floor of this House and it was brought to the attention of this House that a bhookh hartal, fast had begun on account of these grievances. I had then occasion to reply to my esteemed friend who raised this point at that time that it was a fact that certain grievances were there before the New Delhi Municipal Committee, that the New Delhi Municipal Committee, with a view to consider these demands had a meeting on the 17th, but because the parties who had brought these grievances before the Committee or their representatives were not present, this question was postponed to the 22nd, that these questions were being considered and on some of the points certain decisions were being taken and at that time when the meeting was going on, outside, the hunger strike began. These were the facts that I then stated.

After that, some time, a couple of days later, I think, the secretary of the concerned Sangh, Shri Rattan Lal Valmiki came up with a deputation to me. I had a full talk with him. He explained many of the grievances. He gave me a copy of the list of the grievances that he had submitted to the New Delhi Municipal Committee. I then thought that a number of those grievances required redress and I was quite sure that the New Delhi Municipal Committee, when they considered the matter, would have to concede them. I told him likewise I kept the Home Minister apprised of this fact and I think that both the New Delhi Municipal Committee Chairman as also the Chief Commissioner were asked to go into the matter with sympathy.

Then, there was another motion—more than one motion—some for adjournment and some asking for information on the 31st morning, I think, because there was a sort of a token strike on the 30th morning and the same strike continued on the 31st also. It was then that I had occasion to say as also my esteemed Chief, the Prime Minister that these were matters towards which we are bound to look sympathetically. In fact, as I could have it, within an hour after I left this House, after the Lunch hour, I got into touch with the representatives, the President of the Sangh, the secretary of the Sangh and a colleague of theirs. Again, I went through the list of grievances. I indicated the points on which I said I felt very great sympathy for their demands. There were certain other points regarding, for instance, merging of dearness allowance with pay and things like that, which they agreed, would have repercussions on the other municipalities. The New Delhi Municipality has a fairly good deal of income as also, perhaps the Old Delhi municipality. There are two other municipalities which were subsidised. I explained to them that whatever we decide with regard to this will have to be decided by the Delhi Administration taking all things into consideration. They agreed with that line of reasoning.

On an earlier day, the deputation, I understand, also went to the Prime Minister. The Prime Minister got his Private Secretary to go into the matter and he was kind enough to send me a précis of what they had told him. He had asked me to examine these matters with as sympathetic an attitude as possible.

Therefore, it is a tragic irony that when these people came to me on that day afternoon, it was round about 2.30. I am very sorry to tell this House that, in fact, it was my over-zeal that kept them waiting a little longer than they would have. I said, since you have come, I would like to discuss and I would indicate what I feel. They were with me almost till

3.20. What they said was, "all that we wanted was that either the Home Minister or the Health Minister should give us an assurance." They did not want any commitment by us on the spot there and then regarding any categorical demand that they had made. But, they wanted sympathetic consideration. I told them what was obvious that not only the Home Minister, but the whole Government is bound to look upon these demands with sympathy. They were content with that assurance.

They left my place telling me that they would straightaway go to the hunger strikers. They fixed a programme as to how the hunger strike was to end, what was to be done, what was to be explained in a public meeting. In that discussion, my colleague in this House, Shri Valmiki was there as also Shri Rattan Lal Valmiki and another colleague was also there. They left. They later met me in the evening and said, we reached the Parliament House when we heard of this unfortunate occurrence. They said, it makes our position now very difficult in the face of the firing to continue to do what we wanted to do, namely, to ask the hunger strikers to abandon the strike. They said, after all that has happened, we shall consider the matter. I could understand their point of view.

In the mean time, as soon as they left my place I went to my office. I had called the authorities, representatives, the Chairman and Vice-Chairman and I think, the Health Inspector of the New Delhi Municipal Committee to meet me in order to have it from them how far they can go and what were the difficulties. In fact, we were going through itemwise one after another. On many of the points, they were quite amenable to a sympathetic consideration of the problem. Just then, at 4.10 on that afternoon, we received a telephone in the office that there was firing. This is the factual background of what actually happened. Any insinuation or any suggestion that this firing had anything to do with our sympathetic

[Shri Karmarkar]

consideration or otherwise of the demands that were put before us, is absolutely without foundation

I am very sorry to tell this House that it is purely in a sense as tragic irony that if the representatives had gone ahead one hour earlier and made them break the fast, may be, there may have been no occasion at all for anything that has happened later. Leaders of both sides, leaders of the particular point of view, representatives of those who had put forward the grievances, were absent from the scene as also the officials—because the principal one of them, the Chairman happens to be also the Deputy Commissioner—were absent from the scene. They could not go to the scene. All of them happened by tragic irony to be busy. We had almost succeeded in ending the immediate trouble, namely the hunger strike and the calling off of the strike

I should like also to add one small thing by way of supplement as to what happened after that. Immediately this matter came up before the House day before yesterday, after the Home Minister said what he said that day morning, representatives on behalf of the Sweepers' organisation and I again met. I had a meeting with them this morning also. I had an informal chat the day before yesterday.

I think it is my duty to share with this House one information which these representatives gave us. Shri Balmiki was there, the other Shri Rattan Lal Valmiki, the secretary was there, Shri Radha Raman was there, Shrimati Sucheta Kripalani was there, there were a number of representatives, Shri Shankara was there, this morning. We again frankly discussed. As I said before, there are certain matters, what one may call, by way of relief. There is no difficulty about that. There are certain matters about pay and dearness allowance and things like that, which cannot be isolated for consideration. And they were

reasonable in their attitude and in their understanding of the position.

In the course of the discussion, they shared with me the contents of a printed pamphlet, about four pages long, published by some people who had been utterly dissatisfied with the fact of the strike having been called off, and that contains, if I may say so, an incitement to those who have gone off from the strike to again continue that strike on the 9th instant or thereabouts saying 'Your so-called representatives have played false to you, they have given you false assurance on the strength of false assurances given by the Minister. Therefore, it is your duty to go back upon what you have done and again rejoin the strike when there will be another strike'. I am mentioning this fact because all the relevant facts should be placed before the House.

I do not want to dwell on the question under consideration regarding the firing, but I thought giving this factual background might be useful in some way in appreciating the situation that arose.

Shri S. A. Dange (Bombay City—Central) I just want to touch upon certain problems of a far more serious nature that arise from this incident and this motion. I do not want to go into the details of the incidents or into the other demands that followed from the motion and the speeches that have been made.

The problem which I am posing is very simple. Why does this thing happen again and again, as it has been asked by several other Members? Some explanation also has been given. But what I want to submit before you is this, that the explanations do not follow a correct angle of vision on such matters, and, therefore, there is no solution so far, and there will be no solution in the future.

I quite accept the fact that Government wish to avoid firing. I quite accept the fact that Government wish

to consider the demands of the workers sympathetically. But then how is it that it comes to strikes and it comes to firing? Why is it that it happens? Now, I am very thankful to the speeches made, especially by Shrimati Sucheta Kripalani and the Minister here, because they can illustrate the way to the solution.

Here, we have an incident of firing. What are the preceding stages as related by our friends here? There were grievances pending for a number of months. The first question that should be asked is, when in an essential service like the municipality, its workers raise a problem, and when they know that if the problems are not resolved, it may lead to a strike why in such an essential service, steps are not quickly taken in a city like Delhi where the Central Government have power to resolve these questions sympathetically, and why this sympathy flows from the ministerial ranks only when a strike notice is served? That is my question. Why should sympathy not be generated, when the demands are formulated rather than that the sympathy should ooze out in the terms of a settlement or something else after a strike notice is served?

And even here, as some people were saying people were fishing in troubled waters. If that were so, the demands, when they were served, should have immediately led to a strike, and the strike immediately to trouble. But there is no such thing. As the police report, and as our friends were saying, the demands were served, were being argued for months but there were squabbles in the municipality, and they could not be resolved. If the squabbles in the municipality lead to pollution of water and the Ministry does not act, then there are diseases in the town, if squabbles in the municipality lead to strikes and garbage on the streets and the threat of epidemics, and the Ministry does not act, then, what are we to do? What are the workers to do, if not strike? They serve their demand notice, and then they go on strike. Even after strike, is there

fishing in troubled waters? The police report also mentions, and our friends also acknowledge that it was followed by hunger-strike. Is that trouble? Serving a notice of demands is trouble; asking for more pay is trouble, hunger-strike is trouble, satyagraha is trouble; demonstration is trouble, strike is the highest trouble, and till then, they do not do anything except saying 'We are looking into it, and sympathy will come gradually'.

This is the way which leads to all this situation. The very approach of the ruling party, the very approach of the Ministry is of a kind which is bound to lead to such crisis. What is the approach? The approach is to shout at the workers 'Oh! Demands? These fellows will always demand'. Their principle or their duty is to rule, and keep law and order, and finance to be properly managed, and when it comes to workers' demands to say 'Demands? We will see'. And when the demands lead to trouble, then it is treated as "trouble". To look at strikes and demands as trouble is the root of the whole trouble of firing, because you look on the working classes not as a class which is entitled to ask for certain amenities, for a higher standard of living. All that is written in the Plan, the Plan will do it but if the working classes begin to formulate their demands and go on strike hunger-strike or demonstration it is trouble, and trouble must be suppressed by force, and as for force, they begin to ask seriously "how much? Was it little or more or minimum, and under what rules was it used?" I do not accept that kind of dealing with "trouble" and arguing about firing.

The question is this. These things are happening because our friends on the Treasury Benches have not got the correct approach to the present situation as it is in India. I do not want to go into the other sentiments mentioned here, that Mahatmaji was praying at the Bhangi Colony, and that it was tragic that shooting should take place in that very colony. It is for the Congress Party to decide

[Shri S. A. Dange]

whether that is the fittest way of raising a memorial to Mahatma Gandhi. We are not to judge about it. Why should we? If they think this is the fittest memorial, they have raised it, and we do not know what will be the outcome of it. I am not going to discuss that. I am not going to go into sentiments.

I want only to discuss this question—how can you prevent these things? My solution or my proposal would be that this can be prevented if the whole outlook is changed, that is, not to deal with the working class's demands as demands of a hostile class, antagonistic to Government, antagonistic to society, and antagonistic to everything that should be decent in society. This very approach of calling the workers' action as anti-social and antagonistic leads to moving other forces into the direction of attacking them.

Here is this incident which has a wonderful lesson for us. Our Prime Minister makes a statement that he does not want to wield the big club, and he does not want the big club from the workers' side also. A good sentiment, I agree with it. But the trouble is that while he has those sentiments, the club is not in his hands. The club is in somebody else's hands. He expresses a sentiment, but the very opposite of it takes place, because between the sentiment and the club, there is no link or no proper effective authority.

I will illustrate that from another example. The very picture painted by the Minister is a horrifying picture. He is calling the workers to negotiate. He is very pleased to sit with the workers and come to a settlement. At the very time when the negotiations were being carried on what was happening at the other end?

An Hon. Member: Others were busy

Shri S. A. Dange: The police reports say that carts were being pushed

under police protection. If the Minister was in a mood to consider things with sympathy, if the whole Ministry had taken possession of the matter, why was not black-legging stopped? Why were carts being forcibly pushed on? Do they not know from experience of strikes, that when you try to put in black-legs and when you try to take in work like that, there is bound to be a certain disturbance and a certain clash. It was known; it is on record, it is the experience of strike struggles. If the Ministry was dealing sympathetically with this question, why did they not order the police force to stop clearing the garbage by force? One day would not have mattered much. It was there for two days or three days, and after all, in the city of Delhi, epidemics have become such an ordinary affair nowadays. Why should one cart being pushed by force be a fundamental principle with a Ministry, when demands were being satisfied, or were being argued, and when the Minister himself was negotiating? That means that between the Ministry's sympathy—if they are good sympathies—and the action of the police, there is no link that means there is some force there in the police ranks or in the ministerial ranks to destroy policy, which in sentiments appears to be good, but which becomes the opposite in action. This is the conclusion from the narrative that is given here.

For here are good sentiments. I was very glad to hear our Prime Minister saying, 'I have taken personal interest in the matter'. It seems that somebody there disliked it that he was taking personal interest. Somebody disliked that he does not like the policy of the club. Therefore, an atmosphere had to be created that his policy is wrong. Am I to read the truth like that? Am I to read that the Home Minister is blind to this line and that his line and that of the Prime Minister are different? They are not, because we do not have any such indication.

On the one side, there is sympathy. But when does sympathy come? Sympathy comes when a strike notice is served, and sympathy is served after at least one firing takes place; otherwise nothing. These are the two pillars on which working class policy of the Government stands. Sympathy in words, no demands to be conceded. It must be argued when strike notice is given, and when strike notice is given, a counter-threat is given, and when strike takes place, fire and shoot. Then consider the demands, give a little and say "we are conceding, but these people are rather antagonistic or rather hostile and obstinate so we cannot do anything else."

If this is the approach, then, Sir, there can be no solution. Always there will be demands, always there will be strikes, always sympathetic consideration, always firing, and we will always have, most probably adjournment motions, some to be allowed and some to be disallowed. Is this way the Parliament is going to function? This is not the correct way.

Therefore, I would request Government to change its approach to the questions posed by the working class. If that is done, you will find a real solution, a easy solution and you will find co-operation from all sides.

Somebody asked as to what we would do if we were in their position. Well, that we can only answer when we are in their position, not now. And wherever we are in that position, we are showing what we can do. As somebody said, yes, we are showing and we will continue to show. *(Interruptions)*

The Minister of Mines and Oil (Shri K. D. Malaviya) We know what you are showing.

Shri S. A. Dange: If we are in that position, if the crowds threaten, we shall face them, we shall talk to them and sometimes we shall, if necessary, be killed before we order firing like that.

Some Hon. Members What happened in Hungary?

Shri Tangamani (Madurai): Look what is happening in Kerala *(Interruptions)*.

Shri S. A. Dange: Some of my hon. friends do not know even a little bit of history. I am not going to deal with that problem, that is not the subject matter here, as to what happened in other countries. If they want to know something of that, we shall have a debate, on another occasion if you permit it, how strikes come, how we deal with them.

Somebody raised the question of how stores had to be protected. One petrol pump has more value than the life of two people or one man killed and a twelve-year old boy injured. If this is the equation of values, then such values ought to be destroyed. I would far better prefer to have one cart destroyed, one store destroyed and one petrol pump destroyed than a man being destroyed by firing. If this is your standard, then I reject that standard.

Talking of protecting stores, when my Minister was settling things, it was simply a question of ordering the NDMC or the police to stop black-legs and not to give police guards for removing carts, and telling them we are settling things. If that were done, things would have been settled.

The sequence of events shows that there is a consistent line on behalf of either the whole Congress Party, the whole Cabinet or some members of the Cabinet who are in charge of their own departments, that things which lead to a peaceful settlement must not be allowed to be peacefully settled and there must be an enforcement, a show of force and a show of the dignity of the Government. If such is the division in their ranks, I do not know, I have no solution for that. That is their affair. As far myself I would only simply put down one or two rules for discussion and for their sympathetic consideration.

I do not want to put down rules as to when firing should be resorted to. No I do not want to argue on how much minimum force should be used.

[Shri S A Dange]

No I do not want to argue that I only want to argue from the very foundations. When the demands come, please quickly consider them. If a strike notice comes, do not consider it as a hostile act meant to overthrow the Government. If it takes place, on both sides let there be a guarantee that it shall be peaceful, and when the majority of workers strike, do not try to break it by a handful of blacklegs, because that is the real source of trouble. After that, argue, talk to them and you will see that the people are with you. But if you do not talk to them in that language, if you talk only in the language of bullets, then the people certainly will carry on defending their own rights, despite your sympathies, because sympathies must be translated into concrete action. Mere statements are no good.

Therefore, finally I appeal to you to change the outlook. Do not consider the workers as hostile, do not consider their demands as something of an attack on you, and order the police that this State must rest on argument and conviction and not on bayonets. If that kind of mentality is not given to the Police, no amount of expression of sympathy and even an attempt at settlement will lead to correct results. On the one side you will settle, on another side, they will start firing. Therefore, the Police force also needs correction and sometimes dismissals and heavy attacks on their practices. Mere transfers, warning or suspensions are no good. Here is a question of human life and suspension and transfers are not any real solution to the suffering inflicted on human life. So, I would say, please consider these suggestions of ours and if you try to adopt some of them, I am sure we can avoid these incidents.

Raja Mehendra Pratap (Mathura)
Can I say a word, Sir?

Mr Speaker: What time will the hon Home Minister take?

The Minister of Home Affairs (Pandit G. B. Pant): I will take about half an hour or 40 minutes
17.46 hrs.

Raja Mahendra Pratap: I have a word to say about peace, Sir. Only the other day when there was a question of going to Pakistan to change the ideas of the Pakistani people, our hon Prime Minister told me that he would give me every facility to go there and change the ideas of the Pakistani people. But I find that it is urgently needed that we should change the ideas of the people here in this House. I beg to say that it is an unfortunate fact that we people are led by certain ideas which make us fight. I think, the very first thing to do is that our ideas are changed. We should go above party ideas, we should go above petty factions, we should try for humanity's sake to see real justice is established.

I must say with all great respect to our Mahatma Gandhi, our late leader, that this hunger-strike comes from him. So, we have to finish the age of Mahatma Gandhi and start an age of world federation and of universal unity. I beg to say that one great cause underlying this trouble was the hunger-strike taught by our great Mahatma Gandhi and the shooting which occurred is a legacy of the British Empire. The British Empire, during the 160 years, developed the Government and engaged the people. Whom did they engage? They picked up brothers of mine for their own sake. They were wise enough to select from us such people who would sell the people for a few pieces of shining gold and serve the foreigners in their own interests and not in the interests of our country. This Government has gone on like that for over a hundred years.

Our hon Home Minister happened to say the other day that we have to rely on that man who has the experience of 25 years. But, Sir, this Congress Government is only 10 years old. His 15 years experience was under the British Government. The British selected that man because the

British found that he would be more loyal to London than to India. If such persons are going to investigate things, this is only a show I proposed the other day that let us form a Committee from the House and we may go and see and we will bring a report to the hon Speaker Then the hon Speaker was free to reject or accept it That was not done

I say again that our ideas have to be changed I think we can establish a moral laboratory or thought laboratory and it can find out what ideas make us fight—party ideas or social ideas or religious ideas A Hindu says Muslims are very bad It is not good The Muslims also say that they can only give a ticket to heaven and that the *kafirs* should be burnt Then there will be fighting

Similarly, if the Congress says that it alone can manage the country and if the Communists say that they will make the best Government, there will not be peace They only lead us to fight outside and inside Let us stop these quarrels

My simple suggestion is this The whole Government should be overhauled There should be a coalition Government I think I can give Shri Dange a portfolio Shri Kripalani who speaks so well can also be a Minister Where is the harm? I say that these people are not fools In the interest of the country, we should all join hands Let there be no such idea that we have a majority and we have the money and we have got the police to obey us All these ideas should go We are all human beings and we have been elected by the people of this country We have not come here to fight and quarrel We have come here to bring peace to the country and to the world But, how can we bring peace to the country and to the world when we have no peace in this House?

(Interruptions)

Mr. Speaker: The hon Member has exceeded his time He may now resume his seat. The Home Minister.

श्री बाबूजी । बुलन्दशहर में रक्षित ।
अनुसूचित जातियों के हितों में सहाय, मुझे

बोडा सा पांच सात मिनट का समय दिया जाय ।

Mr. Speaker: I have heard enough about this matter I have called upon the hon Home Minister

Pandit G. B. Pant: Sir, I listened to the speeches that had been delivered, especially by the hon Members sitting in the Opposition Benches with undivided attention The subject of discussion, in my view, is a pretty solemn one The sanctity of human life must be recognised by everyone. We are not only interested in the safety of the citizens of this country but also in raising their status, their stature and their standards in every possible way So, while I appreciate some of the sentiments that were expressed by the hon Members, the atmosphere and the spirit do not seem to me quite in accord with what they say There was so much of laughter, shouting and chuckling that I felt as though we were unconscious, whatever we might have been saying, whatever words we might have been using, so far as our hearts and our spirit were concerned, we did not quite realise what we were talking about

Shri Tagamani: That is an insinuation

Pandit G. B. Pant: Consequently, high sentiments expressed in clear terms do not impress much when one notices that, perhaps, all that is said is not what we felt, and that political considerations often out-weigh our judgment and cloud our vision

When there was so much talk about a single individual being entitled to every possible respect and, also, that everyone will render homage, undergo any sacrifice so that no man should suffer any injury, my mind happened to go to Telangana I felt that there could be such a realisation of the dignity of man, the efficacy of non-violence, and of the sacred duty that one owes to a fellow citizen Well, there have been reports, but if I were to refer to them, if I were to give details about these matters, perhaps,

[Pandit G B Pant]

the whole of my time would be taken up by such references.

Shri Tangamani: You are dilating the whole issue

Pandit G. B. Pant: I have referred to a series of incidents, but by one name—Telangana—only That covers hundreds and thousands of tragic chapters So, when we talk glibly about the lack of respect for human life in others let us not forget what has already been done

Shri Punnoose (Ambalapuzha): Sir, I rise on a point of order How can Telangana come in when we are discussing about Delhi? *(Interruption)*.

Mr. Speaker: I do not find any point of order in this Hon Members on this side referred to the general way and the manner in which the Government is carrying on the administration, and said that under no circumstances force ought to be used, because life is more sacred to an individual than other liberties that he enjoys The hon Minister only tries to justify it by the situation and atmosphere that has developed and reference has been made to what has been happening in all these ten years Therefore, he has to refer to what has been happening in a general way He does not refer to any particular Minister or any hon Member in a particular State *(Interruption)* Order order The public have not been co-operating and they have been taking the law into their own hands What they have done here or there has led to the continuation of the policy in some matters, that is all There is no point of order

Shri S. A. Dange: Am I to understand that you want Telangana to be repeated? We do not want Telangana here What is the relevance? If you let loose the Army against the peasants in Telangana what will you get? I am prepared for an enquiry

into what has happened in Telangana in 1948-49.

Mr. Speaker: Telanganas are somehow in the hiding and are coming up, that is all what he says I have decided the point of order and I am satisfied about the relevancy. He might say that Telangana has gone but other Telanganas are coming. Hon Members need not lose their patience

Shri Anthony Pillai (Madras North): Does he want to organise "counter-Telanganas"?

Mr. Speaker: Order, order I allowed hon Members to speak on the subject Let them now wait and hear the hon Minister

Shri Tangamani: He is referring to a particular State

16 hrs.

Shri Tangamani: He is referring to individual characteristics

Pandit G. B. Pant: I had not thought that one innocent word used by me would be so effective, that a little information will go so deep

Shri Jadhav (Malegaon) It would be better if the hon Home Minister spoke rather loudly It is difficult to make out anything now

Mr. Speaker: Is it not that much noise has subdued his voice?

An Hon. Member: The loudspeaker is there

Mr. Speaker: The hon Member will hear with patience

Pandit G. B. Pant: One of the Members who I think belongs to the Socialist Party also reminded us of the firings that had taken place in Travancore-Cochin

Shri Nath Pai: How do two lies make one truth?

Pandit G. B. Pant: When the Socialist Party was in power, I am sorry

that such tragic events have happened there, and I am distressed that any such occurrence should have happened now. But I will remind him and some of his colleagues of what his leader said. He said:

"The warped outlook of communism condemns outright police firings however justified by non-communist government, while it extols all firing and killing done consciously by itself. This is placing the sub-human view under the pretext of class conflict".

An Hon. Member: Who said that?

Pandit G. B. Pant: Dr. Lohia. Well, I have no quarrel with the friends opposite. I want to learn lessons from every hon. Member, and I have tried to benefit by their speeches. But one of the requests that I would like to make to them, when they talk of democracy, is that democracy requires an unbounded fund of patience, the capacity to listen to opinions which may not be palatable and not to be upset when one is reminded about one's past errors and blunders. If we have to live in a democratic system, then we must realise that there are certain fundamentals on which the fabric of popular rule is built,—

Shrimati Renu Chakravartty: Including firing.

Pandit G. B. Pant:—and on which it rests, and one of them is the allegiance to the creed of non-violence and the acceptance of peaceful methods unconditionally, under any circumstances whatsoever, discarding all methods of direct action, no threats of any sort whatsoever; if possible, settlement of disputes by negotiation failing that by adjudication, but not big clubs or big lathis. (*Interruptions*).

Shri Sadhan Gupta: Or rifles.

Pandit G. B. Pant: I am sorry I cannot judge all words when they are spoken by ten men simultaneously,

especially when the voices are not in symphony. So, what I have to say is this. We have to look at this question from two aspects. One is the general attitude of Government towards these matters. I must speak in an unreserved and candid way that the Government does not want firing in any single instance anywhere in the country and nothing causes more anguish to Government than any news to the effect that the police have had to resort to firing in any case. I do not know if that is exactly the reaction of the hon. Members opposite. It gives them an opportunity for condemning Government; it gives them an opportunity for exploiting the sentiments of the unwary, of going to those who can be easily misguided and who are unable to appreciate the difficulties under which sometimes those who had to maintain peace and order had to labour. It must be admitted by all that we do not want chaos in this country.

An Hon. Member: That is not questioned.

Pandit G. B. Pant: If that is not questioned, I think such a betrayal is not necessary. (*Interruptions*). But if chaos is really going to come, we have to see to it that the chaos does not take place.

We have been listening to strike. Are all strikes really of an economic character? How are things handled and how, whenever there is any possibility of any trouble being created at any place, certain classes and certain political parties feel somewhat happy over the prospect of getting a profitable pastime for themselves? Well, if that is so, then I wish to know frankly who suffers more from these firings, whether we or they who are sitting on the other side. I think there has been some laughter and such laughter would not have been possible if the hon. Members opposite had really thought that the firing is a way that leads to disaster. In a country like ours, which is judged by the tenets and principles of Gandhiji,

[Pandit G. B. Pant]

that there should be occasion for firing is a matter of regret. I am prepared to accept any adjective for it. But let us realise that we can avoid the use of force only if we work as disciplined citizens, if you do not have recourse to subversive methods, if all of us are wedded to

Shri Anthony Pillai: On a point of order. I want to know whether an insinuation is being made that the present strike which led to the firing was led by some political parties antagonistic to the Government. Otherwise

Mr. Speaker: There is no point of order, unless the hon. Member thinks that he has been thought of in this connection. What is all this? What is the point of order? It is open to anybody to say that this is all communal; this is all political. That is his view. There is no point of order in this.

Pandit G. B. Pant: I was also told that we do not attend to the grievances of our own workers till they serve notices of strikes. Notices of strikes from public servants are, I think, almost a modern invention in our country. Otherwise, there was hardly any such occasion and public servants considered it to be their duty to carry out the work allotted to them without resorting to direct action in any shape or form. But, there are forces which work from long distances and which can influence the attitude and activity of public servants who have to labour in the distant corners of our country.

I am reminded of the I.N.T.U.C. that, I think, is an institution looking after the interests of labour, working for it. Any sort of insinuation that those who are sitting on this side are callous and do not at all care for interests of workmen is, I think, belied by the record of the I.N.T.U.C. The difference between the I.N.T.U.C. and others is this. While the I.N.T.U.C. labours hard day in and day out for the maintenance of peace and goodwill among workmen and many

others, there is an attempt on the other side not to promote such a spirit of harmony and goodwill, but to see whether and where any occasion arises when they could fish and fish in one way or other or in many ways at one and the same time.

So, to say that no regard is paid to the grievances of public servants or of labour is not correct. May I know what was the wage of workmen in this country ten years ago? What was the approach of the Government towards labour problems? How do our labour laws compare today with those in Japan, Germany or other modern countries? If they show a genuine regard and solicitude for the welfare of the workmen, then, I do not know, who can claim credit therefor? We do not ourselves, because we have only done our duty. We will continue to do our duty regardless of the comments or abuses showered on us.

So far as this general question of firing goes, I have been giving thought to it since I came here. I have appointed committees I have discussed it with friends. I have also consulted the Chief Ministers of all States and I found that some of their views were confirmed even by the Chief Minister of Kerala. If the report that I saw some days ago in a paper is correct, when he was asked, should firing by the police be abolished, he said, then, the police will have to be abolished. I do not know if the report was correct.

We have to realise, after all, the State has to have some sanction behind it so that the anti-social elements—I do not refer to any political party here—so that anti-social elements may be kept under check and may be prevented from doing irreparable mischief and damage to society and social institutions. That is essential. Without that, no ordered Government can be carried on. Then, we must recognise that in our country, we, several among us, have not yet

developed that democratic discipline, that democratic conscience, that sense of civic responsibility which not only enables, but almost compels a citizen to go to the aid of constituted authority. Our mental attitude even today is mostly like this that whatever Government does is suspected and that the motives of Government may not be quite pure, so long as we cherish some views, and we look at things in this manner. We cannot compare the conditions in our country with conditions in other countries.

What happens in other countries? You have heard of the constable in London. The constable in London says a word, and no man dare defy him, and if anyone does, then the entire populace falls upon him and he is in a way ostracised. That is the attitude of the people. I assure you, let us have similar co-operation, and no occasion will arise for raising any single lathi or baton by any police; it is then that the responsibility will be ours. But if, day in and day out, you go on condemning the police and everybody who is connected with administration, then you undermine his capacity for serving the people in a dignified and decent manner.

We are told, 'What does it matter if 500 gallons of petrol are blown off?' Well, it may not matter much but if the entire mohalla is blown off because of the soil being set on fire, then I do not know how many motions of adjournment would have been brought here or whether those who have brought these motions would have been there to bring them?

So, let us look at things from a correct perspective. Let us understand them in a right manner, and let us not make statements in a glib and irresponsible way, so that we all may benefit by each other's counsel and advice.

I have advised the States that so far as is possible, policemen should have helmets when they go out, and that tear-gas should be kept in sufficient and adequate quantity every-

where, so that no occasion for fire may arise, and also that these rifles may be replaced by muskets which do not fire far, and which can do little harm. I am prepared to accept any other suggestions that may be made, and that may be reasonable, and that may help the cause of peace. After all, when anyone is killed, we lose the sympathy of a large section

Shri Vasudevan Nair (Thiruvellah): May I know why tear-gas was not used here in Delhi?

An Hon. Member: That is an exception.

Pandit G. B. Pant: The place where this mishap happened did not have and the answering is there. (Laughter).

Laughing is no substitute for tear-gas. One has to laugh when tear-gas is there, but when it is not there, it is not necessary to laugh. Tear-gas had not been stocked there because nobody apprehended trouble. You may call it an error of judgment. We should, I think, be prepared.

Shri V. P. Nayar: Why did the police go with loaded rifles? (Interruptions)

Pandit G. B. Pant: I am sorry the sands of time are running fast; so, I cannot answer every question. I am prepared to stand cross-examination even outside this House.

As I said, it is our desire that no such occasion may arise. We want the co-operation of hon. Members of this House and also of all political parties. Let us also remember this that these outbursts are often the result of developments of many days and if all could adopt an attitude of virtue and of patriotism towards these questions, perhaps the stage would not arise when clashes of this character would take place. So I appeal to all to look at things from a truly democratic angle and to place before them the tenets of Gandhiji, to which reference was made in the course of the debate here.

[Pandit G. B. Pant]

Now about this particular case, I do not think I should say much. I have the report of the Additional District Magistrate before me. I have placed a copy on the Table. In fact, I placed it before the debate started; and copies have also perhaps been furnished to some of the Members. But I would request those who have not got the copies to take the trouble of going through the report and to see whether all that they have said is true and correct, whether the deductions drawn by them are really justified by the data and the facts of this particular case. They will find that they have rather jumped to conclusions which were not and which are not right.

I will just read out to you the last three sentences from this report. This is a full-scale report which covers about 25 pages, and there are statements of witnesses which cover another 25 pages. I think if we are interested in finding out the truth about this affair, we should not be perplexed by the length of this report. We should be prepared even to undergo greater pains and trouble for the purpose of digging out the truth. I will read out to you only a few sentences. These run thus:

"To summarise, my findings are as follows: The situation very rapidly became so intense and acute and dangerous to the lives of Sadho Singh and Tara Chand"—I may say they were two of the constables who were present there—"who had fallen into the hands of the mob which had threatened to kill them and the danger was so imminent that it was necessary to resort to firing. Had firing not been resorted to, the police force present at the spot, which, in my opinion, was inadequate to meet the situation, would have been overwhelmed by the determined mob resulting in further possible loss of life. Another consequence would have been great damage to the stores,

possibly the blowing up of the petrol pump and the vehicles. I think that the quantum of force was not in excess of the requirements of self-defence, the saving of two lives and the prevention of great damage to property inside the stores. I am convinced that excessive force was not used. The theory that the police resorted to firing inside the colony is not supported by the oral or circumstantial evidence such as the marks on the walls or the injuries".

I do not think I should read the other paragraphs. I may, however, state that the Additional District Magistrate had, because of this debate, to hustle through the matter. He could not examine all the witnesses whom he would have liked to examine. So I will see that a judicial officer is appointed to make an inquiry into this matter. I hope hereafter we all will agree on one point at least that our regard for human life and our desire to protect every citizen in this land is in no way weaker or feeble than that of any other section which is represented in this House today.

Raja Mahendra Pratap: Can we pray for the soul of the dead?

Shri Sadhan Gupta: Sir,....

Mr. Speaker: There is no right of reply.

Shri Sadhan Gupta: There is a right of reply under Rule 358.

Mr. Speaker: It is not definite. Yes, the hon. Member may speak.

Shri Sadhan Gupta: I think in spite of what the hon. Home Minister said, morally the House is convinced that the firing was unjustified. All except one hon. Member—of course the hon. Home Minister excepted—whether on this side or the other, could not convince themselves that the firing was justified.

I shall make certain remarks about the points made by the hon. Member, Dr. Subbarayan.

Some Hon. Members: Leave him alone.

Shri Sadhan Gupta: Except for him, no one has justified the firing or could see any justification in the firing.

The hon. Home Minister has accused us of having political considerations in bringing up this matter. He has deduced it from the fact of laughter. Yet, when there was laughter at the points he made, he had no objection to it. He was laughing himself, I am told. Therefore, from this very fact the House will know where the political consideration is and what was the consideration in referring demagogically to this laughter. He has also said in the same breath that firing gives us an opportunity to make a point against the Government. On behalf of ourselves, on behalf of the whole people of our country, may I very earnestly request him not to give us any such opportunity in the future.

The question now is, what should we do in these matters. The hon. Home Minister has said: We feel compelled to resort to firing because all government action is suspected in this country and therefore the position is not as it is in other places. He quoted the example of England where every one unquestionably accepts the words of the constable. Apart from the fact that constables in England are of a different type, he must know and he cannot be unaware of the fact that it is not always so in England. Only two or three days ago, I think, there was a news item in the papers that in a meat market, the meat sellers—the picketers—held up a lorry. It was just the same kind of thing that happened. The rifles were fired—not even the muskets which the Home Minister mentioned. Does he realise why the Government action

is suspected? Does he not realise why the very people who have been held as idols of the country for years become suspects today when they are involved? There is something wrong not in the people but in themselves. It is really an objectionable thing to parade before the world that our people are of an inferior quality or that they are indisciplined than other people in other countries. The fact is that people's movements are always suppressed and the provocation comes from the Government. I strongly deny the contention that crowds are uncontrollable without resort to firing.

Some hon. Members have referred to our Party and asked what we will do. We have done in Kerala. I would draw the Home Minister's attention to what we have done in Kerala. Hundreds of people marched to the Assembly. Only a few window panes were smashed and the crowd was controlled without firing. I want the Government to follow that way. (*Interruptions*).

Mr. Speaker: The hon. Member need not introduce new facts which may be refuted.

Shri Dasappa: May I know if we are sitting beyond 6.30?

Mr. Speaker: I am not bound to conclude at 6.30. After the reply I will put the question. I am not authorised to conclude before 6.30.

Shri Tyagi (Dehra Dun): The procedure in the past has been that when the time is over the motion for adjournment is deemed to have been talked out.

Some Hon. Members: The rule is changed.

Shri Sadhan Gupta: He has also spoken about Telangana. We have always demanded an enquiry into Telangana and we stick to that demand. Let us see who was wrong and who was right in Telangana.

The main objection still remains. We are sought to be served with an enquiry report by an official magistrate. Every section of the House the other day expressed a wish that an impartial judicial enquiry by a high authority should be held and it is this demand that we again reiterate. There should be a judicial enquiry by a High Court Judge—not in *camera* or in secret but an open judicial enquiry—so that the public can appear and the representatives of the public can appear and cross-examine the witnesses and get at the facts. It shall be decided by an eminent judicial authority. Nothing short of that will satisfy us and certainly not an enquiry by a magistrate of any kind or by any judicial officer who is less than a High Court Judge. This is the thing we want and not replacement of rifles by muskets.

There is only one point which I want to make. The Home Minister says that danger was not apprehended and so tear gas was not taken there and so there was no tear gas there. I cannot understand it. If danger was not apprehended why were rifles and bullets taken there while tear gas was not taken. All these are lame excuses and nothing short of a judicial enquiry will be able to assess the facts. Therefore, I would ask the Home Minister to give us an assurance on this. I want to know from him whether such a judicial enquiry is going to be instituted—an open enquiry by a High Court Judge.

Pandit G. B. Pant: There will be a judicial enquiry. I think that meets the wishes of Shri Sadhan Gupta and, in the circumstances, he will withdraw his motion.

Shrimati Renu Chakravartty: Will it be open?

Shri Sadhan Gupta: I said that there must be an open, judicial enquiry by a High Court Judge.

Mr. Speaker: He said that there will be a judicial enquiry, and he stops with that.

Shrimati Renu Chakravartty: We want to know whether it will be open and by a High Court Judge.

Mr. Speaker: The hon. Member, Shri Sadhan Gupta, in his reply suggested that there should be a judicial enquiry, it should be open and by a High Court Judge. The hon. Home Minister stated that there will be a judicial enquiry.

Shri S. A. Dange: Open?

Mr. Speaker: A question was put and the answering is there. (*Interruption*) Order, order. Can I force any particular Member to say something?

Shrimati Renu Chakravartty: On that basis we may withdraw the motion.

Mr. Speaker: The whole House has heard the question and the reply. The House will now hear the question that I am going to put.

The question is:

"That this House do now adjourn."

The Lok Sabha divided:

Ayes: 53; Noes: 196.

Division No. 8 }

AYES

[18.39 hrs.]

Assar, Shri
Bansal, Shri Pramanand
Barua, Shri Hem
Bharucha, Shri Nandlal
Brij Narayan "Brijlaksh", Pandit J
Chakraverty, Shrimati Ranu
Chavan, Shri D. R.
Dange, Shri S. A.
Dattatraya Deo, Shri
Dasgupta, Shri B.
Deb, Shri P. G.
Deo, Shri P. K.
Dige, Shri
Dwivedy, Shri Surendranath
Golkwad, Shri B. K.
Ghosal, Shri
Ghose, Shri S.
Gopalakrishnan, Shri

Gupta, Shri Sadhan
Hymowitz, Shri
Iyer, Shri Baswara
Jadhav, Shri
Joshi, Shrimati Subhadra
Kamble, Shri B. C.
Katti, Shri D. A.
Kodiyam, Shri
Krishnaswami, Dr.
Kumaran, Shri
Kumbhar, Shri
Mahagonkar, Shri
Mahanty, Shri
Matera, Shri
Matin, Shri
Menon, Shri Narayanaikutty
More, Shri
Mukherjee, Shri S. C.

Nair, Shri Vasudevan
Nayar, Shri V. P.
Parulekar, Shri
Parvathi Krishnan, Shrimati
Pillai, Shri Anthony
Punzoose, Shri
Radha Ramm, Shri
Rao, Shri Khushwaga
Rao, Shri T. B. Vittal
Singh, Shri L. Achaw
Soren, Shri
Sugandhi, Shri
Tangamani, Shri
Vijayee, Shri
Warior, Shri
Yajnik, Shri

NOES

Achar, Shri
Alva, Shri Joachim
Ambalam, Shri Subbiah
Arumugham, Shri S. R.
Ayyakkannu, Shri
Banerji, Shri P. B.
Banshi Thakur, Shri
Berman, Shri
Berupel, Shri P. L.
Bisappa, Shri
Bhagat, Shri B. R.
Bhakti Dandana, Shri
Bhargava, Pandit Thekur Das
Bidari, Shri
Birbal Singh, Shri
Birendra Singhji, Shri
Boroosh, Shri P. C.
Bose, Shri P. C.
Brahm Perkaash, Ch
Brajeshwar Prasad, Shri
Chanda, Shri Anil K.
Chandok, Shri
Chandra Shankar, Shri
Chaturvedi, Shri
Chavda, Shri
Chettiar, Shri R. Ramanathan
Choudhary, Shri C. L.
Chuni Lal, Shri
Dasappa, Shri
Das, Shri K. K.
Das, Shri Ramdhanu
Das, Shri Shree Narayan
Datar, Shri
Deb, Shri N. M.

Deashmukh, Dr. P. S.
Dindod, Shri
Dinesh Singh, Shri
Dube, Shri Mulchand
Dubliash, Shri
Easwaran, Shri I.
Golkwad, Shri Patesingh Rao
Ganapathy, Shri
Gandhi, Shri Perone
Gandhi, Shri M. M.
Gautam, Shri C. D.
Godson, Shri S. C.
Goundar, Shri K. P.
Govind Das, Seth
Guba, Shri A. C.
Hajarnava, Shri
Hathi, Shri
Hazareika, Shri J. N.
Heda, Shri
Hem Raj, Shri
Hukam Singh, Sardar
Jagivan Ram, Shri
Jain, Shri A. P.
Jangde, Shri
Jedhe, Shri
Jinachandran, Shri
Jogendra Singh, Sardar
Joshi, Shri A. C.
Jyotishi, Pandit J. P.
Kale, Shrimati A.
Kalika Singh, Shri
Kanakabai, Shri
Karnung, Shri
Karnan, Shri

Karni Singhji, Shri
Kaulwal, Shri
Kekar, Dr
Khadwala, Shri
Khan, Shri Osman Ali
Khan, Shri Sadath A.
Khan, Shri Shahmawaz
Khumi, Shri
Khuda Bukhsh, Shri M.
Kripalani, Shrimati Sucheta
Krishna Chandra, Shri
Krishnamachari, Shri T. T.
Lahari, Shri
Lal, Shri R. S.
Laxmi Bai, Shrimati
Mafida Ahmed, Shrimati
Majitha, Sardar
Manti, Shri N. B.
Malaviya, Shri K. D.
Malviya, Shri Motilal
Manasa, Shri
Mandal, Shri J.
Mandal, Dr. Pashupati
Maniyangadan, Shri
Masani, Shri M. R.
Mehta, Shri J. R.
Menon, Shri Krishna
Munimata, Shrimati
Mishra, Shri B. D.
Mishra, Shri L. N.
Mishra, Shri M. P.
Mishra, Shri S. N.
Mitra, Shri R. D.
Mubaddin, Shri

Morarka, Shri	Ram Krishan, Shri	Singh, Shri M. N.
Nadar, Shri P. T.	Ram Subhag Singh, Dr.	Singh, Shri T. N.
Naidu, Shri Govindarajulu	Rana, Shri	Sinha, Shri Anirudh
Nanda, Shri	Ranga, Shri	Sinha, Shri B. P.
Nanjappa, Shri	Rangarao, Shri	Sinha, Shri Jhulan
Narayanasamy, Shri	Rao, Shri E. M.	Sinha, Shri K. P.
Neskar, Shri P. S.	Rao, Shri R. J.	Sinha, Shri Satya Narayan
Nathavani, Shri	Raut, Shri Bhole	Sinha, Shrimati Tirtheshwari
Nayak, Shri Mohan	Ray, Shrimati Renuka	Sinhaen Singh, Shri
Nayar, Dr. Sushila	Reddy, Shri Bali	Snatak, Shri Nardeo
Nehru, Shri Jawaharlal	Reddy, Shri K. C.	Somani, Shri
Nehru, Shrimati Uma	Sadhu Ram, Shri	Subbarayan, Dr. P.
Oza, Shri	Sahodrabai, Shrimati	Subramanyam, Shri T.
Padarn Dev, Shri	Semanta, Shri S. C.	Sumat Prasad, Shri
Pahadia, Shri	Semantishar, Dr.	Swarun Singh, Sardar
Palchoudhuri, Shrimati Ila	Sarhadi, Shri A. S.	Tewari, Shri Dwarikanath
Pandey, Shri K. N.	Scindia, Shrimati Vijaya Raju	Thakurmalah, Shri
Parmer, Shri Y. S.	Selku, Shri	Thomas, Shri A. M.
Patel, Shrimati Maniber	Shah, Shrimati Jayaben	Tiwari, Shri Babu Lal
Patel, Shri Rajeshwar	Shah, Shri Manabendra	Tiwari, Shri R. S.
Pillai, Shri Thanu	Shakuntala Devi Shrimati	Tiwary, Pandit D. N.
Prabhakar, Shri Naval	Shankaraiya, Shri	Tyagi, Shri
Pragi Lal, Ch	Sharma, Shri D. C.	Tyabji, Shri
Raghubir Sehgal, Shri	Sharma, Shri H. C.	Ulke, Shri
Raghunath Singh, Shri	Sharma, Pandit K. C.	Upadhyay, Pandit Munshawar Dutt
Rai Bahadur, Shri	Shastri, Shri Lal Bahadur	Upadhyaya, Shri Shiva Dutt
Raju, Shri V.	Shivananjappa, Shri	Vadakumari, Kumari M.
Raman, Shri Pettabhi	Shobha Ram, Shri	Vishwanath Prasad, Shri
Ramananda Tirtha, Swami	Siddiah, Shri	Vyas, Shri R. C.
Ramaswami, Shri S. V.	Singh, Shri Babunath	Vyas, Shri Radheai
Ramaswamy, Shri K. S.	Singh, Shri D. N.	
Rameshwar Rao, Shri	Singh, Shri Kamal	

The motion was negatived.

18.42 hrs.

Mr. Speaker: It is too late to take up any other business. The House will now stand adjourned and will meet again at 11-0 a.m. on Monday.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, the 5th August, 1957.

DAILY DIGEST

[Saturday, 3rd August 1957]

COLUMNS	COLUMNS
MOTION FOR ADJOURNMENT 6721-23, 6865-6928	BILL INTRODUCED 6726-24
<p>The Speaker gave his consent to the moving of an adjournment motion given notice of by Shri Sadhan Gupta regarding the Police firing on the 31st July, 1957, in Sweepers' Colony in New Delhi. The motion stood over under Rule 61 of the Rules of Procedure until 4 P M.</p> <p>The motion was discussed from 4.5 P M to 6.40 P M.</p> <p>On the motion the House divided, Ayes 53, Noes 196. The motion was accordingly negatived.</p>	<p>The Essential Services Maintenance Bill</p> <p>Certain points regarding the competence of the House to legislate on the subject were raised. On the motion that leave be granted to introduce the Bill the House divided, Ayes 174, Noes 47. The motion was accordingly adopted and the Bill was introduced.</p>
<p>CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE 6723-24</p> <p>Dr. Ram Subhag Singh called the attention of the Minister of Home Affairs to the sweepers' strike in Delhi and the Police firing on the 31st July, 1956. The Speaker observed that it was not necessary for the Minister to make a statement as the adjournment motion on the same subject would be discussed at 4 P M.</p>	<p>DEMANDS FOR GRANTS 6748-6863</p> <p>Further discussion on Demands for Grants in respect of the Ministry of Transport and Communications continued. The discussion was not concluded.</p>
<p>STATEMENT BY MINISTER 6724-25</p> <p>The Minister of Commerce (Shri Kanungo) made a statement correcting the reply given to a supplementary question on Starred Question No. 636 on the 20th May 1957.</p>	<p>PAPER LAID ON THE TABLE</p> <p>A copy of the Report on Police Firing in Delhi on the 31st July, 1957.</p> <p>REPORT OF BUSINESS ADVISORY COMMITTEE ADOPTED 6863-65</p> <p>Sixth Report was adopted.</p>
	<p>AGENDA FOR MONDAY 5TH AUGUST 1957</p> <p>Consideration and passing of the Essential Services Maintenance Bill.</p>