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Thursday, February 26, 1959  
Phalgun 7, 1880 (Saka)

# LOK SABHA DEBATES

Seventh Session  
(Second Lok Sabha)



सत्यमेव जयते

LOK SABHA SECRETARIAT  
New Delhi

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## LOK SABHA DEBATES

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### LOK SABHA

Thursday February 26, 1959/Phalguna  
7, 1880 (Saka)

The Lok Sabha met at Eleven of the  
Clock.

[MR SPEAKER in the Chair]

#### ORAL ANSWERS TO QUESTIONS

##### Ceiling on Urban Income

\*663 Shri Rajendra Singh Will the  
Prime Minister be pleased to state

(a) whether it is a fact that nearly one hundred Members of Parliament handed over a memorandum to the Prime Minister urging effecting of ceiling on urban income simultaneously along with the ceiling on land in the country-side

(b) whether the Prime Minister turned down suggestions of the M.P.s, and

(c) if so the reasons therefor?

The Parliamentary Secretary to the Minister of External Affairs, (Shri Sadath Ali Khan) (a) Yes

(b) and (c) The Prime Minister agreed with the broad principle that there should be no discrimination and that our policy should aim at promoting progressively equality of opportunity. But he felt that this could not be achieved by the method suggested. He further made it clear that no ceiling was proposed to be placed on incomes in rural areas. What was being done was to place a ceiling on the holding of land which was an entirely different thing. With better agriculture there would be greater production and higher incomes, and also it was proposed to have small

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cottage industries in rural areas. Urban, industrial or professional incomes are usually dealt with through taxation.

All progress depends on greater production and on the growth of science and technology. Every step, therefore, that is taken must keep this in view.

Shri Rajendra Singh: The Prime Minister has agreed that there should be a ceiling on the holding of land. Naturally it means whether you agree or not.

Mr. Speaker: We are not arguing it here. What is the question?

Shri Rajendra Singh: My question is if a ceiling is to be imposed on the rural side, then a ceiling on income on the urban side should also be imposed. May I know whether the Prime Minister wants to impose it progressively or he wants to do it simultaneously?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Sir, it is rather a complicated question. As a matter of fact, I endeavoured in the written answer, which was read out, to deal with the broad aspects of the question. If I may say so, I repeat again, the objective is one on which there is agreement. Normally, there should be no discrimination, but the manner of reaching it is not hard and fast and simple method. One has to keep in view that while aiming at that progressively less discrimination one does not allow the productive apparatus of society to suffer.

Shri S. M. Banerjee: Sir, there are wide gaps between the various income groups in the country. May I know

whether there are any proposals to bridge these wide gaps?

**Shri Jawaharlal Nehru:** Normally, these gaps are bridged by a variety of processes; chiefly, various types of taxation

**Shri Bimal Ghose:** The Prime Minister stated that there was broad agreement as regards objective, but in the answer it was suggested that the method was not favoured. I do not know what was the method suggested. If it is a ceiling on urban income, may I say that the Taxation Enquiry Commission had examined that question and proposed a ceiling. Therefore, I should like to know why the Prime Minister thinks what the Taxation Enquiry Commission has thought possible is not feasible now?

**Shri Jawaharlal Nehru:** I am sorry, Sir. I have no recollection of the exact phrasing of the Taxation Enquiry Commission's Report. Unless I have it before me, I could not answer this question.

**Shri Braj Raj Singh:** May I know whether in the distant or in the near future there are any proposals for having any ceiling on the urban income?

**Shri Jawaharlal Nehru:** I have not personally considered it. I cannot rule it out, any way, because we consider these matters from time to time. I do not personally consider that a ceiling as such is feasible, but a reduction of the income to bring it to some ideological ceiling, of course, we can always try. But to say, for instance, that this is income and nothing more, I think, is not feasible without doing some injury.

**Shri Tyagi:** Will the Prime Minister please make it quite clear that while placing a ceiling on the holding of agricultural land in the rural areas, Government do not mean to put a ceiling on the income of villagers or the residents of rural areas as such?

**Shri Jawaharlal Nehru:** That is exactly what has been made quite clear. In fact, I will make it again clear that there is no question of a ceiling on income. In fact, all the processes are so as to add to that income, both by greater production and by the development of industry which may become part-time industry of the people who own the land.

Some Hon. Members rose—

**Mr. Speaker:** Order order. We will go to the next question. All hon. Members may discuss this matter during the General Budget.

Exports to Burma

"664. { Shri S. C. Samanta,  
Shri Subodh Hansda,  
Shri R. C. Majhi;  
Shri Ram Krishan.

Will the Minister of Commerce and Industry be pleased to state

(a) what are the main articles of export to Burma from India

(b) whether it is a fact that the export of some of these articles has dwindled in the year 1958, and

(c) if so, the reasons therefor?

The Minister of Commerce (Shri Kanungo) (a) to (c) The main articles of export from India to Burma are cotton textiles, jute manufactures, fish and fish preparations and coal. It is true that the export of some of these articles has been on the decline. The main reasons of decline in India's export to Burma during 1958 were the restricted import policy in Burma, overstocking of textiles, the Burmese foreign exchange difficulties. Burma's bilateral trade arrangements have also had an adverse effect on our exports to that country.

**Shri S. C. Samanta:** From the statement I find that one of the reasons of decline is foreign exchange difficulties in Burma. May I know whether in the agreement that we

have concluded with Burma it is said that payments for sale and purchase of commodities shall be made in Indian rupees?

**Shri Kanungo:** Indian rupee, as far as Burma is concerned, is foreign currency. We have tried to help Burma and help ourselves by having an agreement which provides beyond the normal trade a certain amount of sale and purchase.

**Shri S. C. Samanta:** May I know whether this agreement is bilateral with Burma?

**Shri Kanungo:** Yes, it is bilateral.

**Shri Ram Krishan:** From the statement I find that the export of some of these articles has been on the decline. May I know the names of these articles?

**Shri Kanungo:** It is mentioned in the statement. They are textiles, jute and fish.

**Shri Jaipal Singh:** The hon. Minister has been pleased to say that we are helping ourselves also by this deed. May I know the situation with regard to tea? Has it in any way altered since my question last year, because last year the position was that Burma was drinking only Ceylon tea taking all the money from us but not using our tea? I want to know whether the situation has changed.

**Shri Kanungo:** Tea has not been entered in the agreement at the moment, because there are more important things like coal and others.

**Shri Damani:** May I know whether Burma was allowed to purchase textiles and other goods from our country under the assistance from America under PL 480; if so, the quantity purchased under this plan?

**Shri Kanungo:** The agreement has just been concluded and I have not got the figures of quantities that have been exported under PL 480; but that is a process which has been agreed upon.

**Shri Muhammed Elias:** Burma was one of the very big markets for ready-made garments of India. After independence that market has absolutely closed, as a result of which thousands of tailors have become unemployed in West Bengal and other parts of India. May I know whether Government is thinking of re-opening this market?

**Shri Kanungo:** Textiles include ready-made garments, but you must remember that Burma is also developing its own production of textiles of all sorts.

**Shri Hem Barua:** Since the barter trade agreement that was arrived at between the two countries last April is coming to an end, may I know what steps the Government has so far taken to increase the imports from Burma in order to effect the progressive elimination of the debt that that country owes to this country?

**Mr. Speaker:** That is a suggestion for action.

**Shri Ramanathan Chettiar:** Inasmuch as Burma has been a very good market for our country and in view of the declining trend in our export to Burma, what concrete steps Government are taking to increase the export of textiles, particularly handloom goods?

**Shri Kanungo:** As I said, under the protocol which has just been agreed upon, it is expected that textiles, coal and fish and other items will progressively be exported to Burma subject to its own limitations by import control. We must bear in mind that the traditional exports to Burma have to decline to a certain extent because the productive capacity of that country is also increasing.

**Shri Tangamani:** May I know whether the Government will consider the question of importing more rice from Burma to help them to get over this adverse balance?

**Shri Kanungo:** We are already importing rice. But our policy is to re-



duce the rice imports as far as possible.

**Shri A. K. Gopalan:** Burma was a good market for prawns from Kerala. May I know the present position?

**Shri Kanungo:** Prawns is showing up a little bit.

**Shri Jaipal Singh:** May I seek further clarification about prawns?

**Mr. Speaker:** Are we going into very detail?

**Shri Jaipal Singh:** It is a very promising article for foreign currency. I find that it has jumped up from a value of Rs. 45 lakhs to about Rs. 146 lakhs in 1957. May I know whether this particular export had been developed in hard currency areas? This refers only to Burma.

**Shri Kanungo:** Markets for prawns are being developed in the hard currency areas. As a matter of fact, U.S.A. is taking more and more prawns and frog meat.

#### Scheme for Precast Housing

\*665. **Shri Radha Raman:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have completed any scheme with German assistance for precast housing;

(b) if so, what are its principal details;

(c) what is the nature of the German assistance; and

(d) when the scheme is expected to be implemented?

**The Minister of Industry (Shri Manubhai Shah):** (a) to (d). Government have no scheme for precast housing as such, with assistance from the Government of the Federal Republic of Germany. There is, however, a scheme for using certain precast concrete parts manufactured by the Hindustan Housing Factory in the Workshop sheds to be constructed for housing the Prototype Production-cum-Training Centre at Okhla, which

is being established with the assistance of the Government of the Federal Republic of Germany. According to the design for these workshop sheds, the main columns would be cast *in situ*. The Subsidiary columns, beams and purlins would be of precast pre-stressed cement concrete. The roof will consist of precast reinforced foam concrete slabs to be covered by weather-proof and heat resisting coatings. The frames for the doors and windows are also proposed to be precast.

According to the agreement with the Government of the Federal Republic of Germany the plans for the various buildings and the architectural details thereof are to be supplied by them at their own cost. The construction of the work is to be undertaken by the National Small Industries Corporation. The construction work for the centre is expected to begin some time in April and completed by the end of the year 1959.

**Shri Radha Raman:** May I know whether Government has examined the question whether the pre-fabricated houses which will be coming out as a result of this scheme will be suitable for the tropical climate and also whether they will be cheaper?

**Shri Manubhai Shah:** Yes, Sir. Both these points were examined, particularly with respect to the Indo-German venture in Okhla, and when our technical team visited West Germany they were highly satisfied with the economy aspect as also the adaptability for an industrial enterprise like this.

**Shri Radha Raman:** May I know whether the Works, Housing Ministry will be using some of the products which will be coming out of this factory? Has there been any consultation with them?

**Shri Manubhai Shah:** All the precast is going to be manufactured by the Hindustan Housing Company. After its utilisation is watched at the proto type centre, if it is considered

satisfactory certainly there is an idea to extend its utilisation elsewhere also.

**Shri Radha Raman:** May I know whether the Government has in view any proposal to spread over such ventures in different parts of the country or will it be, for the time being, at particular places only?

**Shri Manubhai Shah:** This is the first major experiment and once it succeeds and we know the results thereof the further extension will be considered.

**Shri M. R. Krishna:** May I know whether all the articles required for this building will be found locally or some articles will be brought from other countries?

**Shri Manubhai Shah:** We will have all articles locally

#### Jeep Case

\*666. { **Shri Ram Krishan:**  
**Shri Vajpayee:**  
**Shri Vidya Charan Shukla:**  
**Shri Kistaiya:**

Will the Prime Minister be pleased to refer to the reply given to Starred Question No 298 on the 28th November, 1958 and state:

(a) whether the hearing of Jeep case has commenced in the UK; and

(b) if so, the progress made in the hearing of the case so far?

**The Deputy Minister of External Affairs (Shrimati Lakshmi Menon:**  
 (a) The hearing of the jeep case has not yet commenced.

(c) Does not arise.

**Shri Ram Krishan:** In reply to a previous question the same reply was given. May I know the difficulties in fixing a date for the hearing?

**Shrimati Lakshmi Menon:** Naturally, the reply to the previous question

was also the same because no progress has been made since the reply was given last time.

**Shri Vidya Charan Shukla:** Are the Government considering the feasibility of settling the jeep case outside the court and, if so, what are the reasons?

**Shrimati Lakshmi Menon:** The matter is *sub judice*. So, I do not think it is proper to delve into the matter further.

**Shri Vidya Charan Shukla:** May I know whether it is a fact that the Government of India have sought the legal opinion of some attorneys about this case and, if so, what opinion has been expressed by the British Attorney-General, Sir Frank Soskice?

**The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru):** Naturally, the Government of India received legal opinions from eminent counsels; we also consulted the Attorney-General here and proceeded on the basis of the advice given by them. It is actually difficult from time to time to say what their opinion is or what advice they tendered.

**Shri Vidya Charan Shukla:** What was the opinion of the Attorney-General?

**Mr. Speaker:** I am not going to allow it.

**Shri Tyagi:** Has the contracting firm applied for liquidation and, if so, what is the list of the partnership?

**Shri Jawaharlal Nehru:** I could not exactly say; it is a complicated case. But it is, I think, broadly true that one party concerned, or maybe more, are not prosperous.

**Shri Tyagi:** I wonder if the Government has gathered information as to whether one of the firms against whom this litigation is going on have come forward with their application for liquidation and, if so, I want to know the names of members of the partnership.

**Shri Jawaharlal Nehru:** I have not got that information I have a vague idea that some of these firms have either applied for liquidation or something I could not give the names of the partners off-hand this way I do not know But what I wish to say in answer to the previous question is—the hon Member wanted to know what is the advice tendered by the counsel—that it will not be quite suitable or fitting for me to give the House the advice given by counsel in regard to a case that we are conducting

**Shri Hem Barua:** May I know whether it is a fact that our Defence Minister on his way to U N O examined the file of the case in London at the High Commissioner's residence and, if so, whether the Defence Minister has communicated his reaction to this Government?

**Mr. Speaker.** I am not going to allow this question A person who was responsible for this at one time may, on behalf of the Government, look into all those things on his way up or down

**Shri Jawaharlal Nehru:** I cannot say whether the Defence Minister examined a file on a particular date But naturally in the past, not recently, we have asked the Defence Minister to see the papers and to tell us what his views are about facts We naturally ask that from time to time The matter is so old, seven, eight or nine years, that it is not very easy to recall minor things of what one has done

#### Boundary Disputes

\*667. **Shri Rameshwar Tantia** Will the Prime Minister be pleased to state

(a) whether it is a fact that a new dispute has arisen with Pakistan regarding Char Baiddayanathpur in Rajshahi (East Pakistan),

(b) whether it is also a fact that Pakistan has protested on the establishment of Indian Army posts in this area, and

(c) if so, what steps have been taken to refute the claim of the Pakistan Government on this area?

**The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan):** (a) to (c) On 26th December 1958, the Government of East Pakistan alleged that Indian authorities have violated an agreement between the District Magistrates of Murshidabad and Rajshahi by establishing a new Border Outpost in West Baidyanathpur It was explained to the Pakistani authorities that the new Border Outpost in the Char was entirely within Indian territory The Indo-Pak boundary in this area has been adjusted on the 15th January, 1959 in accordance with the Prime Ministers' Agreement

**Shri Rameshwar Tantia.** May I know the progress that has been made in the demarcation of boundaries between East and West Punjab and East and West Bengal? What are the difficulties in the matter of demarcation?

**Shri Sadath Ali Khan.** It is a separate question

**The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru):** We have given from time to time exact figures about this I have not got the figures here This question has been answered repeatedly

**Shri Hem Barua** May I know whether the boundary in this area according to the Bagge Award in 1951 was the middle of the river as it flowed then and then the dispute arose over the change of the course of the river? If so, has it been impressed upon the Government of Pakistan that the territory legitimately belongs to India and not to Pakistan?

**Shri Sadath Ali Khan:** I would like to explain this This dispute has been settled by the Bagge Award and the boundary has been demarcated But, there are one or two complicating factors One is that this riverme area remains under water for a fairly long

period during the flood season. When the water recedes after the flood season, numerous Char lands are thrown out and these areas and the location of other Char lands change every year. These raise difficulties as it is not always clear whether the newly formed Char lands fall in India or in Pakistan. These Char lands are very fertile and therefore both sides are keen to take possession of them with the result that disputes and clash arise sometimes

**Shri Tridib Kumar Chaudhuri:** Is it in the knowledge of the hon. Parliamentary Secretary that the Bagge line of 1951 is a fixed line and howsoever the river may change its course, our right over the Char lands always remain permanently. Why should there be any difficulty about it?

**Shri Jawaharlal Nehru:** It is perfectly true. But that argument applies bothways

**Shri Hem Barua:** In view of the fact that Pakistanis are allowed to occupy our Char lands in the Surma sector and we have not dislodged them, why is it that we have allowed the Pakistani people to challenge our occupation of these Char lands at Baiddayanathpur which legitimately belongs to us?

**Shri Jawaharlal Nehru:** The hon. Member says why we have allowed them to challenge it. We cannot prevent anybody from challenging anything and from saying wrong things which have no basis in fact. In this particular matter to which this question relates, the question was settled in our favour and there the matter ends now whatever the past might have been.

**Shri Rameshwar Tantia:** The boundary disputes and firing by Pakistani army is so frequent. What concrete steps are we taking to stop this for ever?

**Mr. Speaker:** It was put yesterday. Hon. Members hereafter will think for themselves what concrete steps

may be taken and suggest them during the general debate.

**Shri Tyagi:** One important question arises with regard to firing. To those who are killed or damage is done to property, in the area, is it the policy of the Government to give some compensation?

**Shri Jawaharlal Nehru:** Yes. Fortunately, such casualty and damage has been very little in spite of heavy firing. If I remember aright, one woman has died. Naturally she has been helped. Some damage has been done running into a few thousand rupees. The Assam Government in fact primarily gives help. If necessary, the Central Government will do so also.

**Shri Hem Barua rose—**

**Mr. Speaker:** Next question. I have allowed four questions.

**Shri Hem Barua:** May I make a humble suggestion?

**Mr. Speaker:** Order, order; this is an endless question. Every day it is coming.

**Shri Nath Pai:** Because firing is endless. We do not make the firing.

**Mr. Speaker:** I agree.

**Shri Hem Barua:** May I know whether the Government propose to send a delegation of Members of this House to see this area . . .

**Mr. Speaker:** Order, order. I am not going to allow. Hon. Members will think over during the general debate and suggest many courses of action.

**Shri Nath Pai:** You are passing everything to the general debate

**Mr. Speaker:** I am allowing 4 questions, 5 questions, 6 questions. I am not shutting out merely. If further elucidation is necessary or suggestions are sought to be made, let them be made during the general debate. Or I will keep quiet not allowing them any opportunity at any time. Is that the alternative?

**Shri Nath Pal:** A little margin is allowed.

#### Paper and Pulp Machinery

\*668. **Shri Shree Narayan Das:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No 221 on the 25th November, 1958 and state

(a) whether the scheme for the manufacture of paper and pulp machinery in India has since been received;

(b) if so, the important features of the scheme,

(c) the amount of capital involved and the capacity of the plant contemplated to be set up, and

(d) how the total capital would be shared between the Swedish firm and the Indian firm?

**The Minister of Industry (Shri Manubhai Shah):** (a) to (d) An application has been received from the Indian firm for licence under the Industries (Development and Regulation) Act, 1951, for the manufacture of paper and pulp machinery of approximately 50 tons capacity per day, with an ultimate capacity of 2 complete paper plants per annum. The total capital required for the scheme is said to be Rs 70 lakhs. The terms of collaboration with the Swedish firm, which among others, provide for investment by the foreign firm, are yet to be finalized between the parties.

**Shri Shree Narayan Das:** May I know the place where the firm is going to be started?

**Shri Manubhai Shah:** Jamshedpur

**Shri Shree Narayan Das:** May I know the time by which the application will be finally considered?

**Shri Manubhai Shah:** I think within the next few months.

**Shri Damani:** May I know what is the present requirement of paper and pulp machinery plant by the end of the Second Plan and whether it will

be profitable to manufacture a single plant for paper and pulp and if not, whether any item is going to be added?

**Shri Manubhai Shah:** A string of questions have been coupled into one. The requirement of paper and pulp machinery in the Second Plan is about Rs 35 crores, of which practically, Rs 22 crores have already been covered. The annual requirement comes to about Rs 4 or 5 crores. This plant, if it goes into full production will be producing about Rs 2½ crores worth of plants.

**Shri Dasaratha Deb:** In view of the availability of bamboo in plenty in Tripura, may I know whether the Government is thinking of examining the starting of pulp industry in that particular territory?

**Shri Manubhai Shah:** Again, this is a different question. But, as the hon. Member evinces interest, we are trying to see that the country becomes self-sufficient in the manufacture of all chemical and mechanical pulp required for the paper industry and rayon industry.

**Shri P G Sen:** May I know if the jute committee has asked for any machinery to manufacture paper pulp out of jute sticks?

**Shri Manubhai Shah:** This again is regarding machinery. But, jute sticks, particularly mesta sticks are an important ingredient of wrapping paper and inferior cardboards.

सैंठ गोविन्द दास क्या इस प्रकार की कागज की मैशीनरी और दूसरी भी जिन मैशीनरियों की हमारे उद्योग घन्वो की आवश्यकता होगी उन सब को बनाने के लिये सरकार किर्सा बड़ी योजना पर भी विचार कर रही है ?

श्री मनुभाई शाह जी, नहीं फिलहाल तो ये जो योजनाये हैं ये प्राइवेट सेक्टर की ही हैं। और कुछ छोटे छोटे, मध्यम कक्षा के, प्लाट्स के लिये भी सोचा जा रहा है।

**Shri Mehta:** May I know whether it is a fact that certain chemicals required for pulp are not being imported in time and are not being properly distributed and therefore we are allowing import of enough quantity of pulp, thereby losing more foreign exchange?

**Shri Manabhai Shah:** No, Sir.

श्री जयल शर्मा : मैं यह जानना चाहता हूँ कि यह इतना महत्वपूर्ण विषय है तो इसको सार्वजनिक क्षेत्र में क्यों नहीं लाया जा रहा है ?

श्री मनुभाई शाह : बहुत सी मशीनरी है। हम हर किस्म की मशीनरी को अपने हाथ में नहीं ले सकते और बहुत से इंजनियरिंग कारखाने हैं जो इनको अच्छी तरह से बना सकते हैं।

**Shri Jaipal Singh:** Will this project meet the needs of the Third Plan in this particular regard, because, the Second Plan, I understand the Minister to have said, would make us self-sufficient? Has he taken into reckoning the requirements of the Third Plan?

**Shri Manubhai Shah:** The Third Plan is being framed. All the machinery requirements of the Third Plan are under consideration. As I have had the privilege to inform the House several times, it is our earnest desire to see that the country becomes self-sufficient more or less in all the broad categories of machinery by the end of the Third Plan.

#### Exports

\*669. **Pandit D. N. Tiwary:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any appreciable increase in the export of those commodities on which the Railways have allowed 50 per cent rebate on freight paid on consignments booked to ports for export, has been effected;

(b) if so, to what extent; and

(c) whether the manufacturers want further rebate in those commodities?

**The Deputy Minister of Commerce and Industry (Shri Satish Chandra):** (a) and (b). 50 per cent rebate on Railway freight has been allowed in respect of nine items with effect from the 5th December, 1958 only. It is too early to make any assessment of the effects of the concession on export of these commodities.

(c) No manufacturers have so far approached the Government in the matter.

**Pandit D. N. Tiwary:** May I know what are the nine commodities which have got this rebate?

**Shri Satish Chandra:** Motor vehicle batteries, dry cells and batteries, oil pressure lamps, hurricane lanterns, files, bicycles, textile machinery and parts, fruit and vegetable preserves, and wood screws.

**Pandit D. N. Tiwary:** May I know whether in cycles that have been allowed 50 per cent rebate in freight, there has been any appreciable increase in export in these two months?

**Shri Satish Chandra:** This concession was given only in December and statistics are not available. It will be too early to assess now the effect of this concession. It will be possible only after a year or so.

**Shri Tangamani:** In view of the fact that freights have increased after the new freight structure was introduced in October, 1958, may I know whether concession will be extended to these articles even though they are not meant for export as in the case of handloom and matches because matches have been considerably affected after October, 1958?

**The Minister of Commerce (Shri Kanungo):** No, Sir. These items do not come in the privilege of freight concession.

**Mr. Speaker:** He says, even for internal consumption, the prices are high and a similar concession may be shown.

Is there any proposal?

**Shri Kanungo:** No, Sir. There is no proposal like that.

**Shri Vidya Charan Shukla:** May I know on what basis these nine commodities were selected for this concession, and whether Government are considering to give such concession to such foreign exchange earners as manganese and other mineral exports?

**Shri Satish Chandra:** The case of manganese ore is under consideration. Nine commodities were selected because the data regarding these was readily available from the Tariff Commission's report, and we could find out straightway that these items could be exported provided the concession was given. Other industries have to make out a case to get this concession.

**Shri Vidya Charan Shukla:** Do I understand that Government did not have the factual data about manganese and other minerals?

**Mr. Speaker:** They are considering.

**Shri Satish Chandra:** I said the case of manganese is under consideration.

**Pandit D. N. Tiwary:** My question has been partly covered. I want to know whether the manufacturers of other commodities have approached the Government for a similar concession or not.

**Shri Satish Chandra:** Yes, Sir. Many requests have been received from manufacturers of other commodities. The Export Promotion Councils and the Commodity Boards are also suggesting some concessions, but they have to make out a case. They have been asked to give all the date and to prove that by reduction of freight rates, they will be able to export a particular commodity.

#### **Demands of Singareni Collieries Workers' Union**

\*670. **Shri T. B. Vittal Rao:** Will the Minister of Labour and Employment be pleased to refer to the reply given to Starred Question No. 875 on the

11th December, 1958 and state whether a decision has since been arrived at on the application of Singareni Collieries Workers' Union, Kotagaudium, Andhra Pradesh for reference to an industrial tribunal of the introduction of gratuity scheme and grant of conveyance allowance to the employees of Singareni Collieries Company Ltd.?

**The Deputy Minister of Labour (Shri Abid Ali):** According to the decision of the Industrial Committee on Coal Mining, the question of gratuity to workers in the mines has been linked up with the consolidated social security scheme about which investigation is in progress.

**Shri T. B. Vittal Rao:** There are two items for reference to adjudication. One is gratuity, and since the management of Singareni Collieries have already acceded to the grant of gratuity, may I know what decision has been arrived at with regard to the conveyance allowance?

**Shri Abid Ali:** Regarding conveyance, there were conciliation proceedings and the officer reported that the management have agreed to sympathetically consider the request from the workers for grant of advance for the purchase of cycles and some other items, and therefore my feeling was that this item was not pressed.

**Shri P. C. Bose:** How far away do the labourers live from the colliery, and what conveyance do they have now for coming to the colliery?

**Shri Abid Ali:** That information is not here, but what the conciliation officer has reported is that the number of buses is being increased, and also the railway authorities will be requested for introduction of workers trains.

**Shri T. B. Vittal Rao:** The question is: what is the decision of the Government on the application submitted by the union for adjudication; whether they are going to refer it or not.

**Shri Abid Ali:** No, Sir.

**Contribution to Provident Fund**

\*672. **Shri S. M. Banerjee:** Will the Minister of Labour and Employment be pleased to refer to the reply given to Starred Question No. 1338 on the 17th September, 1958 and state:

(a) whether outstanding dues as arrears of land revenue against the textile mill owners of Kanpur have since been realised as their contribution to the Provident Fund; and

(b) if not, whether prosecutions have been launched in the names of the mills who have not yet paid the amount?

**The Deputy Minister of Labour (Shri Abid Ali):** (a) One of the defaulters has since paid the amount due in respect of employees' share only.

(b) The State Government has been requested to accord sanction for prosecution of the management of two mills. Action to prosecute the employers of the third Mill has not been initiated as another reference regarding this Mill is under consideration of the High Court.

**Shri S. M. Banerjee:** In reply to a previous question on 17th September, 1958 the hon. Minister stated that a sum of Rs. 15,83,724 was outstanding in respect of the employers' and employees' shares of the provident fund of these mills and prosecutions had been launched. May I know who the defaulters are, what is the name of the mill, and what amount has been recovered and the amount still to be recovered?

**Shri Abid Ali:** On 31st December, 1958 the position was: amount due from Muir Mills Co., Ltd, Rs. 4,34,899, from Swadesh Cotton Mills: Rs. 9,03,767; and from Atherton West and Co., Ltd.: Rs. 1,77,553.

**Shri S. M. Banerjee:** The two Mills, namely Atherton West and Muir Mills, were in a bad condition, but Swadesh is being run by Jaipuria and they are well to do. May I know why this amount has been outstanding and what

action has been taken against this particular employer?

**Shri Abid Ali:** This mill has already paid the amount due on account of workers' contribution of the fund. As regards the remaining, recovery proceedings under section 8 of the Act for realising the dues as arrears of land revenue have been initiated.

**Shri Tangamani:** Of the three mills, namely Muir Mills, Swadesh Cotton and Atherton, which mill has paid and how much has been paid, and what is the balance which is due out of this Rs. 15 lakhs which was due in July 1958?

**Shri Abid Ali:** I have just given the figures as on 31st December, 1958 and the previous figures were mentioned by the hon. Member who put the question first.

**Shri Tangamani:** Which of the mills has paid, and how much have they paid?

**Mr. Speaker:** He has given figures up to the end of December 1958. Therefore, let him calculate whatever was due

**Shri Tangamani:** In reply to the earlier question he stated that out of these three mills, one mill had fully paid, but now the figures which he has supplied show that it is due from all the three mills. That is why I would like to know.....

**Mr. Speaker:** Let him put a specific question namely that this was the answer that was given before, and now he says something is due, which is correct? The hon. Member evidently has not got the facts.

**Shri Tangamani:** I have the facts

**Mr. Speaker:** Then, let him put the question straight.

**Shri Tangamani:** I would like to know whether all the three mills....

**Mr. Speaker:** This is again a general question. On a particular date, or earlier, this information was given to this House that so far as this mill was



concerned, all arrears had been paid, but now it is said that this is also one of the mills from which money is due. Let him ask like that.

**Shri Tangamani.** On the previous occasion he told us that Rs 15,83,000 was due from the three mills. Today he says one of the mills has paid and action is going to be taken against the other two mills; already prosecution has been launched against the second mill and that the third mill is still under consideration. I would like to know which mill has cleared it in full, and if so, what is the amount that has been cleared.

**Mr. Speaker:** Out of the three mills, one has paid. Which is that mill?

**Shri Abid Ali:** The position with regard to Muir Mills is unchanged. About Swadeshi Cotton Mills, out of Rs 9,84,000 or so due, the amount due as on 31st December, 1958 was Rs 9,03,000. Formerly, the workers' and employers' contribution was due, now, only the employers' contribution remains due. So far as the Muir Mills is concerned, they are paying their current dues, because the management has changed according to the decision of the High Court. With regard to the previous dues the High Court has stopped us from doing anything further in the matter, and they are framing the scheme according to which the debtors will be paid.

About the third mill, the amount first due was Rs 1,64,000 and the amount now due is Rs 1,77,000. It has been closed.

**Shri P. C. Bose:** From the outstanding amount due as mentioned by the Minister it seems that the provident fund dues were not deposited for many years. May I know why earlier action was not taken about this?

**Shri Abid Ali:** Not many years, but for many months of course, but the difficulty is that if we had taken more strict action, the mill would have been closed and a large number of workers—6,000 workers are employed in Muir Mills, 8,000 in Swadeshi and 2,500 in

Atherton—would have been rendered unemployed.

**Shri S. M. Banerjee:** May I know whether these mill owners are actually depositing regularly the provident fund money now?

**Shri Abid Ali:** The Muir Mills is paying regularly. About Swadeshi Cotton Mills, they are not paying regularly, and the third is closed.

#### Trucks and Cars

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\*674. { **Shri Harish Chandra Mather.**  
 { **Shri N. E. Munisamy:**  
 { **Shri V. P. Nayyar:**  
 { **Shri Easwara Iyer**

Will the Minister of Commerce and Industry be pleased to state

(a) whether it is a fact that Mercedes Trucks and all makes of new cars are selling at a high premium,

(b) whether the price of even old cars has gone up considerably, and

(c) if so, what steps Government are taking to make regulation of sales more effective?

The Minister of Industry (**Shri Manubhai Shah**) (a) and (b) While difficulties are being experienced by the public in purchasing cars, Government have received no complaints about Mercedes or other trucks. The primary reason for these difficulties is the shortage of foreign exchange for the import of components.

(c) Government are releasing as much foreign exchange for the import of components of cars and trucks as is possible under the existing circumstances. In order to ensure as equitable a distribution of the available supplies of cars as possible, Government have also issued instructions to the automobile manufacturers to see that their dealers maintain an "Order Register", in which all orders would be entered and fulfilled strictly serially. Recently Government has released additional foreign exchange of Rs 50 lakhs to the three car manu-

facturers to relieve the situation. The situation is being kept under constant watch.

**Shri Harish Chandra Mathur:** How is it that the Government is ignorant of the fact, the open fact which is known all over the country, that Mercedes trucks are selling at a premium of Rs 5,000 per truck and Leyland at Rs 1,500 per truck? What agency has the Government to have a check on the selling prices of these trucks, particularly in view of the continued protection which is being granted to this industry?

**Shri Manubhai Shah:** We have received no complaints as far as the trucks are concerned. The complaints we have been receiving are regarding cars, which I have already mentioned in answer to the question. As far as the agencies are concerned, there is no statutory control as far as distribution is concerned, but we have advised them to keep an Order Register in which all the orders are booked. For the trucks we have received no complaints.

**Shri Harish Chandra Mathur:** A committee was appointed, the Road Transport Reorganisation Committee, which has recorded evidence from this corner of the country to that corner, and in every State a complaint was made that the Mercedes trucks are being sold at a premium of Rs 5,000 and Leyland at a premium of Rs 1,500. This is the evidence which has been recorded throughout the country, and now my hon friend says that they have received no complaints. That is why I ask whether they have got any effective agency particularly in view of the fact that they have been granting protection to this industry for a large number of years. At least the public are entitled to know whether they have any effective agency or they propose to have any effective agency to see that this protection is not being exploited.

**Mr. Speaker:** I think both may be true. The hon Minister might not have received direct complaints, but, anyhow, those complaints might have

been made to the committee which went round. So, after the answer was given by the hon Minister that Government had not received any complaints, the hon Member may ask him if his attention has not been drawn to the evidence given before the committee complaining that these have been sold at a higher price, instead of accusing the hon Minister.

**Shri Harish Chandra Mathur:** May I repeat my question?

**Shri Manubhai Shah:** I have understood the question of the hon Member. We are constantly aware of the shortages, as far as the specific matter is concerned regarding cars, we have already mentioned in the answer that we have received specific complaints, but regarding trucks, no specific complaints, have been received. When the committee's report is received by us, and we do find from it or from the hon Member that anybody is having difficulty regarding the price of the trucks, we shall certainly inquire into the matter.

As far as the general question, as I have already stated in the main answer, the shortage of foreign exchange has made the production diminutive and, therefore, it is not able to meet the demand. Therefore, in the current period, we have increased the car allocation by Rs 50 lakhs, and we propose to pursue the same policy in the future licensing periods subject to the availability of foreign exchange.

**Shri Tyagi:** Even if no complaints have been received, what is the harm in applying the same rules in regard to distribution of trucks as have been applied in regard to distribution of cars?

**Shri Manubhai Shah:** The rules have been applied. The question here is not one of the non-application of the rules but the rules not being able to prevent it, even though the rules are imposed in regard to the distribution of the cars and the trucks, we have received complaints only in respect of cars, because the scarcity is

acute, but we are trying to relieve it by increasing the production.

**Shri S. M. Banerjee:** May I know whether the prices of the Mercedes-Benz trucks supplied to the Defence Ministry were much higher than the market prices, and if so, what those prices were and whether any action has been taken against the company concerned?

**Shri Manubhai Shah:** I did not follow the question.

**Shri S. M. Banerjee:** My information is that the trucks supplied to the Defence Ministry by Mercedes-Benz were at a price much higher than the market price and they have robbed them of Rs 4 crores in seven years. I want to know whether this is true, and if so, what action has been taken against the company concerned.

**Mr. Speaker:** Order, order. The hon Member thinks that because he is here, therefore, he can use any expression.

**Shri S. M. Banerjee:** I shall withdraw it.

**Mr. Speaker:** It is very wrong to use such expressions. It is no good using such expression. No hon Member enhances his position by using such expressions.

**Shri S. M. Banerjee:** They have charged excess.

**Mr. Speaker:** It may be so. But the other man is not here to file a suit for defamation if it is wrong. Therefore, hon Members ought not to take undue advantage of their position here and the immunity that they get. There is no harm in asking whether there is any excess. After all, the hon Member is ascertaining whether there is any excess or not, and it may be admitted or it may not be admitted, so, why should he straightway start using the word 'rob'? It is very wrong to use such words. (*Interruptions.*) It is very wrong. Unless hon Members feel that they as representatives have greater respect than those people who have sent them, this sort of question ought not to be put. We are,

after all, representatives of those people who are there outside. And we must see that our principals are as respectable as we are.

But I find this kind of question being put again and again. Only yesterday, I found one hon Member who is otherwise always sober, getting up and saying 'You are unfit to be a Minister'. It was very wrong. Such words can be exchanged easily. I am really surprised that this sort of thing should happen. I am trying to allow as much latitude as possible, and as much freedom of speech as possible through various kinds of avenues. So, this is not the manner in which it ought to be abused.

**Shri S. M. Banerjee:** My question is this. The Defence Ministry has paid nearly Rs 4 crores more than the actual price of the trucks for the last five or six years, and I wanted to know what action had been taken.

**Shri Manubhai Shah:** That matter has been dealt with in details by the Defence Ministry several times before, and with all the figures that have been placed before the House. Moreover, this question hardly arises.

**Shri Jadhav:** May I know whether there is some patent defect in the parts of the Mercedes-Benz trucks and whether the insurance companies have issued instructions to the agents that they should not insure on these trucks?

**Shri Manubhai Shah:** We have received no such intimation, but certainly I shall enquire into the matter. But what I can say is that this present scarcity of the automobiles, vehicles, jeeps, trucks and cars is exclusively and entirely due to the shortage of foreign exchange.

**Shri N. R. Munisamy:** May I know whether it has been brought to the notice of Government that the distributing agencies maintain some fictitious names in the order register and they deliver cars to undeserving gentlemen, who, thereafter, sell them

at a profit of Rs 3,000 to Rs 4,000 per small car?

**Shri Manubhai Shah:** What the hon Member has rightly pointed out is precisely the point. In spite of our keeping the order registers and everything, and in spite of our thinking of several alternatives in order to check any malpractices, we have found it very difficult to cope up with the situation except through increased production, and that is why during the current year, we have released a little more foreign exchange, and we hope to pursue the same policy in the future licensing periods subject to the availability of foreign exchange.

**Mr Speaker:** Evidently, the hon Minister will kindly see from the number of questions that have been asked the point that hon Members have in mind. Until the time when the situation is eased and a larger number of cars are produced, is it not possible for Government to see to it that enormous advantage is not taken of the scarcity and higher prices or premia are not recovered from the public? Is there any way of doing so?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):** I may add that we did adopt certain procedures, and the position has slightly improved in the beginning, but I must admit that it has not proved successful. Of course it is a long-term measure to allot more foreign exchange in order that more cars may be produced in the country, but, as you have said in between, Government should take some steps so that these people may not sell these cars at such high profits or, as it is being said, at blackmarket rates. We shall look into the matter and certainly try to devise some ways and means to prevent it.

**Shri Harish Chandra Mathur:** In view of the fact that in spite of the best efforts made by the Ministry this blackmarket in the cars continues, may I know whether they have considered the advisability of taking over the

distribution of the cars by Government? I do not mean taking over the industry, but taking over the distribution of the trucks and the cars.

**Shri Manubhai Shah:** If I may say so, the number of cars produced in the current year has been very much less as compared to the past. In 1956, the production was 13,666, in 1957, it fell down to 12,211, in 1958, it fell down to 8,113. So there is a sharp decline, firstly, due to the four months' strike in the Premier Automobiles Ltd and secondly due to the release of foreign exchange on a limited scale. We hope that with the further release, it will be possible to see that perhaps the production matches with the demand, but with the acute scarcity at the higher income group level which exists, it is very difficult to enforce whatever regulation we may have, which will prevent the buyer from re-selling it at a little higher price. As far as the dealers are concerned, I can assure the House that we are not allowing any rise in the price beyond the listed price.

**Shri Nath Pai:** The hon Minister has said that the principal factor accounting for this shortage in production is the unavailability of foreign exchange. He has now further disclosed that it was also due to the four-month-old strike in the Premier Automobiles Ltd. Those cars, as he himself knows are selling at a premium of Rs 4,000 to Rs 5,000. Is it not a fact that that strike was deliberately prolonged, and if not, if there was to be a shortage, what steps did Government take to cut down that strike? It arises out of the answer given by the hon Minister.

**Mr Speaker:** I am afraid we are going away from the one to the other.

**Shri Nath Pai:** No, it arises out of the answer given by the hon Minister.

**Shri Harish Chandra Mathur:**—

**Mr. Speaker:** Now, next question I have allowed the hon Member a number of questions.

## Aluminium Factory in U P

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\*675. { Shri Bhakt Darshan:  
Shri S. M. Banerjee:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 1190 on the 19th December, 1958 and state the progress since made in connection with the proposal to set up an aluminium factory in Uttar Pradesh?

The Minister of Industry (Shri Manubhai Shah): A preliminary technical report of M/s Kaiser Engine since been received and is under examination. The detailed project report is awaited.

श्री भक्त दर्शन : श्रीमान्, जहां तक मुझे मालूम है यह अल्युमीनियम की फैक्ट्री पहले सार्वजनिक क्षेत्र में प्रारम्भ की जा रही थी। मैं जानना चाहता हूँ कि वे कौन से विशेष कारण हैं जिन की वजह से यह कार्य एक निजी कम्पनी को दिया जा रहा है ?

श्री मनुभाई शाह : यह खानगी क्षेत्र की फैक्ट्री है किन के साथ उनको मिलना और कैसे काम करना है, वह उनका काम है। हम तो यह देखा है कि टैक्निकली वह रिपोर्ट अच्छी है या नहीं और यह फैक्ट्री देश के हित में होगी या नहीं। अभी जो इतिला मिली है उससे यही पता चलता है कि वह फैक्ट्री अच्छी है।

श्री भक्त दर्शन : मैं यह जानना चाहता हूँ कि इस अल्युमिनियम फैक्ट्री को सफल बनाने के लिये उत्तर प्रदेश की सरकार से किन किन सुविधाओं की मांग की गई थी, जैसे जमीन या बिजली या दूसरी चीजों की ? मैं यह भी जानना चाहता हूँ कि उत्तर प्रदेश की सरकार इस बारे में कितना सहयोग दे रही है।

श्री मनुभाई शाह : बहुत अच्छा सहयोग दे रहा है।

Shri S. M. Banerjee: May I know what assistance has been asked for from the Central Government in this regard by the State Government?

Shri Manubhai Shah: Normal assistance for any enterprise, like availability of power, the rates of power, the land, water, transport and other facilities.

से० गोबिन्द दास : भारतवर्ष की अल्युमिनियम की आवश्यकताओं की पूर्ति के लिये कितनी अल्युमिनियम फैक्ट्रीज की जरूरत होगी और मध्य प्रदेश सरकार ने क्या इस सम्बन्ध में लिखा है कि कटनी के नजदीक बहुत अच्छी सरकारी अल्युमिनियम फैक्ट्री बन सकती है ?

श्री मनुभाई शाह : हिन्दुस्तान में जगह तो बहुत है हमारी रिक्वायरमेंट भी काफी है क्योंकि हम समझते हैं कि ६५,००० से १ लाख टन अल्युमिनियम जब तक नहीं बनेगा तब तक देश की अल्युमिनियम और कापर की रिक्वायरमेंट को हम पूरा नहीं कर सकेंगे। फिनहाल हमारी योजना यह है कि सेकेन्ड प्लैन में हीराकुड की जो प्रोजेक्ट १०,००० टन की है वह पूरी होगी रिहन्द की प्रोजेक्ट चालू हो जायेगी ऐसी हमें आशा है, मद्रास में मेलम के अन्दर एक प्लान्ट लग रहा है, और असन्मोल का प्लान्ट ढाई हजार से दस हजार टन तक का होने का आशा है। केरल के प्लान्ट का एम्प्लियन्स करने के बारे में सोचा जा रहा है। मध्य प्रदेश की कोई योजना हमारे पास नहीं है। हर सरकार चाहती है कि उसके स्टेट में अल्युमिनियम फैक्ट्री हो जाय। मध्य प्रदेश सरकार भी चाहती है, लेकिन उसकी कोई योजना फिनहाल प्रायोजना प्राइंग में स्वीकार नहीं क. है।

**Indian Sherpas in Nepal**

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\*676. { Shri Muhammed Elias:  
 { Shri H N Mukerjee:

Will the Prime Minister be pleased to state

(a) whether it is a fact that there is a scheme afoot to ban employment of Indian Sherpas in mountaineering expeditions in Nepal, and

(b) whether the employment prospects of Darjeeling Sherpas have been consequently affected?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b) From press reports we understand that the Himalayan Society, Kathmandu, has submitted a petition to His Majesty's Government of Nepal seeking a ban on the employment of non-Nepalese Sherpas for mountaineering expeditions in Nepal. We are not aware that any such ban has in fact been imposed.

Shri Muhammed Elias: May I know whether it is a fact that foreigners who come for mountaineering in the Himalayas are planning to make their expeditions from Kathmandu and not from Darjeeling, avoiding India?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): It depends upon what particular mountain peaks they are aiming at.

Shri Hem Barua: In view of the fact that it is going to throw out of employment a good number of Sherpas whose services are generally utilised by these foreign mountaineers, may I know whether Government propose to take up this 355 LSD—2

matter with the Nepalese Government?

Shri Jawaharlal Nehru: There is no ban, Sir.

Shri Hem Barua: The Parliamentary Secretary has already said that the Government does not have any information except the information that is obtained from Press reports. I just want to know whether Government would try to ascertain the facts from Nepal and take the necessary steps.

Shri Jawaharlal Nehru: It is rather a delicate matter for one Government to tell the other Government what to do in such matters, especially about the employment of its own nationals.

There is, however, another aspect and that is, as between Nepal and India there is no ban, generally, on coming or going. And, that matter, if necessity arises, can certainly be brought to the attention of the Nepal Government.

Shri C. D. Pande: In view of the fact that Nepalese citizens have got access to our services easily without any restriction, will the Government of India impress upon the Government of Nepal that they should not impose any restrictions on our labour working there?

Mr Speaker: He has already answered that.

Shri C. D. Pande: There is no restriction on Nepalese coming here and serving in our country.

Mr Speaker: The Prime Minister has already said that there are no restrictions on our people also going there. When occasion arises, he can take up the matter. Hon Members will please follow the answers to questions.

Next question

## Manganese Ore

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\*677 { Shri Vidya Charan Shukla:  
 Shri Surti Kistaiya  
 Shri Raghunath Singh:  
 Shri Aurobindo Ghosal:  
 Shri S. C. Samanta:  
 Shri Subodh Hansda:  
 Shri Panigrahi:  
 Shrimati Renu Chakravartty:  
 Shri Morarka:

Will the Minister of Commerce and Industry be pleased to state

(a) whether the negotiations for bulk sale of manganese ore to U.S.A. against the import of wheat under the barter deal with that country have been finalised, and

(b) if so, the broad details thereof?

The Minister of Commerce (Shri Kanungo): (a) Not yet, Sir

(b) Does not arise

Shri Vidya Charan Shukla: May I know how long these negotiations have been going on?

Shri Kanungo: They have been going on for several months. But, it will be realised that it is a barter agreement for certain commodities and it has got to be processed through by the U.S.A. Government as well as by our Government. Therefore it takes time, but I can assure the House that we have got the draft already and we believe, in a matter of a few weeks, it will be concluded.

Shri Vidya Charan Shukla: Have the Government negotiated for the sale of our ferro manganese in barter with U.S.A. wheat or is it only the manganese ore that is bartered?

Shri Kanungo: Ferro manganese is also included.

Shri Panigrahi: Were these negotiations meant for exporting low grade iron ores from India to America; if so, may I know whether low grade

iron ores are exported to other new markets?

Shri Kanungo: No, this particular negotiation does not cover iron ore at all; and we are ..

Shri Panigrahi: About manganese, I mean.

Shri Kanungo: It is only manganese ore.

Shri Dasappa: Is it not a fact that our export to U.S.A. of manganese ore has almost doubled over the previous years? May I know whether it has any relation to the import of wheat?

Shri Kanungo: No, Sir, unfortunately, within the last 2 years the exports have shown a decline.

Shri Morarka: Since the negotiations for this agreement have taken more than 18 months, may I know the exact decline in the export of manganese ore to this country with which we are negotiating this barter agreement?

Shri Kanungo: It is not 18 months, as I said, it is several months.

Shri Morarka: May I know the actual number of months?

Shri Kanungo: I cannot tell the exact number of months. But, the figures will show that the decline of exports to U.S.A. was of the order of 9 per cent between 1957 and 1958.

Shri T. B. Vittal Rao: May I know the proportion of ferro manganese and manganese ore that will be exported under this barter agreement?

Shri Kanungo: The negotiations are still pending and I would not like to disclose this.

Shri Aurobindo Ghosal: May I know the quantity of manganese ore to be exported and also whether the agreement is for any definite period?

Shri Kanungo: As I have said, it is under negotiation; and it will not be in public interest to disclose it.

**Shri S. C. Samanta:** The hon. Minister said that there has been a decline in the export to U.S.A. for a long time. May I know whether, by this bilateral arrangement, this decline can be compensated?

**Shri Kanungo:** I do not think fully, because there are many other factors. But, it will certainly help in exporting lower grade manganese ores.

**Shri Panigrahi:** May I know what are the other new markets that the STC has developed for manganese ores?

**Shri Kanungo:** It has been stated in the House several times that there is a recession of manganese trade all over the world.

**Shri Vidya Charan Shukla:** May I know the grade of manganese for which these barter negotiations for wheat are being carried on?

**Shri Kanungo:** As I said, it is low grade manganese ore. It is not proper in public interest to disclose further details, at the moment.

**Shri Ramanathan Chettiar:** In view of the inordinate delay in negotiating this agreement with the U.S.A. and in view of earning foreign exchange, especially dollars, what active steps would Government take to conclude this agreement as soon as possible?

**Shri Kanungo:** I have said that the agreement will be concluded in a matter of weeks.

**Hindu and Sikh Shrines in West Pakistan**

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\*678 { **Shri Ajit Singh Sarhadi:**  
**Shri D. C. Sharma:**

Will the Prime Minister be pleased to state—

(a) whether there has been a meeting after January, 1958 of the Joint Committee set up for the preparation

of lists of Hindu and Sikh religious shrines in West Pakistan; and

(b) if not, when it is proposed to be held and what would be the agenda?

The Parliamentary Secretary to the Minister of External Affairs (**Shri Sadath Ali Khan**): (a) The Government of Pakistan have not responded to our invitation extended in February, 1958 for the second meeting. In spite of several enquiries by our High Commission at Karachi, the Government of Pakistan have not yet fixed a date.

(b) Does not arise.

**Shri Ajit Singh Sarhadi:** The agreement has taken place as far back as May, 1955. It is now the fourth year going. May I just know whether Government is taking steps for its implementation?

**Shri Sadath Ali Khan:** Will the hon. Member repeat his question?

**Shri Ajit Singh Sarhadi:** The agreement took place in May, 1955, four or three and a half years back. May I just know if Government has thought of any other way of implementation of that agreement?

**Shri Sadath Ali Khan:** There is no way except to remind them and have a meeting and discuss these matters.

WRITTEN ANSWERS TO QUESTIONS

**Solvent Extraction of Oils from Oil Cakes**

\*671. **Shri V. P. Nayar:** Will the Minister of Commerce and Industry be pleased to state—

(a) whether any new Units for the solvent extraction of oils from oil cakes have been licensed during 1957-58 and 1958-59 so far;

(b) if so, how many such units have been licensed; and



(c) the total quantity of oil cakes consumed for the purpose?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir

(b) 11 units

(c) About 2 lakh tons of oil cakes per annum

**अन्तर्राष्ट्रीय चाय करार**

\*६७३. { श्री बाजपेयी:  
श्री राजेन्द्र सिंह:  
श्री सरजू पांडे:

क्या बाजिज्य तथा उद्योग मंत्री २६ नवम्बर, १९५८ के ताराकित प्रश्न संख्या ३४८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) भारत और श्रीलंका के चाय उत्पादकों के प्रतिनिधियों की चर्चा के दौरान अन्तर्राष्ट्रीय चाय करार को पुनः लागू करने का जो प्रस्ताव किया गया था, क्या दोनों पक्षों ने उस पर विचार कर लिया है, और

(ख) यदि हा, तो उसका क्या परिणाम निकला है ?

बाजिज्य तथा उद्योग उपमंत्री (श्री सतीश चन्द्र): (क) और (ख). भारतीय चाय उत्पादकों के एसोसियेशन की सलाहकार समिति ने अपने विचार भेज दिये हैं। इन पर विचार किया जा रहा है।

**Processing of Cheese**

\*679. Shri Ram Garib: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of cheese imported in 1957-58,

(b) whether cheese is also being processed in India;

(c) whether machine for processing of cheese is available in India;

(d) if so, in which States; and

(e) the approximate cost of the machine?

The Minister of Industry (Shri Manubhai Shah): (a) to (e) As the availability of milk in the country is yet very limited, no commercial manufacture of cheese is being done in the country. However, steps are being taken to encourage manufacture of cheese in some dairies etc. Aarey Milk Colony Bombay is considering taking up the manufacture of cheese in their plant.

The cost of the machinery would depend on the capacity of the plant that may be selected for production. The quantity of cheese (including canned) imported during the year 1957-58 was 7,076 cwts valued at Rs 19 29 lakhs. From the licensing period October, 1958 to March, 1959, there has been a total ban on the import of cheese.

**Export of Iron Ore to Japan**

\*680. { Shri Raghunath Singh:  
Shri Panigrahi:  
Shri Bibhuti Mishra:  
Shri Mahanty:  
Shri Damani:

Will the Minister of Commerce and Industry be pleased to lay a statement showing;

(a) the quantity of iron ore exported to Japan during the years 1957 and 1958 separately and the value thereof;

(b) whether the export of iron ore under the Indo-Japanese Agreement for 1958-59 has since commenced;

(c) if so, the quantity exported so far from Calcutta Paradip, Visakhapatnam, Kakinada, Masulipatnam, Cuddalore and Madras ports separately;

(d) whether there is any shortfall in the export of iron ore to Japan against the target set for 1958-59; and

(e) if so, the reasons therefor?

The Minister of Commerce (Shri Manungo): (a)

1957	1958
Quantity exported 13.93 lac tons.	12.52 lac tons
Value Rs. 7.13 crores (Approx.)	Value Rs. 6.50 crores (Approx.)

(b) Yes, Sir.

(c) A statement is laid on the Table of the House. [See Appendix II, annexure No 80]

(d) and (e). Deliveries have been effected in accordance with the Schedule agreed with the buyers, which provided for smaller shipments in the first half of the contract year

#### New Spinning Machine

\*681. Shri Assar: Will the Minister of Commerce and Industry be pleased to state.

(a) whether it is a fact that a new type of spinning machine NITNIC has recently been demonstrated in Calcutta,

(b) whether it is also a fact that the machine is run by solar energy;

(c) whether Government have examined the economic aspect of this machine as against Ambar Chaikha, and

(d) if so, whether Government will consider to manufacture this machine instead of Ambar Charkha on commercial basis?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The Khadi and Village Industries Commission has no information about this new spinning machine NITNIC. The Government of West Bengal also do not seem to be having any information about it.

(c) and (d). Do not arise.

#### Andhra Paper Mills, Rajahmundry

\*682. { Shri Nagi Reddy:  
Shri Ramam:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 840 on the 3rd December, 1968 and state:

(a) the amount of reduction the Licensing Committee had suggested to State Government for setting up Andhra Paper Mills, Rajahmundry;

(b) whether the negotiations with the German Democratic Republic have been finalised;

(c) if not, when are the negotiations expected to be completed; and

(d) whether the expansion of Paper Mills will be completed by the end of the Second Five Year Plan period?

The Minister of Industry (Shri Manubhai Shah): (a) As suggested by the Licensing Committee the State Government have been advised to re-examine the terms of payment and sources of supply of capital equipment for the Andhra Paper Mills with a view to reducing the foreign exchange requirements. No specific reduction in foreign exchange requirements has been suggested

(b) and (c). The negotiations with the German Democratic Republic are still in progress.

(d) No, Sir. It will be carried over to the Third Five Year Plan period.

#### जेतिहर मजदूरों की न्यूनतम मजूरी

\*६८३. { श्री नवल प्रभाकर :  
श्री इलवायेंकमाल :  
कुमारी एम० बेरकुमारी :

क्या अब और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) किन-किन राज्यों में जेतिहर मजदूरों की न्यूनतम मजूरी निर्धारित कर दी है; और

(क) क्या सरकार ने क्षेत्र राज्यों को एक सत्रुंकर द्वारा बेसिहर मजदूरों की अनुमत मजूरी निर्धारित करने का प्रयत्न किया है ?

अन्य उपसंजी (भी आदिब बली) :

(क) आंध्र प्रदेश, आसाम, बिहार, बम्बई, केरल, मध्य प्रदेश, मैसूर, उड़ीसा, पंजाब, राजस्थान, उत्तर प्रदेश, पश्चिमी बंगाल, दिल्ली, हिमाचल प्रदेश और त्रिपुरा में बेटन निश्चित हो चुके हैं।

(ख) जी हाँ।

**Rural Broadcasting at Poona Station of All India Radio**

\*684. { Shri Rami Reddi:  
Shri Bibhuti Mishra:

Will the Minister of Information and Broadcasting be pleased to state:

(a) whether the experiment in rural broadcasting from the Poona Station of the A.I.R. under the joint auspices of the Central Government and U.N.E.S.C.O. has been completed;

(b) whether the scheme is proposed to be introduced in the other broadcasting stations of the AIR and

(c) the new features of the programme?

The Minister of Information and Broadcasting (Dr. Keskar): (a) to (c). A system of radio rural forums which consists of groups of villagers who discuss the contents of an agricultural programme broadcast to them and raise points for elucidation or further discussion was introduced in 1956 with the assistance of the UNESCO in about 150 villages in five districts within the listening range of the Poona station of All India Radio. It has been found that this programme is very popular and evaluation undertaken by the Tata Institute of Social Sciences has also recognised that the scheme is of great value as a

means of stimulating rural reconstruction activities. It has now been decided to organise similar discussion groups in other areas also and at least one village in each Community Development Block will be selected for the purpose. The programme will be on lines similar to the farm forum programmes now broadcast by the Poona Station and will cover various aspects of agriculture and animal husbandry. The programmes will be worked out in consultation with the Agriculture Departments of the various States. The discussion groups will consist of 15 to 20 persons and are meant to be convened by the Village Panchayats with the assistance of District, Block and Publicity Officers

**Labour Appellate Tribunal**

\*685. Shri Tangamani: Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact that trade unions have complained regarding non-implementation of the Award of the All India Industrial Tribunal (Colliery Disputes) in respect of concessional supply of footwear to coal miners; and

(b) if so, the action taken thereon?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) The matter has been taken up with the employers' organisation concerned

**Tea Industry**

\*686. { Shrimati Mañda Ahmed:  
Shri Hem Barua:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government are aware of the growing difficulties experienced by the Tea Industry in Assam and Tripura; and

(b) if so, the measures taken or proposed to be taken to help the industry?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) It has been reported that tea gardens in the Cachar district in Assam and in Tripura are experiencing difficulties particularly in regard to the obtaining of finance for long term needs.

(b) (1) Government of India have already given relief in export duty and tea cess and made some re-adjustment of the excise duty on a zonal basis with a view to helping the producers in certain areas Cachar and Tripura are included in Zone I which pays the lowest excise duty

(2) A scheme for starting a fund to guarantee the residual liability of tea estates is under consideration

#### Bleaching Powder

\*687. Shri Jinachandran: Will the Minister of Commerce and Industry be pleased to state

(a) whether Government are aware of the scarcity condition in the supply of bleaching powder to the textile industry in general and Handloom industry in particular, and

(b) whether Government contemplate allowing sufficient imports of the bleaching powder in view of the discontinuance of protection to the bleaching powder industry after the 31st December, 1958?

The Minister of Industry (Shri Manubhai Shah): (a) and (b) Yes, Sir.

#### प्लाइवुड के कारखाने

\*६८८. { श्री पथ देव :  
श्री शं. चं. सामन्त :

क्या वाजिब्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में प्लाइवुड बनाने वाले कितने कारखाने हैं ;

(ख) देश में प्लाइवुड की मांग को पूरा करने के बाद कितने मूल्य के प्लाइवुड का निर्यात किया जाता है; और

(ग) क्या हिमाचल प्रदेश में प्लाइवुड का एक कारखाना स्थापित करने की कोई योजना है ?

उद्योग मंत्री (श्री मनुभाई शाह) :

(क) देश में प्लाइवुड बनाने वाले बड़े पैमाने के ७० कारखाने हैं। इनके अलावा कुटीर आधार पर चलने वाले कुछ कारखाने भी हैं।

(ख) जनवरी से नवम्बर, १९५८ की अवधि में लगभग ४.५ लाख इ० मूल्य के प्लाइवुड का निर्यात किया गया।

(ग) जी, नहीं।

#### 'Akashvani'

\*689. { Shri Sampath:  
Shri Raghunath Singh:  
Shri Shivananjappa:

Will the Minister of Information and Broadcasting be pleased to state:

(a) whether the Government received any protests from the people of Tamilnad against the use of the word "Akashvani" instead of "Vanoli" while making announcements from the Tiruchy Station; and

(b) if so, the action taken by Government in this matter?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b) All India Radio has adopted the name "Akashvani" as the equivalent and standard name throughout the country. This was formerly the call sign in Kannada of the former Mysore Radio. Some people in Tamilnad protested against this under the mistaken impression that it is a Hindi word and wanted a Tamil word to be used instead in Tamil broadcasts.

While "Akashvani" is the standard all India name for the All India

Radio and is used in Indian language broadcasts as such, Government has explained that it has no objection to the use of any other word to connote the Radio which is current in the regional language for regional or local purposes. Instructions on these lines have been issued to all the different stations of All India Radio.

#### Manufacture of Streptomycin

\*690. Shri Pangarkar. Will the Minister of Commerce and Industry be pleased to state

(a) whether the plan for the construction of the new plant for the manufacture of Streptomycin is ready and

(b) whether the construction work has since started?

The Minister of Industry (Shri Manubhai Shah). (a) and (b) Soon after the signing of the agreement between Messrs Merck & Co and the Hindustan Antibiotics, a senior officer of Hindustan Antibiotics was deputed in June 1958 to the USA for preparing, in consultation with the technicians of M/s Mercks, the detailed lists of plant and machinery required for the project, together with their specifications, and also the designs of the buildings required to house the equipment. The lists of plant and machinery brought by him have since been examined by the Development Wing and two separate lists have been prepared, one relating to machinery to be procured from indigenous sources and the other relating to machinery which will have to be imported from abroad. Procurement action in respect of both categories has been initiated.

Work on the construction of the compound wall of the factory has started. Plans and detailed estimates for the factory buildings, godowns, etc are being finalised by Hindustan Antibiotics in consultation with the Central Public Works Department who will execute the works.

It is expected that the construction of the factory will be completed by the end of the year 1960 or early in 1961.

#### Export of Indian Jute Goods

\*691. Shri Anirudh Sinha: Will the Minister of Commerce and Industry be pleased to state

(a) whether it is a fact that besides the traditional markets, South-East Asia also constitutes a potential market for Indian jute goods, and

(b) if so, the steps, if any, taken during the recent months to stimulate export of Indian jute goods to the South-East Asian markets?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir

(b) The Indian Jute Mills Association have recently studied these markets and will be formulating suitable measures to promote exports to these markets.

#### Prohibition

\*692 Shri Supakar Will the Minister of Planning be pleased to state

(a) whether the Planning Commission has issued any directive to the States to enforce prohibition even in a modified form, and

(b) whether Delhi has been taken as a pattern of prohibition to be followed by other States?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) No, Sir. Stoppage of drinking in public premises was one of the first steps recommended in the Plan towards the implementation of a phased programme of prohibition by State Governments. As progress in this direction was rather slow, State Governments were requested in November, 1958, to take vigorous steps in ban drinking in public premises in all the areas where such a programme has not already been put into effect.

(b) No, Sir

**Complex Fertilizers**

\*693. { Qasi Matin:  
Shri S. C. Gedsora:  
Shri Ignace Beck.

Will the Minister of Commerce and Industry be pleased to state

(a) whether Government have any plans to produce complex fertilizers in the country, and

(b) if so, what is the percentage of nitrogen, phosphorous and potash in the compound?

The Minister of Industry (Shri Manubhai Shah): (a) and (b) The Technical Committee appointed to consider among other things the pattern of production at the proposed Trombay Fertilizer Factory have recommended the production of nitro phosphate complex fertilizer in the factory along with urea. The nitro-phosphate will have an NPK ratio of about 17 15 0. Government are also considering further plans to encourage production of complex fertilizers.

**Oman**

\*694. { Shri A. K. Gopalan:  
Shri Kunhan:  
Shri Aurobindo Ghosal  
Shri Raghunath Singh  
Shri Shivnanajappa:  
Shri H. N. Mukerjee:  
Shri Muhammed Elias:

Will the Prime Minister be pleased to state

(a) whether the attention of the Prime Minister has been drawn to atrocities committed by the British troops in Oman,

(b) whether any delegation led by the Deputy Imam of Oman recently met the officials of the External Affairs Ministry; and

(c) if so, nature of the request made to the Ministry by the delegation?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (c) Prince Harithy, who called himself the Deputy Imam of Oman, recently visited India with three of his colleagues. They met the officers of the External Affairs Ministry and complained of bombing of their territory by the R A F and intervention by the British troops. They pleaded India's support to their struggle for independence. They were told that while the Government of India have always been sympathetic towards colonial people struggling for their independence, a mere declaration of support was not helpful.

**Ceiling on Indian Textiles**

\*695. Shri Bimal Ghose: Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No 510 on the 3rd December, 1958 and state

(a) whether any agreement has been reached between British and Indian textile interests about fixation of a ceiling on Indian textile exports to Britain

(b) if so what is the ceiling,

(c) if the reply to part (a) is in the negative, whether any ceiling has been suggested by the British textile interests, and

(d) if so, what is the ceiling suggested?

The Minister of Commerce (Shri Kanungo): (a) to (d) Government is aware that negotiations are going on between the British and Indian textile interests about fixation of a ceiling on Indian textile exports to Britain. But no agreement has, however, been reached so far. Government are not directly party to the negotiations and it would neither be advisable nor helpful to disclose any information they may have at this stage.

**Indian Statistical Institute**

\*694. { Shri Tyagi:  
Shri Sadhan Gupta:  
Shri Raghunath Singh:  
Shri Supakar:  
Shri H. N. Mukerjee:  
Shri T. B. Vittal Rao.

Will the Prime Minister be pleased to state:

(a) what is the total amount of the grant-in-aid given by the Government of India to the Indian Statistical Institute of Calcutta so far and how does it compare with the amounts subscribed by the Institute itself, and

(b) whether it is a fact that the said Institute has refused to submit its accounts for audit by the Auditor General?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) The Government of India gave financial assistance to the Indian Statistical Institute of Calcutta first in the year 1935. The grants in aid to the Institute increased subsequently when the work relating to tabulation of National Sample Survey data was entrusted to it by the Government.

A statement giving the requisite information for the years 1953-54 to 1957-58 is given belows —

**Statement**

Year	Grants-in-aid given by the Government of India	The Indian Statistical Institute's own receipts
	(Rs)	(Rs)
1953-54	28,09,586	28,192
1954-55	33,39,000	47,277
1955-56	55,11,209	1,25,721
1956-57	70,11,200	1,56,843
1957-58	75,29,400†	1,91,947

†In addition to the above, and on account payment of Rs 10 lakhs towards the capital expenditure incurred by the Institute has also been made during the year 1957-58.

(b) The present arrangement relating to audit of the accounts of the

Institute by a firm of Chartered Accountants approved by the Government, out of a panel sent by the Institute, has been in operation for some years. The Institute considers the usual audit by the Comptroller and Auditor General unsuitable for a scientific institution like the Indian Statistical Institute. What the future arrangements should be is under consideration.

**Small Scale Industries in Punjab**

\*697. { Shri Daljit Singh:  
Shri D. C. Sharma:  
Sardar Iqbal Singh:

Will the Minister of Commerce and Industry be pleased to state

(a) whether Punjab Government have approached the Central Government for enhancement of the quota of steel to meet the demands of small scale industries in the State,

(b) if so the action taken thereon, and

(c) the quantity of steel supplied to the Small Scale Industries in Punjab State during 1958-59 so far?

The Minister of Industry (Shri Manubhai Shah): (a) The Punjab Government asked for increase of their quota of steel early in 1958-59.

(b) Quantity of steel demanded by the Punjab Government and the quantity of steel allotted in 1958-59 under Small Scale and Cottage Industries quota as follows —

Period	Demand (in tons)	Allotment (in tons)
April-June, 1958	18,000 192	3,317 175
July-September, 1958	15,272 177	3,317 147
October-December, 1958	10,824 177	4,569 170
January-March, 1959	10,000	7,938

†For construction of Buildings in Industrial Estates

(c) 4691 tons of steel were actually despatched to Punjab during April-September, 1958.

#### Wire Broadcasting System

\*698. Shri Shivananjappa: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that All India Radio is Planning the extension of Wire Broadcasting Service to Delhi homes soon; and

(b) if so, when and how many homes will be covered?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). The experimental scheme is not of wire broadcasting but a wired-re-diffusion which was started in May 1958 covering about 100 tenements in Seva Nagar Colony and is now proposed to be converted into a pilot scheme covering Lodi Colony and its adjoining areas which would provide service to about 4,000 subscribers during 1959-60

#### Displaced Persons from East Pakistan

\*699 Shri Hem Barua. Will the Minister of Rehabilitation and Minority Affairs be pleased to state whether Government have collected information regarding economic condition, cultural and social problems, if any, of the displaced persons from East Pakistan so far rehabilitated in States other than West Bengal since 1949?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): About 1.5 lakh displaced families from East Pakistan have received rehabilitation assistance in one form or the other in States outside West Bengal

Some States have made surveys regarding the economic condition of the displaced persons in their respective areas. No cultural or social problems have come to our notice

बिस्कुट बनाने के कारखाने

\*७००. { श्री खादीवाल्ला :  
श्री क० भ० मानवीर :

क्या वाणिज्य तथा उद्योग मंत्री एक ऐसा विवरण हम्रा पटल पर रखने की कृपा करेंगे जिसमें निम्नलिखित जानकारी दी गई हो

(क) देश में बिस्कुट बनाने के कितने कारखाने हैं और कहा-कहा स्थित हैं ;

(ख) उनका दैनिक उत्पादन कितना है ;

(ग) इन कारखानों में बने हुये कितने माल की खपत भारत में और कितने की विदेशों में होती है , और

(घ) क्या खाद्य संकट को हल करने के लिये बिस्कुट जैसे खाद्य पदार्थों के निर्यात पर रोक लगाई जायेगी ?

उद्योग मंत्री (श्री मनुभाई शाह) :

(क) बिस्कुट बनाने के ५० बड़े कारखाने हैं जो देश भर में फैले हुये हैं। इनके भ्रसावा, देश में बहुत से छोटे कारखाने भी हैं जिनके बारे में ठीक ठीक जानकारी उपलब्ध नहीं है।

(ख) बड़े कारखानों में १९५८ में कुल १८,००० टन उत्पादन हुआ। छोटे कारखानों में कितना उत्पादन हुआ, इसकी ठीक ठीक जानकारी उपलब्ध नहीं है।

(ग) जितना माल तैयार होता है, वह लगभग सारा देश में ही खप जाता है। १९५७ में २६ टन बिस्कुट और १९५८ (जनवरी-नवम्बर) में ३७ टन बिस्कुट विदेशों को भेजे गये।

(घ) बिस्कुटों का निर्यात नहीं के बराबर होता है। साप ही निर्यात बढ़ाने के लिये भी सामान्यतः प्रयत्न किये जा रहे



है। इसलिये बिस्कुटों के निर्यात पर रोक लगाने का प्रस्ताव नहीं है। लेकिन स्थानीय उत्पादन बढ़ाने की कोशिश की जा रही है जिससे जहाँ तक हो सके कमी दूर की जा सके।

**Dandakaranya Scheme**

\*701. **Shri Siddananjappa:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether Government propose to appoint a committee to exploit the mineral wealth and natural resources in the Dandakaranya area, and

(b) if so, when will the committee be constituted and will commence working?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b) It is not proposed to appoint a special Committee for this purpose. The Dandakaranya Development Authority as a part of its normal functions will take all appropriate steps for the proper exploitation of the mineral wealth and natural resources of the area.

**Workers' Education Scheme**

\*702. { Shri Rajendra Singh:  
Shri Ram Krishna:  
Shri S. M. Banerjee  
Shri Kodliyan:  
Shri Aurobindo Ghosal.  
Shri Muhammed Elias:

Will the Minister of Labour and Employment be pleased to state

(a) whether it is a fact that Government have decided to launch "Workers' Education Scheme" in Delhi,

(b) if so, the broad features of the scheme, and

(c) whether the scheme is likely to be extended to other industrial towns also?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) The broad feature of the Workers' Education Scheme sponsored by Government is to promote the development of workers' education so as to make the worker more intelligent and efficient.

(c) Yes

**Indian Diplomatic Establishment in Bahrain and Kuwait**

\*703. **Shri Vidya Charan Shukla:** Will the Prime Minister be pleased to state

(a) whether it is a fact that representations have been made by Indian nationals living in the Persian Gulf Sheikdoms, especially those in Bahrain and Kuwait, for providing a stronger diplomatic representation of Government of India there,

(b) in what way Indian interests in the above areas are being looked after presently, and

(c) whether Government are considering the question of permanent diplomatic establishment at Bahrain and Kuwait?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Some representations have been received to this effect

(b) A consulate has already been opened in Muscat which also looks after Indian interests in Dubai and Qatar. The other principal areas of the Gulf, Bahrain and Kuwait, are looked after by the Embassy of India in Baghdad.

(c) The Government of India have always considered it desirable to have representation in Bahrain and Kuwait. There are certain difficulties in their opening a Mission in Bahrain, but they have decided to open one in Kuwait shortly.

**Corruption**

\*704. **Shri Ram Krishan:** Will the Prime Minister be pleased to refer to the reply given to Starred Question No. 472 on the 2nd December, 1958 and state:

(a) whether departmental enquiry regarding certain allegations of corruption against the officer concerned has since been completed; and

(b) if so, the result of the enquiry held?

**The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):** (a) The officer concerned has since resigned from Service. Consequently, the departmental enquiry contemplated against him has been dropped.

(b) Does not arise.

**Use of Fertilizers in Tea Gardens**

\*705. **Shri Rameshwar Tantia:** Will the Minister of Commerce and Industry be pleased to state.

(a) whether it is a fact that the supply of fertilizers to the tea gardens has been reduced as compared to last year; and

(b) if so, what will be its effect on the tea crop?

**The Deputy Minister of Commerce and Industry (Shri Satish Chandra):** (a) Yes, Sir.

(b) It is not possible to assess the precise effect of the short supply of fertilizers on the tea crops.

**Artificial Silk and Cotton and Silk Fabrics**

\*706. **Pandit D. N. Tiwary:** Will the Minister of Commerce and Industry be pleased to state

(a) whether it is a fact that the discontinuation of protection to artificial silk and cotton and artificial silk mixed fabrics has affected the industry adversely;

(b) whether some units have closed down and some are likely to be closed down very soon; and

(c) if so, the steps proposed to be taken in the matter?

**The Minister of Commerce (Shri Kanungo):** (a) No, Sir.

(b) Government are not aware of any closures or likely closures.

(c) Does not arise.

**National Tribunal for Cantonment Board Employees**

\*707. **Shri S. M. Banerjee:** Will the Minister of Labour and Employment be pleased to refer to the reply given to Starred Question No. 243 on the 25th November, 1958 and state whether the National Tribunal set up to consider all outstanding demands of Cantonment Board employees has since started its work?

**The Deputy Minister of Labour (Shri Abid Ali):** Yes.

**अभ्र सहकारी समितियों को ठेके**

\*७०८. श्री भक्त दर्शन : क्या निर्माण, आवास तथा संभरण मंत्री यह बताने की कृपा करेंगे कि

(क) कुछ समय पहले केन्द्रीय लोक-निर्माण विभाग को मजदूरों की रजिस्ट्रारघुषा सहकारी सस्थाओं को बिना टेण्डर भगाये हुये ठेके देने का जो अधिकार दिया गया था उसके अनुसार अब तक क्या कार्यवाही की गई है; और

(ख) इसमें कहा तक सफलता मिली है ?

निर्माण, आवास और संभरण उपमंत्री (श्री अनिल कु० चन्दा) : (क) केन्द्रीय सरकारी निर्माण विभाग में मंडल अफसरों को आदेश दिया गया है कि वे विभिन्न राज्यों में सहकारी समितियों के रजिस्ट्रारों से रजिस्टर्ड अभ्र-सहकारी समितियों की

दुपियां प्राप्त करें। कुछ जगहों में रजिस्ट्रारों से प्रार्थना की गई है कि वे अपने जहाँ की समितियों को केन्द्रीय सरकारी निर्माण विभाग से काम लेने की सलाह दें।

(ख) केवल भारत सेवक समाज ने किससे कैम्प में वाटर सप्लाई (Water Supply) का एक छोटा काम किया है। इसके अलावा अभी तक किसी भी रजिस्टर्ड सहकारी धर्म समिति ने केन्द्रीय सरकारी निर्माण विभाग से कोई भी काम लेने की कोशिश नहीं की है।

#### Engineering Export Promotion Council

\*709 { Shri T. B. Vittal Rao:  
Shri Thanulingam Nadar:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether a delegation of the Engineering Export Promotion Council toured South Asian countries some time back and contacted importers there;

(b) whether the delegation has made any recommendations,

(c) if so, the steps taken to implement them, and

(d) whether it has come to the notice of Government that many businessmen in overseas markets are complaining about non-receipt of replies to their queries?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir A delegation of the Council toured South and South East Asian countries in January-February 1958 and contacted representatives of Governments and business communities

(b) and (c) A statement setting out the recommendations of the delegation and the action taken thereon

was laid on the Table of the House in reply to Starred Question No. 1008 on the 9th September, 1958.

(d) No, Sir Government have not received any such complaints.

#### Manufacture of Automobiles

\*710. { Shri V. P. Nayar:  
Shri Easwara Iyer:

Will the Minister of Commerce and Industry be pleased to state whether Government of India have any information about the current price in countries of manufacture of Automobiles corresponding to (1) Fiat '1100', (2) Hindustan Ambassador, (3) Standard 10, (4) Mercedes-Benz Truck 5 tons, (5) Fargo Trucks 5 tons and (6) Ashok Leyland Trucks 5 tons?

The Minister of Industry (Shri Manubhai Shah): Government do not have any information about the current ex-factory prices or sale prices in countries of manufacture of automobiles corresponding to the models being made in the country. However, the present ex-factory and list prices of these models in India are as follows —

	Ex-factory Price	List Price
	Rs	Rs
Fiat '1100' Car	8,868	9,755
Hindustan Ambassador Car	10,476	11,524
Standard '10' Car	8,591	9,450
Mercedes-Benz Truck 165" W B	24,950	26,820
Fargo (Dodge) Truck 165" W B	22,914	24,502
Leyland 'Comet' Truck 163" W B	32,300	34,700

जम्मू नगर के ऊपर अज्ञात विमान

- \*७१ { श्री बाबुदेवी :  
 श्रीमती इला पालचीवरी :  
 श्री रघुनाथ सिंह :  
 श्री राम कृष्ण :  
 श्री विभूति मिश्र :  
 डा० राम सुभग सिंह :  
 श्री उमा चरण पटनायक :  
 श्री म० र० कृष्ण :  
 श्री भरविन्द घोषाल :  
 श्री स० च० सामन्त :  
 श्री सुबोध हंसवा :  
 श्री आसन्न :  
 श्री मोहम्मदयार :  
 श्री पी० सी० बलराम :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि जनवरी, १९५६ में कुछ अनजाने जेट विमानों को जम्मू नगर के ऊपर उड़ता हुआ देखा गया ,

(ख) क्या यह सच है कि उक्त जेट विमान जम्मू नगर पर उड़ान भरने के बाद स्यालकोट (पाकिस्तान) की ओर उड़ते देखे गये ,

(ग) क्या इस सम्बन्ध में पाकिस्तान सरकार से पूछताछ की गई, और

(घ) यदि हा, तो उसका क्या परिणाम निकला है ?

प्रधान मंत्री तथा बंदेसिक-कार्य मंत्री (श्री जवाहरलाल नेहरू) (क) १३, १४, १६ और १७ जनवरी, १९५६, को जम्मू क्षेत्र पर कुछ अज्ञात हवाई जहाज उड़ते देखे गये ।

(ख) तीन हवाई जहाज ऐसे थे जो स्यालकोट की दिशा में उड़ते देखे गये ।

(ग) और (घ). इस विषय में पाकिस्तान सरकार से कोई पूछताछ नहीं की गई, लेकिन संयुक्त राष्ट्र के मुख्य सैनिक पर्यवेक्षक (चीफ मिलिटरी आब्जरवर) से शिकायत की गई थी; उन्होंने कहा कि हवाई जहाज की निश्चित पहचान करना मुमकिन नहीं है। लेकिन, हमारी दो शिकायतों के बारे में उन्होंने यह कहा कि हमारे कवनानुसार, हवाई जहाज जरूर उड़ा था। फिर भी, बहुत ऊंचाई पर उड़ने वाले जेट हवाई जहाजों को पहचानना बहुत मुश्किल था और कोई पूछताछ करने से ऐसा संभव नहीं था कि समय और खर्च का लिहाज करते हुये कोई व्यावहारिक परिणाम निकलें।

यह कहा जा सकता है कि जब कोई हवाई जहाज जमीन से ३०,००० फुट या इससे अधिक उचाई पर उड़ रहा हो तो राष्ट्रीय सीमाओं का आसानी से पता नहीं लगाया जा सकता। जेट हवाई जहाज की रफतार कई सौ मील प्रति घंटा होने के कारण, जरा सी भूल या गलत निर्णय हो जाने से हवाई जहाज ३० या ४० मील सीमा के पार जा सकता है। इस तरह अनिच्छा से सीमा पार हो सकती है और जान-बूझ कर भी सीमा पार की जा सकती है। हवाई जहाज के लिये उचित तो यह होगा कि वह सीमा के निकट जायें ही नहीं।

#### Productivity Teams

\*712. Shri Ajit Singh Sarhadi: Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No 125 on the 20th November, 1958 and state-

(a) whether the National Productivity Council has finalised the shape of the productivity teams to be sent abroad, and

(b) if so, whether any team has been constituted for Small Scale Industries of Punjab and places to be visited by it?

The Minister of Industry (Shri Manubhai Shah): (a) The first Productivity Team consisting of top management, technicians and representatives of labour has already completed a six weeks' study tour (September—November, 1958) of West Germany, U.K. and U.S.A. By June, 1959, there is provision for sponsoring seven Productivity Teams. These teams will be selected out of the following subjects:

- Coal Mining Industry
- Plastics Industry
- Small Scale Industries
- Textile Industry
- Top Management Organisation and Training
- Building Industry
- Marketing and Distribution
- Road Transport Industry

Details of composition and terms of reference of six teams have already been finalised by the National Productivity Council and have been processed to Ministry of Finance, Department of Economic Affairs, for forwarding to T.C.M. The teams will visit different countries. Actual itinerary will be decided for each team separately when the preliminary preparations are completed.

(b) There is no proposal for constituting any Productivity Team on State-wise basis.

#### Dental Goods

\*713. Shri Jinachandran: Will the Minister of Commerce and Industry be pleased to state what steps Government are going to take to meet the scarcity of dental goods due to import restrictions?

The Minister of Industry (Shri Manubhai Shah): 1 Previously there was no separate item in the Import Policy book for Dental Goods. The item was covered by the entry (Surgical instruments, apparatus and appliances), for which the quotas for Established Importers in the previous

half year (April—September, 1958) were:—

- Part V (d) Scientific and surgical instruments made of rubber and/or made of glass including glassware . . . 15% Gen.  
93&94 . . . . . 15% Soft.
- (e) Surgical instruments, apparatus and appliances not made mainly of rubber and also not made mainly of glass. 66 2/3% Gen.  
66 2/3% Soft.

In order that Dental Goods importers may be able to import on the basis of past import of Dental Goods a separate sub-serial No. 93—94—J viz., 'Dental Surgical instruments, apparatus and appliances, not otherwise specified' was opened in the Policy book for the current half year (October 1958—March 1959) Imports of dental goods under this sub-serial number are allowed upto 75 per cent of past imports. Quota licences under this sub-serial number will as a measure of concession be valid for import of a wide variety of dental goods

2 Besides the concessions referred to above for imports of dental goods, steps have also been taken for the manufacture of dental goods in the country Messrs Umchem Laboratories, Bombay have been granted a licence in October 1958 for the manufacture of various dental goods Messrs Dental Corporation of India have put up a factory for the manufacture of artificial porcelain teeth

3. In the Small Scale Sector the Government of West Bengal are manufacturing plastic teeth on a small scale.

#### भारतीय हई निर्यात व्यापार

\*७१४. श्री जीनारायण दास :

क्या वाणिज्य तथा उद्योग मंत्री यह बताने का कृपा करेंगे कि .

(क) भारतीय हई के निर्यात व्यापार की वर्तमान स्थिति क्या है ;

(ब) क्या यह सच है कि इसके बारे में जो लक्ष्य निर्धारित किया गया है उसकी पूर्ति होना कठिन है ;

(ग) इस लक्ष्य की पूर्ति के लिये क्या किसी प्रोत्साहन देने वाली योजना पर विचार किया जा रहा है ,

(घ) यदि हाँ, तो उस योजना की मुख्य बातें क्या हैं ,

(ङ) क्या रई के व्यापारियों या उनके संगठन की ओर से इस सम्बन्ध में सुझाव पेश किये गये हैं , और

(च) यदि हाँ, तो वे सुझाव क्या हैं और उन पर सरकार ने क्या निश्चय किया है ।

**वाणिज्य मंत्री (श्री कानूनगो)**

(क) रई की चालू फसल १ सितम्बर १९५८ से शुरू हुई और ३१ दिसम्बर १९५८ तक १,५०,५५० गांठे निर्यात की गयी । यह परिमाण १९५६ तथा १९५७ के इन्ही अवधियों में किये गये निर्यात में अधिक है । इन अवधियों में यह निर्यात क्रमशः ५७,७७१ और २९,४८४ गांठे रहा था ।

(ख) सरकार ने रई के निर्यात के बारे में कोई लक्ष्य निर्धारित नहीं किया है । रई की प्रत्येक फसल में सरकार कुछ परिमाण में रई के निर्यात की अनुमति दिया करती है जो आंतरिक जरूरत पूरी होने के बाद फालतू रई बचने पर निर्भर होती है । १ सितम्बर, १९५८ से शुरू होने वाली चालू फसल में कुल ५ लाख गांठें रई निर्यात के लिये मुक्त की गयीं । अभी तक होने वाले निर्यात की गति निराशाजनक नहीं है । मौसम सहाय होने से पहले सारी ५ लाख गांठें रई निर्यात की जा सकेंगी या नहीं, यह निश्चयपूर्वक नहीं कहा जा सकता क्योंकि यह, अन्य बातों के अलावा, स्वतन्त्र

विद्युत में रई की आपत के स्तर पर निर्भर है जो कि गिर रहा है ।

(ग) जी, नहीं ।

(घ) प्रश्न ही नहीं उठता ।

(ङ) और (च) जी, हाँ । ईस्ट इंडिया फाटन एसोसियेशन, फाटन बायर्स एसोसियेशन, आदि ने निम्न सुझाव दिये हैं —

(१) सूती बदन निर्यात प्रोत्साहन योजनाओं के समान रई के निर्यात के लिये भी निर्यात प्रोत्साहन की योजना शुरू की जाये ।

(२) जापान, फ्रांस और इटली जैसे देशों से विशेष भुगतान करार किये जाये जिससे वे आयात के मूल्य का भुगतान अपनी मुद्राओं में कर सकें । इस मुद्दा को उन देशों से मशीनों का आयात करने में प्रयोग किया जा सकता है ।

(३) रई पर से निर्यात-शुल्क हटा दिया जाये जिससे निर्यात की रफ्तार बढ़ सके ।

(४) पुरानी फसल की कितने ही लम्बे रेडो की रई का निर्यात बेरोकटोक करने दिया जाये ।

सरकार ने उपर्युक्त सुझावों पर विचार करने नीचे लिले अनुसार निश्चय कर दिये हैं —

सरकार यह स्वीकार नहीं करती कि किसी प्रोत्साहन योजना की आवश्यकता है । फसल के शुरू में निर्यात के कोटे की घोषणा करके और निर्यात शुल्क बढ़ा कर आयात करके सरकार जो कुछ भी सम्भव था कर चुकी है । अब यह काम व्यापारियों का है कि वे ऐसे प्रयत्न करें कि जिस से समान कोटे का निर्यात हो जाय । फिर भी सरकार तथा सबग है ।

व्यापारियों को किसी भी देश को वहाँ का निर्यात करने की आज्ञा दी है। वहाँ के निर्यात के लिये दिये गये कोटे के अलावा अन्य किसी जैसे फासाम / कोमिल्ला, जोडा, पीलो, आदि को खुले तौर पर निर्यात करने की अनुमति दी जाती है। जहाँ तक भुगतान के बिलोंब करार करने का प्रश्न है, यह मामला इन देशों से होने वाले व्यापार के रूप से सम्बन्ध रखने वाला सामान्य शांति का है और सरकार इन बातों को मदा अपने ध्यान में रखती है।

कश्मीर वहाँ पर मे निर्यात-मुक्त हटा देने का सरकार का कोई इरादा नहीं है।

देशों को लम्बाई का विचार किये बिना वहाँ के निर्यात की अनुमति देना सम्भव नहीं पया, मया है। प्रादेशिक व्यापार पर वहाँ का निर्यात करने की आवश्यकता करना कठिन होगा। आवश्यकता पूरी करने के उद्देश्य में जहाँ तक सम्भव हो सका है, सरकार पुरानी कसन मे से २५/३२ इंची रेसे वाली वहाँ तक की ५०,००० गाडी का निर्यात करने की अनुमति दे चुकी है। ऐसा करने में सरकार को उद्योग की आवश्यकताओं को देखना पड़ता है जा इनने लम्बे रेसे की वहाँ काम में लाता है।

#### Afro-Asian Economic Conference

\*715 { Shri Bimal Ghose:  
Shri Raghunath Singh:  
Shri D. C. Sharma:  
Shri Shivananjappa:

Will the Prime Minister be pleased to state:

(a) whether the Ceylon Prime Minister had made a proposal to the Bandung Powers for the holding of an Afro-Asian Conference on economic co-operation; and

(b) if so, the reaction of the Government to this proposal?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):

(a) and (b). The Prime Minister of Ceylon has been corresponding with the Prime Minister about the desirability of the Bandung Powers discussing questions of economic co-operation. This proposal is being considered. It is obvious that such a meeting would require careful preparation and probably small preparatory committees may have to meet before the larger meeting is held.

#### Baghdad Pact

\*716. { Shri Shivananjappa:  
Shri Raghunath Singh:  
Shri Hem Raj:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Indian High Commissioner for Pakistan in Karachi was recently invited to attend the inaugural meeting of the Ministerial Council of the Baghdad Pact in Karachi;

(b) if so, whether he attended the meeting; and

(c) if not, the reason therefor?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes, Sir.

(b) No, Sir

(c) The Inaugural Session was on 28th January which is India's Republic Day. The High Commissioner had unavoidably to attend a function in the Indian High Commission at that time.

#### Naga People Convention

\*717. Pandit D. N. Tiwary: Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Select Committee of the Naga People Convention which met at Kohima in the second week of December, 1958 appointed a 25-man Committee to draft a political settlement of the Naga problems;

(b) whether Government has been approached by the Select Committee

for the appointment of an Advisory Board to help implementation of the development schemes and for taking precautionary measures to ensure safety of peace-loving Nagas; and

(c) if so, the reactions of Government thereto?

The Parliamentary Secretary to the Minister of External Affairs (Shri J. N. Hazarika): (a) and (b). The Select Committee of the Naga People's Convention at its Kohima meeting on the 11th December, 1958, passed resolutions—

(i) Appointing a Drafting Committee of 25 members to prepare a draft for the Naga political settlement within the decision of the Naga Peoples Convention held at Kohima in August 1957. The Committee was required to submit the draft within 4 months, i.e., 1st May, 1959 to the Select Committee for its consideration and thereafter to place before the Naga Peoples Convention for approval and submission to the Government

(ii) Requesting the Government to take necessary measures for the security of life and prosperity of the law abiding citizens

The Select Committee also discussed and approved the setting up of development advisory committees in order to associate the Naga Peoples Convention and the people more closely with the Government's development programmes. This was applauded by the meeting but was not passed as a resolution.

(c) Development schemes have all along been implemented with the advice of village elders and with the assistance of the local people. Recently, specific instructions have also been issued to the Commissioner to form tribal councils for advising on development projects.

The Administration is taking all possible measures to ensure safety of law-abiding Naga citizens.

**Barter Deal with U.S.A.**

\*718. { Shri Vidya Charan Shukla:  
Shri Ram Krishan:  
Dr. Ram Subhag Singh:  
Shri Hem Barua:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government are considering the question of getting more U.S. cotton against the export of mica and other materials under barter deal with the U.S.A.; and

(b) if so, the decision taken?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b) A barter proposal for U.S. cotton against Indian mica is under consideration

**Manufacture of Heavy Machinery**

\*719. { Shri Ram Krishan:  
Shri Kamal Singh:  
Shrimati Renu Chakravartty:  
Qazi Matin:  
Shri Hem Barua:

Will the Minister of Commerce and Industry be pleased to state?

(a) whether it is a fact that an Indo-British consortium has been set up to manufacture boilers for power houses, cement and mining machinery;

(b) if so, where will the plant be located and what will be its range of production;

(c) what are the terms and conditions under which foreign capital is participating;

(d) the expected date by which the project will go into production; and

(e) what is the likely saving in foreign exchange as a result of this production?

The Minister of Industry (Shri Manubhai Shah): (a) Presumably the hon. Members have in view the scheme of manufacture of cement machinery, mining machinery, water tube boilers, etc. by the Associated Cement Companies Ltd., in collaboration with



Messrs. Vickers and Babcock & Wilcox of U.K. If this presumption is correct, it may be stated that a company has been registered in January, 1959 under the name and style of A.C.C.-Vickers-Babcock Ltd., and a licence under the Industries (Development and Regulation) Act has been granted to the firm.

(b) This plant will be located at Durgapur (West Bengal) and the range of its production and capacities (in weight of finished machinery), to be achieved by 1965 are as below:—

- |  |   |
|--|---|
| (i) Water tube boilers and Pressure Vessels.   | 6500 tons per annum exclusive of bought out components. |
| (ii) Cement making machinery, General Mining Machinery, Coal Mining Machinery and other general machinery. | 2230 tons per annum exclusive of imported accessories.  |

(c) The foreign collaborators have agreed to participate in the capital of the company to the extent of 49.8 per cent., the balance of the share capital being taken up by A.C.C. and their associates. The terms of collaboration also involve payment of royalties for technical assistance to be rendered by the U.K. companies.

(d) It is expected that the project will go into production by 1962

(e) Considering that production will commence only in 1962 and the target capacity will be reached in 1965, it is not possible at this stage to assess the exact foreign exchange saving.

#### Pakistan Aircraft

- \*720. { Shri Vajpayee:  
Shri D. C. Sharma:  
Shri N. E. Munisamy:  
Shri Raghunath Singh:  
Shri A. K. Gopalan:  
Shri Kodiyann:

Will the Prime Minister be pleased to state:

(a) whether on the 17th January, 1959 Pakistani jet planes were seen

flying over Indian territory near border areas of Mandot and Ferozpur; and

(b) if so, whether Government have taken any steps in this regard?

The Parliamentary Secretary to the Minister of External Affairs (Shri Saadath Ali Khan): (a) On the 17th January Jet planes from Pakistan flew over the Indian border area near Jalalabad, Hussainiwala, Khaira and Dhanganai.

(b) The Government of Pakistan have been requested to take effective measures against such violations.

#### Closure of Kanpur Cotton Mills. Ltd., Kanpur

- \*721. { Shri S. M. Banerjee:  
Shri Tangamani:

Will the Minister of Labour and Employment be pleased to state:

(a) whether Kanpur Cotton Mills Ltd., Kanpur has been completely closed;

(b) if so, the number of workers affected by this closure;

(c) whether retrenchment compensation has been paid to them;

(d) if not, the reasons for the non-payment; and

(e) whether State Government have been advised by the Central Government to take over this mill?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes, with effect from 16th February, 1959

(b) 3049 permanent and 583 substitutes

(c) No

(d) Unsatisfactory financial conditions. The Management also claims that legally they are not liable to pay. The matter has, however, been referred to adjudication by the State Government.

(e) No.

**Safety Measures in Mines**

935. { Shri Ram Krishan:  
Sardar Iqbal Singh:

Will the Minister of Labour and Employment be pleased to refer to the reply given to Unstarred Question No. 566 on the 29th November, 1958 and state:

(a) whether the conference to discuss safety measures in mines has since reached final decision; and

(b) if so, the nature thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) The Summary of the Proceedings of the Conference will be laid on the Table of the Sabha shortly. The Conference has made recommendations with a view to preventing accidents in mines. Among the measures suggested are safety education and propaganda, development of safety consciousness, stabilisation of labour force, improved standards of ventilation and lighting and of handling and using explosives, and setting up of Safety Committees in mines.

**Plan Publicity Centre in Delhi**

936 Shri Ram Krishan: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether the scheme for setting up a Plan Publicity Centre for old Delhi has been finalised; and

(b) if so, the main features thereof?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b) The Delhi Administration propose to set up an Information Centre in Old Delhi. The Centre is intended primarily to provide information to the public about activities under the Five Year Plan. It will have a reference library and a reading room containing important newspapers, periodicals, literature and

charts explaining the Five Year Plan and also publications of the Central Government and the Delhi Administration. There will be an enquiry desk and also arrangements for documentary film shows and a special information corner for women.

**University Bureaux**

937. { Shri Ram Krishan:  
Sardar Iqbal Singh:

Will the Minister of Labour and Employment be pleased to state:

(a) names of University Bureaux set up so far; and

(b) the names of University bureaux to be set up during the remaining period of Second Five Year Plan?

The Deputy Minister of Labour (Shri Abid Ali): (a) One at the Delhi University

(b) Four—one each at the Universities of Calcutta, Trivandrum, Banaras and Aligarh

**Silk Processing Factories**

938. Shri Ram Krishan: Will the Minister of Commerce and Industry be pleased to state the number of licences given for the setting up of Silk Processing Factories in private sector during 1958-59 so far (State-wise)?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): No licence has been granted under the Industries (Development and Regulation) Act, 1951, for setting up Silk Processing Factories during 1958-59. The processing of silk in small scale units does not require a licence

Three licences for setting up units for the processing of art silk have, however, been granted under the Industries (Development and Regulation) Act during the period 1958-59. All these three applications for licence were from Bombay State.

**Dramatic Troupes for Film Fidelity**

939. Shri Pangarkar: Will the Minister of Information and Broadcasting be pleased to state:

(a) the number of dramatic troupes in Bombay State which have been given Second Five Year Plan publicity dramas during 1958-59 so far; and

(b) the total amount spent in Bombay during the same period?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b) Thirty dramatic troupes in the State of Bombay were registered for the purpose of undertaking the activities of the Song and Drama Division. As a result of the general review of these troupes in the various States, eight of these have been selected for future performances. A sum of Rs. 34,400 was also set apart

for the activities of the Division in this State. But information as regards the number of troupes actually utilised during the period in question, and the expenditure incurred for that purpose, is not readily available.

**Export of Indian Films to Iraq and Egypt**

940. Shri Pangarkar: Will the Minister of Commerce and Industry be pleased to state:

(a) the total number of Indian films exported to Iraq and Egypt during 1957-58 and 1958-59 so far; and

(b) the foreign exchange earned during that period?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): Statistics relating to the Quantity of films exported are recorded in "Length feet" and not in numbers. Export of films to Iraq and Egypt during 1957-58 and 1958-59 in quantity and value are as follows:—

**STATEMENT**

(Quantity in '000' Length ft.)  
(Value in '000' of Rs.)

Community & Country	1957-58		1958-59 (April-Nov.)	
	Qty.	Val.	Qty.	Val.
<b>Cinematographic Films Exported (whether developed or not)</b>				
<i>Standard 35 MA1.</i>				
Iraq	39	50	..	..
Egypt	15	7	30	11
<i>Sub-Standard</i>				
Iraq	6	1	..	..
Egypt	5	1	+	+

Export figures beyond November, 1958 are not yet available.

**Documentary on Rope-Dancers and Snake-Charmers**

941. Shri Pangarkar: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether any documentary has been produced on rope-dancers and snake-charmers so far; and

(b) if not, the reasons therefor?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). No documentary on rope-dancers and snake-charmers has been produced by the Films Division. The production programme for the Division has to be framed taking account of the relative importance and urgency of a large variety of subjects.

**Immigrants from West Pakistan**

943. Shri D. C. Sharma: Will the Prime Minister be pleased to state:

(a) the total number of immigrants from West Pakistan during 1958-59; and

(b) how do these figures compare with those of 1957-58?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) \*3746 migrants entered India during the period from 1st January to 31st December, 1958.

(b) 6,449 migrants entered India during the period from 1st January to 31st December, 1957

**Tea**

943. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) the steps taken to improve the yield per acre of tea during 1958-59 so far; and

(b) the result achieved?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). Arrangements for the allocation of the following amount of fertilizers were made during 1958-59:—

Sulphate of ammonia	42,425 tons
Urea	7,816 tons
Sulphate of ammonia Nitrate	5,951 tons

Supply of insecticides was also facilitated.

The production of tea in India during 1958 has been estimated to be 708 million lbs. recording an increase of 24 million lbs. over 1957

**Export of Films**

944. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of films exported to the Middle Eastern Countries, Country-wise, during 1958; and

\*This figure does not include migrants into Rajasthan for first fortnight of December, 1958.

(b) how this export compares with that of 1957?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). A statement is laid on the Table of the Sabha. [See Appendix II, annexure No. 61.]

**Rayon Fabrics**

945 Shri Damani: Will the Minister of Commerce and Industry be pleased to state:

(a) whether exports of Rayon Fabrics and manufactures have registered a decline during 1958-59 so far; and

(b) if so, the details thereof as compared with last year?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) No, Sir.

(b) Does not arise.

**Export of Cotton Waste**

946. Shri Damani: Will the Minister of Commerce and Industry be pleased to lay a statement on the Table showing India's exports of cotton waste during the year 1957 and 1958 together with the amount and destinations?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): A statement is laid on the Table of the Sabha [See Appendix II, annexure No 62 ]

**Resin and Turpentine Industry in Punjab**

947 { Shri Daljit Singh:  
Sardar Iqbal Singh:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Government of Punjab have formulated certain schemes for further development of resin and turpentine industry;

(b) if so, the details of the scheme; and

(c) the steps taken or proposed to be taken to give grants and loans to the industry?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) Yes, Sir.

(b) It is proposed to set up a modern Oleo Resin processing and general mills at Gagret (District Hoshiarpur) on co-operative basis. The undertaking is expected to process about two lakh maunds of Oleo Resin per year.

(c) Information is being collected and will be laid on the Table of the House

#### Manufacture of Polythene

948. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state the present position of indigenous manufacture of polythene?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): At present there is no indigenous production of Polythene. Two firms—Messrs Alkali and Chemicals Corporation of India Ltd., Calcutta and Messrs. National Carbon Co. Ltd., Calcutta were, however, licensed in 1956 for the manufacture of Polythene with a capacity of 3500 tons and 2700 tons per annum respectively. The former is expected to go into production by the middle of this year. The latter may be able to commence production by the end of 1960 or early 1961, with an initial capacity of 1600 tons per annum.

#### Per Capita Income

950. Shri V. P. Nayar: Will the Minister of Planning be pleased to lay on the Table a statement showing:

(a) the per capita income in each State at the commencement of the First Five Year Plan;

(b) the per capita income in each of the re-organised States as in 1957-58; and

(c) the per capita Central aid for the First Five Year Plan for each of the erstwhile States and the corresponding figure for each of the new States or territories now comprising the present States for the Second Five Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). Statewise estimates of per capita income are not available

(c) Two statements are laid on the Table of the House. [See Appendix I, annexure No. 63.] Statement I gives per capita estimates of Central assistance given to States under the First Five Year Plan. Statement II gives Central assistance per capita for the re-organised States for the first three years of the Second Plan. While comparing the figures of Central assistance under the First Plan with those under the Second Plan it may be borne in mind that under the First Plan expenditure on major river valley projects, community development and certain other items was being shown as part of the Central plan, whereas in the Second Plan these items are being shown in the State plans and thus assistance given for these purposes is treated as Central assistance for State plans

#### Heavy Industries

951. Shri V. P. Nayar: Will the Minister of Planning be pleased to state the Central investments in the first and Second Five Year Plans for Heavy Industries in the public sector in each of the erstwhile States before re-organisation and of the States or areas comprising new States after re-organisation?

The Deputy Minister of Planning (Shri S. N. Mishra): Two statements are laid on the Table of the House. [See Appendix II, annexure No. 64.]

#### Ever-bright Steel

952. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the total annual imports of Ever-bright Steel in India during the Second Five Year Plan so far;

(b) the quantity of this material used in the manufacture of utensils for domestic use as against the uses for other industrial purposes; and

(c) whether Government intend to bring in at least a progressive reduction in the use of Ever-bright Steel for domestic utensils manufacture?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) 1957: 8,200 tons approximately; 1958 (Jan.-Nov.) 1,773 tons.

Figures for 1956 are not available as the item was not specifically shown in the then Import Trade Classification.

(b) Figures are not available

(c) There is no such proposal at present, apart from such reduction as is secured by reduced imports of the metal on account of foreign exchange stringency

#### Import of Cotton

953. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have decided to import from the U.S.A. under P.L. 480 about 1 lakh bales of cotton of 1-1½" staple and to reserve half the quantity for Export Incentive Scheme;

(b) whether a statement will be laid on the Table showing the details of U.S. cotton imported since the commencement of the First Five Year Plan (year-wise) with details of the staples and the values thereof; and

(c) the percentage of the imported staple cotton used in India's Textile

goods exported as against such goods consumed in India in each such year?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) Yes, Sir. Half of this quantity had been reserved for import under the Cotton Textiles Export Incentive Scheme. It has, however, been decided that with effect from the 1st January, 1959 the import of the country's entire requirements of foreign cotton will be linked with export of cotton textiles/yarn under the Incentive Scheme.

(b) A statement is laid on the Table of the Sabha. [See Appendix II, annexure No. 65.]

(c) India exports mainly coarse and medium cloth. A certain quantity of foreign cotton also goes into the production of medium varieties of cloth after mixing such cotton with indigenous cotton. It is not, however, possible to arrive at an estimate of the foreign cotton consumed in the manufacture of textiles exported.

#### Slum Clearance in Rajasthan

954. Shri Onkar Lal: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of slum clearance schemes sanctioned for Rajasthan during the Second Five Year Plan;

(b) the progress made under the scheme;

(c) the amount allocated by Centre to Rajasthan for this purpose in 1958-59 and for the Second Five Year Plan period; and

(d) the amount spent out of the above allocations so far separately?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) Three Slum Clearance projects of Rajasthan for the towns of Jaipur, Alwar, and Udaipur were sanctioned upto July, 1958. In accordance with the revised procedure since prescribed, the Rajasthan Government can now themselves sanction their Slum Clearance projects, provided these conform to the provisions of the Scheme.

(b) No progress has so far been reported against the three projects, by the State Government.

(c) A sum of Rs. 2.80 lakhs (including Rs. 0.70 lakhs as the State's share of the matching subsidy) has been allocated for Slum Clearance in Rajasthan during 1958-59. The total allocation to the State during the 2nd Plan period under the Scheme is Rs. 45.07 lakhs including Rs 11.27 lakhs as the State's share of matching subsidy

(d) No disbursement has been made to the State Government during the last two years. A budget provision of Rs. 2.10 lakhs, being the Central share, exists for the current year and monthly payment to State Government against this has been made according to the revised payment procedure.

#### Displaced Persons in Ghatti Village

955. Shri Onkar Lal: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the total number of families from East Pakistan rehabilitated in Ghatti of Kotah District of Rajasthan so far; and

(b) how much land has been allotted to these families for purposes of cultivation and also allotment of land per family?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) 232 families have been settled at Ghatti and Parania in District Kotah.

(b) Eight acres of land—some irrigated and some unirrigated—is to be allotted to each agriculturist family and 1½ acre to each non-agriculturist family. So far 556 acres of irrigated land have been allotted at the rate of 2½ acres to each agriculturist and 1 acre to each non-agriculturist family. The balance of land is expected to be allotted shortly.

#### Claims of Displaced Banks

956. Shri Onkar Lal: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the amount claimed by the displaced banks in India in respect of advances made by them to Muslim Contractors against bills of collection in respect of supplies made to Government of India before partition and sent for collection by such banks with Powers of Attorney in their favour;

(b) the terms of agreement between India and Pakistan in respect of payments of such bills,

(c) the amount paid to displaced banks in respect of bills referred to in part (a); and

(d) if no amount has been paid to these banks so far reasons therefor?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (d). Under the agreed arrangements with Pakistan, claims have been invited from evacuee contractors for supplies made or services rendered to the undivided Government of India. The agreement contemplates payment being made to evacuee contractors, after verification of their claims. There is no specific agreement between the two Governments for payment of dues to banks holding power of attorney in their favour from evacuee contractors. The number of displaced banks in India which have put in claims for payment of such dues is very small and actually no payment has been made to them so far. Information regarding the number of displaced banks and the amounts claimed by them is being collected.

#### News Readers in A.I.E.

957. Shri Madhusudan Rao: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether there is any difference in the pay scales of language news readers and Hindi and English news readers in All India Radio; and

(b) whether the Staff artistes in A.I.R. are entitled to travelling concessions granted by the Ministry of Home Affairs

The Minister of Information and Broadcasting (Dr. Keekar): (a) There is no difference in the scales of remuneration for news readers of different language units but there may be differences in the starting monthly fee depending on the qualification, experience and grading of candidates

(b) No, Sir, but the matter is under consideration ✓

Messrs Tata Fisons (Private) Ltd.,  
Cochin

958. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state

(a) whether Messrs Tata Fisons (Private) Limited, Cochin manufacturing Benzene Chloride and DDT dusting powder for which the Indian Standards Institute has granted licences, and

(b) if so, where this manufacture is taking place?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri) (a) Yes Sir Messrs Tata Fisons (Private) Ltd are manufacturing Benzene Hexachloride and DDT dusting powder in respect of which they have been granted ISI certification Marks licences

(b) The manufacture is carried on at the firm's factories at Bombay and Cochin

#### State Trading Corporation

959. Shri Keshava: Will the Minister of Commerce and Industry be pleased to state

(a) how many Joint Secretaries of Government are attached to the State Trading Corporation of India (Private) Ltd; and

(b) what are their respective duties and obligations?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) The Board of Directors of the State Trading Corporation consists of 12 Directors of whom 11 are senior Government officers. A statement giving the names and designations of the Directors is attached [See Appendix II, annexure No 66] The Managing Director alone is a full-time Director of the Corporation

(b) The duties and obligations of the Directors are the same as in the case of Directors of Private Limited Companies as specified in the Companies Act, 1956 and Articles of Association of the Corporation

#### Second Five Year Plan

960. { Shri Ram Krishan.  
Sardar Iqbal Singh

Will the Minister of Planning be pleased to refer to the reply given to Unstarred Question No 1072 on the 8th December, 1958 and lay a copy of a document incorporating the result of discussions regarding programmes in the last two years of the Second Five Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra) The document referred to in my reply on December 8, 1958 to Unstarred Question No 1072 is getting ready and will be submitted to Parliament shortly

#### Mica Wet Grinding Plant

961 Shri Ram Krishan. Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No 495 on the 3rd December, 1958 and state at what stage is the scheme of setting up a Mica Wet Grinding Plant with American collaboration?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): The Government of Rajasthan propose to set up a Wet Mica Grinding Plant in collaboration with an American Company. The Government of India



approved the above scheme in March, 1958. The American Company raised some further questions and these have been replied to by the State Government in January, 1959. The final reply from the American Company is awaited by the State Government.

#### Community Radio Sets

962. Shri Ram Krishan: Will the Minister of Information and Broadcasting be pleased to state the value and number of community radio sets supplied to Punjab Government under the subsidy scheme so far?

The Minister of Information and Broadcasting (Dr. Keskar): By 31st March, 1959, the Punjab Government will have been supplied 5910 Community radio sets under the subsidy Scheme of a value of about Rs. 15,73,000 (exclusive of incidental expenses, departmental charges etc.). The share of the Central Government's subsidy being about Rs 8 04,000

#### Second Five Year Plan

963. Shri Ram Krishan: Will the Minister of Planning be pleased to state:

(a) the revised allocations in the Second Five Year Plan for:

- (i) construction of roads;
- (ii) construction of new railway lines;
- (iii) cement;
- (iv) fertilizer;

(b) the total amount spent so far under each of the above headings, year-wise, and

(c) the physical targets set for each together with the achievements made so far?

The Deputy Minister of Planning (Shri S. N. Mishra): Two statements are laid on the Table of the House. [See Appendix II, annexure No. 67.]

#### Correspondence with Foreign Countries

964. Shri Ram Krishan: Will the Prime Minister be pleased to state:

(a) whether it is a fact that most of the countries use their own languages for correspondence with our country;

(b) whether it is also a fact that the language used by India in reply to correspondence from them is English; and

(c) if so, why the reply is not given in India's national language, i.e., Hindi?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Foreign Governments in their correspondence with our Missions abroad generally use their own languages, while most of the Diplomatic Missions in India in correspondence with the Government of India use English

(b) Yes In some cases our Missions send unofficial translations in the national languages of the countries concerned

(c) Most of the Foreign Governments do not have facilities for translating the replies received by them in Hindi Hence Hindi is not adopted in correspondence with them either by our Missions abroad or by the Government of India.

Formal documents, like Letters of Accreditations, etc are sent in Hindi.

#### X-Ray Manufacturing Factories

965. Shri Ram Krishan: Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No 258 on the 25th November, 1958 and state:

(a) whether the terms of foreign collaboration of X-ray manufacturing factories have since been scrutinised; and

(b) if so, the nature of the terms approved?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):**

(a) *Large Scale Sector:* Of the three approved schemes, foreign collaboration terms have been scrutinised and agreed to in the case of two. They are Messrs. Escorts (Agents) P. Ltd., Delhi and Messrs. Siemens Engg. & Mfg. Co. of India P. Ltd., Bombay. In the case of the third firm, Messrs Radon House, Calcutta, no foreign collaboration is involved for the first phase of their manufacturing programme, for which approval has been given.

*Small Scale Sector:* In this sector only one scheme has been approved. The collaboration terms of this scheme are under scrutiny

(b) The general terms approved are broadly on the basis of some payment of royalty not exceeding five per cent, subject to Indian taxes.

**Wage Map for Bombay and Kanpur**

966. { Shri Ram Krishan:  
Shri D. C. Sharma:  
Sardar Iqbal Singh:

Will the Minister of Labour and Employment be pleased to refer to the reply given to Unstarred Question No 1296 on the 11th December, 1958 and state the progress made so far in drawing up experimental wage maps for Bombay and Kanpur?

**The Deputy Minister of Labour (Shri Abid Ali):** State Governments are collecting the necessary data

**Government Buildings on Parliament Street**

967. **Shri Ram Krishan:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether the Post and Telegraph Buildings and other multi-storeyed Government buildings on Parliament Street have been constructed solely by the Central Public Works Department or whether any portion of them

were entrusted to private contractors; and

(b) what if any, is the value of work handled by private contractors?

**The Minister of Works, Housing and Supply (Shri K. C. Reddy):** (a) The building [viz. A.I.R., Multi-storied (Phase 5) and D.G.P. & T. buildings] have been constructed by the C.P.W.D. through registered private contractors who are borne on the approved list.

(b) Rs 72.81 lakhs.

**Exports to U.K.**

968. { Shri Ram Krishan:  
Shri D. C. Sharma:  
Shri Pangarkar:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any improvement in the export of the Indian goods to the United Kingdom during the year 1958-59 so far in comparison with that of the year 1957-58; and

(b) whether the imports into India from the United Kingdom have declined during 1958-59 as compared to 1957-58?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):**

(a) and (b). Statistics of India's exports to and imports from the U.K. are at present available only upto the month of November, 1958. The values for such exports and imports during the first eight months of 1958-59 (April-November, 1958) and the corresponding period of 1957-58 (April-November, 1957) are as follows:

(Value in lakhs of Rs.)

	April-November, 1957	April-November, 1958
Exports	1,04.16	1,13.65
Imports	1,53.91	98.39

**Second Five Year Plan,  
Andhra Pradesh**

969. { Shri Nagi Reddy:  
Shri Ramam:

Will the Minister of Planning be pleased to state the particular projects which are likely to be affected due to the pruning of the Second Five Year Plan in relation to Andhra Pradesh?

The Deputy Minister of Planning (Shri S. N. Mishra): The revision in the total outlay under the Second Five Year Plan has not affected any project included in the Plan of Andhra Pradesh

**Central Schemes**

970. { Shri Nagi Reddy:  
Shri Ramam:

Will the Minister of Planning be pleased to state the amount provided for the Centrally Sponsored Schemes in the various States (State-wise) in the first two years of the Second Five Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra): Information is being collected and will be laid on the Table of the House

**Export of Iron Ore**

971. { Shri Nagi Reddy:  
Shri D. V. Rao:

Will the Minister of Commerce and Industry be pleased to state

(a) the number and names of countries to which iron ore was exported in the year 1958 with details of grades and prices thereof, and

(b) what would be the amount of export to those countries in 1959—the grades and prices thereof?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). A statement showing

the exports of iron ore made by the State Trading Corporation to various countries during the year 1958 and the estimated exports for the year 1959 is laid on the Table of the Sabha. [See Appendix II, annexure No. 68]. It would not be in the business interest of the Corporation to disclose the prices and other details of the contracts

**Development of Handicrafts**

972. { Shri Nagi Reddy:  
Shri Ramam:

Will the Minister of Commerce and Industry be pleased to lay a statement showing the amount sanctioned by the Central Government for the development of Handicrafts during 1956-57, 1957-58 and 1958-59 so far (State-wise)?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): A statement is laid on the Table of the Sabha [See Appendix II, annexure No 69]

**Import of Jute and Jute Cuttings**

973. Shri Rameshwar Tantia: Will the Minister of Commerce and Industry be pleased to state:

(a) whether jute and jute cuttings were imported from Pakistan during 1957 and 1958,

(b) if so, the amount paid for this; and

(c) the value of import licences that have been given for January-March, 1959 period?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) Yes, Sir

(b) The value of imports of jute and jute cuttings was Rs 72 crores in 1957 and Rs 325 crores during January-November, 1958. Figures for December, 1958 are not yet available.

(c) Approximately Rs 20.98 lakhs during the period January to 15th February, 1959.

**Membership of Trade Unions**

974. **Shri S. M. Banerjee:** Will the Minister of Labour and Employment be pleased to refer to the reply given to the Starred Question No. 536 on the 3rd December, 1958 and state:

(a) whether membership of All India Trade Union Congress, Indian National Trade Union Congress, Hind Mazdoor Sabha and United Trade Union Congress as on the 31st March, 1958 has since been verified,

(b) if so, the verified membership of each organisation; and

(c) if not, the reasons for delay?

**The Deputy Minister of Labour (Shri Abid Ali):** (a) Not yet

(b) Does not arise.

(c) According to the time schedule, the verified figures of membership as on 31st March, 1958, are due to reach Government by the end of April

**Bonus to Insurance Employees**

975. **Shri S. M. Banerjee:** Will the Minister of Labour and Employment be pleased to refer to reply given to the Starred Question No. 523 on the 3rd December, 1958 and state.

(a) the further steps taken by Government to consider the demand for bonus of the All India Life Insurance Employees' Association, Bombay;

(b) whether any meeting has been held with the representatives of the All India Life Insurance Employees' Association; and

(c) if so, with what results?

**The Deputy Minister of Labour (Shri Abid Ali):** (a) to (c). A report has since been received in the matter from the Regional Labour Commissioner, Bombay, who held conciliation proceedings. The report is under examination.

**गो मांस का निर्यात**

९७६. श्री प्रकाश वीर शास्त्री : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि भारत में कौन-कौन से बन्दरगाहों से गो-मांस निर्यात होता है ?

**वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) :** बम्बई और कलकत्ता से ।

**Employees of Faridabad Development Board**

977. **Shri Ajit Singh Sarhadi:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the total number of employees retrenched, removed or retired from the Faridabad Development Board so far,

(b) whether such persons have been absorbed in other Government Departments; and

(c) if not, the number of those who have not been so absorbed and the reasons thereof?

**The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna):** (a) 149 from January, 1957 upto date.

Retired 5

Retrenched:

Regular Establishment 30

Workcharged Establishment 114

(b) and (c). The 30 retrenched employees from regular establishment have been given priority category III for purposes of re-employment by the Employment Exchanges. The exact number reabsorbed in services is however, not known.

**Export of Monkeys**

978. Shri Ajit Singh Sarhadi: Will the Minister of Commerce and Industry be pleased to state:

(a) the total export of monkeys during the years 1957-58 and 1958-59 and the foreign exchange earned therefrom; and

(b) whether any steps have been taken to increase such export?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a)

Year	Quantity	Value
	Nos.	Rs. lakhs
1957-58	2,00,599	143
1958-59 (April-November)	53,099	31

(Figures beyond November, 1958 are not yet available).

(b) No, Sir

उत्तर प्रदेश और पंजाब के पर्वतीय क्षेत्र

१७६. { श्री भक्त बर्षान :  
श्री हेम राज :

क्या योजना मंत्री २६ नवम्बर, १९५८ के तारकित प्रश्न संख्या ३७६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) योजना प्रायोग के सलाहकार उत्तर प्रदेश व पंजाब के पर्वतीय क्षेत्रों की योजनाओं की जो जांच कर रहे थे, क्या इस जांच वह पूरी हो गई है ;

(ख) यदि हाँ, तो क्या उनके द्वारा की गई सिफारिशों का मोटा स्वरूप बताने वाला एक विवरण सभा-मटल पर रखा जायेगा ;

(ग) उनकी सिफारिशों पर क्या कार्यवाही की गई है ;

(घ) यदि प्रश्न के उपरोक्त भाग (क) का उत्तर नकारात्मक हो, तो उन सलाहकारों ने अपने कार्य में अब तक क्या प्रगति की है ; और

(ङ) कब तक संघोषित योजनाओं के बारे में अन्तिम निर्णय हो जाने की आशा की जाती है ?

योजना उपमंत्री (श्री श्या० नं० निष) :

(क) से (ङ). योजना प्रायोग के कार्यक्रम सलाहकार ने उत्तर प्रदेश के पर्वतीय क्षेत्रों की योजनाओं की जांच की और उन पर राज्य सरकार के साथ विचार किया। इस विषय में कृपया १० फरवरी, १९५९ को दिये गये तारकित प्रश्न संख्या ३६ के उत्तर को देखिये। राज्य सरकार से विस्तृत प्रस्तावों की प्रतीक्षा है। पंजाब सरकार के पर्वतीय क्षेत्रों में हुई प्रगति के विषय में पूरी जानकारी अभी प्राप्त नहीं हुई। राज्य सरकार से अतिरिक्त स्कीमों के सुझाव भी अभी प्राप्त नहीं हुए हैं।

**Tailors of West Bengal**

980. Shri Muhammed Elias: Will the Minister of Labour and Employment be pleased to state

(a) whether it is a fact that the 300,000 tailors of West Bengal are facing serious difficulty for not having any jobs;

(b) whether Government have received any representation in this regard; and

(c) if so, the action taken thereon?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). A representation of tailors has been received to that effect;

(c) The matter has been referred to the State Government

**Export of Jute**

981. Shri Raghunath Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Jute Balers Association of Calcutta has forwarded suggestions to the Government for the improvement of the export of jute; and

(b) if so, the action taken in the matter?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):  
(a) Yes, Sir.

(b) These suggestions have been taken into account while formulating the current export policy for raw jute which provides for the export of a limited quantity of raw jute being canalised through the State Trading Corporation.

**तैयार कपड़ों का निर्यात**

९८२. श्री नवल प्रभाकर : क्या बाजिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि .

(क) १९५७-५८ तथा १९५८-५९ में सरकार ने किन-किन राज्यों से सिले सिलाये कपड़ों का निर्यात किया ; और

(ख) निर्यात किये गये माल का मूल्य क्या था ?

बाजिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) (क) सिले सिलाये कपड़े के निर्यात के राज्यानुसार आकड़े उपलब्ध नहीं हैं ।

(ख) १९५७ तथा १९५८ में निर्यात किये गये सिले सिलाये कपड़ों का मूल्य इस प्रकार है :

वर्ष	मूल्य हजार रुपये में
१९५७ . . .	३१,३०
१९५८ . . .	३१,१४
(जनवरी-नवम्बर)	

**दिल्ली में पंजीकृत कम्पनियां**

९८३. श्री नवल प्रभाकर : क्या बाजिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में ३१ दिसम्बर, १९५८ को समाप्त होने वाले वर्ष में कितनी नवीन कम्पनियां पंजीकृत हुईं ; और

(ख) इनकी पूंजी कितनी है ?

बाजिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) . (क) और (ख) . जनवरी से दिसम्बर, १९५८ तक के १२ महीनों में दिल्ली में १२४ कम्पनियां पंजीकृत हुईं जिनकी कुल प्राधिकृत पूंजी ४९ ९० करोड़ रुपये है ।

नोट.—नवीन रजिस्टर्ड कम्पनियों के नाम तथा उनका अन्य व्यौरा, जैसे शोधोगिक वर्गीकरण ; मैनेजिंग एजेंटों, सेक्रेटारियों एवं ट्रेजररों, मैनेजिंग डायरेक्टरों, डायरेक्टरों आदि के नाम ; रजिस्टर्ड कार्यालय का स्थान ; उसके उद्देश्य ; प्राधिकृत, आवेदित तथा प्राप्त पूंजी आदि; नियतमित रूप से "मथली ब्लू बुक्स ग्रानु ज्वाइंट स्टॉक कम्पनीज इन इंडिया" में प्रकाशित किया जाता है । इसकी प्रतियां ससद् के पुस्तकालय में उपलब्ध हैं ।

**Prime Minister's Circular to Ministries**

984. Shri D. C. Sharma: Will the Prime Minister be pleased to refer to the reply given to Unstarred Question No. 838 on the 2nd December, 1958 and state the results achieved in response to Prime Minister's Circular to Ministries regarding extravagance in administration and delays in routine administrative matters?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): As already stated in reply to Unstarred Question No. 838 on the

3rd December, 1958, Prime Minister has frequently addressed various Departments of Government, in regard to greater efficiency and economy in the administrative processes. It is, therefore, difficult to state in precise terms the results achieved in response to a particular circular letter.

2. In three starred questions answered during 1957-58 (No. 742 on the 9th August, 1957, 1081 on the 13th December, 1957, 2036 on the 7th May, 1958), and one Unstarred Question No. 722 on the 23rd February, 1959, detailed information has already been given regarding the monetary effect of the various economy measures adopted by the Central Government, such as abandonment or reduction in scope of projects and schemes, restrictions on creation and filling of posts including a ban on the filling of certain class III and class IV posts, economy in contingent, and other expenditure such as purchase of stores, travelling allowances etc. It will also be seen from these replies that in addition to the saving of about Rs. 24 crores, effected during the financial year 1957-58, a further economy of Rs. 2.61 crores is estimated to have been effected through the measures taken during the first 6 months of the current financial year.

3. With a view to eliminating delays in administrative matters, the system of internal financial advisers was introduced from the 20th August, 1958. Subsequently the Ministry of Finance have delegated large financial powers to other Ministries under the Delegation of Financial Powers Rules 1958, published under S. O. 2614 dated the 20th December, 1958. The Ministries have in turn delegated additional powers to their Attached and Subordinate Organisations. Similarly, action has been taken to delegate administrative authority to officers at all levels while administrative procedures are kept constantly under review by the O. & M. Division. Thus it has been decided that, ordinarily, a case should not be dealt with by more than two

officers above the level of Section Officer in a Department. A system of reorganised Sections in which initial consideration of a paper is done at the level of an Under Secretary is being tried in the Ministry of External Affairs.

4. It will be some time before the results of these and other reforms can be fully assessed and their adoption on a wider scale decided upon.

#### Labourers in Iron and Manganese Ore Mines

985. Shri Pantgrahi: Will the Minister of Labour and Employment be pleased to refer to the reply given to Unstarred Question No. 562 on the 29th November, 1958 and state:

(a) whether the total labour strength in the iron and manganese ore mines in Orissa during the year 1953 has since been collected;

(b) if so, what is that number; and

(c) what is the present labour strength in these mines in Orissa?

The Deputy Ministry of Labour (Shri Abid Ali): (a) to (c). The Annual returns from the mines are being received. The information has not yet, therefore, been compiled.

#### Heavy Machine Tool Works

986. { Shri Ram Krishan:  
Sardar Iqbal Singh:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 848 on the 11th December, 1958 and state at what stage are the schemes for setting up of a Heavy Machine Tool works, a Heavy Structural Works and a Plate and Vessel Works?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): As regards the Heavy Structural

Works and the Heavy Plate & Vessel Works, the detailed project report from M/s. Atkins and Partners of U.K. who have been asked to undertake its preparation under the auspices of the Colombo Plan is awaited. In respect of the Heavy Machine Tool Works preliminary discussions are in progress.

#### New Tyre Factories

987. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) what are the reasons which weighed with Government in granting industrial licences to M/s Dunlop and Tatas to start new Tyre Factories in Madras and Bombay States respectively; and

(b) whether Government have asked them to start the factories in the areas of production of raw rubber?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). Messrs Dunlops and Messrs. Ceat (who are collaborating with Tatas) selected Madras and Bombay on the advice of their experts. Though Government gives preference to areas where the particular manufacturing activity is inadequate, Government do not insist on entrepreneurs establishing their factories in particular regions so long as the sites selected by them are *prima facie* suitable. It may, however, be stated that a licence has been granted to Messrs. Indo Orient Agencies Private Limited, Bombay to establish a factory for the manufacture of tyres and tubes at Kottayam, Kerala State in collaboration with an American firm.

#### Employees in India House, London

988. { Shri Kadiyan:  
Shri Narayanankntty  
Menon:

Will the Prime Minister be pleased to state:

(a) whether the Government of India have entered into an agree-

ment with the U.K. Government concerning the service conditions of U.K. nationals employed at India House;

(b) if so, what are the stipulations of the agreement; and

(c) whether any reciprocal agreement was arrived at between the two Governments in regard to Indian employees in the UK High Commission in New Delhi?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) No.

(b) and (c). Do not arise.

#### कर्मचारी भविष्य निधि योजना

६८८. श्री वि. नूति (मध्य क्या भ्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार विभिन्न प्रतिष्ठानों में भविष्य निधि के बारे में एक प्रभावी योजना बना रही है, और

(ख) यदि हा, तो उसका स्वरूप क्या है ?

भ्रम उपमंत्री (श्री आशिषि भल्ली) :

(क) कर्मचारी प्रोविडेंट फंड योजना (१९५२) ३८ उद्योगों और प्रतिष्ठानों में प्रभावक रूप से चालू है और भ्रमण कोयला खान प्रोविडेंट फंड योजनायें कोयला में चालू हैं। कोई नयी प्राविडेंट फंड योजना बनाने की जरूरत नहीं है।

(ख) प्रश्न नहीं उठता।

#### Handloom Experts from West Germany

990. Shri M. R. Krishna: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Government of India has requested



the West German Government to send some experts on handloom industries, and

(b) how many experts have come from West Germany and how long they will stay in India?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):  
(a) No, Sir

(b) A fashion expert from West Germany, Mrs Maria May, visited India during October-December, 1958 and visited various handloom and handicrafts centres in the country

#### Indian Tobacco

991. Shri Ansohindo Ghosal: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of Indian tobacco consumed by the UK during the last year, and

(b) the amount of Foreign Exchange earned by India therefrom?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):  
(a) and (b) Figures relating to the consumption of Indian tobacco in UK are not available but during January-November, 1958, United Kingdom imported from India 43,119,263 lbs of unmanufactured tobacco worth Rs 10,63,41,270

#### Industrial Training Institute at Panisagar, Tripura

992. Shri Bangshi Thakur Will the Minister of Labour and Employment be pleased to state

(a) whether it is a fact that there was a proposal to establish an Industrial Training Institute at Panisagar in Dharmanagar, Tripura and tenders were also invited for the purpose;

(b) whether it is a fact that the Institute is now going to be established somewhere in Tripura beyond the jurisdiction of Dharmanagar; and

(c) if so, the reasons therefor?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes, by the Tripura Administration

(b) Yes, an institute has been sanctioned by Government of India at Agartala

(c) Agartala is found more suitable

मोलन (हिमाचल प्रदेश) में औद्योगिक बस्ती

१९५३. { श्री पद्म देव .  
श्री स० च० सामन्त .

क्या वाणिज्य तथा उद्योग मंत्री २५ नवम्बर, १९५८ के अताराकित प्रश्न संख्या ५२४ के उत्तर के सम्बन्ध में यह बताने की इच्छा करते कि

(क) मोलन (हिमाचल प्रदेश) में प्रस्तावित औद्योगिक बस्ती की स्थापना के सम्बन्ध में क्या प्रगति हुई है, और

(ख) इस योजना को पूर्ण होने में अनुमानत कितना समय लगेगा ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) (क) हिमाचल प्रदेश प्रशासन ने २,८७,४०० रुपये तक के अनुमान तैयार किये हैं। औद्योगिक बस्ती में बनने वाली इमारतों के नक्शों और खाकों को हिमाचल प्रदेश के निर्माण विभाग के चीफ इंजीनियर अन्तिम रूप दे रहे हैं। यह योजना प्राप्त होने पर भारत सरकार इसकी शैल्यिक स्वीकृति प्रदान कर देगी।

(ख) अनुमान है कि यह योजना पूरी होने में लगभग १८ महीने का समय लगेगा।

#### Managing Agents

994. Shri V. P. Nayar. Will the Minister of Commerce and Industry be pleased to state

(a) whether subsequent to the passing of the Companies Act, 1956 the overall remunerations of managing agents have decreased or increased, and

(b) what are the aggregates of managing agent's commission for the years 1956, 1957 and 1958?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):**  
 (a) Random sample surveys disclose a definite falling trend in the remuneration payable to managing agents of public limited companies since the restrictive provisions of the Companies Act, 1956 came into force.

(b) The aggregates of the managerial remuneration paid to managing agents of 661 public limited companies, whose profit and loss accounts have been analysed so far, was Rs. 8.38 crores and Rs. 4.94 crores during the years 1956 and 1957 respectively. Information relating to the year 1958 is not yet available, as profit and loss accounts for that year have not become due in most cases. As private limited companies are

not required under the Act to file the profit and loss accounts, similar information relating to them cannot be furnished.

#### Export of Mango Fruit

995. **Shri Pangarkar:** Will the Minister of Commerce and Industry be pleased to state the annual average export of Mango fruit in different forms to foreign countries from India and the amount of foreign exchange earned thereby?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):** The export of Mango fresh and mango pickles, both in quantity and value, during 1957 and 1958 (Jan.-Nov.) were as follows:

Commodities	(Quantity in cwts.) (Value in '000 Rs.)			
	1957		1958 (Jan.-Nov.)	
	Qty.	Val.	Qty.	Val.
Mango Fresh . . . . .	1,35,47	5,67	3,26,12	10,97
Mango Pickles . . . . .	1,88,20	17,40	1,57,81	14,83

Annual average of export of mango fruit in different forms are not available before this period as the export statistics of this item were not recorded separately up to the end of 1956.

(b). A statement is laid on the Table of the Sabha. [See Appendix II, annexure No. 70].

#### Rural Housing

996 **Shri Ajit Singh Sarhadi:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) what progress has been made under the Village Housing Projects Scheme during Second Five Year Plan period; and

(b) the amount allotted to the Punjab for the purpose under Plan and the amount utilized so far?

**The Minister of Works, Housing and Supply (Shri K. C. Reddy):** (a) and

#### Payment of Compensation

997. **Shri D. C. Sharma:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of applications for compensation pending on the 1st April, 1958 State-wise; and

(b) the steps taken to dispose of these cases?

**The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna):** (a) and (b). State-wise figures are not available. A statement showing applications pending on the 1st April, 1958, in the different

Regions and the steps taken to dispose of them, is given below:

Statement	
Regions	Pending on 1st April, 1958
Delhi	46,725
Bombay	12,769
Jullundur	54,180
Rajasthan	13,948
Lucknow	17,458
Madhya Pradesh	9,842
Patna	1,412
Patiala	37,744
<b>TOTAL</b>	<b>1,94,078</b>

(b) The arrears were large in the Delhi, Jullundur, and Patiala regions. It was, therefore, decided to decentralise the work in these regions into zones. Four Assistant Settlement Commissioners with necessary additional staff were appointed in each of these regions and delegated with powers to expedite disposal of compensation cases. Targets for the work to be done were prescribed and the Zonal Officers were required to furnish monthly progress reports of the work done.

Another factor which was holding up progress was the large number of outstanding appeals both with the Regional Settlement Commissioners and in the Central Office. Accordingly the Appellate Staff at the centre was increased and Special Officers were appointed in the Jullundur and Patiala Regions to dispose of the appeals.

Steps were also taken to remove loopholes in the procedure which resulted in delays in the finalisation of cases.

As a result of these measures the average number of cases including cases of second instalment and state-

ments of Accounts, disposed of every month between 1st April, 1958 to 31st December, 1958 was 11,640 against the average of 10,887 in the corresponding period of the previous year. The total number of outstanding cases has been reduced from 1.94 lakh on 1st April, 1958 to 1.20 lakh on 31st December, 1958.

#### Pakistani Infiltration into Jammu and Kashmir

998. Shri D. C. Sharma: Will the Prime Minister be pleased to state:

(a) the number of Pakistani Nationals who crossed into Jammu and Kashmir State during 1958 and were arrested;

(b) how these figures compare with those for 1957; and

(c) the steps taken to check infiltration?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) In 1958, 211 Pakistani nationals and persons from Pakistan-occupied Kashmir infiltrated into Jammu and Kashmir and were apprehended

(b) The corresponding figure for 1957 was 145.

(c) All necessary steps are taken to check infiltration and this is clear from the number of infiltrators apprehended.

#### Naga Hostilities

999. Shrimati Mafta Ahmed: Will the Prime Minister be pleased to state:

(a) whether Government are aware that the rebel Nagas have burnt down the Zimobohto Government High School in the Naga Hills-Tuensang area in the early part of January, 1959; and

(b) if so, the facts thereof?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). No such incident has been reported to Government.

#### Export Risk Insurance Corporation

1000. Shri N. E. Munisamy: Will the Minister of Commerce and Industry be pleased to state:

(a) what is the total income earned by the Export Risk Insurance Corporation (Private) Ltd., in 1959 and what is the expense incurred for the said period;

(b) whether any new policy has been evolved to encourage small exporters; and

(c) if so, to what extent the exporters' difficulties were solved?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri).

(a) Income during the first year of Corporation upto 30th September, 1958 was Rs 2,10,053. Total expenditure for the same period was Rs 1,51,317

(b) No, Sir

(c) Does not arise

#### Second Five Year Plan (Madras)

1001. Shri Elayaperumal: Will the Minister of Planning be pleased to state the amount allotted to Madras State for the fourth year in the Second Five Year Plan by the Centre?

The Deputy Minister of Planning (Shri S. N. Mishra): The Central assistance agreed to for Madras for the Plan for 1959-60 is Rs. 18 crores.

#### Recruitment through Employment Exchanges

1002. { Shri Ram Krishan:  
Shri Aurebindo Ghosal:

Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact that some of the major Government Depart-

ments do not recruit personnel through the Employment Exchanges;

(b) if so, the names of such Departments and Ministries; and

(c) the steps Government propose to take in the matter?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes

(b) (1) Posts and Telegraphs Department in the matter of recruitment of Class III staff;

(2) Lok Sabha Secretariat;

(3) Rajya Sabha Secretariat;

(4) The Comptroller and Auditor General of India; and

(5) Supreme Court.

Vacancies which are not filled through Public Service Commissions or by promotion are filled through the Exchanges by the other departments

(c) Nothing special for the present.

#### Bhakra Canal Project

1003. Sardar Iqbal Singh: Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the Planning Commission has undertaken intensive survey of Bhakra Canal Project, to evaluate the benefits accruing from it; and

(b) whether a copy of the report will be laid on the Table?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) No, Sir.

(b) Does not arise

#### Housing Problem of Industrial Workers

1004. Sardar Iqbal Singh: Will the Minister of Labour and Employment be pleased to state:

(a) whether Government have received the reports from the State Governments which have completed

their special survey to find out the magnitude of the housing problem for industrial workers; and

(b) if so, the main features of the survey report of each State?

**The Deputy Minister of Labour (Shri Abid Ali):** (a) Reports have been received from the Government of Bombay, Kerala and Delhi. Complete reports from Rajasthan and Andhra Pradesh are awaited.

(b) The main feature of the reports from Bombay, Kerala and Delhi are as follows:

**Bombay:** Survey covered 80 per cent of the total employment in the State. The total number of permanent workers in the State in factories employing more than 250 workers is roughly estimated at 5.35 lakhs. About 3,000 houses have been constructed under the subsidized Industrial Housing Scheme. Only about 8 per cent. of the workers have been provided with housing facilities by the employers.

**Kerala:** Survey conducted in respect of factories employing 250 or more workers revealed that there are about 78000 labourers in such factories and that majority of workers live in nearby areas.

**Delhi:** A Survey was conducted in respect of the registered factories employing 100 or more workers. Out of 60,000 workers in registered factories, the number of quarters provided by the employers and non-employers is estimated at 6,000.

#### **Punjabi Literature and Literary Speeches in A.I.R.**

**1005. Sardar Iqbal Singh:** Will the Minister of Information and Broadcasting be pleased to state the number of broadcasts in Punjabi and the time allotted towards the Punjabi literature and the literary speeches in All India Radio at Delhi during the year 1957?

**The Minister of Information and Broadcasting (Dr. Keskar):** The num-

ber of broadcasts in Punjabi regarding Punjabi literature and the literary speeches at the Delhi Station of All India Radio during the year 1957 was 96 and the time allotted to these broadcasts was 1080 minutes

#### **Import Quota of Michelin Tyres**

**1006. Sardar Iqbal Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of import quota of Michelin tyres for trucks and bukes during 1957-58 and in 1958-59; and

(b) the quantity of goods actually imported?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):** (a) and (b). Tyres for Buses and Trucks fall under S. No. 41 (ii)/V (Giant motor, motor cycle, bicycle tyres and tubes and flaps and solid tyres, but excluding tractor and off-the-road tyres and tubes). The extent of licensing done for this S. No. to both Established Importers and other categories of importers during the licensing period January-June, 1957 to October, 1958—March 1959 (upto 10th January, 1959) has been as follows:—

	(Value in '000' of Rs)
January-June, 1957	82,27
July-September, 1957	7,03
October '57-March, 1958	82,61
April-September, 1958	21,08
October '58-March '59 (upto 10-1-1959)	11,06

The limiting factor in the licences for this commodity is value and not quantity. Further, the licencees can import any make of tyres depending upon the currency area for which the licence is valid. Information regarding the extent to which these licences have been utilised or what makes of tyres have been imported against these licences is not available. A statement showing the imports made of certain types of tyres during 1957

and 1958 (January-November) is given below:—

Statement	1958 (Jan-November)	
	1957 Nos.	1958 (Jan-November) Nos.
1. Pneumatic motor cars and truck covers . . . . .	35,465	21,995
a. Pneumatic covers giant size n e c	35,793	15,652
3. Solid rubber tyre-ing for motor vehicles . . . . .	2,359	1,819
4. Tyres with metal-lic frame-work	595	912

#### Skilled and Unskilled Workers

1007. Sardar Iqbal Singh: Will the Minister of Labour and Employment be pleased to state the additional number of persons of the skilled and unskilled working class registered with employment exchanges since 1956, year-wise and State-wise?

The Deputy Minister of Labour (Shri Abid Ali): The number of applicants belonging to the skilled and semi-skilled as well as unskilled categories on the Live Registers of employment exchanges at the end of each year was as under —

State/Union-Territory	Skilled and Semi-skilled			Unskilled		
	No on Live Register as on			No on Live Register as on		
	31-12-56	31-12-57	31-12-58	31-12-56	31-12-57	31-12-58
Andhra Pradesh	4,298	2,870	2,986	34,603	29,579	38,131
Assam . . . . .	697	767	1,239	9,093	11,733	15,527
Bihar	4,926	8,037	7,024	49,669	52,915	58,091
Bombay . . . . .	7,251	8,150	9,453	51,608	63,940	78,287
Delhi	4,591	4,149	4,602	17,196	17,060	19,680
Himachal Pradesh	100	104	150	843	1,161	1,535
Kerala . . . . .	2,204	4,413	8,604	16,357	21,145	56,608
Madhya Pradesh	1,965	3,706	5,410	8,775	10,537	18,188
Madras	2,391	3,107	6,009	36,080	44,678	63,350
Manipur*	.	38	319	..	287	2,572
Mysore	1,693	2,165	2,826	9,014	10,702	16,423
Orissa . . . . .	2,499	2,957	3,556	3,915	5,887	9,308
Pondicherry*	.	98	144	..	1,141	1,427
Punjab	2,300	2,519	2,780	15,478	16,245	22,460
Rajasthan . . . . .	707	651	846	10,710	9,643	14,386
Tripura* . . . . .	..	140	200	..	527	881
Uttar Pradesh	11,328	12,121	13,051	70,381	69,167	68,206
West Bengal . . . . .	13,049	15,516	19,466	54,701	94,292	1,35,196
<b>ALL INDIA TOTAL</b> . . . . .	<b>59,999</b>	<b>71,508</b>	<b>88,665</b>	<b>3,88,423</b>	<b>4,60,639</b>	<b>6,20,249</b>

\*The Exchanges at Agartala in Tripura and at Imphal in Manipur started functioning with effect from 23-2-57 and 4-6-57 respectively. The Exchange at Pondicherry was opened on 13-2-57.

### Foreign Arbitral Awards

1008. **Sardar Iqbal Singh:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 384 on the 29th November, 1958 and state the details of the decision regarding ratification of the convention on the recognition and enforcement of Foreign Arbitral Awards?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):** The question of ratifying the convention is still under consideration

### Ambar Charkha Programme in Punjab

1009. **Sardar Iqbal Singh:** Will the Minister of Commerce and Industry be pleased to state the total number of weaving and training centres opened so far and proposed to be opened in connection with Ambar Charkha Programme in Punjab during the year 1959-60?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):** 78 Weaving Centres and 11 Centres for imparting training to Instructors and Carpenters have been opened so far in the Punjab State. Out of the training centres, only three for instructors are operating at present. As for *Parishramalayas* or Centres for the training of spinners, statistics regarding their number are not maintained, since financial assistance is not given for the training institution as a unit but per spinner. The number of spinners trained in the Punjab till 31st March, 1958 is 11,018

It is not possible to indicate the number of weaving and training centres proposed to be opened in the State during 1959-60 as the programme for 1959-60 has not yet been finalized

### Industrial Estates in Punjab

1010. **Sardar Iqbal Singh:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 1680 on the

16th December, 1958 and state what further progress has been made in the construction work of Industrial Estates in Punjab and by what time it will be completed?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):** A statement is laid on the Table of the Sabha. [See Appendix II, annexure No 71].

### Export of Ores

1011. **Sardar Iqbal Singh:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No 1073 on the 8th December, 1958 and lay a statement showing

(a) the progress made to increase the exports of ores to foreign countries; and

(b) the value of such increase?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):** (a) and (b) The information has since been furnished, and is being laid on the Table of the House [See Appendix II, annexure No 77, item No 2].

### Export Promotion Advisory Committee

1012. **Sardar Iqbal Singh:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 537 on the 29th November, 1958 and state the work done by the Export Promotion Advisory Committees so far separately?

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):** A statement is laid on the Table of the Sabha [See Appendix II, annexure No 72]

### Chinakuri Colliery Disaster

1013. **Shri B. Das Gupta:** Will the Minister of Labour and Employment be pleased to state:

(a) the total amount of compensation paid for the persons killed in

the Chinakuri Colliery Disaster so far; and

(b) the total number of persons compensated for?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). Information is not available, as the Workmen's Compensation Act is administered by the State Governments.

#### Kuper's Camp in West Bengal

1014. Shri Muhammed Elias: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether it is a fact that the help which was being given to 34 T. B patients in Kuper's Camp in West Bengal has been stopped; and

(b) if so, what are the reasons therefor?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b): Kuper's Camp has about 300 T. B. patients. It is therefore, not possible to give a reply to the question unless the names and particulars of the 34 persons, the Hon'ble Member has in mind, are supplied. It may, however, be added that the cases of the T. B. patients in camps are reviewed periodically in consultation with the medical authorities and help is reduced or stopped depending on the merits of each case

सीमेंट और चीनी मिट्टी के बरतनों के कारखाने

१०१५. श्रीमती कृष्ण मेहता : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दूसरी पंच-वर्षीय योजना के अन्तर्गत जम्मू और काश्मीर राज्य में एक सीमेंट और एक चीनी मिट्टी के बरतनों के कारखाने की स्थापना के लिये कुछ धन मंजूर किया गया है ; और

(ख) यदि हां, तो राज्य में इन कारखानों की स्थापना के लिये अब तक क्या कार्यवाही की गई है ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) : (क) जी, हां ।

(ख) दोनों कारखानों के संयंत्र तथा मशीनों के कुछ मूल्य आदि राज्य सरकार के पास आ गये हैं और वह इनकी जाच-नडताल कर रही है । इन योजनाओं पर अमल किये जाने में कोई कठिनाई आने की संभावना नहीं है ।

रडियो सप्ताह समारोह

१०१६. श्री बाजपेयी : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ८ फरवरी, १९५९ से रे.डियो सप्ताह मनाया गया ,

(ख) यदि हां, तो गत वर्ष की तुलना में इस वर्ष के कार्यक्रम की क्या विशेषताएँ थी ; और

(ग) क्या सरकार श्रोताओं द्वारा दिये गये सुझावों के अनुसार इस कार्यक्रम में परिवर्तन करने पर विचार कर रही है ?

सूचना और प्रसारण मंत्री (डा० कौसकर) :

(क) जी, हा ।

(ख) इस वर्ष रेडियो सप्ताह समारोह के कार्यक्रम आमंत्रित श्रोताओं के सामने एक केन्द्र से केवल एक ही दिन प्रस्तुत किये गये । इसके विपरीत पिछले सालों में इस समारोह का कार्यक्रम अलग २ केन्द्रों से पूरे सप्ताह तक चलता था । सप्ताह के बाकी दिन इन कार्यक्रमों में, प्रदेशों के अपने २ केन्द्रों ने रिले कर के तथा दुबारा प्रसारित कर के समन्वय स्थापित किया । प्रायः सभी केन्द्रों द्वारा आमंत्रित श्रोताओं के सामने किये गये कार्यक्रमों में स्त्रियों और बच्चों के कार्यक्रम भी थे ।



(ग) बोलताओं द्वारा दिये गये सुझावों पर उसी प्रकार विचार किया जायेगा जिस प्रकार दूसरे कार्यक्रमों के बारे में मिलने वाले सुझावों पर विचार किया जाता है।

#### Textile Industries

1017. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state why the production of Cotton Cloth and Cotton and Hair Belting show a decline since 1955?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): The production of cotton cloth showed a steady increase till the end of 1957. Only 1958, there was a decline by 167 million yards as compared to 1955 figure of 5094 million yards. The main reasons for the decline are (1) a large carry-over of stocks in 1958 and (2) Shift in the pattern of production from coarse varieties to medium varieties, consequent on the withdrawal of the rebate in excise duty on the excess production and the rationalisation in excise duty structure during 1958.

As compared to 1955 production of 855.6 tons, the production of cotton and Hair Belting shows a slight decline during the last three years. This fall in production is attributable to a fall in consumers' demand and use of rubberised belting instead of cotton and Hair Belting.

#### Metal Industries

1018. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the decline noticed in the production of Hurricane Lanterns, Enamel Ware and Expanded Metals has now been overcome;

(b) what was the total production of each for the entire year 1958; and

(c) how far, if at all, was the decline due to shortage of indigenous raw materials?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) (i) *Hurricane Lantern and Expanded Metals*: In regard to Hurricane Lanterns and Expanded Metals, the decline in production has not been overcome.

(ii) *Enamel Ware*: The decline in the production of Enamel Ware in 1957 has since been overcome; production in 1958 was the highest so far achieved.

(b)

Item	Production in 1958
(i) Enamel Ware	16.21 million pieces
(ii) Hurricane Lanterns	3.38 million Nos. (Estimated)*
(iii) Expanded Metals	1940 tons (Estimated)*

(\*Actual production of Hurricane Lanterns and expanded metals during the period Jan-Nov. '58 was 3.11 million Nos and 1738.5 tons respectively. Production figures for December 1958 are not yet available and have, therefore been estimated.)

(c) The decline in the production of Enamel Ware and Expanded Metal were mainly due to the shortage of mild steel sheets. The decline in the case of Hurricane Lanterns, has been partly due to shortage of raw materials and partly to a fall in the demand for Hurricane Lanterns.

#### Journal of Industry and Trade

1019. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the annual revenue for 1958 of the Journal of Industry and Trade, with break up for advertisement Revenue and Revenue from sale of copies;

(b) how the advertisement rates compare with journals of similar circulation;

(e) whether any preference or advantages are given to the advertisement of products of small scale industries;

(d) the number of copies mailed free, in every issue; and

(e) the total expenditure on the Journal for the year?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) Total revenue from April 1958 to January 1959 is approximately as under:

(a) Sales	Rs. 20,000
(b) Advertisements	Rs. 50,000
	Rs. 70,000

(b) A statement is laid on the Table of the Sabha. [See Appendix II, annexure No 73.]

(c) A discount of 25% is given to cottage industries products on production of a certificate from the Director of Industries of the State concerned.

(d) 2,400 copies. (A detailed statement is laid on the Table of the Sabha [See Appendix II, annexure No. 74.]

(e) Total expenditure incurred on paper and printing from April 1958 to January 1959 is approximately Rs 1 lakh

The expenditure on the staff of the Publications Branch for the same period is about Rs. 1,15,000 But besides engaging itself on the issue of the Journal, the staff in this branch has to do many other items of work.

**Import of Spares for Earth-moving, Refrigeration and Air-conditioning Equipments**

1920. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the foreign exchange commitment during October 1958 to March

1959, for the import of spares for earth-moving equipment, refrigeration and air-conditioning equipment; and

(b) the share of M/s. Voltas in the total foreign exchange allotted for increased imports of those articles?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) The actual licensing done for the import of (i) spares for earth moving equipment falling under S. No. 65(5) (u) (a)/V of the I.T.C. Schedule and (ii) parts of refrigeration and air-conditioning equipment falling under S. Nos. 284(b)/IV and 65(5)(u)/V during the current licensing period October, 1958-March, 1959 (upto 10-1-59), is of the order of Rs. 20,53,000 and Rs. 11,01,000 respectively.

(b) The share of M/s. Voltas in the total licensing done for the above said items during the current period (upto 10-1-59) is Rs. 13,000 and 1,18,000 respectively.

हिमाचल प्रदेश में लोक निर्माण विभाग के तीसरी और चौथी श्रेणी के कर्मचारी

१०२१. श्री पद्म रेवः क्या निर्माण खावास और संभरण मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश के लोक निर्माण विभाग में तीसरी और चौथी श्रेणी के कितने-कितने कर्मचारी हैं; और

(ख) क्या उनके पद स्थायी और पेंशनों वाले हैं?

निर्माण, खावास और संभरण मंत्री (श्री के० ब० देहूड) : (क) क्रमशः ६८० और २१८ ।

(ख) तीसरी श्रेणी के १०४ तथा चौथी श्रेणी के ३३ पद स्थायी और पेंशनों वाले हैं।

**Newsprint**

1022. Pandit J. P. Jyotishi: Will the Minister of Commerce and Industry be pleased to state:

(a) the total consumption of newsprint in the country during the year 1958-59;

(b) how much of this has been indigenously produced and how much has been imported;

(c) what are the expected targets of consumption, production and import of newsprint during 1959-60;

(d) the mills which are producing newsprint in the country; and

(e) what are their targets of production and to what extent they have been achieved?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) The total estimated consumption of newsprint during 1958/59 is expected to be 76,500 tons.

(b) The production for the same period is estimated to be 19,500 tons while the remaining requirements have been met by imports

(c) The consumption is likely to remain substantially the same. There may be a small increase in indigenous production—it is expected to go up to the rate of 25,000 tons. The quantum of imports will depend upon the foreign exchange position in future.

(d) and (e). Only one unit namely M/s. Nepa Mills is manufacturing newsprint in the country with a rated capacity of 100 tons per day. The present production is in the range of 60 to 65 tons per day.

**Seminar on "Industrialisation and the Industrial Man"**

1023. Shri Hem Barua: Will the Minister of Commerce and Industry be pleased to state:

(a) whether a three-day seminar on "Industrialisation and the Indus-

trial Man" organised by the Delhi University and Ford Foundation, was held in Delhi towards the middle of January, 1959;

(b) whether Government are in possession of any report on the trend of discussion in the seminar; and

(c) if so, the salient features thereof?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) Yes, Sir.

(b) No, Sir.

(c) Does not arise

**Accommodation for Central Government Employees in Delhi.**

1024. Shri Siddananjappa: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of Government employees still on the waiting list for residential accommodation in Delhi; and

(b) how many are likely to get accommodation by the end of June, 1959?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) 38,000 in respect of general pool accommodation.

(b) About 2,500

**Use of Metric System in Industries**

1025. Shri Siddananjappa: Will the Minister of Commerce and Industry be pleased to state:

(a) the industries in India that have adopted the Metric System of measurement so far; and

(b) the reasons for the other industries not adopting the above system?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) A statement giving the information is given below:

**Statement**

Notifications have been issued under the Standards of Weights and Measures Act, 1956, authorising the use of metric units in the purchase of raw materials or sale of products in the following industries —

Cotton and Jute Textiles,  
Iron and Steel,  
Engineering,  
Heavy Chemicals,  
Cement,  
Salt,  
Paper, Pulp  
Refractories,  
Coffee,  
Non-ferrous Metals, and  
Raw Rubber

(b) Before an industry adopts the metric system, substantial preparatory action has to be taken so that the change-over from the existing system is smooth and does not create dislocation of work Industries other than those referred to in the Statement will gradually adopt the metric system

**Leather Industry**

1026 Shri Nath Pal: Will the Minister of Commerce and Industry be pleased to state

(a) what is the State-wise allocation of funds for the development of Leather Industry since the establishment of the All India Khadi and Village Industries Board,

(b) what is the state-wise allotment of different leather industry units,

(c) the number of units so far set up and actually working in each state, and

(d) the year-wise targets fixed for the production of raw hides, bone meal, tallow, flesh meal etc and tanned leather?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):  
(a) A statement is laid on the Table of the Sabha [See Appendix II, annexure No 74-A]

(b) and (c). A statement showing the number of units allotted and the number of units which are submitting reports to the Commission and can therefore be taken as in operation is laid on the Table of the Sabha [See Appendix II, annexure No 75]

(d) Although Khadi & Village Industries Commission generally indicates the level of production to be attained by each centre, in view of certain difficulties in the implementation of the programmes and prejudices against the industry, it does not rigidly fix the targets of production

**Use of Power driven Machinery for Leather Industry**

1027 Shri Nath Pal: Will the Minister of Commerce and Industry be pleased to state

(a) whether it is a fact that the All India Khadi and Village Industries Commission has given approval to the use of power driven machinery for its leather industry programme; and

(b) what is the difference between the schemes sponsored by the Small Scale Industries Board of the Government of India and those of the Commission with power driven machinery from the economic and technical point of view?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) Yes, Sir The Commission has agreed, in principle to the use of mechanical power in some operations in its leather industry programme

(b) The question has not yet arisen as no mechanical power has so far been used in the leather industry programme of the Commission and therefore there has been no occasion to notice the difference

**Flaying and Tanning Centres**

1028 Shri Nath Pal: Will the Minister of Commerce and Industry be pleased to state

(a) what is the minimum capacity fixed for each for the flaying and the

tanning centres for the number of carcasses to be flayed and the number of hides to be tanned respectively;

(b) how many flaying and tanning Centres are working to their maximum and minimum capacities respectively as fixed by the All India Khadi and Village Industries Commission; and

(c) whether the Commission has prepared plans and estimates for different leather industry units; if so how many units have been set up and working according to the plans of the Commission?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) The minimum and maximum capacity per month fixed for flaying and tanning centres is as follows:—

	Capacity	
	Minimum	Maximum
1. Flaying Centre	16	25 (Carcasses)
2. Tanning Centre	60	150 (Hides)

(b) According to the reports received so far, out of the operating 100 Flaying Centres and 50 village Model Tanneries, 21 flaying centres and 12 model Tanneries are working to maximum capacity and the rest are working to the minimum capacity or more.

(c) Yes, Sir. The number of units allotted by the Khadi and Village Industries Commission and the number of units which are sending reports regarding working of the scheme are as follows:—

Description of Centre	No. allotted	No. reporting work
Flaying Centre	317	83
Bone Crushing Unit	57	9
Model Tanneries	125	28
Training-cum-Production Centre	12	9

(The above information is upto the end of year 1957-58).

### Training in Tanning and Flaying

1029. Shri Nath Pai: Will the Minister of Commerce and Industry be pleased to state:

(a) how many training centres have been set up by the Khadi and Village Industries Commission for training in tanning and flaying respectively;

(b) how many trainees have completed course during the last five years;

(c) how many of them have received employment; and

(d) how many of them are following the profession independently?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) The Commission has started 9 training-cum-production centres in tanning and 2 centres in flaying. Three more training-cum-production centres in tanning are expected to start functioning shortly.

(b) 505 training and 236 trainees have completed training courses in flaying and tanning respectively during 1953-54 to 1958-59 (upto the end of January, 1959).

(c) and (d). *Flaying*: The majority of the trained persons are continuing the work of flaying in their respective places and others are engaged by the institutions, societies or Departments, which deputed them for training.

*Tanning*: 36 trainees have been absorbed by the Commission as Supervisors and Inspectors. The rest have been absorbed by the institutions and societies which deputed them for training in the Commission's centres.

## Permits for N.E.F.A.

1030 Shri Yadav: Will the Prime Minister be pleased to state

(a) the number of applications received for the issue of permits for entry into N.E.F.A. in 1958-59 so far, and

(b) the number of persons who were issued permits and the number of those whose applications were rejected?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) 11,449

(b) 11,336 persons were issued with permits and 113 applications were rejected

## प्रशासनिक प्रबन्ध का प्रशिक्षण

१०३१ श्री यादव क्या वाणिज्य तथा उद्योग मंत्री यह बनाने की वृत्ति करेंगे कि

(क) क्या राष्ट्रीय उत्पादकता परिषद के अन्तर्गत लागा का प्रशासनिक प्रबन्ध का प्रशिक्षण दिलाने के लिये विदेश भेजने का व्यवस्था है,

(ख) यदि हाँ तो क्या इस कार्य के लिये कोई आवेदन-पत्र आमन्त्रित किये गये थे, और

(ग) यदि हाँ तो अब तक कुल कितने आवेदन-पत्र प्राप्त हुए और उम्मीदवारों के चयन की कमीटी क्या है?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) (क) जी, हाँ। औद्योगिक प्रबन्ध, औद्योगिक इंजीनियरिंग और औद्योगिक सम्बन्धी के क्षेत्रों में।

(ख) जी, हाँ।

(ग) १०८६ आवेदन पत्र। एक विवरण सभा-मटल पर रख दिया गया है,

355 (A1) LSD—5

जिसमें राष्ट्रीय उत्पादकता परिषद् द्वारा निर्धारित की गई चयन की कमीटी बताई गई है। [देखिये परिशिष्ट २, अनुबन्ध सख्या ७६]।

12 hrs

## RE MOTION FOR ADJOURNMENT

Shri S M Banerjee (Kanpur) Sir, you have disallowed the adjournment motion on the closure of a jute mill by stating that it is not a matter for adjournment and that it relates to a private mill and the State Government is the proper authority in that industrial dispute I may submit for your information that the closure of the jute and textile mills is equally the concern of the Central Government This mill is employing about a thousand workers and this is being closed from the 24th without any intimation to the thousand workers without consulting even the union They have passed a notice that the mill will be closed on 23rd March

Mr Speaker Is there no Labour Minister there?

Shri S M Banerjee My whole purpose is this I would like to explain this to you In cases of mis-management in such mills under the Industrial Development and Regulation Act the Government only can appoint a committee to investigate the irregularities and mis-management That is my submission

Mr. Speaker Is it the submission of the hon Member that in these matters that is exclusive jurisdiction of the Centre and there is a default on the part of this Government? The State Government is there which can easily take care of it and whose duty is to look after this. Can I go on admitting every question like this?

**Shri S. M. Banerjee:** I only submit that at the time of the Nainital Conference this matter was brought to the notice of Shri Manubhai Shah and at that time he had said that if that happened we may bring it to his notice.

**Mr. Speaker:** I am flooded with a number of questions like this. Hon. Members must have regard to the existence of a State Assembly and their own counter-parts there. There are five hon. members in the State for one member here.

**Shri S. M. Banerjee:** Kanpur is also facing the closure of two textile mills but that is another matter.

**Mr. Speaker:** Whatever it may be, the closure of a jute mill or any other mill in any part of the country is as much the concern, if not the greater concern, of the State Government and only in extreme cases it may come up here.

**Shri S. M. Banerjee:** They can appoint committees.

**Shri Tangamani (Madurai):** The State Government will come into the picture to find out whether the closure is *mala fide* or *bona fide*. All that they can do is to give a reference under the Industrial Dispute Act whether that closure was justified. Even before the closure takes place or when they threaten closure, then the Central Government comes into the picture and it can appoint a committee to find out whether such a closure is a proper thing. If a closure is of a nature that is unavoidable, then the Central Government may give them some subsidy. If there is some mis-management, the Central Government, will investigate.

**Mr. Speaker:** What is the jurisdiction of the Central Government so far as this matter is concerned?

**The Deputy Minister of Labour (Shri Abid Ali):** For the first time, we got information about this particular item at about 11 A.M. on receipt of this paper. It says that on the 24th February, some notices were put on the notice board. If you so desire, we shall make enquiries and place it here.

**Mr. Speaker:** Very well. I would also like to know this. Some time ago I referred this question to the various Ministries and asked them kindly to inform me as to what according to them are the limits of the jurisdiction so that I can admit questions, adjournment motions and other notices on the ground that they are within the jurisdiction of the Centre. Such questions come up constantly with respect to education, health and labour. I wanted a line of demarcation to be indicated to me so that I may discuss and settle this matter once and for all. There is an allegation on this side that this is a matter for which the Central Government is responsible.

**Shri Abid Ali:** No, Sir.

**Mr. Speaker:** Very well. Even if it is 'No, Sir' the hon. Minister instead of saying 'no' immediately agreed to place these matters before the House. There are some exceptional cases, where a particular matter is within the jurisdiction of the State Government but on account of the seriousness of the matter, this Government may be asked to take some steps. That is another matter. But I have to decide from day-to-day as to whether a matter comes within the jurisdiction of the Central Government or of the State Government. I would, therefore, like to have this information as early as possible. Six months ago I sent round a request to the various Ministries asking them to inform me where the line of demarcation is, what their jurisdiction is.

and what is not their jurisdiction. Otherwise, I do not find any end to these questions that come in I disallow them, on a wrong impression sometimes I have to be very careful regarding these matters. Now, so far as this matter is concerned, irrespective of the question whether it is within the jurisdiction of the Central Government or not, the hon. Minister will place the facts before this House. In the meanwhile I would like to know as to what exactly the scope and jurisdiction of the Central Government is in regard to these matters.

**Shri S. M. Banerjee:** My submission is that the matter be referred to the Commerce and Industry Minister. I never wanted any statement from the Labour Minister. There is no industrial dispute as such, but the Mill is closed down. So, the Commerce and Industry Minister should make a statement.

**Mr. Speaker:** Do the Commerce and Industry Minister come into the picture?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): It is a jute mill. Perhaps the hon. Member feels that the Commerce and Industry Ministry should take some interest in it. I cannot answer you on the legal position. I cannot tell you anything on that. But in so far as this particular mill is concerned we have not been given any official information. In September last the mills approached us and said that they were facing certain difficulties. We sent the Jute Commissioner there and he went into the matter and gave them some advice. Then they said that they would accept his advice and implement those suggestions. I do not know what they have done so far but till now neither the mills nor the State Government had given us any definite information on this matter.

**Shri S. M. Banerjee:** I do not think that the advice from the Jute Commissioner was to close down the mills.

**Mr. Speaker:** I would advise the hon. Members who are interested first of all to write to the Minister or talk to him and then if they agree that further investigation is necessary I will certainly allow that and give opportunities to Members. If it is such a small matter which can be settled without coming into this House, it is all right. If it is purely a State matter I will allow them to go to the State or their counter-parts may take up the matter with the State Governments. Now, I am not called upon to give my consent. The previous order disallowing this motion will stand.

**Shri S. M. Banerjee:** Will some sort of information be given to us?

**Mr. Speaker:** Yes, the hon. Deputy Minister of Labour said so.

12 07 hrs

#### PAPERS LAID ON THE TABLE

##### ACTION TAKEN BY GOVERNMENT ON ASSURANCES

The Minister of Parliamentary Affairs (Shri Satva Narain Sinha): I beg to lay on the Table, a copy of each of the following statements showing the action taken by the Government on various assurances, promises and undertakings given by the Minister during the various Sessions of Second Lok Sabha —

- (1) Supplementary Statement No II—Sixth Session, 1958 (See Appendix II, annexure No 77)
- (ii) Supplementary Statement No VI—Fifth Session, 1958



[Shri Satya Narain Sinha]

(See Appendix II, annexure  
No 78)

(iii) Supplementary Statement  
No XV—Fourth Session 1958  
(See Appendix II annexure  
No 79)

(iv) Supplementary Statement  
No XVII—Third Session, 1957  
(See Appendix II annexure  
No 80)

(v) Supplementary Statement  
No XXI—Second Session  
1957 (See Appendix II an-  
nexure No 81)

NOTIFICATIONS ISSUED UNDER CINE-  
MATOGRAPH ACT

The Minister of Information and  
Broadcasting (Dr Keskar) I beg to  
lay on the Table under sub-section  
(3) of Section 8 of the Cinematograph  
Act, 1952 a copy of each of the fol-  
lowing Notifications —

(i) G S R No 42 dated the  
10th January, 1959 making  
certain further amendment to  
the Cinematograph (Censor-  
ship) Rules, 1958

(ii) G S R No 166 dated the 7th  
February, 1959 (Placed in  
Library See No LT 1254  
59)

12 08 hrs

CALLING ATTENTION TO A  
MATTER OF URGENT PUBLIC  
IMPORTANCE

ALLEGED REFUSAL BY STATE TRADING  
CORPORATION TO SUPPLY CAUSTIC SODA  
TO A CERTAIN ASSOCIATION

Mr Speaker Now the calling at-  
tention notice, Shri Patel

The Minister of Commerce (Shri  
Kanungo). It is a fairly long state-  
ment running to about a page and a  
half Shall I lay it on the Table?

Mr. Speaker: But hon Minister is  
not Patel I am calling Mr Patel  
Now Shri Ghodasar also is not here  
The hon Minister may lay it on the  
Table

Shri Kanungo Sir I beg to lay it  
on the Table [See Appendix II An-  
nexure No 82]

12 09 hrs

RAILWAY BUDGET—GENERAL  
DISCUSSION—contd

Mr Speaker The House will now  
take up further discussion of the  
Railway Budget A number of hon  
Members would like to speak Shri  
Frank Anthony

Shri T B Vittal Rao (Khammam)  
Yesterday somebody was on his legs

Sardar Hukam Singh (Bhatinda)  
Yesterday, Shri M S Murty was  
speaking and he has to continue his  
speech

Mr Speaker Very well Then he  
may continue his speech I will call  
Shri Frank Anthony next and then  
Dr Krishnaswami

Shri M S Murty (Golugonda)  
Mr Speaker, I was speaking yester-  
day about the formation of a new rail  
link in Andhra Pradesh I also spoke  
about the doubling of the line up to  
Bhadrachalam I would be failing in  
my duty if I do not put forth some  
of the urgent needs of my constitu-  
ency Waltair station is a junction  
between the South-Eastern Railway  
and the Southern Railway and Visa-  
khapatnam is a developing town and  
it is becoming internationally im-  
portant The Waltair railway station  
has not been developed since the last  
30 years There is only one platform  
in the station and the trains do not  
come in time there, since every train  
has to stop at the outer distant signal  
I request the Railway Minister to  
take note of this and see that a double-  
platform is constructed there so

that both trains, when two trains come in, are received at the same time

Another urgent need is at Anaka-palle. The construction of a foot overbridge has been pending there for the last three years. Every year, in the budget, the provision has been shown but no action has been taken so far. The island platform is also just lying there for the last three years. I request the Minister to take up this work immediately.

As regards passenger amenities, first-class waiting rooms at Tuni, Narasapatnam Road and at Yellamanchili on the Waltair-Bezawada section are of imminent need. Many passengers are going there on first-class tickets and they are suffering a lot. I request the Minister to take note of this item also.

Another important item is the opening of new halts. A halting station between Thadi and Duvvada on the Bezawada-Waltair section, at Lanke-lapalam may be constructed. There is a lot of agitation for opening a train halt there for a long time past. The work has not been taken up. There is another halt needed between Vetapalam and Kadavakuduru at Panthellapalli. That work also may be taken up, and a halt may be provided there soon. Again, there is a proposal for a new crossing station between Yellamanchili and Bayyavaram. At present there is a halt there and it is called Narasingapali and the work is in progress. Suddenly, the work was stopped in the month of December for want of funds or some such thing. I have written a letter to the Minister also. But I am sorry to say I did not get a reply from him so far.

Then, there is a need for a level crossing at a place at Gullipadu and Thadi. That work is also pending. With regard to this also, I wrote a letter to the Minister and no reply has so far been received. Therefore, I request the Railway Minister to take action on these two items.

There is one more important thing. During the recent floods, the bridge near Nellimarla on the South-Eastern Railway between Vizianagaram and Nellimarla gave way. Everytime that is recurring. There is a breach on the side of the bridge. I request the Railway Minister to extend the length of the bridge so that there may not be any breaches during the floods there.

I came to know that one of the spans of the Godavari bridge has given way, and there are some repairs to be attended to, and they are being done now. It is on the line from Madras-Waltair, joining Calcutta and there is a lot of trouble caused to passenger traffic there. Therefore, I request the Minister to take note of this and repair the bridge and build up the whole thing there, if necessary, in time.

The next point of importance is that during floods in those regions, and in fact, during the recent floods there, the road passing through Anakapalle railway limits gave way. There is a bazaar there. That road connects both sides of the municipal road. Unless the breach is repaired by the railway department that connecting link will be out of order. I have sent in a representation about that also to the local officials but no action has been taken so far. Therefore, I request the Minister to take note of these things and to take up immediate repairs of the breach.

The last but not the least thing is this. There is a growing feeling in the South that it is being neglected. Therefore, I request the hon. Railway Minister to take note of it and do something. I request that out of all the demands that have been put forth, at least some of them may be taken up and proceeded with during the course of the coming financial year.

Shri Frank Anthony (Nominated—Anglo-Indians) I do not know how

[Shri Frank Anthony]

much time you may be pleased to give me

Mr. Speaker: How much time does the hon Member want?

Shri Frank Anthony: Half-an-hour

Mr. Speaker: All right

Shri Frank Anthony: In any case, I feel I will not be having sufficient time to draw the attention of the Ministry adequately to the financial aspects of the budget as I would like to have done. Because of that, I shall touch briefly on only one or two of the financial aspects of the budget and then go on to deal with certain major staff problems. I feel that the railways being the largest employers of labour, it is axiomatic that unless almost the one million of railwaymen are reasonably satisfied, not only the operational efficiency but the working expenses of the railways are bound to be adversely affected.

I believe that attention has already been drawn by Members of this House to a rather disquieting feature and that is, the rapidly spiralling cost of the railways. While I am prepared to concede that because of the vast development plans that the railways have undertaken and also because of the tremendously increased load—I would say that the railways are carrying perhaps double the load as compared to what they were carrying a few years ago—much of the increase in expenditure is inevitable and even necessary, I feel it is difficult to analyse the figures for, they are given in this kind of overall—as my friend Shri Asoka Mehta was complaining to me—in global fashion, without any break up in which case we can strike a comparison between the financial working of one railway and that of another. But the railway officials tell me privately of course that they themselves feel that there is much avoidable waste on the railways, perhaps running into several crores of rupees. As a matter

of fact, I think it was a railway official who told me that the railways spend crores of rupees as indifferently and more prodigally than you and I would be disposed to spend a naya paise.

The budget estimate for ordinary working expenses for 1959-60 is Rs 283.71 crores. I think the Railway Minister will concede that within the last four years,—not a very long period—this expenditure, that is, ordinary working expenses, has risen by more than Rs 70 crores. That is, in four years, the expenditure on ordinary working expenses has gone up by 25 per cent or even more. That by itself may mean nothing, but it is a pointer to a tremendous inflation in railway expenditure.

Then, what I have been dissatisfied about is this unwarying feature, namely, under every item of expenditure there is always a gap of some crores of rupees between the revised estimate and the budget estimate. Take the estimates for 1958-59. Under the head 'Administration', the revised estimate is Rs 2 crores more than the budget estimate. And this story is repeated in respect of every item. For repairs and maintenance, the revised estimate was Rs 2 crores more than the budget estimate. Under operation staff, and fuel, the revised estimate was again Rs 2 crores more than the budget estimate. Under operation other than staff and fuel, once again there is this increase in the revised estimate to the extent of almost Rs 2 crores. Last year, I drew attention to what I regarded as almost a piece de resistance of a very peculiar budgeting and that is, this item of miscellaneous expenditure. In 1958-59, the net miscellaneous expenditure was Rs 12.03 crores. Then, for 1959-60 it goes up to almost Rs 18 crores. As between last year and this year this incidental head of expenditure goes up by almost 50 per cent. It is now Rs 18 crores under miscellaneous expenditure.

12.20 hrs.

[SHRI JAIPAL SINGH in the Chair]

I shall now come to the other types of inflation in the railway administration. It is not only financial inflation that the railways more or less suffer from, but they suffer from a general condition of swollenness, some kind of financial-cum-administrative dropsy. And, as in the case of dropsy, as the swollenness increases, there is a relative decrease in capacity and efficiency. I say this with a great deal of respect, but I say it without qualification; I have said it in the past.

If the Railway Minister would undertake a job analysis—I am prepared to take a small bet with him, not in terms of crores, but in terms of my own financial capacity—that job analysis conducted by the railways today will show that on an average, two to two and a half men are doing the work of one railwayman in pre-independence days. That is the general feeling of the men themselves. I am not excluding the railway officials. I have been a great friend and I continue to be a great friend and champion of the railwaymen. When I speak on railway matters, I usually speak with feeling, sometimes with emotion, because I have dealt with them for so long that when a railwayman suffers generally I suffer with him, when they are resentful, I am resentful with them and I seek to express that resentment in this House. Having said that, I am bound to express my own feeling that in Class IV service, generally—I do not say always—there has been a steady decline both in the sense of responsibility of the men and more especially, in their sense of discipline.

Having said that, I am not prepared to say that all the other classes of railway workers are exemplary. I want to come to the Class I officers. They are not only not without sin, but they are among the greatest

sinners so far as work load and work output are concerned. I do not know whether the Railway Minister will agree with me that the railway administration has a long tradition, so far as Class I service is concerned. It is a long unbroken colonial tradition and the railway administration still subscribes to that tradition.

The railway administration is run by the Class I officers for the Class I officers and I say this with a great deal of respect. It is not only an irony, but it is somewhat a tragedy that Shri Jagjivan Ram, who has every reason to condemn caste, is today perhaps unwittingly the greatest protagonist of the perpetuation of the caste system, because—I say this without qualification—the Class I officers are a symbol of the caste system. I have in the past referred to the Class I officers in the railway administration. I am not talking of them as individuals, they are very good and many of them are great personal friends of mine. But they have been nurtured in this tradition and they are creatures of that tradition. They are today—and they have been—in a sense unchanged not only the *brahmins*, but the *maha brahmins* of the railway administration.

The tragedy is this. They represent a sort of creche of *brahminism*. Everything is assimilated to them; nothing ever assimilates or breaks them. That is the tragedy. I am not saying this today. I said it before independence, since independence and I am repeating it today, that before independence the then Member for Transport—as he was called—of the Executive Council and after that the Minister of Railways everyone of them has fallen down before it. I do not like to talk in terms of exceptions or comparisons, but I would say that only during the tenure of Shri Gopalaswamy Ayyangar was that tradition sought to be broken. Otherwise, that tradition of *maha brahminism*, that colonial tradition has remained unbroken and every person who has held the railway portfolio

[Shri Frank Anthony]

before and since independence has fallen down before it and worshipped it at its altar

What is happening today in the railways? Why is this general rot in the administration? It is there, perhaps you cannot label it, you cannot assess it tangibly, but it is there intangible and obtrusive I have dealt with railwaymen, I have been so close to them for 20 years. There was this pride of service, pride of work, loyalty to work. Where has it all gone to? Is it there in the railway administration? It is not only disappearing, but it has practically disappeared. That is why I feel so aggrieved. When I offer my comments—you may regard them as criticisms—it is not because I have anything against the Railway Minister. My own feeling is that sometimes we get people who are so good that they are taken advantage of. They succumb before the pressures of this long tradition that is exemplified by the railway administration, because of their goodness.

What is happening in the railway administration today? All kinds of accelerated promotions are given by the senior Class I officers to their contemporaries, not even to their colleagues, but to the other directly recruited Class I officers. How many posts have been upgraded merely for the reasons that Class I officers may get accelerated promotions? It is happening all over. I know that the Kripalani Committee recommended that certain posts should be upgraded. I know also that want only, gratuitously, posts are being upgraded merely because some senior Class I officer wants another officer, because he belongs to the same service, to get some accelerated promotion. What is happening with regard to your most junior Class I officers? It is destroying the railway administration.

Take the ordinary newest recruits to the Class I service. They have not completed their two years' training and they are sent out to district posts,

and the most senior Class II officers, men with 25 years of service, who have been the linchpin of the railways, are superseded. They have been holding those posts in an officiating capacity for three or five years and yet, you will pick out a virtual school boy, who has not completed two years of training, give him accelerated promotion and send him out to a district post. The senior scale posts have been filled by people who again are virtually school boys. The Railway Board, I believe, has given a directive that no senior Class I officer, unless he is in the junior scale for four years, should get more than Rs 400 and should go into the senior scale appointment. Make an investigation and see how many absolute youngsters, with less than four years' service, are going to senior scale appointments.

What is the inevitable result? What happened before independence? You cannot become a senior scale officer unless you have done a minimum of 10 years or usually 15 years. But now you are giving little boys with three years' service senior scale posts. In doing that you deliberately supersede your Class II officers, men who can buy and sell your Class I officers. You do it because it is in the colonial tradition of Class I service to do it, and they are doing it more today than they have ever done before.

What is the result? I have pointed a finger—the indiscipline of the Class IV staff and the sullenness and the resentment of the Class II and Class III people are there. But why? You send out a boy to do a man's job. The Class II people laugh at it, but because they are responsible officers, they do not laugh openly. Because the Class III people see all their prospective channels of promotion blocked and choked, they get resentful. And, the Class IV people are openly contemptuous of these youngsters. That is why they do not command any respect. That is why discipline is disappearing.

I do not blame them. You put out a boy of 19, 20 or 21, in a senior scale appointment. It is not natural, it is not human for him to be able to bring to bear the experience and capacity to deal with human beings—thousands of them. What do they do? Because they do not get the respect they want to get, because they cannot command, because they have not got the experience and capacity to do it, they do things which titillate the risible faculties of the other classes of workers. So, they begin to mete out savage punishments. That is what is happening and the whole thing is moving in a vicious circle.

I ask the Railway Minister not to take exception to what I am saying. I may be seeming to speak in anger. I used to speak very much in anger at one time but with the mellowness of advancing years I am speaking more in sorrow. I ask the Minister to listen to people who are actuated by *bona fide* motives. What grieves me today is, I thought and I have given up hope—that when the Minister came to this Ministry he would bring—I do not want to mix my metaphors—not only energy and zeal with the new broom but also he will bring some fresh air to this rather fatigued atmosphere of the railway administration. And I had hoped he would rather break the stranglehold of the colonial tradition exercised by the senior officers both in the Railway Board and elsewhere. I had hoped that above all the Railway Minister would deal personally with the grievances of staff. I am aware of his tremendous responsibilities. This is probably the most onerous Ministry in the Cabinet, a vast sprawling organisation. No one except a person with a moronic approach would say that it is a light Ministry. He has a mammoth responsibility.

But when you are dealing with a million men and when you are trying to break through the blank wall of colonial tradition, how do you deal with them? I am not making a com-

parison, comparisons are odious. But in almost the twenty years that I have dealt with the railway department, whether Europeans or Indians, I have found only one person who was prepared to break this tradition, and it was the late Shri Gopaldaswami Ayyangar. He was there, unfortunately for a very short time, but in that short time it was amazing how railwaymen throughout the country were electrified by a growing confidence, belief that however humble, however obscure they were, if they came to Shri Ayyangar with a complaint that a grievance was done, he would sit down and redress that grievance on the spot, ruthlessly setting aside decisions of General Managers and the Railway Board. That is my own experience. He never cared whether he is a son-in-law of a General Manager. He went to him, he discussed the problem and in five minutes gave his decision, as I said ruthlessly setting aside the order of the administration.

But today what is happening? Today, I do not know, I choose not to believe that they are doing it because they have the encouragement of the Minister, but deliberately certain General Managers refuse to deal with the most flagrant and most blatant injustices. Take the General Manager of the Southern Railway. He refuses most consistently to do it. His predecessor has dealt with it. Now you will find he refuses it. He sends a letter and refers it to the Railway Minister. Personally, I think it is an affront to the Railway Minister when the General Manager says I am not prepared to deal with it because he is an underling of the Minister. This is what the General Manager of the Southern Railway says when any case is sent to him. I do not know whether the Minister thinks this a good thing or a bad thing.

As I said, he has got these multifarious duties, but when the General Manager does not deal with grievances of the most strident and obvious

[Shri Frank Anthony]

character, as I know they do not deal with them but refer to the Minister, because he is much too big a person to deal with them, I do not know whether it is a matter of policy

Now the Railway Minister is a busy man and probably he wants to deal with these problems personally but he has not got the time to deal with all of them, because I am receiving literally thousands of labour problems, not entirely because I happen to be a representative of the Anglo-Indians but because I am the President of the representative union in this country the majority of the members of whom are Hindus. Now I get literally thousands of such cases I do not send them all to any one I intervene only when I find that a person cannot get any kind of redress, when he comes to me and says "I have been writing to the General Manager, I have been going through the normal channel two years or three years and still I cannot get a semblance of response", then only I write and then the General Manager says "you go and take this matter up with the Minister"

I am not saying that there should not be anomalies and injustice. In a vast organisation like this there must be anomalies, there must be injustice. But what I do criticise is the lack of will to do justice. How does it in any way adversely affect your administration if you do justice irrespective of from what quarter you get information of an injustice? That is what worries me this cliché of the normal channel. This was the cliché which was identified with the colonialism of the past age. They make a fetish of the "normal channel". Even when matters are sent by responsible people the General Managers do not look into them. "Normal channel" has been raised to godhead, to such an extent that unfortunately the normal channel in the railways means inevitably and ultimately the waste paper basket. That is the

normal channel of representations sent by the unfortunate subordinate railwaymen. They just go to the waste paper basket. And it is only when repeatedly and sedulously the thing goes to the waste paper basket that I seek intervention and then the General Manager says "no, whatever your case, I refuse to look into it" and that is why I send it to the Minister. Then, in nine cases out of ten the Railway Minister has not got the time to deal with it and he remits it to an Assistant Director of the Railway Board. Sir, I feel,—I do not want to arrogate any special superiority to myself—but I do think that when I present a case with a certain amount of experience of having assessed it, it does deserve a little better treatment. An Assistant Director in the Railway Board is a good fellow personally but he has been nurtured in the wooden-headed Railway Board tradition, and inevitably I get this cryptic stereotyped reply that "we see no reason to interfere". When I send it to the Railway Minister I would be hoping against hope that he will apply his mind personally to the case.

In the courts we talk in terms of outraging judicial conscience. But there is an administrative conscience too. Some of the cases that I sent to the Minister which he unfortunately remitted to the Assistant Director led to my getting this stereotyped *non possumus*. If only he had applied his mind to that I am certain it would not have outraged his administrative conscience. I say this because General Managers today refuse to deal with the grievances. There are more grievances today than ever in the history of the railways.

I am saying all this because I get flooded. I get frustrated. I get bitter and resentful that there is no redress today. There is no one who is prepared to apply his mind objectively and honestly. The General Managers, as I said, are the purveyors of this tradition. The General Managers, because of this colonial tradition will

not upset the orders of the Divisional Superintendent. But I do not expect the Minister to do the same thing. He is not nurtured in this tradition. I do not expect him blindly to accept the rubber stamp of his Railway Board or his General Manager. And when I say this, I am hoping that politics has got nothing to do with this. I am hoping that the Minister has not advised his General Managers not to deal with grievances unless they come through the National Federation of Railwaymen.

I do not know whether the Minister has endorsed this policy, whether he has inspired it, but my own impression is that the Railway officials today are sedulously concerned with boosting the National Federation of Railwaymen. I think this is not only wrong. This is immoral. Why should the Railway officials boost any particular Union? They do it. They do it deliberately. The whole machinery of the Railways today is geared to boost the National Federation of Railwaymen. The other side of the medal is geared to the victimising of railway men who do not join the National Federation or terrorising them into joining the National Federation, geared to victimising them if they dare to join any other independent union. This is a tragedy. It is more than a tragedy. It is something which is sordid. I will quote chapter and verse.

**The Minister of Railways (Shri Jagjivan Ram):** I would like to have some instances where any railway employee has been forced or coerced to join the National Federation of Railwaymen or victimised for not joining it. I will be glad to receive that information.

**Shri Frank Anthony:** I will be glad. As I say, I have a feeling that the Railway officials feel that they are doing something which will commend itself to the Minister. They feel that the National Federation has some kind of a political complexion and the

officials—most officials are courtiers—are out-heroding Herod. They think that if they deliberately and sedulously boost the National Federation, they will commend themselves to the Minister. I am hoping that they have no sanction from the Minister for this.

What is happening? We hear of unity of Railwaymen. Probably the Minister means it. But, the way the Railway administration approaches this problem of unity, unity to my mind today is not only a synonym, but it is a pseudonym for regimentation.

**Mr Chairman:** The hon Member's time is up.

**Shri Frank Anthony:** I have asked for half an hour. I think I have taken only about 20 minutes. The Speaker was pleased.

**Mr Chairman:** The hon Member has three minutes more to go to make half an hour.

**Shri Frank Anthony:** With all due respect to you, Sir, I am afraid, it will undermine the quality of my speech. I shall defer. Please relent at least 8 minutes. I am coming to the best part of my speech.

**Shri Hem Barua (Gauhati):** May I know if the Chair encourages quality of speech also?

**Some Hon Members:** Surely.

**Shri Frank Anthony:** There is this almost calculated policy of doing something by the administration to herd people into the National Federation. I say this also. I do not want to point my finger at any Federation. But, whatever the reasons, the National Federation of Railwaymen is not dealing with hundreds of thousands of grievances of railwaymen. I do not know, probably they are preoccupied with boosting their figures as compared with those of the All India Railwaymen's Federation or again preoccupied with our communist



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friends, who are boosting their figures by moving to Class IV. It has been unfortunate—What happens to Classes III and II? Who is bothering about them? Nobody bothers about them, because they do not represent numbers. Today, because number matters, in the matter of recognition, everybody is going to Class IV. I ask the Railway Minister, if he does not deal with their grievances, when they are represented by persons like me, where will they go to get their grievances redressed? No Federation is concerned with them. What is happening? The Class II officers, as I have said, have represented the corner-stone of the railway fabric. Class III have given the ballast to the railway administration. They have given it stability. They have kept it always on an even keel, whether it was against agitation against subversion or against violence. Today, what is happening? You are grinding them into dust. There is this upper mill-stone of Class II Mahabrahmin. There is the nether mill-stone of the new aristocracy of the proletariat. Between them, classes II and III are thrown unto the wolves. I hope the time will never come when the Railway administration will have to go to these classes II and III to save them. Because Class I has collapsed and their back has been broken. Class IV has risen in revolt because you yourself are grinding these people into dust. You are emasculating them. You are depriving them of the capacity and the will to work, as they have always done.

An even worse feature is this. The Railway Minister asked me to give instances of victimisation. I will give him instances. I am speaking today with a feeling.

Mr. Chairman: Order, order. Only so long as the hon. Member will do it in the next three minutes because I am going to ask him to end his peroration by then.

Shri Frank Anthony: Let me give an instance of victimisation. At the Annual General meeting of my own union this year, while I was having the lunch break, men came to me stating, there are a lot of railway policemen in plain clothes questioning us, intimidating us, as to why we came to this annual General meeting. By the time I rushed back, they made themselves scarce. I issued a press statement on this.

There is a circular which I have got here. I was going to read it. The Chairman is a little hard on me. It is a circular dated 12th December, 1958 from the Divisional Superintendent of Bezwada. Look at the affrontery of the circular. He invokes rule 9 of the Railway Servants Conduct Rules that a Railway man shall not, except with previous consent, make subscription to certain things. I do not know what he means. Look, how you interpret. No railwayman will make subscriptions to any unrecognised Union either on the Railway premises or off the railway premises.

Shri Jagjivan Ram: I might inform the hon. Member perhaps he knows that the circular which was not very happily worded has since been revoked. When it came to my notice, it was revoked.

Shri Frank Anthony: Let me then give a last example. Unfortunately it will be a little difficult to prove. It happened to be one of the office-bearers of my own union—a Hindu, not a member of my community, a man with extraordinary record.

Shri Jagjivan Ram: I may, at this stage inform the House that in the Railway there are so many unions which are not recognised. An unrecognised union cannot claim the same privileges which a recognised union can claim.

Shri Frank Anthony: I concede. What has happened here? The man had it put in his confidential record.

as a crime that he was a member of an un-recognised union. The tragedy is this. I will have to deal with it a little later. Confidential copies are not given. If an official wants to damn a subordinate, it is not an adverse report, he merely writes, 'This man is a member of an un-recognised union.' Do you know what happened in the case of the office-bearer, who went for Class II selection? He was asked, "Are you a member of that union?" He said, 'Yes.' He was asked, "Why have you not resigned?" "Why should I?" he said quite rightly, "I have the privilege of being the President of the oldest union which is the only well run union, which is the only union which has financial stability, which is the only union which gives benefits which no other union gives." It was put in his confidential report. He was not selected for class II because in his confidential report, it was so recorded. If the Minister sends for the file I know what will happen. The Railway officer who gave that confidential report will extract it and he will put in a false confidential report. That is another matter.

**Shri Jagjivan Ram:** It is very difficult for me in such cases. In the first place, I am not prepared to believe this story. In the second place

**Shri Frank Anthony:** I have done my part, Sir.

**Shri Jagjivan Ram:** I have done only proper that when some allegation is made, I will call for certain documents and records and see whether the allegations are correct or not. If it is stretched to this extent that the records given to me will be changed, there is nothing for me to do in that case. Any allegation can be made here and there will be no ground or proof to substantiate that. It will become very difficult. Any allegation can be made. I wanted to point that out.

**Shri Rajendra Singh (Chapra):** At the outset he said that he was not prepared to believe. If that is his presumption at the very start, how do you think he will call for the file or look into the matter? That is the point I am pressing.

**Mr. Chairman:** In any case, the hon. Minister knows what to believe and what not to believe.

**Shri A. C. Guha (Barasat):** On reading the Railway Minister's Budget speech and the connected papers, one would feel that considerable progress has been made in many matters which would deserve the recognition of this country and of the country. New lines have been opened, the rolling stock position has been improved, but more pleasing is the fact that on the manufacturing side the Railway Board has been able to make very good progress. Both on the manufacture of coaches and of locomotives, and also of certain equipments, considerable progress has been made, and it is expected that the Indian railways, as regards their coaches, locomotives, wagons and other equipments, can expect to be more or less self-sufficient in the not very distant future.

On the other hand, there are some dark spots which deserve serious consideration. The revenue on the traffic side has not been increasing as was expected. In fact, in the present year the revised estimate is about Rs 13 crores less than the budget estimate, and ordinary working expenses have gone up by about Rs 6 crores. The net result is that there is a deficit of about Rs 19 crores from the budget estimate of the net revenue that was to accrue to the railways during this year. This fact that our traffic revenue has gone down cannot simply be explained, particularly on the goods side, as the hon. Minister has tried to explain, by the diversion to road transport. There must have been some other factors on account of which this reduction has

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taken place. Even if a considerable portion of this reduction is due to diversion to road traffic, there also the Railway Board should examine the position.

The Railway Minister is reported yesterday in the Rajya Sabha to have uttered some words of warning to the industrialists. I wish he had not done that. It is more a question of setting his own house in order than chastising others. I think the rates by road transport are somewhat higher, rather considerably higher, than the railway freight and yet why do private parties, industrialists and commercial men prefer road transport? That should be properly examined.

My own suspicion is that there is so much corruption in the railway department and consequent harassment of the parties, and insecurity of the goods due to pilferage, that the people prefer to go to road transport and avoid railway transport, thereby avoiding also the unnecessary harassment which results if they do not agree to pay illegal gratification. I hope the Railway Minister will not try to make light of this charge of corruption. That is not a peculiar feature of the railway department alone. More or less that is a common feature of the entire administration.

Some days back an hon. Member of this House, a very respected Member of this House, Acharya Kripalani made serious allegations about the railway department as regards corruption and I think that is more or less a true picture of things. Hardly anything can be done in the railways or any other department without paying some illegal gratification. My suspicion is that the preference of the industrialists and the business men for road transport is primarily due to these corrupt practices prevailing in the railway department and the consequent harassment of the people.

Moreover, railway transport is not as quick as road transport. That is also a matter which the railway department should try to improve.

The monetary target of the Second Plan will be almost fulfilled by the Railway Board during this year and the next year, but as stated by the Minister himself the physical target will lag behind because prices of things have gone up. But then how will he make up this deficit in the physical targets so that the railways may cope with the volume of work that may come to them during the Third Plan period?

Huge amounts of loans have been given to the railway department from foreign countries. I think the total amount would be near about 250 million dollars and the interest on this would also be a huge charge on the railway department. The Railway Minister has made an estimate that in the coming year the net profit of the railways would be Rs 21 crores. I am afraid he has made a rather too optimistic calculation. His expectation of the volume of transport may not be quite correct. Some of the industrial goods may not move as he expects. Textile and cement and even steel may not be in so big a volume as to compensate for the loss of this year. Even the movement of foodgrains is also not likely to be very much higher than the present year due particularly to the non-import of any foodgrains from foreign countries and also to nationalisation of the foodgrain trade. The present position is that foodgrains are not moving from the interior to big cities or industrial towns and whatever foodgrains are moving are moving mostly by road transport.

Then he has also not taken into consideration the effect of the Pay Commission's recommendations on the revenues of the railways. Considering all this, in the coming year we cannot expect he would get anything very much more than this year's figure of Rs 13 crores. The result is

that the Railway Development Fund is dwindling year by year. It has come almost to rock bottom. And the Railway Board have to borrow from the General Revenues. This is an alarming feature. The railways are expected to finance at least a considerable proportion of their normal development works. So, if they have to borrow from the General Revenues for these normal developmental works, then that would not be a creditable thing for the Railway Ministry

13 hrs.

The Railway Minister has stated that the demand for wagons was slack this year. That is due primarily to the fact that a number of wagons have been put on the track, and the volume of business has not increased very much. In 1957, the increase in industrial development was very much less than in the two previous years, and in 1958 it is still less, it is expected to be only two per cent as compared to eight or nine per cent in 1955-56 and 3.5 per cent in 1957. So, this year also there may be a slack in the demand for wagons. But we expect that with the tempo of development in the Third Five Year Plan the present reserve stock of wagons would be fully utilised. And it is not quite a bad thing that some wagons have been put on the track even though for the present they may be in excess of the actual demand.

Another good thing which I should mention here is in regard to the movement of coal. During the last three years the position has improved considerably. The movement of coal is a very important item. Though it is not so much a paying item for the Railways, yet for industrial development it is a very important item and I think, during the last three years, there has been considerable improvement.

I would now like to refer to the ordinary working expenses. While the traffic revenue has fallen or is expected to fall from the budget estimates

by about Rs 13 crores, the working expenses are expected to go up by about Rs 6 crores compared with the budget estimates. The railways which are the largest single industrial unit in the public sector should show an example of operational efficiency as also its capacity to earn. The performance of the railways will be judged mainly on this basis. And I wish that the operational efficiency of the railways may be considerably improved so that the ordinary working expenses may go down.

The Railway Minister has referred to the report of the expert committee on coal and said that the report is being examined. This year also, I find that the net expenses on coal consumption i.e. fuel consumption have gone up by about Rs 2 crores. Of course, there have been more wagons and there has been a greater movement of the trains, but still we feel that there is enough scope for economy in fuel consumption. I wish that the report of the expert committee on coal may be examined quickly, and I hope that the implementation of that report will improve the position by minimising our expenditure on fuel consumption.

Since you have rung the bell, I shall now come to some matters of local importance. First, I would refer to the Sealdah section. That is the most neglected section of the Indian Railways.

**Shri Rajendra Singh:** How does the hon. Member say so?

**Shri A. C. Guha:** There is hardly any goods traffic in the Sealdah section except some jute traffic, so it gets less attention. I am sure the hon. Minister must have personal knowledge of the passenger traffic in the suburban section of the Sealdah line, and that is also a paying traffic. He should do something to improve the passenger amenities and the punctuality of the trains in that section.

**Shri Jagjivan Ram:** That is why it is going to be electrified.

**Shri A. C. Guha:** I am coming to that. I do not know how far it will be electrified. I think the total estimate is Rs 15 crores, and so far, they have been able to spend only Rs 94 lakhs or so, and next year, including budget estimate the total will be only Rs 225 lakhs. As for the time by which this scheme will be completed, there is no mention I hope that the whole of the Sealdah section may be electrified and the work may be completed at least by the first year of the Third Plan. The hon. Minister nods his head about it, and, therefore, may I take it that he agrees to my suggestion and accepts my expectation?

**Shri Jagjivan Ram:** It will receive favourable consideration.

**Shri A. C. Guha:** All right.

Another small thing which is much nearer to my home is in regard to the Barasat-Bashurhat line. Some blame is laid on me in this regard. At one stage I had intervened because some lands containing some graves of the Muslims were to be acquired. But, if there is any difficulty in that particular piece of land, I think there may be a diversion line. It may not be a very big diversion line, but it may be only for about half a mile or even less. As far as my information goes, the case has gone to the High Court, and the High Court may not decide it in two or three years' time and till then, the work on this line will be kept in abeyance and are we to understand that the work on this line will not start till the High Court has given its finding? I request the hon. Minister to examine this question, and if there is any difficulty, he may consider some other diversion line so that the difficulty may be bypassed and the line may be completed, because it is an urgent necessity for the entire area since the light railway had been abolished about five years ago the people have been suffering.

I would like also to state that the hon. Minister may do something about

the Kalighat-Falta line. I think it is a small line which covers only a distance of about two to three miles. Since a lot of people have been using this line as daily passengers, I think something should be done about this suburban line also.

As regards ticketless passengers I would request the hon. Minister to be more strict in this matter and to see whether there is some collusion of the railway staff or not. My own apprehension is that this thing cannot go on without some collusion of the railway staff, maybe, at the lower level. But, something should be done to check this. It is corroding the moral character of the people and it is also depriving the Railways of their due revenues. So, from a moral as well as a financial point of view, I request the hon. Minister to examine this question and see that at least there is no collusion from the railway people in this immoral and illegal practice.

**Mr. Chairman:** The hon. Member from Chingleput. After that, I will call the hon. Member from Sitapur (*Interruption*). No further information just now.

**Dr. Krishnaswami (Chingleput):** Sir, I should like to pay my humble meed of tribute to the hon. Railway Minister for the earnestness and sincerity that he has displayed in tackling many of these difficult problems—problems which are difficult in all conscience, especially, his treatment of the welfare of railwaymen was particularly heartening to me.

We are to have a large number of secondary schools, we are to have subsidised hostels and primary schools. There is only one observation which I have to make and I hope the hon. Minister will not take it amiss when I suggest that in opening such primary and secondary schools we ought to make provision for the admission of a certain proportion of

outside to these institutions. Otherwise, there is the danger of railwaymen being considered to be a special case and this in turn will create other social problems.

It is also heartening to be told by my hon. friend that we are making great strides in producing mechanical equipment and stores within our country. One would have wished for a clearer statistical account of the needs that have been met by production within our country. We might then have been in a position to throw light on how far our plans for development should be improved and expanded.

Having disposed of these matters, I now turn to a consideration of certain disquieting features of the Budget. Let me make this observation at the outset. I feel sad that a well intentioned Minister has not been served well by his advisers. One has only to peruse the analysis that he has made of the various figures pertaining to investment to arrive at this conclusion.

My hon. friend, in his account of railway investment, pointed out that investment expenditure reached the peak in 1957-58, the second year of the Second Five Year Plan. Whatever might be the defects of the Railway Board, stinting on expenditure is not one because it is one of the best organised spending departments of the Government of India. And, although we may have doubts regarding the wisdom of the choice of certain projects, we cannot deny their ability to spend well. My hon. friend, on the basis of his calculations, points out that we would be able to spend by the end of the Second Five Year Plan. 1121.5 crores of rupees in money terms and in real terms handle 162 million tons of originating freight traffic as originally planned!

Now, this is a surprising statement, since, obviously costs have mounted up since the Second Five Year Plan was drawn up. While it is most gratifying to learn that the Railways would be able to handle this traffic, Parliament has to ask two immediate

questions of the Railway Board and the Railway Minister who is here to represent it. How comes it that at a higher cost level the same amount of originating freight traffic can be handled by the Railways? Secondly, has the Railway Board made adjustments implicit in the changes in the Plans that have occurred since they were drawn up? It is clear that something has gone wrong somewhere. The original calculations, in my humble opinion, were either miscalculations or were accepted on the ground that the other spending departments knew less about railway investment.

No one can complain, least of all the Railway Board, that the traffic has not increased to the extent to which it was anticipated. My hon. friend speaks of 'trends,' "of the increase in freight traffic of only 2 per cent on broad gauge and 7 per cent less on metre gauge as compared with the previous year." But, where do all these arguments lead us when the very basis of the original Plan of Rs. 4,800 crores has been changed to Rs. 4,500 crores and, in the intermediate period, costs have mounted up phenomenally? And, this must, certainly, have repercussion on the amount of traffic to be handled.

My hon. friend points out that there has been a trend of decline in traffic last year. Need one be surprised, Mr. Chairman, at what has occurred? Last year was a year of lower economic activity in the country. Food production had declined; industrial activity was sluggish; and these factors must have influenced the transport of commodities, high rated as well as low-rated in value. Yet the Railway Board must think of road transport as the villain of the piece! But even if the fall in freight earnings is not due to sluggish economic activity, even if it be due to competition from other sources, from vehicles on road, one should not approach this question from the standpoint of Railways and create a scare.

We have to look at this question of transport not from the point of view

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of Railways but from the standpoint of methods of carrying traffic. Let us look at this problem in the proper perspective. Let us not cloud our appreciation—I say with great deference to my hon friend the Railway Minister—by speaking of mis-utilisation of national resources. It is a grand phrase, which, may mean anything or which may mean nothing. All taxes, let us realise, paid by motor vehicles since 1939 including the petrol tax as well as the sales tax more than cover the costs of roads. There is something more which happens. These taxes contribute handsomely to the general funds of Government, a factor which we have to take into account in assessing the contributions made by Railways and other types of transport as well.

Besides, let us realise, that these taxes contain a subsidy element for bullock carts which, on social grounds, we cannot and should not tax and which wear out roads more than buses or lorries. If, in spite of the preferential position that is enjoyed by Railways, there is a change of custom, surely we must do some re-thinking. And, it is to do some re-thinking that I address myself to the hon Railway Minister and through him to the Railway Board to do some re-thinking.

My hon friend speaks of faster traction by diesel. But, let me point out to him that while diesel traction is welcome on other grounds it has smaller influence on speed and quick movement of trains. We have to realise that delays occur in the loading stations. The delay of wagons caused by loading and unloading and marshalling operations dependent upon the efficiency of the administration must have had its effect upon the users of transport. Also, wagons are not covered. Speaking as a Member of the Railway Corruption Enquiry Committee which went into this problem, may I be humbly allowed to point out that while we did not wish to asperse any body of men, because that would not be proper for us to

do so, we had to point out that so far as those wagons were concerned, because they were uncovered, therefore, a great deal of pilferage of articles occurred. And, if the Railway Board or the Railway Administration can provide better wagons, covered, and can prevent pilferage, many of the customers who had turned away during the past 3 or 4 months may yet come back like Little Bo-peep. And, thus an attempt has to be made by the Railways. We have to realise that unless that is done, it will not be possible to attract custom. All these factors will have to be taken into account before we decide on any policy of strengthening the Railways. If the Minister will do Parliament the favour of making the Railway Board re-think a bit, he would find that "public carriers" in spite of certain limitations that are imposed on them have greater advantages over "free lance" operators, especially where they are a monopoly. We can improve our services, as I pointed out, or shift wagons from one area to another because there is congestion in other areas. We should make fresh traffic surveys and find out how we should attract customers and search for new markets in a country which has yet to make great strides in all forms of transport. Above all—I do not wish to suggest anything definite on this occasion as the amount of technical information on this subject is limited and has not yet been obtained by those in high authority in the railway and transport administration—in co-ordinating road-rail-ship transport, we must not ignore the users' claims. Let us not commit the mistake which Thailand made some sixty years ago of suggesting that the railway should be put on one line and road should only act as feeders of railways. Today the problems are so difficult there. The question of transshipment of goods from one point to the other has been rendered so difficult that people are beginning to think that the Minister who devised that policy sixty years ago has put a brake on the economic expansion of Thailand altogether. This

is a very difficult problem. It is but human on the part of the railwaymen who have spent their lives in the cause of the railways to adopt a sectional point of view. The same thing occurred in the case of British transport. When the matter came up for review sometime in 1951, Parliament took a very strong stand and told Sir Brian Robertson, the Chairman of the Board of Transport, that he could not think of co-ordination as being synonymous with suppression of other methods of transport. In all attempts to bring about a revolution in railway transport, they said, let there be more modernisation and let there be an encouragement to a better type of service and let us also see how far we can make both the road and rail and also other forms of transport put on equal footing. In India historical conditions are different. We have given a preferential position to our railways. If in spite of it there has been some amount of competition from road, we should not be squeamish about it. We should not try to suppress economic development just because we feel we are not able to meet competition. In this connection, I should like to suggest to my hon friend that a time has arrived when we should have more sizable zonal units of these railways. My hon friend who preceded me spoke of the lack of response on the part of the managers. But may I point out that this lack of response is due to the fact that there is centralisation of authority in the Railway Board and that the zones are so big that the managers find it impossible to know what their personnel problems are. The Railway Corruption Enquiry Committee went into this matter at considerable length and there is a lucid paragraph on this point of administrative responsibility and accountability which I commend to the attention of the hon Railway Minister. The time is ripe, it was ripe long ago for making modifications and the sooner we make modifications, the better it would be from the point of view of improving the efficiency of our railways.

But let me proceed to a basic question which I raised at the outset. I pointed out that in the analysis of the figures presented by my honourable friend there was a lacuna. Since the overall Plan has been reduced from Rs 4900 crores to 4500 crores, adjustments must necessarily be made. The costs have also mounted up. The hon. Minister has come to Parliament with a request that a Rs 10.5 crore loan should be given from the general revenues. I have no objection to conceding to such a request but surely when the very basis of the Plan has been altered, Parliament should have a right to know how the priorities have been ordered by the Railway Board. Let us have a white paper on what exactly are the priorities and let the Railway Board present through the Minister a plan of priorities and let Parliament have an opportunity of judging how the experts have applied their minds to these questions in the light of changed conditions. There must certainly be a revision of priorities. This leads me to another point which is rather important and to which I should like my hon friend to give his special attention. We were told that because of the high priority attached to plan developments we could not satisfy the unsatisfied demands of many areas for several years. In many cases, in my humble opinion such an argument was nothing else but a pretext for inattention to the problems of railway development, particularly in the south. But now that the total outlay on the Plan has decreased and costs are mounting up, there is no need to rely even on this pretext. There ought to be a greater consideration of the unsatisfied demands of areas in the south and of the various other areas and they should be taken into account. Let me mention only a few instances. They are by no means exhaustive. I am only to content myself with mentioning a few instances in the General Debate and I shall deal with them in detail when I come to the Demands for grants. Everyone knows that trains coming in and going out of Madras are held up for a long time;



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there is a virtual bottleneck. In fact by our inattention we are creating conditions for competition and giving the custom to road transport by really blocking up traffic and not having attended to the problem of line congestion earlier. It is obvious to any one who has given thought to this problem that double lines should be laid up at least right up to Ponneri in the north and at least up to Chingleput in the south to relieve traffic congestion. It ought to have been done earlier; it was not done because there was lack of attention to the problems of these areas. I am glad to find that my friend suggests that now that there is power, there will be electrification of the Tambaram-Villupuram line. But I would only like to say that there should be electrification not only from Tambaram to Villupuram but from Tambaram to Vridachalam because Vridachalam after all is nearest to the centre of the Neyveli industries. Now that power is available, there is no need to hold up the other project also of electrifying Madras-Arkonam line as well. It would relieve congestion. Besides, the satellite cities that have to spring up and which we are really anxious to promote would not come into being unless some of these developments are taken up. There are other places to which my hon. friend has referred. My friends Shri Elayaperumal and Shri Narasimhan will of course deal with the problems of other areas

Finally, I should like to make a personal plea to my hon friend the Railway Minister. It is good to listen to the wisdom of experts but the Minister should also—and I say it with great deference to him—overrule these experts. Sometimes experts are wooden and hide-bound in their approach to these problems. I have a feeling that the present Railway Board, though it consists of many eminent persons has not displayed that prescience or understanding of the deeper transport problems of our country. If we are wooden, there

cannot be any possibility of any intelligent planning. I suggest to my hon. friend that he should either convert the bureaucracy that is working under him or have new blood in the Railway Board so that it may tackle these problems afresh. Above all I should like him to apply his mind to the problems of zonal reorganisation. As I have already said, these organizations are so wide and so overlapping that unless we are able to decentralize authority and create more zones and give more power to the General Managers to settle these problems, it will not be possible for us to have anything done substantially. I do realise that there would be certain abuses of authority, but after all, the Railway Board and the hon. Minister are there as appellate authorities. In any event, my vision of a Railway Board is that of a high-powered policy-making body, not of a detailed supervising body which concerns itself with problems of patronage and personnel, important though these are, these do not fall within the purview of a policy-making body.

Mr. Chairman: The hon Member for Sitapur. After that, I shall call the hon. Member for Dhenkanal and then the hon. Member for Dhanbad.

श्रीमान् जना नेहरू (सीतापुर) : श्रीमान् जी, मैं समझती हूँ कि रेलवे बजट का नक्शा इतना बुरा नहीं है जितना कि बताया गया है। लेकिन हा फोक एन्वयी साहब की स्वीच जब मैंने सुनी और जब मैंने अपने प्रश्नों की शहनशाहियत, की चर्चा सुनी तो मुझे बहुत दुख हुआ और मुझे रंज हुआ। जब प्रश्न यहाँ थे तब तो यहाँ पर शहनशाही हुकमत थी और जो मुलाजिम उस वक्त थे वही आज सारी मशीनरी के पुर्जे हैं लेकिन वे पुर्जे जो हैं, आज भी अगर वे यह करें कि न.वे से नीचे दज के मुलाजिम के लिए यह हुकम दें कि तुम अन्दर क्या कह सकते हो, बाहर क्या कह सकते हो, तुम इस मीटिंग में जा सकते हो, इस यूनियन में शिरकत कर सकते

हो और इसमें नहीं कर सकते हो यह ठीक नहीं है। इस तरह की साहजचाही दृष्टिकोण के खिलाफ हम खुद लड़ें हैं और इस तरह की चीज हमने छोड़ी है जोकि धरेंजों द्वारा बनाई गई थी। मैं समझती हूँ कि अगर आज हमारी मिनिस्ट्री के अन्दर ऐसा कोई धुन लग गया है या ऐसी कोई बातें होने लग गई हैं तो हमें उनको खत्म करना होगा, हमें उनसे एड-मिनिस्ट्रेशन को साफ करना होगा। यह बात फ्रेंक एंथनी साहब की जजानी सुन कर कि आज हमारा जो राज है उसमें छोटें से छोटें दब्बों के मुलाजिमों को इस तरह से सतयाया जा रहा है, बहुत दुःख हुआ है और मैं चाहती हूँ इस तरह की चीज नहीं होने दी जानी चाहिये।

आज हमारे देश के सामने पंच वर्षीय योजना है और आप जानते ही हैं कि पंचवर्षीय योजना की जान और हाथ पैर जो होते हैं, वे ट्रांसपोर्ट ही होते हैं। अगर ट्रांसपोर्ट ठीक नहीं होता है, चाहे वह रेल का हो, रोड का हो, बस का हो, किसी भी तरह का हो, जो योजना ठीक प्रकार नहीं चल सकती है और जो प्रोडक्शन देश के अन्दर होता है वह चारों तरफ नहीं भा जा सकता है। इस बात को सामने रख कर हमें देखना है कि इस सम्बन्ध में हम क्या कर रहे हैं और क्या करने की गुंजाइश है। रेलवे बजट और जो रिपोर्टें दी गई हैं उसको देखने के बाद पता चलता है कि एफिजेंसी का भ्रमी भी कमी है। रेलवे देश के लिये बहुत ही महत्व रखती है, बहुत ही जरूरी चीज है, इस वास्ते इसमें एफिजेंसी का ध्यान बहुत जरूरी है। मैं मानती हूँ कि हमारे मिनिस्टर साहब ने काशिश तो बहुत की है एफिजेंसी लाने की लेकिन अब भी हाजत यह है कि इसमें एफिजेंसी की कमी है।

अब जो हाजत हमारी गाड़ियों की है, उसकी तरफ मैं धाती हूँ। तीसरे दब्बों की जो गाड़ियां हैं, उनको देख करके बकर हमें खुशी होगी है। मैं मानती हूँ कि तीसरे दब्बों की तरफ हमारे रेल वालों

का ध्यान बचा है और इस धोर उन्होंने धयना पूरा ध्यान दिया है और कोसिस की है कि उसमें सफर करने वाले मुसाफिरों को सहूलियतें दी जाएं, उनकी तादाद बढ़ाई जाए। लेकिन आज हाजत यह हो गई है कि तीसरे दब्बों की तरफ तो ध्यान दे दिया बचा है लेकिन फर्स्ट और सेकंड क्लास की धायने गत बचा ही है। इन दो क्लासों की आज हाजत यह है कि न उन पर रंग किया जाता है न रोगन किया जाता है, न उनमें कोई चीज सादत मिलती है और देखा जा रहा है कि हर तरफ से चीजें लड़की जा रही हैं। आप फर्स्ट और सेकंड क्लास नहीं रखना चाहते तो न रबें लेकिन अगर आपको इनको रखना है तो आपको चाहिये कि आप ठीक तरह से इनको रखें। आज भी यह होता है कि जब हम बर्ड क्लास में जाते हैं तो तबीयत हमारी खबराती है गोकि आपने सहूलियतें दी हैं, लेकिन फिर भी तबीयत खबराती है और खबराती इसलिए नहीं है कि वह बर्ड क्लास है, खबराती इसलिए है कि हम देखते हैं कि जो फुटबोर्ड होते हैं, जो पटकियां होती हैं उनमें लोग टंग जाते हैं। मैं आपको यह भी बतलाना चाहती हूँ कि बर्ड क्लास की सारी खुबसूरती इस वास्ते चली गई है क्योंकि फुटबोर्ड्स के ऊपर मुसाफिर टंगे जाते हैं। कुछ दिन हुए आपने यहां पर एक बिल पास करवाया है और आपने सजायें भी रखी हैं उनके लिए जो फुटबोर्ड्स पर सफर करेंगे, लेकिन मैं समझती हूँ कि ये सजायें और यह जुर्माने और यह जेलखाने दे देने से आपको जो नफसद है वह पूरा नहीं हो सकता है। आपको इसका कोई और ही इलाज करना होगा। मैं समझती हूँ कि जब तक आप गाड़ियों की तादाद, रेलों की तादाद नहीं बढ़ायेंगे, तब तक इस तरह की चीज को रोकना नहीं जा सकता है।

[श्रीमती उमा नेह्रू]

जब हम रेलवे प्लेटफार्म पर नजर करते हैं तो वहां पर भी हमें एक प्रजीव ही चीज दिखाई देती है। फागनों के टुकड़े इधर उधर बिलरे पड़े दिखाई देते हैं, फलों के छिलके गिरे हुए दिखाई देते हैं, मूयफलों के छिलके खूब अच्छी सजावट में दिखाई देते हैं। और, इन सब चीजों से अगर हम बच बच कर चलो भी तो भी स्टेशनों पर हाकरों की इतनी भरमार हो गई है, इतना बे चीखते और चिल्लाते हैं कि कुछ कहने की बात नहीं और रास्ता मुसाफिरों के गुजरने के लिए नहीं छोड़ते हैं। आपको मुसाफिरों के लिए चलने फिरने के लिए जगह रहे इसका भी बन्दोबस्त करना है। शोर इतना होता है कि अगर हम कोशिश करें भी कि लाउड स्पीकर को सुन सकें, तो वह भी नहीं सुन सकते हैं। उस गुल में लाउड स्पीकर भी चीखने लगता है। मैं एक सुझाव आपको देना चाहती हूँ और वह यह है कि आपने लाउड स्पीकर तो लगा दिये हैं जोकि यह बताते हैं कि फलां प्लेटफार्म से फलां गाड़ी जाती है और फलां टाइम पर जाती है, लेकिन आप बड़े बड़े स्टेशनों पर रेडियो भी लगा दें और अगर आपने रेडियो लगा दिये और उन रेडियोस से तरह तरह के गाने बजवायें तो मुम्किन है कि लोग सामोशी के आपके गानों को सुनें। मैं चीन में गई थी और वहां पर स्टेशनों पर मैंने रेडियो बजते हुए सुने थे और देखा था कि लोग सामोशी से सुन रहे हैं। वैसे चीन के लोग कुछ स्वभाव से भी सामोशा होते हैं।

आपकी रिपोर्ट देखने से पता चलता है कि आपने रेलवे एम्पलायीस के लिए अकन भी बहुत कुछ तैयार किये हैं, मैटनिटी सेंटर भी बनवाये हैं, सिखा की

फैसिलिटीस भी बढ़ाई हैं, लेकिन जितनी ये सब चीजें बढ़ाई जानी चाहियें थीं, उतनी नहीं बढ़ाई गई हैं।

अब मैं मीटर गेज के बारे में कुछ कहना चाहती हूँ। मेरी कांस्टिट्यूएंसी जो है वह मीटर गेज पर ही है। शुरू शुरू में जब मैं मीटर गेज की ट्रेन में गई तो मैंने देखा कि अगर किसी स्टेशन पर वह गाड़ी अटक गई तो अटक ही गई और तीसरी तीसरी घंटे तक या इससे भी ज्यादा लेट अपने डेस्टिनेशन पर पहुंची। जब इस तरह से मैं लेट पहुंची तो मैंने रोडवेज का इन्तेमाल करना शुरू कर दिया। जो बसें हमारे यहां चल रही हैं उनमें सफर करके मैंने देखा है कि वे तीन घंटे और दो घंटे पहले पहुंचती हैं रेलवे से और इसका नतीजा यह हो रहा है कि आपकी ज्यादातर जो मीटर गेज की ट्रेंस हैं वे खाली ही जाती हैं। लोब पसन्द करते हैं कि वे बसों में सफर करें। बसों में किराया चाहे रेलवे से कुछ अधिक देना पड़ता है लेकिन वह हमें मंजूर है क्योंकि हम समय पर जहां हमें जाना होता है वहां पहुंच सकते हैं। ब्रॉड गेज की जो ट्रेंस हैं उनकी जो एग्जेंज स्पीड होती है वह मैंने देख ली है और वह २७ से ३० मील फी घंटा से ज्यादा नहीं होती है। आप भंदाजा लगा सकते हैं कि जब ब्रॉड गेज की यह हालत है कि २७ से और ३० मील फी घंटा से ज्यादा वे ट्रेंस नहीं चलती हैं तो मीटर गेज में हालत क्या होती।

अब मैं केंटरिंग के बारे में कुछ कहना चाहती हूँ। यहां पर मैंने देखा है कि क्वालिटी और क्वांटिटी दोनों ही गिर गई हैं, क्वांटिटी भी गिरी है और क्वालिटी भी गिरी है। मुम्किन है क्वालिटी इस बास्ते गिरी हो कि वहां पर आप

सुपरबिजन नहीं है, क्वांटिटी क्यों गिरी यह मैं नहीं कह सकती हूँ शायद इसलिए गिरी है कि चीजें महंगी हो गई हैं या कोई और समस्या है, इसलिए गिरी है, मैं नहीं कह सकती।

श्री ब्रज राज सिंह (फिरोजाबाद) :  
कोरप्लान की वजह से गिरी है।

श्रीमती उमा नेहरू : मैं चाहती हूँ  
इस पर भी आप गौर करें।

असली बीज जो है वह प्लान की है और उस पर मैं आती हूँ। मेरी कांस्टि-ट्यूएंसी, जो कि सीतापुर है, मेरेन मार्किट है। वहाँ मूंगफली, दालें, गुड़, गेहूँ इत्यादि सभी चीजें पैदा होती हैं। मैंने देखा है कि वहाँ के मर्चेंट्स जो हैं वे बराबर परेशान रहते हैं और उनकी शिकायत रहती है कि उनको बैग्स नहीं मिलती हैं, बैग्स की कमी है। यह शिकायत उनकी बहुत पुरानी है। जिस वक्त लाल बहादुर शास्त्री जी रेलवे मिनिस्टर थे, उस वक्त भी मैंने इस शिकायत को उनके सामने रखा था और बताया था कि वहाँ मार्किट की यह हालत है और उन्होंने मुझ से यह कहा था कि जब द्वितीय योजना आएगी उसमें हम इसका बन्दोबस्त करेगे। बात यह है कि लहरपुर शहर जो है, जहाँ से बहुत कुछ माल आता है, कच्चा माल आदि, उसके आसपास तो स्टेशन हैं लेकिन लहरपुर खास जहाँ पर पैदावार ज्यादा होती है वहाँ पर कोई प्लेटफार्म नहीं है, कोई स्टेशन नहीं है। इस विभाग के वास्ते वहाँ पर स्टेशन बनाना कसई मुश्किल बात भी नहीं है। यह मैं इसलिए नहीं कहती हूँ कि पॉलियामेंट के एक मੈम्बर की वहाँ कांस्टिट्यूएंसी है बल्कि इसलिए कहती हूँ कि आपका यह धर्म है, आपका यह फर्ज है कि आप ओडकेशन को सारे देश में फैलायें, बेश के

जिस जिस भाग में जिस जिस कोने में प्रोडक्शन होती है, वहाँ वहाँ आपको बन्दोबस्त करना है। इस नाते से आप को देखना है, खास तौर से बैकवर्ड एरियाज को।

रेलवे उपमंत्री (श्री शाहनवाज खाँ) :  
अब तो बैगन बहुत मिलते हैं।

श्रीमती उमा नेहरू : आप कहते हैं कि अब बैगन बहुत मिलते हैं तो मुझे बहुत खुशी है।

श्री सिंहासन सिंह (गोरखपुर) :  
अब लेने वालों की कमी है।

श्रीमती उमा नेहरू : रेलवे की रिपोर्ट को पढ़ने से और यहाँ पर हुए व्याख्यानों से मालूम होता है कि जो रेलवे के मुलाजिम रखे जाते हैं वे काफी ट्रेन्ड नहीं होते हैं। मेरी तो यही स्वाहिसा है कि जो लोग रेलवे में या किसी भी महकमे में आयें वे ट्रेन्ड जरूर होने चाहियें। ट्रेन्ड आदमियों का रखना ज्यादा अच्छा होता है लेकिन अगर ट्रेन्ड आदमी नहीं रखना चाहते हैं तो उस तरह से करें जैसे कि चीन में होता है। वे ऐसे आदमियों को रखते हैं जो ट्रेन्ड तो नहीं होते लेकिन उनका एम्प्लोरिमेंट होता है। एम्प्लोरिमेंट आदमियों को रख कर वे उनको ट्रेनिंग देते हैं। आप को भी ऐसा ही करना चाहिये।

अब मैं सब से बड़ी चीज पर आती हूँ। अभी मैंने मिनिस्टर साहब की श्री स्पीच राज्य सभा में हुई थी, उस को पढ़ा। मैंने देखा कि जो भी हमारे प्रोडक्शन की चीजें ले जायी जाती हैं वे रेलों से भी ले जायी जाती हैं और प्राइवेट बसेज से भी। मेरी राय में यह सगढ़ा कि ट्रान्सपोर्ट के लिये रेल ठीक है या रोड, यह अच्छा है या वह अच्छा है,

[श्रीमती उमा नेहरू]

यह दूर होना चाहिये। दोनों में को-ऑर्डिनेश होना चाहिये। आपने जो प्राइवेट एंटरप्राइज को खत्म नहीं करना है, उस को जिन्दा रखना है, लेकिन दोनों में आप को कोऑर्डिनेशन करना चाहिये ताकि चारों तरफ जनता को हर तरह की सुव्यवस्था मिल सके।

प्राज स्टेशनों पर स्त्रियों को टिकट कलेक्टर की जगह रक्षता जाता है। लेकिन श्री मिनिस्टर साहब से यह कहना चाहती हूँ कि स्त्रियों को ट्रेवेलिंग टिकट एग्जामिनर्स की जगह पर भी रक्षता जाय ताकि वे सफर भी कर सकें।

श्री शाहनवाज खाँ : है है।

श्रीमती उमा नेहरू : मैं यहाँ पर अक्सर रेलवे बोर्ड की पंचायत सुनती हूँ। पार्लियामेंट में अक्सर उन का हुवाला दिया जाता है। मेरी खुद राय यह है कि प्राज कल का जो जमाना है उस में श्रौरत श्रौर भर्द में काम करने में कोई ज्पादा भेद नहीं है।

श्री बज राज सिंह : इसलिये कि एक स्त्री भी मिनिस्टर होनी चाहिये।

श्रीमती उमा नेहरू : इसलिये मैं कहना चाहती हूँ, हालांकि मैं जानती हूँ कि यहाँ पर लोग इसके खिलाफ बहुत गुल मचायेंगे, कि अगर आप को रेलवे बोर्ड की श्रुद्धि करनी है तो श्रौरतो को उस का मेम्बर बनायें। तभी वह ठीक से काम कर सकेगा।

अन्त में मुझे यही कहना है कि जब तक रेलवे बोर्ड के मेम्बरस श्रौर रेलवे के अफिसर्स देण की तीसरी एक वर्षीय योजना को नहीं समझेंगे श्रौर नहीं अपनायेंगे, तब तक उस का काम तेजी से नहीं चल सकेगा बल्कि सुस्त चलेगा।

श्री Mahanty (Dhenkanal): Mr. Chairman, the problem of problems to me has been what yardstick to lay down, what criteria to formulate for judging the Railway Budget. Administrative laxity here or corruption there are approaches of very little consequence according to me. But if we view at the Indian Railways, one of most organised monopolies in the public sector in this country, from the operational efficiency point of view, we find that it leaves much to be desired. If we view it from the commercial point of view, it is disappointing. If we view it from the point of view of the passengers or the consumers, we find it depressing. Therefore, the problem to me has been what yardstick to lay down to judge our Indian railways.

I do not know who characterised the Railway Budget as a "pedestrian budget". On the authority of Shri Asoka Mehta, I learn that the Railway Minister himself had characterised it as a pedestrian budget. According to me, it seems to be a limousine driver's budget, driving recklessly towards chaos, maybe towards a fall. If we look at it from the financial point of view, we find that the working expenses are going up, whereas the profits are dwindling. The Development Fund today is nil and is sustained by a credit of Rs 13 63 crores from the general revenue and the Depreciation Fund is diminishing. The Railway was supposed to contribute Rs 225 crores from the Depreciation Fund towards the second Five Year Plan of the Railways. I do not know how much they will be able to contribute to the third Five Year Plan. If my reconings are correct, it will be a nil figure.

If we look at the figures of 1956-57, we find that the capital-at-charge was Rs. 7,071,71 crores and the ratio of net revenue earned was 5.4 per cent. In 1957-58, the capital-at-charge increased to Rs. 1,232 44 crores, but the ratio of net revenue diminished to 4.7 per cent. Against this background, we have to judge the performance of the Indian Railways.

According to me, the first criterion which ought to be laid down is its commercial success. We find it is a monopoly which is functioning in the public sector, which has got no competitors. The hon. Minister today says that the road transport is the devil of the piece and has come to the arena of competition. But I do not think he means it in seriousness. Those who are acquainted with the conditions of road transport know under what hardships they are functioning. Yet, if the private road operators have been able to challenge the might of this mightly organised structure, then certainly, the defect lies with the Railways.

Let us take the other organised industries, textile for instance. We find that in 1956 the gross profits of the textile industry, as a percentage of capital, was 9·8 per cent. We know in what a quandary and ramshackle the textile industry is. Yet, its gross profits were to the extent of 9·8 per cent, iron and steel industry 11·7 per cent; engineering industry—9·5 per cent, I think cement will be of the order of about 8 per cent. But, the profits of the Indian Railways are less than 5 per cent. Here is a matter of very serious concern to us. We find today that the capital at charge under the Railways is to the extent of about Rs 1, 800 crores. Then why this sector has not been earning profit commensurate with the quantum of capital? Let it be understood that the public sector is going to be no socialistic luxury for us. The only criterion that we will have to apply in this regard is what benefit, what relief it brings to the consumers at large. And if we judge the performance of the Indian Railways from that point of view, we certainly find it very very disappointing and distressing.

What we find is a top-heavy administration, an overcentralised administration to which even the Railway Corruption Enquiry Committee drew pointed attention. We find the

estimates are increasing on the administrative side. But what has been the performance of the Railway Board, the performance of the Indian Railway administration? Here again, we have to judge not the administrative laxity here or the corruption there, as I pointed out earlier. The real criterion should be to see to examine how the targets of the Second Plan in the field of Railways have been implemented.

I am quite in sympathy with the Railways; because in the Second Plan their original outlay of Rs. 1,400 crores was reduced to about Rs. 1,125 crores. Those who had framed the Plan should have borne in mind that the Railways are really the life line of any economic development. Therefore, the planners who are spending crores of rupees over useless social overheads should have diverted all those amounts for the development of the Indian Railways.

But even within the limited sphere of the Indian Railways of Rs. 1,125 crores, the targets laid down were new lines 842 miles, renewals 8,000 miles, doubling of tracks 1,607 miles, electrification 828 miles and dieselisation 1,292 miles. Now the hon. Minister ought to enlighten this House what has been the rate of progress towards the attainment of these targets when we are going to complete three years of the Second Plan and when we have barely only Rs 211 crores left to attain the target from expenditure point of view.

The figures which have been provided by the Railway Ministry about the new route mileage opened during the Second Plan are highly misleading. Anyone who goes through the figure of new Railway mileage opened during 1957-58 will find that it is 168·14 miles and during the period work under construction is 564·67 miles. Therefore, if anybody added up both these figures, he might have come to the very hopeful conclusion that we are going to attain the target of 842 miles of new railways, but this is highly and grossly misleading.

[Shri Mahanty]

I am sorry that the Railway Board in the medley of figures that they have been circulating is trying to create a confusing picture as if within the period they are likely to achieve the target. It is far from the truth, because this figure includes the carry over of 404 miles from the First Plan. Therefore, if you deduct these 404 miles from this, then you will find that even though 842 miles may have been opened during the Second Plan, the mileage which pertains to the Second Plan is much less than the original target. I doubt if we will be able during the Second Plan to achieve the targets which we have laid in the Plan.

Then, even though in 1957-58 we have opened up 168.14 miles, I would like to point out to the House that during the same period we have closed down about 26 miles of railways, e.g. Kalkaghat-Falta. Therefore, from the point of view of opening of new lines the performance is most disheartening. I would like an explanation from the hon. Minister why the Dandakaranya project, on which so much reliance is placed to which the entire wagon of the Refugee Rehabilitation Administration is hitched, why even though it was sanctioned during the last year the survey has not yet begun? Are they going to complete the railway lines under the Dandakaranya project during the Second Plan? No, not at all.

Similarly about the renewal of 8,000 miles of railways they have completed only 4,416 miles. I doubt if they are going to attain that figure during the remaining period of the Second Plan.

Only regarding electrification, they have increased electric traction to 1,442 miles. It is desirable to have electric trains. But the fact has to

be borne in mind that in far more industrialised countries like Canada, like Australia, like China, the electric traction that they have in those countries is far below than what we have in our country. While other areas are starving for new railway routes, while other places are suffering due to lack of transport, you have absolutely no blessed right to electrify railway traction whatever may be the considerations. You cannot say that your industrial production is higher than that of China. You must be ashamed of it. You cannot say that your pace of industrial production is at an accelerated rate than that in Australia or Canada. But if anybody cares to analyse the figures he will find that in those highly industrialised countries where the quantum of production is much more than what we are having today now, the percentage of electric traction is not so much. Therefore, my humble submission to this House is that while other areas are decaying owing to lack of transport, when you are asking for *Shramdan* in Rajasthan for new lines, you have absolutely no moral or administrative justification to exceed the figure of electrification which is much beyond the target that was fixed in the Second Plan.

Then if we come to the passenger amenities we find it is a little short of criminal. I am sorry to say that, but you will find for yourself that it is a little short of criminal. The main passenger earnings is being derived not from the upper classes but from the third-class. While the upper class earnings is dwindling, the earnings from third-class is increasing. Now the upper class earnings from Rs 14.06 crores, which is the 1958-59 estimate, has dwindled to Rs 13.47 crores. As against this paltry figure, we have earned Rs 102.83 crores in 1958-59 from the third-class passengers.

But even then the Planning Commission in the formulation of priorities had given precedence to goods over the passengers I am sorry in this country of socialist commonwealth, the goods, the dead goods are being given precedence over human beings, those who are today earning you most of your revenue, so far as passenger earnings are concerned.

What are the passenger amenities? It is not a waiting hall here or a waiting hall there That is the most superstitious way of looking at the passenger amenities The only passenger amenity that we want is that the conditions of travel of third-class passengers should be a little more humane a little more civilized Let not the Deputy Minister stage a stunt by travelling himself in third class Let us stop all such stunts, let us not overpublicise them The amenities that we want is that the conditions of travel should be more humane, more civilized and more becoming of a country which professes socialist pattern But in that sphere we find that it is, as I said, I repeat it and maintain, little short of criminal

Then, we find the working expenses are going up It is being said, that it is an expanding economy and in an expanding economy the working expenses are bound to go up But expanding economy is not one-way traffic In an expanding economy, also the quantum of profit and the quantum of net revenue should expand That is not going up, even though we find every year the hon Minister is coming to the House to increase the number of incumbents in the Railway Board or number of Divisional Managers or other high paid officers

14 hrs.

After having said that much,—I have no more time at my disposal—I will come to some of my own regional problems The regional disparity in the economic development of this country today is mainly derived from the regional disparity in the railway route mileage that we find today in this country Take for instance, my

State The 800 and odd miles were first laid, I think, in the archaeological period of historical time by the B. N. R. Co., and since then, this Government had not thought it fit to add a new mile of line I think, barring Kerala, Orissa is the State which has the lowest route mileage Whereas the national figure is 1 mile for every 36 square miles, in Orissa it is 1 mile for every 72 square miles But for that the credit does not go to our Railway Minister The credit goes to the old B. N. R. company whose charred bones have now been of archaeological interest Regional disparity in economic development centres round regional disparity in the railway mileage We were told last year the Rihand valley was opened up, by new railway lines and we thought, that the Hirakud Valley will also be opened up similarly That scheme was there since the First Plan period to link up Titlagarh with Sambalpur The survey was completed long ago Work had started Then, Orissa had to be sacrificed for other areas May be, UP

Some Hon. Members No, no

Shri Mahanty: I say, may be May be elsewhere I would like to know from the hon Minister why that project was stopped It is a pity

An Hon Member: It is being taken up

Shri Mahanty: It is being taken up, not for our benefit, but to facilitate export of iron ore to Japan, to build the iron industry in Japan

Shri Rajendra Singh: Are you not going to benefit?

Shri Mahanty: My only grievance is, let us not be made a means to an end Let us be an end in ourselves. Similarly you will find a few miles of new line are opened up in the Rourkela area. Let us look at those areas where the peasant is languishing. He cannot reach the market for lack of transport facilities You have no blessed right to electrify your routes elsewhere



[Shri Mahanty]

Then, Sir, passenger amenities. The other day I saw in Allahabad a prestige station building was under construction. We are happy that in India we have got a city like Allahabad. It is the birth place not only of our Prime Minister, but of three generations of Congress Presidents. It is a new place of pilgrimage in this country, I concede. But, in other parts of India also, poor mortals like us live. Poor mortals like us also expect some dignified treatment from the Railway Ministry. I will not be exaggerating if I say that the Orissa station buildings are mere shanties. They look just like putty cottages that you find in Christmas greeting cards. Even though through Orissa, the South Eastern Railway runs the maximum length of its mileage, we do not find a pie spent by the Ministry in rebuilding stations, even though prestige stations are coming up in Gorakhpur and Allahabad and might be in other places

The last thing I would like to say is—the hon. Minister will excuse me if I may say so—the hypocritical treatment that is being meted out to the weaker units like Orissa. You know throughout India today, all Railway lines have accepted the pattern of divisionalisation and every Railway has its divisional headquarters. But when we wanted a divisional headquarters in Orissa, the hon. Minister said, the Railway had abandoned the idea of divisionalisation, they had now regionalisation. You will find in Chakradharpur and Bilaspur the S. E. Railway have got regional headquarters. The heads of regional headquarters have the powers of the head of the Divisional headquarters and discharge the same functions. Yet to defraud the people, they will say, the Railways have abandoned the scheme of divisionalisation. Regionalisation is the pattern of the day. I would like to ask the hon. Minister to take courage in both hands if he believes in administrative integrity and honesty and to satisfy the

House what is the difference between divisionalisation and regionalisation. While you have divisional headquarters for all Railways throughout India, why should you not have divisional headquarters for the South Eastern Railway in Orissa. It is merely because they have got possibly none of their kinsmen to be appointed as the divisional headquarters head.

Some Hon. Members: No.

Shri Mahanty: I am sorry to make that kind of insinuation. But we also feel hurt when we are told that kind of thing. I want to say ..

Shri Shah Nawas Khan: The only consideration is efficiency.

Shri Mahanty: I hope the hon. Deputy Minister will satisfy me with facts and figures how the non-establishment of a divisional headquarter in Kurdah Road has increased efficiency of the Railways. I hope the hon. Minister will give facts and figures about the quantum of goods that move via Kurdah road, what bottlenecks result and what amount of iron ore and other minerals are carried in that section everyday. I hope the hon. Minister will satisfy not only me, but this House as to how the non-establishment of divisional headquarters in Orissa has increased the efficiency of the Indian Railways.

I have no more time at my disposal I am very grateful to you for the time you have given me I hope the hon. Minister will just try to widen the outlook. We should not view this concern in the public sector from the socialistic luxury point of view, but from the commercial point of view as well as from the point of view of the average consumers, in this country. I am sorry to say that in both these aspects the performance has been most distressing in the South Eastern Railway.

Mr. Chairman: The hon. Member from Dhanbad, then the hon. Member

from Mathura and Rajahmundry Prasad will be followed by the Member from Gorakhpur.

An Hon. Member: What about Delhi?

An Hon. Member: What about Madhya Pradesh?

Mr Chairman: Hon Members would be well advised to catch my eye and not my ears

बीनरी सहोदरा आई ( सागर रक्षित अनुसूचित जातियाँ ) . सभापति महोदय, महिलाओं को भी कुछ समय रेलवे मिनिसट्री के ऊपर बोलने के लिये दिया जाय ।

Shri P. C. Bose (Dhanbad) The hon Railway Minister, in my opinion, in his speech on the Railway Budget has made an objective review of the financial and other aspects of the Railway administration in the last year. It has to be appreciated that he has made a clean breast of both the achievements and shortcomings of the Railways during the outgoing year. He has also given us an idea of the various works that are in progress and that will be undertaken during the coming year. From the description he has given, it is quite clear that the performance of the Railways in carrying more traffic, both in goods and passengers, which is the primary function of the Railways and which is of utmost importance for the industrial development of our country was quite satisfactory. The achievement in the construction of new lines and conversion of metre gauge lines into broad gauge lines and remodelling of station buildings, etc are noteworthy and beneficial to the traveling public.

Objection was raised yesterday by one hon Member for enlarging the Allahabad Railway station as a huge waste, but I think almost all railway stations at places of pilgrimage have been improved on public demand. In this vast country of ours, a very large

number of people visit these places from time to time, from far and near, and it is the duty of the railways to see that these pilgrims are provided with amenities as far as possible. Therefore, I consider that the re-modelling and enlarging of these stations was urgently needed for public benefit.

I myself would like to put one small demand in this connection. I often go to Patna Junction station. It is the capital of a State but there is no retiring room there. I have found men coming from Delhi, Madras and distant places to Patna having great difficulty for want of a retiring room at the station. I think almost all State capital stations have got retiring rooms, and I do not know why Patna Junction should not have a retiring room.

Shri Narasimhan (Krishnagiri) What is the Member from Patna doing?

Shri P. C. Bose: As regards the shortcomings and other ills on the railways, special mention may be made of over-crowding in the third class, ticketless travelling, theft and corruption, insecurity and accidents. It is a matter for regret that these things are persisting in the same way as before. There is no tangible sign of improvement in these matters. The hon Minister has himself dealt with them thoroughly and many Members also have spoken about them, and therefore I do not like to recapitulate them. I only hope that very strong measures would be taken to eradicate them as early as possible.

For the last several years I have been pressing for provision of elementary education to the children of railway employees. I am glad that this provision has been made this year and I thank the Railway Minister and the administration for this.

The other thing I have been pressing for from time to time is housing accommodation for railway employees. I have seen employees working in different stations going far away for

[Shri P C Bose]

their accommodation. A distinction has also been made in the railways between essential and non-essential employees in the matter of allotting quarters. This is highly objectionable. The allotment should be on seniority basis. If they require accommodation for their families, for their night shelter, why should one type of employee get shelter compulsorily and the other not get at all, simply because they are supposed to be essential or non-essential? I do not understand the meaning of this "essential" and "non-essential". Both are equally necessary. Maybe that one is employed on the open line, another is in the office, but for that reason the latter does not become non-essential. This distinction in the matter of allotment of quarters should be abolished, and quarters should be given on a seniority basis. I hope also that more quarters would be built to accommodate all the employees who are working. Otherwise this problem will always remain.

The question of road transport has been dealt with already. In my area, there is a station called Matari on the Eastern Railway. At that station we used to see for a long time a large number of cattle from UP and up-country places being transported by the railways, and from there they went to the markets on foot, in the coal field area. There are very big coal field markets in Katras etc. But nowadays all these cattle are being transported by road, by trucks. Road transport has become so popular that these trucks are being sold in the black market. People engaged in this road transport business can purchase trucks in the black market paying Rs 5,000 and Rs 6,000 more and can still make a profit, and people, in spite of the expenses, like road transport, and do not go to railway transport. This matter should be thoroughly enquired into. What is the reason that even cattle are being transported by trucks, not to speak of goods?

Shri C. B. Narasimhan: While men are treated as cattle in the railways, by overcrowding'

Shri P. C. Bose: I have given the instance in my own area. I have no idea of the difference between the railway freight and road transport rates, but this matter should be thoroughly investigated. I think the freight is also one of the causes.

I have, several times, raised the question of rail-cum-road bridges. There are some very important places all over India where over-bridges are absolutely necessary. In my area there is one place. The train starts and the door is closed for five or ten minutes, and on both sides there are cars and trucks waiting for a mile. I think similar things are happening all over the country. This matter should be discussed with the Planning Commission, and if necessary, with the State Ministers, and some solution must be found for this.

I had several other points, but there is no time, and therefore, with these words I only hope that the targets will be achieved by the railways, and I express my appreciation of the working of the railways.

Raja Mahendra Pratap (Mathura) To begin with, I congratulate the hon Member in the chair for the quality that he has shown today as a good administrator. He called out not names but constituencies in several cases, and he announced the names so that we could go out and come back. Very kind of you, Sir.

Then I congratulate the Minister too, because I believe that the railway department is the best managed department of all the departments of the Government, and I believe that in the Railway Department the reservation department is still better managed.

I happen to be the patron of the clerks of the reservation department. They had asked me to bring some of their demands before the Minister. I

wrote about them to Shri Shah Nawaz Khan, and he promptly replied. This is also very good of the railway department that they immediately pay attention, but I must say that our Minister and our Deputy Ministers are not properly supported by their staff, and it would be better if some Jatav is put in a high position in the railway department, and some Pathan is also included. I believe also that the Anglo-Indians should be given special consideration in the management of the railways. Of course, I believe: All to work for all to make all happy. (Interruptions) Brahmins can go to the law department and baniyas can go to the finance department, but let this department be managed by Harijans, because they also should have some place. I am not claiming any place for the martial races in the railways; for the martial races, there is only our Army; there, they will have monopoly.

Now, I beg to say that we want a railway line from Brindaban to Aligarh. Our Braj wants it definitely and seriously. If there will be a bridge at Brindaban, most of the flood difficulties will disappear there.

We also want a small railway line from Dehra Dun to Rajpur below Mussoorie. If that is built, the passengers going up to Mussoorie will have much more convenient journey. If the budget does not allow it, let us give to the private sector the building of these two railway lines. I believe there is no harm in giving the private companies a chance to build some railway lines. I think there is a certain prejudice which has come into the minds of our high leaders that only with the public sector, they can better manage. But what I say is that in the public sector, only some people monopolise the financial side of these companies and these departments. This should not be so. After all, man is man whether he is working as a government servant or he is working in a company. So, I suggest that the private sector can be given some chance.

I may also say that some people are punished in the railway department, because they have some quarrel with the higher officer. I think it would be better if this matter is looked into in a little more kindly way. One Mr. Rawat, ticket collector was degraded and transferred from Mathura to Jhansi, and one coolie Munna is suffering for about a year and is not being given a chance to work as only a simple coolie at our Mathura junction.

I may also remind the railway department that during the last three years, they have often promised me that they would provide seating arrangements for the first class travellers travelling during nights. It is very difficult sometimes to get into the compartments, because the compartments are locked up, and a first class passenger who is going to a nearby station, two or three stations away, does not find a place to sit. They had promised me, but somehow, that has not yet been fulfilled.

I must say that there is a great improvement in the restaurants. Formerly, I used to see that these bearers used to charge four annas or five annas or eight annas more. Now, they are very correct. I must congratulate the railway department for this great improvement.

I must also mention here that some of our railway clerks, goods clerks and also reservation clerks, have taken an oath that they would not take any bribes in future. It is a very good sign, if it is backed up.

There is a complaint that some ticket collectors are asked to realise so much fine. I think this is absurd.

**An Hon. Member: Rs. 500.**

**Baja Mahendra Pratap:** It is absurd that a ticket collector must realise so much fine. I think we should be glad that he realises less, because nowadays there are less number of ticketless passengers.

[Raja Mahendra Pratap]

Sometimes, some of our departments say, well, this does not concern us, this belongs to the other department, or this belongs to that office and so on I think this is not very good. All offices and all departments should closely co-operate for the betterment of all

Then there was the question of the beggars on the railways This is a problem neither of the railways nor of any other department It is the country's problem I think that every beggar should have shelter and should have daily bread, and you can use him for some work too, and he can produce something We must calculate how much time and energy are lost in different pursuits, and then put everyone to work

Now, I must say a word about morality also After all, if a man who is serving somewhere, who is working for the country, and who is living in the country is immoral, then he can do nothing, he will spoil everything So, I propose that my Religion of Love should be introduced all through We should pray every morning and every evening We must see how we spend time, whether we waste time or spend it usefully If we have misused time, then we must, of course, ask God 'Pardon me, Sir', and then use the time rightly I shall not go further into that

I shall not speak long I have got only two or three points more And I shall just point out some defects

An Hon. Member: What about world federation?

Raja Mahendra Pratap: It is a political question Here it was the question of morality which I was discussing

I am told that some instructors are paid only according to the scale Rs 60-150, while other instructors are receiving Rs 300 to Rs 400 I think

justice should be done to all. I do not say that the higher-ups should be pulled down, but I say that the lower-downs should be brought up.

In the end, I am very sorry to say that some high officers are still travelling like the nawabs of the old days in big bogies with a big following.

An Hon Member: Like Moghuls.

Raja Mahendra Pratap: What is this? On the one side, we speak of the socialist pattern of society, and on the other, we make the officials live like nawabs I think a better example should be set

Mr. Chairman: Now, I call the hon Member from Gorakhpur Thereafter, I shall call the hon Member from East Khandesh

श्री सिंहासन सिंह . सभापति महोदय, इन रेलवे के बजट को देखने के बाद जहाँ कुछ भाषायें बड़ी बहा साथ ही कुछ निराशा भी हुई। मैं माननीय रेलवे मंत्री को बधाई दूंगा कि उन्होंने अपने रेलवे बजट के भाषण में पहले ही पैगयाफ में सही प्रवृत्ता का चित्रण कर दिया है कि वास्तविक प्राप्ति में ४ ६२ करोड़ रुपये की कमी रही जब कि वास्तविक व्यय ५ ०२ करोड़ रुपये अधिक हुआ। ५ करोड़ २ लाख की बढ़ती खर्च में हुई। घातवनी घटी और खर्चा बढ़ा यह कुछ परिपाटी सी हमारी होती जा रही है। ऐसा क्यों हो रहा है इसको हमें ठंडे दिल से विचार करना होगा।

इस नये जट में हमने देखा कि ६ करोड़ कई लाख का अधिक खर्चा दिखाया गया है जो कि पार साल के बजट से ६ करोड़ कई लाख अधिक खर्च होगा। इसमें दो करोड़ रुपये का खर्च बैरिगेशन आफ फ्राफिसर्स ऐपायन्टमेंट की मद में दिखाया गया है। आप इस मद में होने वाले खर्च का यदि पिछले वर्षों के होने वाले खर्चों से मुकाबला करेंगे तो आप देखेंगे कि इस बैरिगेशन आफ फ्राफिसर्स

वेधानुमोदित की मद में उत्तरोत्तर लक्ष में बढ़ती होती गई है। प्राक्सिस बढ़ाने और उनकी तनक्याह बढ़ाने के लक्ष में हर हाल पिछले साल के मुकाबले बढ़ती हुई है। सन् १९५०, ५१ में हम देख कि कितने व्ययित उस समय रेलवे बोर्ड में थे और तब कितना काम होता था और आज जब उनकी ताबाद में काफी बढ़होनी हो गई है तो कितना काम हो रहा है और इसे देखकर हमें दुःख होता है कि रेलवे विभाग में आदमियों की संख्या तो बराबर बढ़ती गई है लेकिन उस बढ़ती को देखते हुए काम जो बढ़ना चाहिये था, ज्यादा काम होना चाहिये था वह नहीं बढ़ा है बल्कि घटता ही गया है।

यह रेलवे बो. की रिपोर्ट में है कि सन् १९५०, ५१ में वहा रेलवे विभाग के अधिकारियों की संख्या केवल ८९ थी वह सन् १९५४, ५५ में बढ़ कर १३५ हो गई। सन् १९५५, ५६ में १५५ हो गई और सन् १९५८, ५९ की रिपोर्ट के अनुसार वह संख्या बढ़ कर २४४ हो गई। प्राप्तिमवली हमारी संख्या बढ़ती गई है। रेलवे बोर्ड के सदस्यों की संख्या भी जहा पहले ५ थी वहा अब ५ तो बोर्ड के मेम्बर्स और ५ ऐडिक्नुल और हो गये हैं। कहने का तात्पर्य यह है कि रेलवे विभाग में अधिकारियों की संख्या में उत्तरोत्तर वृद्धि होती जा रही है। मैं चाहूंगा कि रेलवे मंत्री महोदय इस ओर ध्यान दें और यह जो वृद्धि से लक्ष में बढ़ती होती जा रही है उसको कम किया जा सके।

अभी हमारे माननीय रेलवे मंत्री ने जो अन्य व्यवसायियों की उपमा दी और कहा कि उनमें ८ परसेंट, ९ परसेंट और १० परसेंट मुनाफा हुआ है तो मेरा कहना है कि उसके मुकाबले में हमारी रेलवेज का मुनाफा नगण्य है।

आज जब कि हम इस देश में एक समाज-वादी समाज की स्थापना करने जा रहे हैं तो एक दिन ऐसा आयेगा कि सारा व्यवसाय 265 (A1) L.S.D.—7

सरकार के हाथ में होगा और प्राप्त समझ सकते हैं कि अगर हमारे लक्ष इसी तरह होने रहे और उनमें बढ़ती होती रही और १५ परसेंट मुनाफा लगाने के बाद ५ परसेंट मुनाफे पर और घाटे पर अपना कारोबार चलाने रहे तो हम शायद काम नहीं कर सकेंगे। आज बहुत से कंटीन्ट में व्यक्तिगत सम्पत्त नहीं रह गई है, और सब व्यवसाय बहा की सरकारें चलाती है तो वह रेलवेज का इतना बड़ा व्यवसाय जिसको कि चलाने का सरकार पर उत्तरदायित्व है, उसमें अधिक मुनाफा और आमदनी होनी चाहिये। लेकिन इस रेलवे बजट में निर्देश है कि हम जनरल बजट से कर्जा लेंगे जा रहें हैं, बजाय उसमें कुछ देने के हम जनरल बजट से कर्जा लेंगे जा रहे हैं। आज कर्ज लेने की हमारी प्राय इतनी अधिक बढ़ चुकी है कि हम बाहर से भीतर से सब जगह से कर्जा लेंगे चले जा रहे हैं। जब उसको देने की नीबत आयेगी तो क्या होगा मैं समझ नहीं सकता। इसलिये मैं चाहता हू कि रेलवे बोर्ड और रेलवे मंत्री महोदय इस ओर ध्यान दें और आज जो अत्यधिक लक्ष हो रहा है उसमें कमी करें और जितना कर्जा हो गया है उसको और बढ़ाने की कोसिस न करें।

अब मैं सदन का ध्यान मंत्री महोदय के उस संकेत की ओर दिलाना चाहता हूँ जो कि उन्होंने राज्य सभा में किया है कि अब लोगों का ध्यान अपने माल को रेलवे से भेजने के बजाय ट्रकों पर भेजने की ओर अधिक हो रहा है। लोग रोड ट्रांसपोर्ट के जरिये अपना माल अब अधिक भेजने लगे हैं। और इस कारण रेलवे को घाटा हो रहा है। अब इसके लिये थोड़ी एक धीमी सी धमकी भी दी है कि कोल फ्रेट वर जो रिबेट देने हैं उसको अब बिचड़ा कर लेंगे और ऐसा करने से शायद रेलवे की आमदनी में कुछ इजाफा हो जायेगा लेकिन मेरा ख्याल है कि खाली किराया बढ़ाने से ही आमदनी नहीं बढ़ेगी बल्कि अधिक सुविधा देने से रेलवेज की आमदनी बढ़ेगी। आज लोग बसेज और ट्रकों की तरफ क्यों जा रहे हैं

### [श्री सिंहासन सिंह]

एक ठो कथरण यह है कि ट्रकों से माल सही सलामत और वक्त पर अपने डेस्टिनेशन पर पहुंच जाता है। मैंने अपने गोरखपुर में देहाती में जाकर देखा और स्टेशन जो कि गोरखपुर से लगा हुआ है वहा के लोगों के पूछा कि तुम लोग अपना माल कैसे भेज मंगते हो तो उन्होंने मुझे बतलाया कि हम लोग अब रेल से सामान नहीं मंगते और बम्बई से जो माल मंगते हैं वह ट्रक के द्वारा मंगते हैं। ट्रकों से हम अपना माल इसलिये मंगते हैं कि उसमें क्लेम का कोई सवाल नहीं उठता, माल रास्ते में चोरी नहीं जाता और ठीक वक्त पर बम्बई से माल सीधे हमारे घर पर पहुंच जाता है। रेल से अगर हम बम्बई से सामान मंगते तो उसके पहुंचने में महीना और डेड महीने तक का समय लगता है और रास्ते में बहुत सा सामान कट पिट और चोरी भी चला जाता है। उन्होंने मुझे बतलाया कि हमें ट्रक से अपना सामान मंगाने में मुनाफा है।

इसी तरह एक दूसरा देहात है जहा कि लोग अपना सामान बम्बई से रेल से नहीं मंगते बल्कि नाव से मंगते हैं। हालाकि ट्रकों से माल मंगाने में भाडा ज्यादा पड़ता है लेकिन तो भी रोड ट्रांसपोर्ट की तरफ आज लोगों का रुझान हो चला है। भाडा अधिक हुआ तो क्या हुआ वे कहते हैं कि हमारा माल तो सही सलामत और जल्दी गन्वत समय पर पहुंच जाता है। जहा ट्रक से बम्बई से उनका सामान एक हफ्ते के अन्दर पहुंच जाता है वहा रेल से पहुंचने में महीना डेड महीना लग जाता है। इसलिये मंत्री महोदय बजाय धमकी देने के रेलवे की तरफ अपना ध्यान देवे ताकि हमारा माल सही तरीके से बिना कटे पिटे हमें मिल सके और वक्त के अन्दर मिल सके।

पारसाल रेलवे बजट के अवसर पर श्री श्रीरोज गांधी ने कहा था कि हमारे देश की रेलों की स्पीड बंगलादेश की स्पीड से भी कम हो गई है। हमको अपनी स्पीड को बढ़ाना

होगा और माल को सही तरीके से उसके डेस्टिनेशन पर पहुंचाना होगा।

अब हम देखते हैं कि रेलवेज पर करोड़ों रुपये के क्लेम्स किये जा रहे हैं। कहीं कहीं देखने में आया है कि ओपेन डिलीवरी की प्रथा होने के कारण कुछ भावमी ऐसे आ गये हैं जिन्होंने कि गलत तरीके से माल बुक करने का एक व्यवसाय सा कर लिया है, ओपेन डिलीवरी मिलती है और इंस्पेक्टर के मिल कर वह क्लेम करते हैं। इसकी रोकथाम होनी चाहिये ताकि सही तरीके से माल बुक हो और ओपेन डिलीवरी के जरिये आज जो अष्टाचार फैला हुआ है वह रुक जाय। मेरा सुझाव है कि हम अपने घर को सुधारें, अपनी चीजों को ठीक करें और किराये में कमी करे ताकि लोग रेलों को अपनायें।

अभी मुझ से पूर्व मधुरा के माननीय सदस्य ने नवाबी की बात कही। मैं भी उसके संबंध में कई बार कह चुका ह कि हमारा जो भी पैट्रन हो, सोशलिस्ट पैट्रन हो चाहे कैपिटलिस्टिक पैट्रन हो, उनमें यह हालत कि एक तरफ तो रेलगाडी में खचाखच भीड़ हो और लोगो को बैठने और खड़े होने तक की जगह न मिलती हो और दूसरी तरफ उसमें से नून लम्बा चीडा चले तो वह देख कर हमको दुख और क्षोभ होता है। इसलिये मैं रेलवे के अधिकारियों से अनुरोध करूंगा कि वे देश की गरीबी को ध्यान में रखते हुये अपने इन से नूनो को अगर कुछ छोट कर सकें या फर्स्ट क्लास का एक आध कम्पार्टमेंट लेकर उनमें सफर कर सकें तो ज्यादा अच्छा होगा। प्राठ पहियो वाला मंलून इतना बड़ा होता है कि उसमें थर्ड क्लास के दो, दो कम्पार्टमेंट्स लग सकते हैं और काफ़ी आदमी उनमें बैठ सकते हैं। यहा पर रेलवे बोर्ड के मेम्बरस मौजूद हैं। वे इस बात का पता लगाये कि क्या यह वाक्या नहीं है कि गोरखपुर से हर शनिवार की शाम को लखनऊ के लिये दो, दो मंलून लगते हैं और उधर लखनऊ से

गोरखपुर को लौटते हुये इतबार की घाम को लौटून लगते हैं? मेरी समझ में नहीं आता कि लौटून लगाने की क्या आवश्यकता पड़ती है जब कि गाड़ी काफी लम्बी होती है। वे इनकारावरण करा कर देख सकते हैं कि जो मैं कह रहा हूँ दुस्त है कि नहीं कि ३२ डाऊन और ३१ अप में यह लौटून लगते हैं कि नहीं। मेरा निवेदन है कि हमारे रेलवे के उच्च अधिकारियों को पिछले जमाने के नवार्थों की तरह जनता से अपने को बिलकुल अनग धलग नहीं रखना चाहिये। उनको जनता के साथ मिल कर चलने की कोशिश करनी चाहिये। हमारे भूतपूर्व मंत्री महोदय चाहते थे कि फर्स्ट क्लास के डिब्बों में कमी की जाय। मैं चाहता हूँ कि उस दिशा में सोचा जाय और हमारे रेलवे के डिप्टी मिनिस्टर महोदय बैठे हुये हैं, मैं उनसे विशेषत इस ओर ध्यान देने के निवे अपील करूंगा।

He should at least take it in his mind not to travel in his saloon so that he may set an example to others. I am told that he also travels in a saloon. May I request him that he should at least try to give a lesson to the country and set an example which we professed to do when the British were ruling here?

दूसरी बात मैं आपसे एन० ई० रेलवे के बारे में कहना चाहता हूँ। अब कुछ समय से वहाँ एक जनरल मैनेजर पहुँचा है जिसने काम को काफी ठीक ठाक किया है और रेलवे भी समय में चलने लगी है। लेकिन एक बात की तरफ मैं आपका ध्यान दिलाना चाहता हूँ। थोड़े दिनों में मुकामा घाट का पुल खुल जायेगा जिसके कारण रेलवे की ग्रामदरपन बहुत बढ़ जायेगी और मौजूदा लाइन उसको पूरा नहीं कर सकेगी। इसलिये मेरा सुझाव है कि लाइन का डबलिंग होना चाहिये। और अगर घाउट आफ दी बें न हो तो मैं प्वाइंट घाउट कर कि आज आप कुछ लाइनों को

मीटर गेज से बदल कर ब्राड गेज में कर रहे हैं। तो मैं आपको बतलाना चाहता हूँ कि उत्तर प्रदेश का जो पूर्वी क्षेत्र है उसमें हर जगह मीटर गेज है, ब्राड गेज नहीं है। जोनपुर और बनारस में ब्राड गेज है। अगर आप शाहपुर से दोहरी घाट को ब्राड गेज लाइन डालें तो गोरखपुर और देवरिया से यह क्षेत्र सम्बन्धित हो जाये। मैं चाहता हूँ कि जहाँ आसानी से हो सके वहाँ पर आप मीटर गेज की जगह ब्राड गेज डालने की कोशिश करें। दोहरी घाट से शाहपुर तक एक लाइन है। उसकी जगह अगर आप ब्राड गेज लाइन बिछा दें और इधर छोटी लाइन रहे और उधर बड़ी लाइन हो जाये तो कनेक्शन हो सकता है। मैंने देखा है कि ब्राड गेज हमारी तरफ न होने से बहुत भी चीजे हमारे यहाँ नहीं आ पाती। इसका कारण यह है कि कई जगह ट्रांजिपमेट बें बड़ी दिक्कत होती है।

एक बात की तरफ मैं आपके ध्यान और दिलाना चाहता हूँ। वह एक बहुत बड़ी इनकांस्ट्रुटी है रेलवे के फ्रेट के मामले में। इसके बारे में मैंने मंत्री जी को लिखा भी है। उत्तर प्रदेश में जूट का माल बनाने का एक कारखाना सहजनवा में है और दो कारखाने कानपुर में हैं। लेकिन आप देखें कि बिहार में जो जूट सहजनवा को आता है, जो कि ३०३ मील है, उस पर किंगया दो रुपये दो आने के हिसाब से लिया जाता है और जो माल कानपुर को जाता है, जो कि ५७३ मील है, उस पर एक रुपया ६४ नये पैसे के हिसाब से लिया जाता है। यह मेरी समझ में नहीं आता कि जो जगह दूर है उसका किराया कम है और जो जगह करीब है उसका किराया ज्यादा है।

दूसरी शिकायत यह है कि रेलवे जो बिहार से जूट आता है उसको तीन क्षेत्रों



[श्री सिद्दासन सिंह]

में बांटता है, कुल प्रेस्ड, हाफ प्रेस्ड और रेप्रेड लेकिन प्रसल में जो माल आता है वह सब एक ही तरह प्रेस किया हुआ होता है। कानपुर को जो माल जाता है उस पर कुल कुल प्रेस्ड का रेट लिया जाता है और जो माल सहजनवा को जाता है उस पर हाफ प्रेस्ड का रेट लगाया जाता है। ऐसा मालूम होता है कि इसमें कमलापनि के लिये रियायत की गयी है। मैं कहता हूँ कि इससे बढ कर अन्याय नहीं हो सकता कि जो जगह अधिक दूर है उसके लिये किराया कम है और जो जगह पास है उसके लिये किराया ज्यादा है। आपने जो फ़ोट रेट बदला उसमें उनका तो किराया कम हो गया पर पास वालो का बढ गया। तो ऐसा अन्याय नहीं होना चाहिये। इसी-लिये यह कहा जाता है कि जिसकी पहुँच होती है वह अपना फ़ोट घटवा लेता है और जिसकी पहुँच नहीं होती उसका बढ जाता है।

एक बात मैं और कहना चाहता हूँ। आप चारों नरफ नये नये पुल बना रहे हैं। पहले गोरखपुर में पुल का कारखाना नहीं था लेकिन अब बन गया है। इससे हमको उम्मीद हुई कि जो बहुत दिनों से बगहू का पुल टूट पडा है वह बन जायेगा। अगर यह पुल बन जाये तो बिहार और उत्तर प्रदेश का उत्तर पूर्वी हिस्सा मिल सकते हैं। पहले यहा कई चीनी की मिलें खुल रही थी लेकिन इम पुल के टूट जाने से रुकावट पड गयी। इस तरफ ध्यान भी दिलाया गया लेकिन ध्यान नहीं दिया गया। धनियो की तरफ ध्यान जाता है, गरीबो की तरफ कम जाता है। जहा पानी पहले से होता है वही वर्षा होती है। तो मैं चाहता हूँ कि आप इधर ध्यान दें। यह प्रदेश बहुत पिछडा हुआ है और गरीब है। अगर सम्भव हो तो इसी योजना में इसको शामिल कर लें और अगर ऐसा सम्भव न हो तो अगली योजना में तो जरूर शामिल किया जाना चाहिये। आपने बहुत सी उलझी हुई चीजों को फिर से बनवाया है

किर कोई बचह नहीं है कि इस पुल को कभी न बनाया जाये।

अब मैं एक बात लेबर के बारे में और कहना चाहता हूँ। मिनिस्टर साहब ने कहा कि दो फेडरेशन हैं और वे एक नहीं हो पाये। लेकिन मैं उनसे कहना चाहता हूँ कि वे कभी आपस में एक नहीं हो सकते क्योंकि लीडरशिप का मवाल है, आपस में नडाई झगडे है। आप इनको एक कर सकते हैं। इन में बोगस मेम्बरी बहुत है। मैं चाहता हूँ कि आप एक ग्राम चुनाव करवा दे जैम कि प्रसेम्बली और पार्लियामेंट के लिये होता है और बैलट द्वार मत लिये जाये। ऐसा करने से स.ग. हो जायेगा कि किस तरफ ज्यादा मत है। इस सम्बन्ध में मेरी रेलवे वर्कर्स के बीच में काम करने वालो से भी बात हुई थी। मेरी बान गुस्वामी से भी हुई थी। उनको इममें कोई ऐतगज नहीं है।

श्री फ़ासोनाथ पांडे (हाता) क्या आप उस बोगस मेम्बरशिप द्वारा रेलवे विभाग के जरिये यह चुनाव कराना चाहते हैं ?

श्री सिद्दासन सिंह : मैंने यह नहीं कहा। पर चोर की दाढी में तिनका। मेरा भी कुछ सम्बन्ध रेलवेज में रहा है। मैं जानता हूँ कि इन फेडरेशन में बोगस मेम्बरशिप है और इसीलिये मैंने इस काम को छोडा। लेकिन मैं कहता हूँ कि ग्राम चुनाव करा लें तो मालूम हो जायेगा कि किसके मत ज्यादा है। जो सही होगा वह जीतेगा और जो गलत होगा वह हारेगा। इसमें कौनसी बात है।

14.45 hrs.

[Mr DEPUTY-SPEAKER in the Chair.]

Shri Nanshir Bharucha (East Khandesh): Mr Deputy-Speaker, before I

come to the Budget, I desire to invite the attention of the House to the desirability of establishing a convention that the Railway Budget should be discussed in this House first before it is discussed in the Rajya Sabha. I think it is rather unfortunate that as a result of Budget discussion synchronising in both Houses considerable interest, even of the Minister, was lost in this House and we felt that the Budget discussions were invested with an air of unreality because of the absence of the Ministers and their attraction to the upper House. The hon. Minister of Parliamentary Affairs has not been alive to the sentiments of the House when he arranged that we should take a second place in the matter of discussion on such an important financial statement as the Railway Budget. I do hope that the Railway Minister will take note of it and that in future the Railway Budget will first be discussed in the Lok Sabha and afterwards in the Rajya Sabha.

The outstanding impression of the Railway Budget is one of relief, in a comparative sense, that there has been no increase in fares or freight rates. I do not know if I can congratulate the Railway Minister on this point because he has made a virtue of necessity. The revenues have been showing diminishing returns and he has learnt the bitter truth perhaps at a belated stage that the law of diminishing returns is a law of inexorable force and that that law does not wait either on the pleasure of the Railway Minister or for the assent of the President. The Railway Budget would have been an instrument to help direction of national policy and industrial policy, but perhaps the hon. Minister is more concerned with making both ends meet. He has made it an essay on arithmetic and even that essay is not quite good in some parts.

Coming to the revenues, one finds a very peculiar position. From 1955-56, that is the first year of our Second Plan, the upper class passenger earn-

ings have remained static at Rs. 13 crores. It means that notwithstanding the expected increase in the four years of the Second Plan both in the upper class as well as in the third class, the income has remained static, in the former case at Rs. 13 crores and in the latter case at Rs. 102 crores. It is an irony of fate that when we are talking that so much has been done in the course of the three years of the Five Year Plan we find that people have started travelling less and less, particularly when we bear in mind that the fares have been increased. That is a very eloquent demonstration of the law of diminishing returns and I certainly reinforce the appeal of the previous speaker that if our revenues had to be expanded, perhaps we may think of lowering the fares rather than screwing them up. With regard to goods traffic we find that the receipts have only increased by twenty per cent. It should be appreciated that in the three years of the Second Plan there has been remarkable growth—at least it was so claimed—of industrial production and the railways carried not merely the finished product but also the raw material and the industrial waste. Therefore, we were expecting that they would be carrying far more tonnage than warranted by the mere increase in production. But what do we find? The tonnage has increased in the course of three years by only 13 million tons, a very paltry increase of about four million tons per year. I am not in a position straightaway to say what the reasons are for this. Either goods traffic is going to road transport—probably that is largely true—due to failure to utilise the wagons more rationally or due to maladministration; or there is incapacity of handling traffic by the railways. I think it is necessary that a committee should be appointed to investigate the causes why the law of diminishing returns is setting in with such vengeance in the matter of traffic receipts both from passengers and from goods.

Coming to the working expenses, one finds with regard to the repairs

[Shri Naushir Bharucha]

and maintenance, in the first year of the Second Plan, repairs and maintenance comes to about 78 crores. That figure had suddenly jumped up to Rs. 86 crores in 1957-58 and then Rs. 90 crores, within the space of two years of the First Plan. When we are investing heavily in railway rolling-stock put on the line—and new rolling-stock requires very little of repairs and maintenance—in spite of that, we find that in the first two years, repairs and maintenance consume Rs. 90 crores. A satisfactory explanation from the hon. Railway Minister is required. Apart from the fact that the quality of repairs and maintenance is extremely poor, apart from that, I am inclined to think that our workshops require rationalization in certain directions. I do not know whether it has been possible for the hon. Minister to fix up norms for work done in our workshops and particularly I am not sure whether the checks are prescribed for issue of stores. Over-indenting is a vice usually with many a big administration and I do not think that the railway administration is any exception to that.

In the matter of economy of consumption of stores, I would like to know from the Railway Minister whether any checks have been prescribed, whether any surprise spot-checks are being carried out, and if they are done, I am sure that the Railway Minister himself will be surprised at the results. There is no doubt that the Rs. 90 crores on repairs and maintenance are largely made up—apart from the fact that there has been an increased cost of maintenance and repairs and the materials used therefor—of figures arising out of leakage in the issue of stores and the so-called consumption of stores. I think—I do not know whether it is already there—that a special inspectorate of stores consumption is required in our administration and I would request the hon. Minister to look into that point.

Another point of expenditure, I might say reckless and extravagant

expenditure, to which I had invited the attention of the House sometimes in the past, is fuel consumption. It will surprise the House to know that in 1956-57, the first year of our second Plan, coal and fuel consumption amounted to Rs. 27 crores and the very next year it jumped up to Rs. 48 crores. I have still to obtain satisfactory explanation from the hon. Minister as to why it is that in the course of one single year coal and fuel consumption should have jumped up from Rs. 27 crores to Rs. 48 crores, an increase of 75 per cent., when we know for a fact that within that period the number of trains running on the lines never increased anywhere by 75 per cent. Is there any explanation? It is true he might say that partly the prices of coal were raised, handling charges were increased, but they do not account for the 75 per cent increase in coal consumption, and an explanation is still called for.

As I said a few minutes ago, our receipts from passenger traffic have remained stationary, and the goods traffic receipts have increased only by 20 per cent in the course of the four years. On fuel consumption, for next year, you find that the increase has mounted to 100 per cent as compared to the beginning of the first Five Year Plan. I would invite an explanation from the hon. Minister. What happened to the appointment of a Committee on Fuel Consumption? Has it looked into this question carefully and found out where the leakage is and what steps are to be taken to remedy it? I would also request the hon. Minister to look into the economics of coal, diesel and electric power and see whether any economy can be exercised by switching over to diesel engines.

Coming to the question of Depreciation Fund, another important question, it is rather surprising that a huge undertaking like the railways bases its depreciation on no principle whatsoever. We do not know whether

the depreciation of Rs 45 crores set aside every year is based on straight line basis or on cost of replacement basis or on the life of assets or only on the whims and fancies of some members of the Railway Board. The quantum of Rs 45 crores was fixed in 1955-56 and since 1955-56 we had invested Rs 1,000 crores as assets, a good part of which must be in rolling-stock, machinery, equipment and assets of fast wearing-out character. But notwithstanding the fact that we have invested a huge amount of Rs 1,000 crores as capital, the depreciation set aside since the beginning of the first year of the second Plan continues the same, namely, Rs 45 crores. Virtually it means that ever since the commencement of the Second Five Year Plan we have not set aside any depreciation amount whatsoever for post-1955-56 assets. That is an obvious conclusion. Therefore, it appears that the so-called surpluses in the Budget are only illusory. If the hon. Minister instead of setting aside Rs 45 crores, sets aside only Rs 5 crores he can show Rs 40 crores more profit. So my mind it would appear that on a very rough estimate the proper amount of depreciation that should be set aside would be of the order of Rs 80 crores per annum. And so long as this is not done there is an air of unreality existing in our entire appreciation of our railway finances. I am of the view that we must reconcile ourselves to the fact that our railways are working at a tremendous loss.

Coming to the question of capital at charge to which this issue of depreciation is closely connected, I find that since the beginning of the second Plan including the budget year, Rs 910 crores have been invested and yet, if you see it we are told at page 47 of the *Explanatory Memorandum* that the total amount of capital at charge is only Rs 1,472 crores. It would mean that in the beginning of the second Plan we had only Rs 562 crores as capital at charge, if you deduct Rs 910 crores from Rs 1,472 crores. Of course, the reply will be that all

investments do not go to form the capital at charge but even then, making necessary allowances, one does find that nearly Rs 300 crores of assets have been retired as worn out and for which no depreciation has been provided. In other words, the railways are living not on the depreciation fund but they are living on their capital. How long will this be, one does not know. I should like to be enlightened on the matter of calculation of capital at charge.

Coming next to the Development Fund, a wonderful fund which the railways have got, where you expect to find some money for development of Indian railways, I should like to say that it does not contain more amount than the loose small change which I have got in my pocket. It does not contain even one naya paisa. Not only that it has got a minus balance of Rs 11 crores, and another minus balance of another Rs 11 crores will be added, so that by the end of the budget year, our wonderful Development Fund will be indebted to the general revenues to the extent of Rs 22 crores. How can you carry on development from a Fund which is already indebted to the general revenues? What is the charm in maintaining a separate Fund? You might as well close it and finish with it. What is the charm in maintaining a Development Fund when you have not got a penny in it and no prospect of putting anything into it?

Coming to the question of the Revenue Reserve Fund Rs 50 crores are there. This fund obviously does not seem to have any specific purpose for which it has to be utilized. In the past it has been utilized for writing down the difference between the book figures and the current market prices of stores which is certainly not the purpose of a Revenue Reserve Fund, and also for transfer to the Depreciation Fund and the Development Fund which certainly is not the purpose of the Revenue Reserve Fund, and sometimes to meet the revenue deficit which is really the correct purpose of

[Shri Naushir Bharucha]

a Revenue Reserve Fund The Revenue Reserve Fund, to my mind, should be a shock absorber so that in lean times, when due to unforeseen circumstances, the railway receipts become lean, this fund steps in and fills up the deficit and equalizes more or less the rates of freights and passenger fares so as not to make violent disturbances in the calculations of trade, commerce and industry That should be the purpose A limit of Rs 50 crores is something which is desirable But it should be maintained at that level, and not taken further But I think there should be a clarification as to the purpose for which the Revenue Reserve Fund should be utilized

On the question of the railways capacity to carry in the future it will be noticed that at the end of the second Plan the traffic offered would be 162 million tons and the hon Minister says that he will be able to carry traffic to that extent I have no doubt about it but then if you pry a little more into it you will find that at the beginning of the first Five Year Plan we had a traffic of only about 112 million tons That means an addition of 50 million tons only for an investment of Rs 1,125 crores in the course of the second Five Year Plan To my mind it seems to be a poor show Even if we are able to carry 162 million tons at the end of the second Five Year Plan, by the first year or the second year of the third Five Year Plan, the position will be that, on account of our policy of not setting aside the correct depreciation and living on capital, the tonnage offered will be found about 200 million tons and the railways will not have the capacity to carry them In order to avoid that I appeal to the hon Minister to face realities and not just come out with an illusory surplus budget He should come out boldly with a deficit budget and the correct amount of depreciation has to be set aside

15 hrs.

There are one or two problems to which I would like to draw attention before I close my speech Regarding the planning of capital works, electrification has been slowed down for want of adequate power supply I would like to know who is planning your electrification projects Any man in the street would say that before you survey a track for electrification and carry on the work, there should be adequate power supply All that I am able to find is the installation of an 18 megawatt extension for Chola Power station for electrification That is not enough I would like the hon Minister to know that the present trend in power generation is to go in for bigger and bigger stations A 18 megawatt station is not going to remove your difficulties What is the use of your planning piecemeal, neglecting the electrification of most important tracks like Igatpuri to Bhusawal? The hon Minister should consider the question of power production in detail and come out boldly with much bigger projects

Then I would like to have some information regarding the remodelling of the Bhusawal yard which is in my constituency Then, regarding overcrowding in Bombay suburban trains, it might surprise the House that our BEST Committee today carries twice the number of passengers which both the Central and Western Railways carry The two local Railways carry only 8 lakhs of passengers whereas the BEST is actually carrying 1½ million passengers Surely there must be some way of increasing the capacity of the railways to carry more passengers My suggestion to the hon Minister is that he may think very seriously about having tube railway for Bombay city My hon friends may laugh, but I may point out to them that in the BEST Committee, we have considered the project We consulted Japanese consultants and they said it is feasible and the cost will be round about Rs 182 crores per mile So, it

is worthwhile considering the question of tube railways for Bombay city, as a measure to relieve the congestion on the local trains

One more point and I have done We are spending Rs 3½ crores on the Railway Protection Force and the net result of it is today the hon Minister tells us that this time we have paid Rs 79 lakhs more by way of compensation for goods lost I think there should be some explanation for that

My time is up I hope I will get some more time at the time of moving the cut motions, when I shall refer to the other points I do not share the urge to offer congratulations to the hon Minister

श्री पहाड़िया (सवाई माधोपुर—रक्षित-अनुसूचित जातियाँ) उपाध्यक्ष महोदय, इसके पहले कि मैं रेलवे मंत्रालय को धन्यवाद दूँ, मैं आप को भी धन्यवाद देना चाहता हूँ कि रेलवे बजट पर बोलने का मौका तो मिला ।

उपाध्यक्ष महोदय आप ने धन्यवाद दिया तो कई दूसरे कसिब भी दें गे होंगे ।

श्री पहाड़िया भारतीय स्वतन्त्रता के बाद जन-साधारण के लिये अगर कोई तरक्की की चीज नजर आती है—जो कि प्रत्यक्ष रूप में देखने में आती है—तो मैं समझता हूँ कि वह रेलवे है । चाहे हमारे विराधी भाई कितनी ही बातें करे, कितनी ही झालोचना करे, लेकिन उन का मानना पड़ेगा कि आजादी के बाद रेलवे के हर क्षेत्र में तरक्की हुई है—गाड़ियों की स्पीड में, रेलवे लाइन की लम्बाई में और यात्रियों के लिये सुविधाओं में तरक्की हुई है और हर एक यात्री इस बात को जानता है । आजादी के बाद रेलों में पखे लगे हैं, बिजली का अच्छा इन्तजाम हुआ है, पीने के पानी का अच्छा इन्तजाम हुआ है और

सासकर बड़ क्लास के पैसेंजर्स को बड़ी एमिनिटीज दी गई हैं, जो कि पहले उपलब्ध नहीं थीं ।

एक माननीय सभ्य शहरो में ।

श्री पहाड़िया शहरो में भी और गावों में भी, हालांकि गावों में बहुत कम है और उन के बारे में मैं बाद में बताऊंगा । इस के बावजूद रेलवे में बहुत सी कमियाँ हैं, जिन को हमें ध्यान में रखना है । मेरे पूर्ववक्ताओं ने इस सिलसिले में बहुत सी बातें बताई हैं कि रेलवे मंत्री के कथनानुसार कुछ दिनों से रेलों की ग्रामदानी माल ढोने के सिलसिले में कम हुई है । यह बाजेंह बात है । वह कम होनी ही चाहिये थी और उस के कई कारण हैं इलावा इसके कि कृषि की पैदावार भी कम हुई है । रेलवे मंत्री जी ने बताया है कि रेलों की ग्रामदानी कम होने का एक कारण टूटि-उपादन में कमी होना भी है । मैं इस को मानता हूँ, लेकिन उसके अतिरिक्त और बातें भी हैं, जिन का उल्लेख मेरे पूर्ववक्ताओं ने किया है । मैं कुछ उदाहरण देकर समझाना चाहता हूँ ।

मैं समझता हूँ कि रेल के भाड़े में कमी होने का सबसे बड़ा कारण रेल की सुविधाओं में कमी होना है । रेल की अपेक्षा सड़क परिवहन की सुविधाये ज्यादा हैं । ट्रक में माल भर दिया जाता है और जिस दुकान या जिस मंडी में उस को ले जाना होता है, वह वहा पर आसानी से पहुँच जाता है । लेकिन इस के साथ ही साथ कुछ बहुत जरूरी मंडियाँ और पैदावार के कुछ ऐसे स्थान हैं, जहा पर कि रेल नहीं है । इस कारण माल को रेल तक ट्रक से ले जाना पड़ता है । इस सम्बन्ध में मैं एक उदाहरण देना चाहता हूँ । मेरी कास्टीच्युएन्सी में एक बाहर करौली है । पुराने रियासती जमाने

### [श्री पद्माङ्गिया]

में वह एक रियासत थी, राजधानी थी। वह एक बहुत बड़ा शहर है, बहुत बड़ा इलाका है। अगर वहाँ से माल दिल्ली जाना है या खिड़ली लाना है, जो कि हिन्दुस्तान की एक बड़ी सरसों की मंडी है, जो स्थिति यह है कि करीली से हिन्डोन स्टेशन चौबीस मील की दूरी पर है और उस के बाद खिड़ली मंडी आती है। इस प्रकार अगर माल को रेल से ले जाना है, तो माल को १६० मील की यात्रा करनी पड़ेगी। अगर इन छोटी-छोटी जगहों को, जो कि पैदावार इत्यादि की दृष्टि से बहुत जरूरी स्थान है, रेल के जरिये से जोड़ दिया जाये, तो आज जो भाड़े की कमी महसूस हो रही है, वह कमी कमी नहीं रहेगी।

रेल की ग्रामदली में कमी का दूसरा कारण रेलवे में अप्टाचार का होना भी है, हालांकि आजादी के बाद बहुत कुछ मायानो में उस में सुधार हुआ है, लेकिन आप यह सुन कर ताज्जुब करेंगे कि मेरी कास्टीम्युएन्सी में कइ स्थान ऐसे हैं जहां पर कि ऐसा होता है कि माल भरा पडा है, लेकिन चूक माल बाबू का तीन रुपय प्रति बोरी रिश्वत नहीं दी गई है, इसलिये लदान नहीं हो पाता है।

श्री बजर्राज सिंह माननीय सदस्य तो कह रहे थे कि उन्नति हो रही है।

श्री पद्माङ्गिया उन्नति जरूर हो रही है। अब मैं कमियां बता रहा हूँ। ऐसी हालत में जब कि माल के लदान में देरी हो रही है और दूसरी मंडी तक माल पहुंचते-पहुंचते उसके दाम में कमी हो जाती है, तो यह स्वाभाविक है कि व्यापारी ट्रक से माल ले जाता

है। इसके प्रतिरिक्त कई चीजें पेरिबोबल होती हैं—वे बहुत जल्दी नष्ट हो जाती हैं। लदान में देरी होने से वे नष्ट हो जाती हैं और उनकी सारी कीमत मारी जाती है। इस कारण से भी रेल-भाड़े में कमी हो रही है।

माननीय मंत्री ने बताया है कि योजना-काल में लगभग १८४८ मील लम्बी लाइन बिछाई जा रही है और उनमें से कुछ पर काम हो रहा है और कुछ पर होना है। लेकिन इसके साथ ही साथ बताया गया है कि इसमें वह ६०० मील लम्बी लाइन भी शामिल है, जो कि बड़ी-बड़ी लाइनों को दोहरा करने के लिये बिछाई जायेगी। मैं यह अर्थ करना चाहता हूँ कि हिन्दुस्तान में एक तरफ तो ट्रासपोर्ट की इतनी कमी है खास कर गाबो में और पैदावार के उन इलाकों में, जहां कि लाखों करोड़ों मन अनाज रोजाना चलता है, लेकिन वहां रेल नहीं बिछाई जाती है और दूसरी तरफ बड़े-बड़े शहरों में ज्यादा स्पीड की गाड़ियों, डीलक्स और एक्सप्रेस गाड़ियों को स्थान देने के लिये डबल लाइन बिछाई जाती है। मैं यह नहीं कहता कि डबल लाइन नहीं बिछाई जानी चाहिये, जहां जरूरत हो, वहां जरूर बिछाई जाये, लेकिन उसके साथ ही यह भी देखना चाहिये कि हिन्दुस्तान के उन हिस्सों की तरफ भी इस विषय में तवज्जह दी जाये जो कि बड़ी आसानी से तरक्की कर सकते हैं, जहां पैदावार खूब होती है, लेकिन ट्रासपोर्ट के पर्याप्त साधन न होने के कारण जिनको बड़ी तकलीफ होती है और जो इस कारण पिछड़े हुये हैं। उन स्थानों के लिये नई रेलवे लाइनों का निर्माण होगा चाहिये।

माननीय मंत्री जी ने कहा कि आजकल बहुत सारे डिब्बे खाली पड़े हैं और उनमें माल ले जाने के लिये नहीं है। परसों मुझे

एक तार मिला है, जो कि बयाना से भाया है। वह तार रेलवे मंत्री को दिया गया है और उसकी एक कापी मुझे प्राप्त हुई है। उसमें कहा गया है कि हम तीन सौ बैगन हर महीने बयाना भेज सकते हैं, लेकिन हमको बैगन प्राप्त नहीं होते हैं। मैं समझता हूँ कि माननीय मंत्री जी को वह तार मिल गया होगा— मुझे तो उसकी कापी मिल गई है। ऐसे कितने ही स्थान हो सकते हैं, जहाँ डिब्बे खड़े होंगे, लेकिन लदान नहीं होता है, क्योंकि रेलवे कर्मचारी मूटठी गर्म किये बगैर लदान नहीं करते हैं। मैं यह नहीं कहता कि हर एक जगह ऐसा होता होगा, लेकिन कुछ स्थान ऐसे अवश्य होंगे। इस तरफ ध्यान दिया जाना चाहिये।

उपनगरीय रेल भी बनाई जा रही है। जहाँ भीड़-भाड़ बहुत होती है, वहाँ उनका बनाना बहुत जरूरी है। लेकिन जैसा कि मैंने अभी अर्ज किया है, हमने इस देश में पैदावार को एक जगह से दूसरी जगह ले जाना है। हम बड़े-बड़े स्टील प्लांट बना रहे हैं। उनके माल को देश में वितरण करना होगा और उसके लिये रेलों की जरूरत होगी। इस स्थिति में अगर उपनगरीय रेलें अगर देर में भी बनाई जायेंगी, तो कोई हर्ज नहीं होगा, क्योंकि शहरों में एक जगह से दूसरी जगह जाने वाली सवारियाँ बमों टागों और रिक्शाओं में जा सकती हैं। अगर आप चाहें, तो आप वहाँ ट्राम्प भी चला सकते हैं, लेकिन ग्रामीण क्षेत्रों में रेल ही चल सकती है। अगर आप मडक बनाते हैं, तो सारे माल और सवारियों का लदान नहीं हो सकता है, लेकिन अगर आप रेलें बनाते हैं, तो ट्रकों और मोटरो की जगह रेल चल सकती है। इसलिये यह आवश्यक है कि इस बारे में प्राथमिकता ग्रामीण क्षेत्रों और पैदावार के उपजाऊ क्षेत्रों को दी जाये।

रेल की भीड़ के बारे में बहुत कुछ कहा गया है। प्रश्न है कि रेलों में भीड़ क्यों होती

है। उसका एक कारण सवारी-गाड़ियों का कम होना तो है ही, लेकिन इसके साथ ही साथ कुछ और भी बातें हैं और उन में से सबसे पहली बात यह है कि लम्बे सफर की गाड़ियाँ सभी स्टेशनों पर नहीं ठहरती हैं। उनके टाइमिंग ऐसे होते हैं कि सवारियों को उनमें बैठने का मौका नहीं मिलता है। जहाँ ज्यादा भीड़ होती है, वहाँ से गाड़ियाँ रात को पास होती हैं। वहाँ पर चौबीस घंटा बैठना पड़ता है और दूसरी गाड़ी नहीं जाती है। मैं यह अर्ज करना चाहता हूँ कि टाइमिंग ऐसे होने चाहिये कि ज्यादा से ज्यादा सवारियाँ बैठ सकें। लम्बे सफर की सवारियों को सुविधा देने के लिये फर्स्ट क्लास के डिब्बे लगाने की व्यवस्था की गई है। अगर आप कालका मेल और डीलक्स गाड़ी, फ्रंटियर मेल को देखें, तो थर्ड क्लास का एक ही डिब्बा मिलेगा और मुम्बिल से ही दूसरा डिब्बा मिलेगा। थर्ड क्लास की जितनी सवारियाँ होती हैं, वे पैसेजर ट्रेन में जाती हैं। डीलक्स गाड़ियों में बैठने वाले भी पैसेजर ट्रेन में बैठते हैं, क्योंकि डीलक्स गाड़ियाँ कम से कम सौ मील की दूरी पर ठहरती हैं और महत्वपूर्ण स्थानों पर नहीं ठहरती हैं। मिसाल के तौर पर अगर हमें दिल्ली में कोटा जाना है, तो बीच में गाड़ी मथुरा और गंगापुर ठहरेंगी और फिर जा कर कोटा में ही ठहरेंगी। बीच में कितना बड़ा इलाका है, कितना घना बसा हुआ इलाका है, लेकिन वहाँ गाड़ी नहीं ठहरती है। डिस्ट्रिक्ट हैडक्वार्टर को भी छोड़ जाती है और जो स्थान छोटी और बड़ी लाइनों को मिलाते हैं, उनको भी छोड़ जाती है। दिल्ली भारत की राजधानी है और जयपुर राजस्थान की राजधानी है। बीच में भरतपुर और सवाई माधोपुर डिस्ट्रिक्ट हैडक्वार्टर हैं, लेकिन डीलक्स गाड़ियाँ वहाँ नहीं जाती हैं। इसका कारण यह है कि रेलवे प्रशासन डिस्टेंस का क्यार रखना है, वह यात्रियों की सुविधा का क्यार नहीं रखता है और न ही इस बात का क्यार रखता है कि जिस जगह गाड़ियाँ ठहरने से ज्यादा



### [श्री पहाड़िया]

स्वकारियां मिल सकती हैं और ज्यादा लाग हो सकता है। मैं नहीं कहता कि जीलक्स गाड़िया और फ्रटियर ट्रेन की तरह चले, लेकिन यह तो देसना चाहिये कि इंडक्वार्टरो, राजधानियों को मिलाने वाले जकसनों और छोटी और बड़ी लाइनों को मिलाने वाले स्थानों पर तो उनको ठहरना चाहिये। अगर इन गाड़ियों के ठहरने के स्थान ठीक बनाये गये और एक्सप्रेस और फ्रटियर ट्रेन वगैरह में थर्ड क्लास के डिब्बे ज्यादा लगाये गये ता फिर पैसेंजर ट्रेन में भीड़ बहुत कम हो जायेगी। इसका खास ख्याल रखना चाहिये।

भीड़ का एक कारण ब्राच लाइनों का छोटा होना भी है। मथुरा से बयाना एक गाड़ी जाती है। वह गाड़ी पहले मथुरा से नागदा जाया करती थी और इस कारण हम लोग उसको नागदा-मथुरा रेलवे कहा करते थे। एक गाड़ी आगरा से बयाना जाती है, जो कि दो घंटे का रन होता है। अगर उसको कोटा तक एक्सटेंड कर दिया जाये, तो उतने ही समय में, उतने ही खर्च और घतने ही रेलवे के स्टाफ से ज्यादा सवारियों को सुविधा मिल जायेगी और ज्यादा इलाका कवर हो जायेगा। जो गाड़ी मथुरा से बयाना तक जाती है, अगर उसको नागदा तक कर दिया जाय, तो बहुत से यात्रियों को सुविधा हो जायेगी। मेरा तात्पर्य यह है कि छोटे-छोटे स्थानों पर ब्राच लाइनें चलती हैं। वहा पर लाइन बिछी हुई है, स्टाफ है और खर्चा करना पड़ता है। उनको अगर एक्सटेंड कर दिया जाये तो मैं समझता हू कि यह भीड़ बहुत कम हो जायेगी।

इसी तरह से बिना टिकट यात्रा करने वालों के बारे में कुछ कहना चाहता हू। इसके बारे में यहा पर बहुत कुछ कहा जा चुका है। बिना टिकट यात्रा इसलिये होती है कि भीड़ ज्यादा होती है। लेकिन कई बार यह

भी देखने में आता है कि स्टेशन पर हम लोग पहुंच तो जाते हैं लेकिन जिस तरह से बोलने का अवसर पाने के लिये यहा पर इतिजार करना पड़ता है उसी तरह से टिकट लेने के लिये भी 2-3 घंटे इतिजार करना पड़ता है। कहा तो यह जाता है कि तीस मिनट पहले टिकट मिलना शुरू कर दिया जाता है लेकिन देखने में आता है कि 15 मिनट पहले भी टिकट देने शुरू नहीं किये जाते हैं—

उपाध्यक्ष महोदय यहा आखिर में अवसर मिल तो जाता है लेकिन वहा कभी मिलती भी नहीं है।

श्री पहाड़िया आपकी महरबानी से यहा अवसर मिल जाता है। रेलवे के जो बाबू होते हैं वे बहुत देर से टिकट देना शुरू करते हैं। हम भी देखा गया है कि जो छोटे-छोटे स्टेशन होते हैं वहा पर गाड़ी मुश्किल से दो मिनट या तीन मिनट के लिये ही रुकती है और अगर लोगों को समय पर टिकट न दिया जाये तो उनके लिये गाड़ी में सवार होना मुश्किल हो जाता है। इस वास्ते रेलवे विभाग को टिकट बाटने वालों को इस बात की इस्ट्रक्शन देनी चाहिये कि वे आध घंटे पहले या जो समय नियत है उस समय पर निश्चित रूप से टिकट बाटना शुरू कर दें। साथ ही साथ अगर भीड़ अधिक हो तो जो दूसरे क्लर्क होते हैं और जो गप्पे मारते रहते हैं, उनसे भी कहा जा सकता है कि वे टिकट बाबू की मदद करें।

मे खास तौर पर जब से नये पैसे चले हैं और उनकी वजह से जो असुविधा हुई है और जो हो रही है उसकी ओर माननीय मंत्री महोदय का ध्यान दिलाना चाहता हू। तब से लगातार इस प्रकार की शिकायतें आ रही हैं कि बाबू अधिक पैसे ले लेते हैं। टिकट पर लिखा कुछ होता है और तब

कुछ और ही कर लेते हैं। अगर कोई बगड़ा करता है तो उसको कह दिया जाता है कि तुम्हें पता नहीं है, इतने मये पैसों के इतने पुराने पैसे होते हैं। इस बास्ते में कहना चाहता हूँ कि इस और भी आपका ध्यान जाना चाहिये। पुराने टिकट रब लिये जाते हैं और उनके बाद में ज्यादा पैसे चार्ज किये जाते हैं।

आपने बहुत सारी सवारी गाड़िया चलाई हैं, जनता एक्सप्रेस ट्रेस चलाई हैं। मैंने एक बार शिकायत लिखी कि जनता एक्सप्रेस ट्रेन में वाटर और लाइट नहीं है और इसको बेख लिया जाये। मैंने इस कम्प्लेंट को जनरल मैनेजर के पास भेजा। मैं यह बात आपको मिसाल के तौर पर बता रहा हूँ। इसके जवाब में मुझे यह आया कि जनता की कोई शिकायत नहीं है। उपाध्यक्ष महोदय, मैं पूछना चाहता हूँ कि जनता की तो कोई शिकायत नहीं है लेकिन हम जो शिकायत करते हैं, उसको सुना नहीं जाना है, इसका क्या कारण है। मैं तो कम से कम इस चीज को समझ नहीं पाया हूँ। क्या हम सरकारी आदमी है या गैर-सरकारी आदमी, इसका कुछ पता नहीं है। जनता की शिकायतों पर नहीं तो हमारी शिकायतों पर तो ध्यान दिया जाना चाहिये। यदि मंत्री महोदय चाहे तो मैं उनको डिब्बे का नम्बर भी दे सकता हूँ। जनता जिन गाड़ियों पर बैठ कर सफर करती है उसकी तरफ से भी जो शिकायत आये, उस पर पूरा ध्यान दिया जाना चाहिये।

विद्यार्थियों से भी मेरे पास बराबर शिकायतें आती हैं। आज से दो साल पहले मैं भी एक विद्यार्थी था। मैं जानता हूँ कि विद्यार्थियों की क्या मुश्किलत होती हैं कंसेशन लेने में। पहले तो डी० टी० एस० आफिस के उनको चक्कर काटने पड़ते हैं और अगर उस दफ्तर की मेहरबानी हो जाये पास भी मिल जाये तो इसको लेने के लिये उनको

इतनी परेशानी का सामना करना पड़ता है, इतनी बैरहापरियां स्कूलों में लगती हैं, इतना उनकी पढ़ाई का हर्जा होता है कि कुछ कहना ही नहीं। मैं चाहता हूँ कि ऐसा इंतजाम किया जाये जिसमे उनको कंसेशन जल्दी से जल्दी मिल जाया करे और ज्यादा देर न लगे।

मैं आपको यह भी बनाना चाहता हूँ कि इन पासिस पर यह लिखा रहता है "अबेलेबल बाई एनी एक्सप्रेस आर पैसेंजर ट्रेन" लेकिन जब वे विद्यार्थी एक्सप्रेस ट्रेन में जाना चाहते हैं तो उनको कह दिया जाता है कि आप के लिये यह गाड़ी नहीं है, आप केवल पैसेंजर ट्रेन से हो जा सकते हैं। मैं जानना चाहता हूँ कि जब टिकट पर यह लिखा रहता है कि वे एक्सप्रेस ट्रेन से जा सकते हैं तो उनको ऐसा करने की इजाजत क्यों नहीं दी जाती है। या तो यह चीज टिकट पर लिखी नहीं होनी चाहिये और अगर टिकट पर लिखी रहती है तो उनको क्यों रोका जाता है यह मेरी समझ में नहीं आया। मैं आपको जहाँ पर इस तरह की घटनायें हुई हैं तथा जिन तारीखों को वे घटी हैं वह सब कुछ बता सकता हूँ। मैं चाहता हूँ कि इस गोर भी ध्यान दिया जाये।

अब मैं किमान स्पेशल ट्रेस जो कि आपकी तरफ से चलाई जाती हैं उनके बारे में थोड़ा सा कहना चाहता हूँ। उनका समय वह रखा जाता है जब कि फसलों का समय होता है। फसलों के समय पर किसान लोग कैसे जा सकते हैं। इस बास्ते स्पेशल ट्रेस उस समय ही रखनी चाहिये जब कि फसल का समय न हो और जो समय उनको सूट करता हो।

श्री शाहमबाब खाँ : ऐसा ही अब क्रिया जाता है।

श्री पद्माडिया : अब मैं टेकेवारी प्रथा बारे में कुछ कहना चाहता हूँ। बहुत

## [श्री पहाड़िया]

श्री चीफों के लिये जैसे कोयले का बेस्ट है, आपकी तरफ से ठेके दिये जाते हैं। उनके बारे में बड़ी शिकायतें आती हैं जिनका दूर किया जाना बहुत आवश्यक है। अब तो भोजनालय भी आपकी तरफ से चलाये जाने लग गये हैं। लेकिन वहाँ पर सर्विस अच्छी नहीं है। खाना अच्छा नहीं दिया जाता है। रोटी अच्छी होती है तो सब्जी अच्छी नहीं होती और सब्जी अच्छी होती है तो रोटी अच्छी नहीं होती। रोटी अच्छी सिकी होती है तो सब्जी में नमक नहीं होता और सब्जी में नमक होता है तो रोटी अच्छी नहीं होती है। सर्विस की बर्त क्लास में कोई व्यवस्था नहीं की जाती है। फर्स्ट और सैकंड क्लास में तो चाय इत्यादि पहुँचा दी जाती है लेकिन बर्त क्लास में नहीं और बहाना लगा दिया जाता है कि भाईजें ज्यादा है। अभी हम लोग हैदराबाद गये थे। पालियामेंट के एक मेम्बर को ब्लड प्रेशर हो गया, वह बीमार थे। दो स्टेशन पहले ही हमने कह दिया कि डाक्टर मिल जाना चाहिये लेकिन हैदराबाद तो पहुँच गये हम लोग, डाक्टर नहीं मिला। चाय वाले को कहा कि वह बीमार आदमी है, आ नहीं सकता है, हमको मेट्रवानी करके यही चाय ला दी जाये लेकिन वह भी चाय नहीं लाया। इस तरह की चीजों की तरफ भी रेलवे मंत्रालय का ध्यान जाना आवश्यक है।

अब मैं एक दो बातें अपनी कास्टिट्यूएन्सी के बारे में कहना चाहता हूँ —

**उपाध्यक्ष महोदय :** आपने अपनी कास्टिट्यूएन्सी का वक्त भी वही रखा है जो कि आपके पास न हो।

**श्री पहाड़िया :** मैं एक दो मिनट में खत्म किये देता हूँ। चाहे रेलवे मंत्री का ध्यान उस तरफ तो नहीं गया लेकिन मैं माननीय मंत्री महोदय का धन्यवाद करना चाहता हूँ कि कम से कम उनका ध्यान तो उस तरफ

गया है वह मेरी कास्टिट्यूएन्सी में पधारे हैं और सारी हालत को उन्होंने देखा है। वह एक डिस्ट्रिक्ट हैडक्वार्टर है और रेतना होने पर भी वहाँ रेल नहीं है। वहाँ पर पैदावार भी बहुत होती है। वहाँ पर जो रेलवे है, एक में तो माननीय लाल बहादुर शास्त्री जी गये थे और दूसरे में माननीय जगजीवन राम जी पधारे हैं। लेकिन अफसोस के साथ मुझे यह कहना पड़ता है कि अभी तक सर्वे होने की बात भी नजर नहीं आती है। वह न केवल डिस्ट्रिक्ट हैडक्वार्टर है बल्कि पैदावार भी वहाँ बहुत होती है। सेवारिया भी वहाँ बहुत बड़ी तादाद में निकलती है। माल दोनों के लिये भी वहाँ बहुत होता है। लेकिन वहाँ इन सबकी कोई व्यवस्था नहीं है। टीक और करौली में बहुत ज्यादा फर्क नहीं है। बहुत थोड़ा सा २०-२५ मील का वह टुकड़ा बनेगा और ज्यादा खर्च भी नहीं आयेगा और सहूलियतें भी बहुत हो जायेंगी। टीक को किमी भी रेलवे लाइन से जोड़ दिया जाये तो काफी इससे सहूलियत हो सकती है। धौलपुर आगरा से हो कर १६० मील तय करना पड़ता है।

साथ ही साथ मैं यह भी कहना चाहता हूँ कि करौली से हिंडन को जोड़ा जा सकता है या सरमथुग से करौली के लिये लाइन बनाई जा सकती है। कोसी कला से भरतपुर का भी सर्वे हुआ है और मैं मसखता हूँ कि टीक ही हुआ है। डीग से नगर नदवई या खेडली स्टेशन होते हुये भोमावग से हिंडन हो कर खेटली को जोड़ा जा सकता है। करौली से सरमथुग रेलवे लाइन बना दे तो चम्बल के खादर में जो आजकल डाकुओं का प्रकोप है, वह खत्म हो जायेगा। इससे मध्य प्रदेश और राजस्थान के बीच यातायात के साधन उपलब्ध हो सकने हैं। आजकल धौलपुर से राजस्थान की राजधानी जयपुर पहुँचने के लिये १६० मील का मफर तय करना पड़ता है। वह कट कर २५ मील का रह

सकता है और वह तभी हो सकता है जब आप मेरे सुझाव पर विचार करें।

टोक और सर्वाई माघोपुर बहुत महत्वपूर्ण स्टेशन हैं। यहीं पर हमारे दोनों रेलवे मंत्री बचारे थे। इनके बारे में भी कुछ कार्रवाई होनी चाहिये तृतीय योजना में ही सही। आप कई स्थानों का सर्वे करवा रहे हैं और इसका सर्वे तो आप कम से कम करवा ही सकते हैं और साथ ही साथ इसको तृतीय योजना काल में शुरू कर ही सकते हैं। आपने कोमी कला से भरतपुर तक का सर्वे कराया है और यह भी अच्छी बात है।

मैं चाहता हूँ कि आप चाहे तो बी०२ से होकर कोसी कला तक डीग मेवात को जोड़ सकते हैं। मेवात में सर्गमो बहुत बढ़िया किस्म की होती है और तेल, तिलहन भी काफी पैदा होता है। इनका भी जोड़ा जाना आवश्यक है।

पंडित द्वा० ना० सिवारी (केसरिया) .  
उपाध्यक्ष महोदय, मुझे अफसोस के साथ कहना पड़ता है कि इस हाउस में जो क्रिटिसिज्म हुआ है उसमें बहुत सी गलत धारणाएँ फैली हुई दिखाई देनी हैं। अभी जब माननीय मरुचा माहब बोल रहे थे तो उन्होंने कोयले की खपत जो उनके विचार में बहुत ज्यादा है का जिक्र किया। उन्होंने यह भी कहा कि जो कमेटी बिटाई गई थी उसका क्या हुआ और क्या नहीं हुआ। मैं समझता हूँ कि यदि वह रेलवे मंत्री की स्पीच को पढ़ते तो उनको मालूम हो जाता कि पोजिशन क्या है। अपनी स्पीच में रेलवे मंत्री महोदय ने कहा है

"In my Budget Speech last year, I had referred to the setting up of an Expert Committee on Coal. This Committee submitted their report in August last. They have analysed the effect of rising cost and freight on the Railway Fuel Bill and found that in the recent past, the consumption trend generally has been favourable."

अगर इस को पढ़ते तो शायद वह क्रिटिसिज्म न होता। रेलवे में कुछ खामिया हैं, लेकिन जो इम्प्रूवमेंट्स हुए हैं उन को स्वीकार न करना ठीक नहीं होता है। हम लोगों का क्रिटिसिज्म ऐसा होना चाहिये जो बेलेन्स हो। जहाँ पर गलती हो वहाँ पर गलत कहें और जहाँ तारीफ की बात हो वह तारीफ भी करें। मैं इस अवसर पर रेलवे मिनिस्ट्री को और खास कर अपने रेलवे मिनिस्टर साहब को बधाई देना चाहता हूँ कि उन्होंने बहुत से इम्प्रूवमेंट्स इस रेलवेज में किये हैं।

कुछ ऐसे खर्च रेलवे में हैं जिन को हटा देने से रेलवे की बचत भी होगी और उन रुपये को दूसरे कामों में लगाया जा सकता है। उदाहरण के लिये नैरो गेज लाइन्स इससे से किसी को फायदा नहीं है। वह रेलवे पर एक तरह से भार है उसकी गाड़ी बेलगाड़ी जैसी धीमी चाल से चलती है। मुसafir उस पर चढ़ना नहीं चाहते हैं, वे उस पर माल भी नहीं भोजना चाहते हैं। ट्रक्स या दूसरी सवारियों से वे उस को भेजते हैं। इसलिये इन लाइनों का रखने से कोई फायदा नहीं। उन पर जो खर्च होता है वह बेकार जाता है। इस से न तो पब्लिक का ही फायदा होता है और न रेलवे ऐडमिनिस्ट्रेशन को ही। पहाड़ी इलाकों को छोड़ कर क्योंकि वहाँ पर बड़ी लाइन बनाने के लिये जगह नहीं है, अगर दूसरी छोटी लाइनों को खत्म कर दिया जाये तो कोई हर्ज नहीं है। उस के बदले दूसरे ट्रांसपोर्ट को डेवेलप किया जाये तो अधिक फायदा होगा और रेलवे की बचत भी होगी।

मैं इस बात की तरफ आप का ध्यान दिलाना चाहता हूँ कि रेलवे के रैसिन्जर्स की संख्या बढ़ती जाती है। लेकिन जहाँ तक एग्जेनिटीज का सवाल है, वह ज्यों की त्यों हैं। बल्कि इस साल तो वह कम हो ही गई हैं। आप देखेंगे कि सन् १९५६-५७ में उन पर ३ करोड़ २४ लाख रुपये खर्च हुआ, सन्

[पंक्ति डा० ना० सिवारी]

१९५७-५८ में ३ करोड़ ९१ लाख रुपये खर्च हुआ, लेकिन इस साल वह ३ करोड़ रुपये कर दिया गया है। हम अपने पिछले एक्स्पैरिएन्स से भी फायदा नहीं उठाते हैं। पैसेन्जर्स की संख्या बढ़ती जाती है लेकिन जहाँ तक प्रमेनिटीज पर खर्च करने का सवाल है, वह कम होता जाता है। अगर आप प्रमेनिटीज पर कैपिटल खर्च का हिसाब लगा कर देखेंगे तो पता चलेगा कि अब तक जो भी खर्च होता रहा है पैसेन्जर्स प्रमेनिटीज में वह कम हो रहा है। मैं चाहूंगा कि इस रुपये को और अधिक बढ़ाया जाये। बहुत सी ऐसी चीजें हैं जिन को करना चाहिये। बे-साइड स्टेशन्स पर बरसात के दिनों में या धूप के दिनों में जो मुसाफिर आते हैं और टिकट खरीदने के लिये क्यू में खड़े होते हैं उन को बड़ी तकलीफ होती है। वहाँ पर बेंचिंग रूम्स अगर नहीं बन सकते हैं तो कम से कम टिन के शेड तो डाले जा सकें हैं जिस में टिकट खरीदते वक्त यात्री पानी से भी नहीं और धूप में तड़फड़ायें नहीं। इस पर बहुत अधिक खर्च नहीं होगा। एक स्टेशन पर १०० या २०० रुपये में काम चल सकता है। इस की तरफ ध्यान जाना चाहिये। इसी तरह से जो दूसरी प्रमेनिटीज कम खर्च में दी जा सकती है उन को हमें करना चाहिये।

मिनिस्टर साहब न कहा कि हर साल स्लेक सीजन में गाड़िया पड़ी रहती थी और उन का लोडिंग नहीं होता था। लेकिन इस साल तो सारा साल ही स्लेक सीजन रहा। खासकर नार्थ वेस्टर्न रेन्ज में तो मैं समझता हू कि हालत इस से भी अधिक खराब हुई। हालांकि वहाँ पर अनाज नहीं पैदा होने के कारण ३५ हजार टन अनाज बाहर से भेजा गया, तो भा वहाँ पर बैगन्स पड़े रहे। हम को बेखाना होगा कि बैगन्स का कड़ा अधिक इस्तेमाल हो सकता है। जहाँ भी वे काम भा सके वहाँ पर इन जगहों से हटा कर उन को भेजा जाये।

इसी तरह से आप पैसेन्जर्स गाड़ियों की देखिये। लोग कहते हैं कि रेलों में आबर-काउंडिंग है। मैं ने देखा है कि गलत समझ रखने की वजह से बहुत सी गाड़ियाँ भी चलती हैं उन में पैसेन्जर्स नहीं होते और पता यह चलता है कि उन में आबरकाउंडिंग नहीं है, लेकिन कुछ ट्रेनों में बहुत ज्यादा पैसेन्जर्स होते हैं और आबरकाउंडिंग हो जाती है। आज जा गाड़िया चलती हैं उनका ठीक से एडजस्टमेंट होना चाहिये। मैं मानता हू कि आज हमारे पास गाड़िया बहुत नहीं और इस तरह से आबरकाउंडिंग होती है लेकिन उनके ठीक एडजस्टमेंट से यह तकनीक दूर की जा सकती है और लोगों को मुबिना पहुँचाई जा सकती है।

जहाँ तक रेलवे ऐक्सिडेंट्स का सवाल है मैंने देखा है कि पाच सीरियस ऐक्सिडेंट्स हुए हैं, उनमें से ३ ह्यूमन फॅल्यार की वजह से हुई। रिपोर्ट में लिखा यह हुआ है। एक मैबाटेज की वजह से हुआ और एक क रिपार्ट अभी नहीं आई है। जो ऐक्सिडेंट्स ह्यूमन के फॅल्यार की वजह से हुए यानी मुलाजिमों की गलती से, उन की संख्या अधिक है। अधिक क्या, ७५ परसेन्ट हैं। इस की तरफ ध्यान दिया जाना चाहिये कि हम में कल्ला पर कभी है। जिस की वजह से यह ऐक्सिडेंट्स हुए। मिनिस्टर साहब ने यह जरूर कहा कि लाइनों पर भीड़ बहुत हो गई है, यातायात बढ़ गया है और इस लिये ऐसा हुआ। लेकिन यह कोई एक्स्प्लेनेशन नहीं है। आप अपने कर्मचारियों को रखते हैं, उन को ८ घंटे की ड्यूटी रखते हैं। उन को ८ घंटे तक सतर्क हो कर काम करना चाहिये। उस की वजह से फॅल्यार हो और ऐक्सिडेंट्स हो यह ठीक नहीं है।

मैं देखता हू कि जो इम्प्लूमेंट्स रेलवे में हुए हैं वह ब्रांड गेज में ही हुए हैं लेकिन मीटर

गेज में कोई भी इम्प्रूवमेंट नहीं हुआ है। किसी भी दिशा में धाप चले जाइये, कहीं कोई इम्प्रूवमेंट नहीं है। यदि देखा जाये तो रेलवे के ब्याल से भी लोकोमोटिव्स के यूटिलाइजेशन में ग्रीर गेजन्स के इम्प्रूवमेंट में भी कुछ इम्प्रूवमेंट नहीं हुआ है। यहाँ पर पेज ३३ में (इंडियन रेलवेज के) दिया हुआ है :

"The engine miles per day per engine in use increased as compared with the previous year by 0.91 per cent. on the Broad gauge whereas on the Metre gauge the figure remained at the same level.

Engine miles per day per engine on line (i.e., inclusive of the time occupied under repairs etc.) registered a slight improvement on the Broad gauge from 83 miles in 1956-57 to 84 miles in 1957-58. On the Metre gauge, the figure, however, deteriorated from 76 miles to 74 during the year."

धाय यह भी देखेंगे कि वैस्नेजर इन यूज में भी मीटर गेज में माइलेज बराबर कम रहा। सन् १९५६-५७ में वह १२९ था और १९५७-५८ में वह १२८ ही गया। मिक्सड एंजिन इन यूज में माइलेज सन् १९५६-५७ में ९७ था और सन् १९५७-५८ में वह ९३ ही गया। गुड्स एंजिन इन यूज का माइलेज सन् १९५५-५६ में ८५ था, सन् १९५६-५७ में वह ८२ हो गया और सन् १९५७-५८ में भी ८२ रहा। एंजिन इन यूज ( ग्याल सविसेज ) में माइलेज सन् १९५५-५६ में १०३ था जो कि सन् १९५६-५७ में १०२ रह गया और सन् १९५७-५८ में भी १०२ रहा।

"On the Metre gauge the percentage decreased from 15.9 in 1956-57 to 15.7 in 1957-58."

जिस ग्रीर भी धाप दृष्टि ले जाइये, धाप देखेंगे कि हर जगह वैगन्स में इम्प्रूवमेंट हुआ लेकिन मीटर गेज में कोई इम्प्रूवमेंट नहीं हो रहा है। कारण इस को देखन वाला कोई नहीं है, इस

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को पूछने वाला कोई नहीं है कि वहाँ के लोगों को क्या दिक्कत है या उस का क्या कारण है। बड़े-बड़े शहर, जैसे कलकत्ता, पटना, इलाहाबाद, कानपुर, दिल्ली यह सब ब्राड गेज पर हैं। मीटर गेज पर गोरखपुर, छपरा, सोनपुर, बसिया या जो दूसरे छोटे-छोटे स्टेशन हैं जहाँ के लोग कम प्रभावशाली ग्रीर स्पर्मतिशाली हैं। उनकी ओर कोई ध्यान नहीं दिया जाता। रेलवे में यह डिस्ट्रिबिनेशन नहीं होना चाहिये क्योंकि इस से लोगों को बहुत हताश होना पड़ता है। मैं मानता हूँ कि जैसा कि हमारे मित्र श्री सिंहासन सिंह ने कहा है कि जो नये जेनरल मैनेजर हैं वह इस हालत को ठीक करना चाहते हैं, लेकिन नार्थ ईस्टर्न रेलवे में उन को अधिक सफलता नहीं मिली है।

एक ट्रेन जनता है जो कि कभी भी दो या तीन घंटे से कम लट नहीं आती है। इस की क्या बजह है, मैं नहीं समझ पाता हूँ। जहाँ तक गाड़ियों में सुविधाओं का सवाल है धाय मुजफ्फरपुर और नहर कटिया लाइन पर देखने जाइये, न तो बिजली की रोशनी है और न पंखे हैं, न ही कोई पानी का इन्तजाम है। कोई भी इन्तजाम ठीक नहीं है।

एक माननीय सदस्य : जाड़े में पंखे का क्या होगा ?

पंडित द्वा० ना० सिंघारी : जाड़े में नहीं आई, गर्मी में। यह सत्य है कि उस तरफ आने जाने में बड़ी तकलीफ होती है। पटना से उत्तर की तरफ जाइये तो पता चल जायेगा। २०, २५ मील का फासला तय करने में पांच या छ' घंटे लग जाते हैं।

मैं ने पार साल भी कहा था कि पाउजेन्ट्स धाय मैन भ्रावर्स का प्रतिदिन नुक्सान होता है। एक फैंकट्री में स्ट्राइक होता है। दो तीन दिन तक स्ट्राइक चला। इस के वास्ते दूसरी तरफ के लोग हल्ला मचाते हैं।

Shri T. B. Vittal Rao: We are prepared to join him in this appeal.

श्री अजराम सिंह : हम लोग इस पर भी हल्ला करते हैं, लेकिन कोई हमारी सुनता नहीं है।

पंडित डा० ना० तिवारी यहाँ बाउजेन्डस आफ मैन भावर्स का रोज लीस होता है इस की तरफ कोई ध्यान नहीं दिया जाता। मैं कहूँगा कि इस का कोई इन्तजाम होना चाहिये आप की तरफ से।

उपाध्यक्ष महोदय आप सरकार से कह रहे हैं या दूसरो से कह रहे हैं ?

पंडित डा० ना० तिवारी मैं आप से कह रहा हूँ। और आप की मारफत सरकार से कह रहा हूँ। नार्थ ईस्टर्न रेलवे की तरफ, मीटर गेज की तरफ, खास कर नार्थ ईस्टर्न रेलवे की तरफ मिनिस्टर साहब का ध्यान जाना चाहिये ताकि वहाँ अधिक से अधिक सुधार हो।

श्री अगजीवन राम सुधार हो रहा है।

पंडित डा० ना० तिवारी बहुत धीमी चाल से सुधार हो रहा है और जिनका कि अभी कोई असर नहीं मालूम पड़ रहा है। टेस्ट आफ दी पुडिंग डेज इन इट्सईटिंग। अगर हम लोगो को रेलगाडियो में अधिक सुविधा मिले तो हम समझे कि बाकई सुधार हुआ है। मैंने आपकी किताब से पढ़ कर बताया कि चाहे किसी दृष्टि से क्यों न देखा जाये, इम्प्रूवमेंट नहीं हो रहा है और मुसाफिरो की अभी भी तकलीफ है। मैं यह मानता हूँ कि आपने जो नया जनरल मैनेजर भेजा है वह सुधार करने की बहुत कोशिश कर रहे हैं लेकिन उनकी कोशिशो के बावजूद भी यदि सुधार नहीं होता है और बेसिकली कोई रोग है तो उसकी तह में रेलवे मन्त्रालय को जाना चाहिये। सुधार करने के हेतु आप कोई कमेटी बिठाइये और इन्वन्वायरी कराइये कि आखिर क्या अछपन है जो कि सुधार नहीं हो रहा है। मैं यह मानता हूँ कि

अफसर आपने भेजा है वह मुस्तीबी से अपना काम कर रहा है और कुछ रेलगाडियां पहले की अपेक्षा कुछ ठीक समय से चलने लग गई हैं। लेकिन जनता रेलगाडी जो कि एक एम्पाटेंट ट्रेन है वह अब भी २, ३ घंटे लेट चलती है। मैं चाहता हूँ कि रेलवे मन्त्रालय इस बात की जाच करे कि आखिर आज जो रेलवे की अपेक्षा लोग अपने गुड्स को रोज से भेजने लगे हैं, उमकी क्या वजह है ? यह जो डाइवर्सन हो गया है वह क्यों हो गया है ? रोड ट्रान्सपोर्ट एक अच्छी चीज है लेकिन आपको अपनी रेलगाडियो द्वारा माल भेजने की व्यवस्था में सुधार करना चाहिये।

लोकल ट्रेनो के जो आप टाइमिन्स रखते हैं वे ठीक नहीं होते हैं। अब मैं आपको बतलाऊँ कि छपग मे एक लोकल ट्रेन चलनी है। वह कहीं दूसरी जगह नहीं जाती लेकिन उसके चलने का बवन बड़ा बेतुका है। वह लोकल रात ११ बजे चल कर २ बजे पहुँचती है और फिर उधर से ९ बजे चल कर १२ बजे पहुँचती है। अब अगर यह रेलगाडी बजाय रात के दिन में चलायी जाती तो ट्रेन्स में जो भीड़ होती है वह भी कम हो जाती और साथ ही रेलवे मन्त्रालय को आमदनी भी अधिक होती। चूँकि इसका टाइम बेनुका होता है इसलिये लोग इस रेलगाडी पर मफर नहीं करते और रेलवे को घाटा होता है और ट्रैफिक भी डाइवर्ट हो गई। मैं चाहता हूँ कि लोकल रेलगाडियो के टाइमिन्स ठीक रखे जाय ताकि लोगो की लोकल जरूरतें पूरी हो सकें और धू ट्रेनो पर जो चढने का विवश होते हैं और भीड़ बढ़ती है वह कम की जाये। जहाँ तक धू ट्रेनो का सवाल है मैं चाहता हूँ कि वह कम स्टेशनों पर टहरे। अब रात के १२ बजे लोकल चलाने से उनको कोई फायदा नहीं होता है। रेलवे को नुकसान भी होता है।

उपाध्यक्ष महोदय अब माननीय सदस्य का समय समाप्त हो चला है।

**Pandit D. N. Tiwary:** I think you will show me the same indulgence as has been shown to others.

**Mr. Deputy-Speaker:** If it is shown to everybody, then it is no indulgence

पंडित द्वा० ना० तिवारी एक जनरल बात में और कह देना चाहता हू कि हम लोग जो कुछ यहां पर निवेदन करते हैं, उन सब चीजों का जबाब देने के वास्ते मंत्री महोदय के पास टाइम नहीं रहता। मैं चाहता हू कि यहां पर मेम्बरो द्वारा जो चीजें मिनिस्टर साहब के ध्यान में आई जाती हैं, उन पर जाच पडताल करा कर कुछ दिनों के बाद मिनिस्टर साहब सम्बन्धित माननीय सदस्यों को लिख कर भेज दे कि इस सम्बन्ध में यह कदम उठाये गये हैं। जिस तरह से यहां सदन में मंत्री महोदयों द्वारा जो प्रश्नवासन दिये जाते हैं, तो उन के बारे में मिनिस्टर आफ पार्लियामेन्टरी एफेयर्स समय-मसय पर सदन को सूचित करते रहते हैं कि फना फना ऐश्योरेस पर यह यह काम हुआ। उसी तरह से मैं चाहता हू कि यहां पर जो जो बातें माननीय सदस्यों द्वारा कही जाती हैं और जिनका कि उमी बक्कन जबाब देना मिनिस्टर महोदय के लिये सम्भव नहीं होता, उनके बारे में बाद में यह बतलाया जाया करे कि माननीय सदस्यों ने जो सुझाव दिये थे उनके सम्बन्ध में यह कार्यवाही की गई है। उनकी ओर से कोई उत्तर न दिये जाने का परिणाम यह होता है कि हम हर साल रेलवे बजट के मौके पर उन सुझावों और डिमांड्स को यहां पर दुहराते हैं जो कि मैं समझता हू कि आमानी में ऐवायड किया जा सकता है। मैं समझता हू कि उन प्वाएंट्स का बाद में मंत्री महोदय द्वारा जबाब देना कोई मुश्किल बात नहीं है और वह विधि अपनाई जानी चाहिये।

अ मैं कुछ अपने यहां की बात कहना चाहता हू।

उपाध्यक्ष महोदय आपका टाइम खत्म हो गया है।

पंडित द्वा० ना० तिवारी . बस दो मिनट में समाप्त किये देता हू हमारे यहां सारन चम्पारन एक पडोसी जिला है। बीच में गंडक नदी है। अगर सीधे जाया जा सके तो केवल दस मील का मार्ग है लेकिन आज सैकड़ों मील का बक्कर लगा कर बहा जाना पडता है। सिधवलिया और चकिया लाइन का सर्वे हो चुका है और उस लाइन को चालू कर देने से और कर्नैट कर देने से लोगों को सुविधा होगी और रेलवेज की आमदनी भी बढेगी। चकिया एक ऐसी जगह है जहां से लाखों मन जूट निर्यात किया जाता है और यह लम्बा रूट होने की वजह से उन लोगों को फ्रेट में बहुत रुपया देना पडता है। यह १५, २० मील की लम्बी रेलवे लाइन बना देने से दोनों का कर्नैशन हो जायगा और घूम कर नहीं जाना पडेगा और उसके साथ ही रेलवे की आमदनी भी बढ जायेगी।

विक्टिमाइजेशन आफ लोअर स्टाफ बाई हायर आफिशिएल्स आज रेलवेज में चल रहा है और मैं उसकी ओर मंत्री महोदय का ध्यान विशेष रूप से दिलाऊं चाहता हू। मैं इसका एक उदाहरण सदन के सम्मुख देना चाहता हू। और वह इस प्रकार है। एक मर्त ७ सोनपुर में पानी की कमी हुई तो मैं ने उसकी बाबत डी० टी० एस० से शिकायत और बात करनी चाही। हालांकि वह फोन पर अवेलेबल थे लेकिन उन्होंने पैसेंजर गाइड को कह दिया कि टाईम फिक्स करके बात करे। अब मैं वहीं पर बैठा हुआ था और मैं ने इस पर कम्प्लेट बुक में शिकायत दर्ज की लेकिन उस पर कोई कार्यवाही नहीं हुई उलटे उस बेचारे पैसेंजर गाइड का विक्टिमाइजेशन हो रहा है। उसके दो, दो, और तीन, तीन एक्सप्लेनेशंस लिये गये और चार्ज शीट किया गया और मुझे को यह चिट्ठी लिख दी गई कि साहब आपको गलत इतिला मिली है। अब मैं कैसे मान लू कि मुझे गलत इतिला मिली है। जब कि मैं स्वयं वहां जब वह गाइड फोन कर रहा था तो मैं मौजूद था



[पंचम भा० भा० तिवारी]

श्रीर मैं सब बात सुन रहा था और डी०टी० एस० ने जो उस को जबाब दिया था उसको भी मैं सुन रहा था। मेरे यह सब कहने का मतलब यह है कि लोभर स्टॉफ वागों को स्केपगोट न बनाया जाये और अपना कसूर उन लोगों पर न लादा जाये। मैं इस सम्बन्ध में एक बात श्रीर कह देना चाहता हू कि छपरा के सदस्य श्री राजेन्द्र सिंह से डी० टी० एस० साहब ने हसते-हसते हुए यह कहा कि आप श्रीर तिवारी जी हमारा कुछ बिगाड नहीं सके यद्यपि हमने उनके खिलाफ कोई कार्यवाही नहीं की थी। यह एक व्यंग था।

मैं चाहता हू कि मंत्री महोदय इस और ध्यान दें और इसकी व्यवस्था करे कि हम लोग बड़े अधिकारियों के खिलाफ अगर कम्प्लेंट बुक में शिकायत लिखते हैं तो उसके सम्बन्ध में कुछ जांच पड़ताल होनी चाहिये और वह जांच पड़ताल और जबा देही उन्ही के द्वारा न हो जिनके खिलाफ हमारी शिकायत होती है। उस शिकायत की जांच जरा ऊंची लेवल पर होनी चाहिये और कोई जनरल मैनेजर वगैरह उस शिकायत के सबध में जांच पड़ताल करके शिकायत करने वाले को उसके बारे में सूचित करे।

*Shri Manay (Bombay City Central—Reserved—Sch Castes)* I am thankful to you for having allowed me the opportunity to speak on this budget

Our Indian Railways are the biggest national undertaking with a capacity of 1,119 13 crores of rupees, and if I am right, the Government of India have got about 17 lakhs of employees, and the railways alone employ about 11 lakhs of employees, including casual, temporary and construction workers

The efficient running of this great national undertaking will go a long way in improving the economic condition of our country. In the First Five Year Plan, we have spent nearly

Rs. 423 crores, and in the Second Five Year Plan—I think we are now in the third year of the Second Plan—we shall be spending about Rs 1,125 crores on the rehabilitation and construction work on our railways. After spending so much amount, could we not expect that the picture ought to be equally bright? Of course, the hon. Railway Minister, while presenting the budget, has painted a very bright picture. But may I say that the picture is bright, so far as the words are concerned, but according to me, it does not carry us far so far as the deeds are concerned?

I shall take up three points whereby I would like to bring to the notice of the hon Minister that the picture he has tried to paint is not as good as it is expected to be. Of course, there are various aspects by which it could be proved that the picture is not only not bright but it is gloomy

First of all, I shall take up the fall in the passenger earnings. The figures are given to us at page 11 of the Explanatory Memorandum on the Railway Budget, in paragraph 23. Passenger earnings in 1957-58 were Rs 119 10 crores, while the budget estimate for 1959-60 places the passenger earnings only at Rs 118 30 crores, which will be less than the actuals that we realised in 1957-58. This decrease in passenger earnings is in spite of the fact that more passenger traffic trains are being put on the track, and the passenger-train-miles are also increasing

The Railway Board tells us that greater facilities are provided to passengers, which the Railway Board, if I may say so, are trying to make much ado about. But may I ask how it is that the passenger earnings in 1959-60 have been placed only at Rs 118 30 crores?

Now, I shall turn to another point, and that is about the decrease in the savings of the Railway Administration. If we look at the gross earnings

and gross expenditure, we find that the revised estimate for 1958-59 puts the total earnings at Rs. 395.23 crores which shows an increase of Rs. 13.81 crores over the actuals for 1957-58. But the working expenses, according to the revised estimates, are put at Rs. 320.21 crores which show an increase of Rs. 13.97 crores over 1957-58. In other words, the revised estimates show that all that will be earned beyond the actuals for 1957-58 will be wiped out in 1958-59 by the increased expenses that will be incurred. In view of these things, we find that the savings of the Railway Administration are continuously decreasing. In 1956-57 the actual savings were Rs. 20.32 crores, and in 1957-58, it dropped to Rs. 11.38 crores. Of course, the Railway Minister tells us that in the revised estimate of 1958-59, the figure is put at Rs. 13 crores. But, I find that the Railway Minister tells us that in 1959-60 there would be an anticipated increase to Rs. 21.19 crores. I only hope that this anticipated increase is achieved.

Another point is about the irregularities so far as labour in the Railways is concerned I will refer to the Report of the Ministry of Labour of the Government of India for the year 1955-56 which tells us as to how the Payment of Wages Act is observed. In its Report on the working of the Payment of Wages Act on Railways for the year, it gives us the irregularities. Before I give the figures, I would like to give the categories under which these are classified. These irregularities include delayed payment of wages, non-payment of wages, unauthorised deductions, irregularities regarding the imposition of fines, irregularities regarding deductions, irregularities regarding recovery of advances and non-payment of overtime.

The House will be surprised to know the number of irregularities committed on the Railways. There are various sections such as transportation, mechanical, engineering and miscellaneous sections as well as contractors' estab-

lishments. We find that in the establishment of the transportation section, the irregularities detected are 10,905; in the mechanical section, 8,625; in the engineering section, 1,692 and in the miscellaneous, it is 1,059. I need not speak about contractors' establishments. It is 2,076. From this report of the Ministry of Labour one can see how labour is being treated by our Railway Administration. The Labour Inspectorate have inspected the records of the various General Managers' offices and from them they have detected these.

There is another point which I would like to state. That is unrest amongst labour in the Railway Administration about the recognition of the unions which they would very much wish to be recognised. Many of the hon. Members have already spoken on this point. The All India Railwaymen's Federation is a body which ought to be recognised. But, I do not know why this matter is allowed to linger on. Of course, the hon. Railway Minister has put in some efforts. I do appreciate that. But, in the end, when nothing tangible has come out, naturally, the feeling amongst Railway labour is that the Railway Ministry, the Railway Board, is treating them in a partisan way. Therefore, while inviting the attention of the hon. Railway Minister to this unrest amongst the labour on Railways, may I tell him that it is affecting the efficiency of the Administration?

The next point that I want to refer to is the persistent demand of the Maharashtra people of Bombay State for the Dewa-Dasgaon line.

**Shri Nath Pal (Rajapur):** Konkan.

**Shri Manay:** The hon. Railway Minister was in Bombay city in the first week of February; and, at a function, he said that this Dewa-Dasgaon line would find its place and would be a reality in the very near future. Subsequently, there was a Conference in Bombay which has been called the Konkan Vikas Parishad, which was inaugurated by the Chief Minister of

[Shri Manay]

Bombay. One of my hon. colleagues had the privilege of presiding over that. There, the Chief Minister of Bombay also categorically gave the assurance that this Dewa-Dasgaon line will be a reality in the near future. With all these expectations, I was hoping that the Railway Minister would say something positive so far as this is concerned. But, on going through his speech, I find that he merely makes a reference to that in the words that it may be possible to have this Dewa-Dasgaon line, and that too in the Third Five Year Plan. What I conclude from this passing reference is that he neither wanted to say, 'No', nor is he prepared to commit himself. I will only urge on the Railway Minister the popular feeling of the people of Maharashtra in general, and of Konkan in particular, about this line. Time and again, expression has been given to this in this House and the other House also. This is a long-standing and overdue demand of the people there.

I will draw the attention of the hon. Minister to another demand from the people of Marathwada in Bombay State. They do want a railway line from Paruli to Aurangabad via Mominabad and Biturn. I do not want to go into the history of this demand because I want to utilise my time for other important problems. I will only say

Mr. Deputy-Speaker: I only wanted to say that the hon. Member has already utilised his time.

Shri Manay: Sir, I am the only representative of my party.

I am told that the predecessor of the present Railway Minister had assured the people of Paruli, Aurangabad, Mominabad and Biturn that he would take up this line, and have it surveyed and included in the Plan. I do not know the position at present; but this is the demand of the people of Marathwada.

Now, I will switch on to the problems of the Scheduled Castes and the Scheduled Tribes and Buddhists among railway workers and I would claim the special attention of the hon. Railway Minister so far as the fulfilment of the reservation quota is concerned. Here also I must admit that the Railway Minister is putting in some efforts to the fulfilment of the quota and I understand that he has appointed some special officers to look to this special work. Yet this quota is not being fulfilled. Therefore, I am inclined to think that some middle-agency is coming in between the sincere efforts of the Railway Minister and the candidates—the agency charged with the responsibility for executing the orders of the Minister. That agency is not sincerely pursuing the efforts of the Minister. I will urge upon the Railway Minister that he should bear this point in mind and try to do justice to the Scheduled Castes, Scheduled Tribes, backward classes and the Buddhists. In the report, I find that there are not less than 4,000 persons in class I category. Could the Railway Minister tell me as to how many persons are there from among the Scheduled Castes and Tribes? If I am right only three persons are. This has been our persistent demand and we have been wanting this reservation quota in Class I and II, that is not being fulfilled. I would even say that the fulfilment of this reservation quota is being denied very systematically. I claim the special attention of the hon. Minister because he is not only in the Cabinet by merit and by virtue but he is also a representative of the same class about which I am putting forth this grievance and I will feel very happy if he takes upon himself the responsibility that we want him to take upon himself.

16 hrs.

Now, speaking about other points, I do not want to take up the time of the House by giving figures. On page 97 of the report, we are told that this year 5,074 posts were reserved for

Scheduled Castes and 1,669 for the Scheduled Tribes and that 6,046 and 461 candidates were selected from the Scheduled Castes and Tribes respectively I do not know to which category these posts belong and how many have been employed I will not take the time of the House any more

While finishing I will only say two or three things which pertain to my constituency, Bombay city—overcrowding in the trains This problem is engaging the attention of the hon Minister But I am only sorry that he has also expressed his helplessness in solving this problem of overcrowding I can understand Members of Parliament here expressing their helplessness and suggesting some remedies But the person in charge who has to work out the schemes and ideas and suggestions if he is also to express helplessness I do not know who is to be looked upon for solving this problem of over-crowding In Bombay, there is not a single day when a casualty is not reported from these local trains due to over-crowding The casualty is mounting and I do not know to what extent it will reach So, I would request him to pay his attention and do whatever he can One Member in the House of elders—Prof Wadia has suggested that there should be class IV standing I do not agree with that suggestion but that is a suggestion merely to help solve this problem I appreciate his zeal and his desire to solve this problem

About the late-running of trains, I have to say a few words In Bombay if trains run to the scheduled time, surprise is expressed As I am representing Bombay City, I may say this There is a term used for this It is said that trains are regularly irregular This is a very popular term in Bombay which is used to show the late-coming of the trains This is not a happy state of affairs. I will request the hon Minister to see that this late running of trains is checked before

long I thank you, Sir, very much for the time given to me

श्रीमती सहोबरा बाई : उपाध्यक्ष महोदय, मैं प्रार्थना करती हूँ कि महिलाओं को पहले बोलने का मौका दिया जाए।

श्री गणपति राम (जौनपुर—रक्षित—अनुसूचित जातियाँ) . उपाध्यक्ष महोदय, एक भा 'जैकशन हमारा भी है और वह यह है कि अपोजिशन बलों को जिन के छोटे छोटे भुप है २/३ टाइम दिया जा रहा है और हम लोगों को कोई टाइम नहीं दिया जा रहा है। मैं प्रार्थना करता हूँ कि हम की भी बोलने का मौका मिलन च हिये।

श्री नाथ बाई आपकी तरफ से मिनिस्टर बोलेंगे।

श्री सुरेन्द्र नाथ बिबेदी (केन्द्रपाडा) आपको धन्यवाद ही देना है, कहना कुछ नहीं है।

सरदार अ० सि० सहगन (जजगीर) जिस वक्त राष्ट्रपति जी के अभिभाषण पर चर्चा हो रही थी, उस में भाग लेने के लिए यदि, उपाध्यक्ष महोदय, आप लिस्ट देखेंगे तो आपको पता चलेगा कि विरोधी दल वालों को बहुत ज्यादा समय दिया गया था और कांग्रेस वालों को कम समय दिया गया था। मैं आप से प्रार्थना करना चाहता हूँ कि हम लोगों को भी पूरा वक्त दिया जाना चाहिये।

उपाध्यक्ष महोदय मुझे खुशी है कि तसल्ली किसी को भी नहीं है और दोनों तरफ से शिकायत की जा रही है। अब श्री सेन बोलेंगे।

श्री बाजवेयी (बलरामपुर) : हमें तो यह शिकायत है कि आप के ऊपर आरोप लगाये जा रहे हैं।

उपाध्यक्ष महोदय . मुझे कुछ भावत हो गई है इन आरोपों को सुनने की।

भी कम्बो० लेन (पूर्निमा) : उपाध्यक्ष महोदय, मैं तो निराश था हो गया था इस बात से कि पता नहीं मुझे बोलने का समय मिलेगा या नहीं। अब जब कि आपने मुझे समय दिया है, मैं आपको धन्यवाद देता हूँ।

मैं माननीय मंत्री महोदय को भी धन्यवाद देना चाहता हूँ कि उन्होंने रेलवे बजट को पेश किया। इस बजट में उन्होंने बहुत सी अच्छी-अच्छी बातें रखी हैं। और उन्होंने कहा है कि कई डायरेक्शंस में तरक्की हुई है। माननीय मंत्री महोदय ने रिटर्न जर्नी की फीसिलिटी दी है। पैसेजर्स को काफी एमेनिटीस दी है। स्टाफ को काफी सहूलियतें पहुँचाई हैं। उनके लिए क्वार्टर बनाये जा रहे हैं और (holiday homes) बनवा देने की बात भी सोची जा रही है। जहाँ तक भ्रमतालो का तात्पर्य है उन में टी बी बैड्स को बढ़ाया जा रहा है। ये सब चीजे अपनी जगह पर अपना महत्व रखती हैं और इन सब के लिये मैं माननीय मंत्री महोदय को धन्यवाद देता हूँ। साथ ही साथ मंत्री महोदय ने नए स्कूल खोलने की बात भी कही है और साथ ही साथ उस स्टाफ को जो दूर-दराज के स्टेशनों पर काम करता है, जैसे स्टेशन मास्टर है या दूसरे बानू है उनके लडके और लडकियों को पढने के बारे में जो दिक्कतें पेश आ रही हैं उनको खास सहूलियतें देने का प्रबन्ध मानन भू मंत्री महोदय कर रहे हैं। और इस से बहुत खुशी का अनुभव होना स्वभाविक है।

यहाँ पर पक्वुएलिटी का जिक्र किया गया है और कहा गया है कि गाडिया ठीक टाइम पर नहीं आती है और जो पक्वुएलिटी है वह गिर गई है, वह घट गई है। यह तो कुत्ते की पूछ वाला हिसाब है। जब तक उसको पकड़े हुये हैं तब तक तो वह ठीक है और जब उसको छोड़ दिया तो फिर वह ज्यो की त्यो, टेडी हो जाती है। जब पक्वुएलिटी के बारे में कोई खास काम किया जाता है, पक्वुएलिटी ड्राइव चलाई

जाती है, जब तो जरूर थोड़ी उस में एम्बुवमेंट होती है लेकिन फिर छोड़ देने पर ज्यो का त्यो।

यह खुशी की बात है कि हमारे नार्थ बिहार बालो के लिए जहाँ तक भोकामा ब्रिज का सवाल है उसका प्रश्न अब हल हो गया है। यह प्रश्न बहुत लम्बे समय से विचाराधीन था और यह ब्रिज अब बन गया। और इसको आप खोलने भी जा रहे हैं। यह बड़ी ही प्रसन्नता की बात है। लेकिन उसके साथ एक और भी सवाल पैदा होता है। आप ब्राड गेज की जो लाइन है वह बरौनी तक ही ले जायेंगे और वहाँ से फिर ट्रांशिपमेंट करना होगा और फिर मीटर गेज शुरू होगी। रेलवे बोर्ड के पूर्व चेयरमैन साहब ने एक बार शायद अपनी प्रेस कान्फेंस में कहा था कि रेलवे बोर्ड का यह मथा है कि आहिस्ता आहिस्ता मीटर गेज को ब्राड गेज में कनवर्ट कर दिया जाएगा। अब जब कि आपको मौका लगा है और एक चीज आपने हाथ में ले रखी है तो आप उसको पूरा क्यों नहीं कर देते हैं, क्यों नहीं आप इस लाइन को भी आसाम और नार्थ बंगाल की ओर ब्राड गेज कर देते हैं? रेलवे और नार्थ बंगाल के लोगो का यह कहना है कि उनको गुड्स ट्रेफिक के लिये बहुत दिक्कत का सामना करना पड़ता है और माल वहाँ पहुँचाया नहीं जा सकता है। भोकामा ब्रिज हो जाने से थोड़ी सी सहूलियत तो अवश्य होगी लेकिन उसमें दिक्कत यह है कि थोड़ा ज्यादा डिसटेंस कवर करना पड़ेगा। इस मामले में जहाँ तक हमारे व्यवसायी लोग हैं उनका कहना है कि उनको ज्यादा फ्रेट देना पड़ेगा और एक डेढ़ सौ मील के करीब का ज्यादा चक्कर पड़ेगा। इस वास्ते इस बारे में भी माननीय मंत्री को चाहिये कि इस पर भी विचार करे और इस ब्राड गेज लाइन को धागे बढ़ा दें। आप यह मानते हैं जो मीटर गेज अन-इकोनॉमिक है और दूसरी दिक्कतें भी हैं। अगर बाय में इसको कनवर्ट करना हो तो

भन्नी से क्यों न कनक्ट कर दिया जाए। मैं प्रार्थना करता हूँ कि कम से कम इस ब्राड गेज को नार्थ बंगाल और असम की ओर बढ़ाया जाय ताकि उस इलाके के लोगों की जो शिकायतें हैं वे दूर हो सकें और वे जो मन-कोनैक्टिड लिम्स हैं यह ठीक हो सकें। भ्रम में खास तौर पर जब भी एसोशल कमोडिटीस जाती हैं वे हवाई जहाज के जरिये से जाती हैं और खर्चा बहुत पडता है। इस बास्ते में धाशा करता हूँ कि माननीय भन्नी महोदय इस ओर अवश्य ध्यान देंगे।

जहा तक नार्थ ईस्ट फ्राटियर रेलवे का सम्बन्ध है आपने कहा है ससलाइ बगैरह को स्ट्रेंगथन किया जा रहा है और ब्रिजिस इत्यादि बनाये जा रहे हैं। इस बात को मैं बिलकुल सही मानता हूँ। हाल ही में मैं पार्लियामेंट के एक मैम्बर की हैसियत से जोनाल यूजर्स कन्फ्रेस में भाग लेने के लिये डिब्रूगढ गया था और मैं ने उन सभी चीजों को सही पाया जिन का माननीय भन्नी महोदय ने अपनी स्पीच में जिक्र किया है। मैं ने देखा है यजब्रती के साथ काम हो रहा है और बड़ी खूबी के साथ उसको किया जा रहा है। ब्रह्मपुत्र के ऊपर पिलर्स बन रहे हैं और मैं मानता हूँ कि इस ओर आपका काफी ध्यान है। लेकिन मैं चाहता हूँ कि इस ओर आपका ध्यान बराबर लगा रहना चाहिये यह नहीं कि इसे छोड़ दिया जाय।

अब मैं पैसेजर एमेनेटीस की तरफ आता हूँ। मैं मानता हूँ कि पैसेजर्स को काफी सहूलियतें पहुँचाई गई हैं और पहुँचाई जा रही हैं। हम लोगों को मैं मानता हूँ कि यह विचार रहता है कि पाकेट शूट यू गैट एड आस्क फार मोर। मिलता जाता है, उसको तो हम रखते जाते हैं और साथ ही भागों की भागों को पेश करते जाते हैं। यह बात सही है कि यहा हम लोग जितनी बातें पेश करते हैं उन के लिये जब सरकार अपने रिसोर्सेज देखती है तो बहुत कम पैसा अपने पास पाती

है। धीरे-धीरे वह उन खराबियों को रफा करना चाहती है और करती भी है। इस बारे में उन्होंने बातें हमारे सामने रखी हैं, सकी मैं ताईद करता हूँ।

मैं ट्रासपोर्ट के बारे में कहना चाहता हूँ। कुछ जिक्र हुआ है कि रोड ट्रासपोर्ट रेलवे के कम्पटीशन में उतर आया है। इसके बारे में मैंने रेलवे बोर्ड के मेम्बर साहब का स्टेटमेंट प्रखबार में भी देखा। वह कहते हैं कि इससे ५० परसेंट रेवेन्यू कम हुई है। यह सही है क्योंकि पब्लिक के अन्दर जो भावनाये हैं, उसके कारणों को हमको देखना चाहिये और उस पर गौर करना चाहिये। उनमें आज एक अनिश्चितता रहती है कि पता नहीं हमारा माल पहुँचेगा या नहीं। मैंने नार्थ ईस्टर्न रेलवे के बारे में कहा कि वहा के लोगों में बड़ी अनिश्चितता रहती है कि गीहाटी और पाडु में हमारा माल पता नहीं कब पहुँचेगा। वहा पर जो माल बूक होता है वह गायब हो जाता है। इसके बारे में मैंने सबाल भी किया था। खास कर सकरी गली और मनिहारीघाट में काफी चोरी होती है और रेलवे को कम्पेन्सेशन भी देना पडता है। लेकिन जो माल की चोरी के लिये पाच या छ हजार रुपया क्लेम दिया जाता है तो उसका पेमेंट होते-होते दो साल लग जाने हैं। जो मामूली तिजारती हैं, जिनकी कुल पूंजी पाच या दस हजार है, अगर वह एक कसाइन-मेंट में पाच या दस हजार रुपया लगा देता है और उसके माल की damage का कम्पेन्सेशन मिलने में दो साल लग जाते हैं तो वह तिजारती बेचारा खत्म हो गया, उसका कचूर निकल गया। इस तरह से पेरिस्वेबल गुड्स के बारे में भी है। सकरीगली और मनिहारीघाट के जो फ्रूट के कसाइनीज हैं, उनके रिप्रेजेन्टेटिव आसाम और शिलांग में हैं। उनके सामान को निकाल कर बाट भी लिया जाता है। इस तरह से इन चीजों की चोरी होती है। हमारे भन्नी महोदय ने भी अपनी रिपोर्ट में इस क्लेमस बारे में

[श्री फा० जी० सेन]

बताया है। यहाँ तक शिकायत आई है कि जब स्टीमर में सामान नदी के पार किया जाता है तो स्टीमर को रास्ते में रोक कर माल गायब किया जाता है। आपने रेलवे प्रोटेक्शन फोर्स भी रखी है। आपने जेनरल मैनेजर को उसका हेड बना दिया है। कोई उसकी बात सुनता नहीं है। स्टेशन स्टाफ का उस पर कोई कंट्रोल नहीं है कि वह उससे ठीक तरह से काम करा सके। इस तरह भी आपको तबज्जह देनी चाहिये ताकि यह सारी शिकायतें दूर हो और लोगों में विश्वास पैदा हो कि जो माल वह रेलवे के जरिये से भेजेंगे वह सुरक्षित पहुँच जायेगा और तभी रेलवे और रोड का कम्पटीशन खत्म होगा। हम देखने हैं कि हमारे यहाँ पुनिया में कलकत्ता ट्रांसपोर्ट सिर्फ ५ रु० मन में सामान घर तक पहुँचा देता है। कलकत्ता से आसाम लिंक हो कर ५ रु० मन माल ले जाया जाता है और साथ ही उसकी सिक्कीरिटी भी हो जाती है। हम नहीं चाहते कि इसकी वजह से रेलवे को घाटा हो क्योंकि यह बड़े दुख की बात है। हमने रेलवेज को जबदस्त लाभ का सवाल है, हमने बैंगन डिफिकल्टी भी बहुत काम करती है। जैसा मेरे मित्र पहाडिया जी ने कहा इसकी ओर भी थोड़ा ध्यान दिया जाना चाहिये। हमारे यहाँ जूट के मामले में यह हो जाता है कि बैंगन समय पर न मिलने से उसका दाम कम हो जाता है। जुलाई से दिसम्बर तक इस चीज का ज्यादा जोर हो कि बैंगन मिले। हमारे यहाँ रिबर कडिगन्स की वजह से हो सकता है कि ऐसा हो जाता हो लेकिन जूट मार्केट के लिये यह बड़ी खतरनाक चीज हो जाती है। पहले तो समय पर माल नहीं भेज पाते और पूजा फसे रहने की वजह से पर्चीजंग पावर नहीं रह जाती। उस वक्त ब्योपारी कहने हैं कि कम दाम में तो हम खरीदेंगे नहीं तो नहीं खरीदेंगे। अब बेचारा जूट वाला कहा जाय। लिहाजा उसको जो दाम मिलता है उसको लेना पड़ता है। इस तरह से बहा पर

बाटलनेक कायम हो जाता है। मैं समझता हूँ कि मोकामा ब्रिज का रास्ता हो जाने से कुछ सहायित होगी पर दूरी क वजह से ज्यादा चार्ज लगेगा। इस पर ध्यान दिया जायेगा।

उपाध्यक्ष महोदय - इतने मसलों पर बोलने के बाद अब आप नये मसले पर न आयें।

श्री फा० गो० सेन मुझे यह कहना है कि हमारे रेलवे मंत्री जी ने जो पेज २४ पर कहा है उसमें सहमत हूँ। उन्होंने कहा है —

“The vigilance Organisation has succeeded not only in highlighting malpractices and bringing corrupt employees to book but also in protecting those who are honest and allow no laxity, but are maligned by interested parties”

हुजूर, मैं इस चीज में बिल्कुल सहमत हूँ। मैंने कई केसेज में देखा है कि इस ओर ध्यान दिया जा रहा है। अभी हाल ही में मैंने देखा कि माननीय मंत्री महोदय ने इस बात को टेक अप किया। एक बेकमूर आदमी जिसका कोई मददगार नहीं था, वह ए० टी० एस० होने जा रहा था, उसकी सर्विस को टर्मिनेट कर दिया गया। मैं बड़े हर्ष के साथ कहना चाहता हूँ कि हमारे मंत्री महोदय ने उस केस को टेक अप किया। उसकी जूरिस्टिकशन न होने हुये भी एक ईमानदार आदमी को बिना कारण बताये नौकरी से हटाया जाना कहा तक जायज है।

एक माननीय सदस्य इस हुजूर के क्या माने होने हैं ?

उपाध्यक्ष महोदय जो एतराज किया था रहा है वह ठीक है। डिमाकेसी के जमाने में पालियामेंट में हुजूर की जरूरत नहीं है।

श्री का० गो० सेन मुझे माफ कीजिये।

श्री राजेन्द्र सिंह उपाध्यक्ष महोदय, क्या मैं उस ए० टी० एस० का नाम जान सकता हूँ जिसको तग करके डिसमिस किया गया था।

उपाध्यक्ष महोदय यहाँ पर नाम नहीं आना चाहिये।

श्री का० गो० सेन इसीलिये मैंने नाम नहीं बताया, वैसे मैं नाम जानता हूँ। यह हम लोगो के तजुबे की बान है कि हमने मंत्री महोदय का ध्यान जब कभी आकर्षित किया है। उन्होंने उस पर अपना ध्यान जरूर दीखाया है। मगर जहाँ तक रेलवे बोर्ड का मवाल है मुझे ऐसा लगता है कि हम लोग जब चिट्ठी चपाटी भेजते हैं तो उसका एकनालेजमेंट तो हो जाता है, फिर चुप। यह मैं मानता हूँ कि काम भी बहुत है लेकिन मामला बहुत धर्म तक पडा का पडा रह जाता है। मैं डिवक्यूमन गया था जोरल रेलवे यूनियन काँग्रेस में। करीमगंज के मम्बर भी थे। उन्होंने कहा था कि चाहे गुड्स ट्रेफिक हो या दूसरी चीज, जहाँ तक इंडिविजुअल केसेज का सवाल है उनको जरूर देखना चाहिये। उनको परसू करने पर बहुत सी चीजे आपके सामने आ जायेंगी। मुझको भी ऐसा लगता है कि जो इंडिविजुअल केसेज आते हैं उनको जरूर परसू करना चाहिये और उनको ठीक से हैडल करने से बहुत सी चीजे सामने आ जायेंगी। इसके लिये मंत्री महोदय और रेलवे बोर्ड से भी कहूंगा कि इस ओर और भी तबन्जह दे।

हमारे यहाँ कटिहार में एक पोर्टर्स नियम है। वह एक रजिस्टर्ड यूनियन है,

उसमें करीब ५०० मेम्बर हैं। उसे हैडलिंग ठेक मिल जाये तो उससे बहुत काम बन जाये। वाक्या यह हुआ कि वहाँ पहले एक कंट्रैक्टर था वह भाग गया। तमाम काम बन्द हो गया। इसके बाद पोर्टर्स को बुला कर उनके ऊपर सारी जिम्मेदारी दे दी गई और वह लोग काम करने लगे। थोड़े दिन बड़ी धच्छी तरह से काम उन्होंने किया और सरकार की तरफ से उसका रजिस्ट्रेशन हो गया। तो हमारी तो पालिसी है कि जहाँ पर भी कोआपरेटिव बनें हम सारा बोझ उन लोगो को काम का दे दें। हमारे मंत्री महोदय भी इसके उपर हमेशा जोर देते हैं। लेकिन जो हमारी एडमिनिस्ट्रेटिव मैनीनरी है वह इस मामले में ठीक से चलने देना पसन्द नहीं करती। वह इससे फिट नहीं करती। तो उस ओर भी ध्यान देना चाहिये। हमारे यहाँ पर देने बहुत कम है। यह एन० ई० रेलवे और एन० एफ में जो १०० मील की पाबन्दी लगा दी गई है उससे शाटं डिस्टेंस के हमारे यानी भाइयो को बहुत दिक्कत उठानी पडती है। इसलिये मैं चाहता हूँ कि इस ओर रेलवे मंत्री महोदय और उनका मन्त्रालय ध्यान दे और जहाँ पर कि देने कम है वहाँ पर अगर इस तरह कोई पाबन्दी न लगाई जाय तो अच्छा रहेगा।

कटिहार में रेलवे क्रासिंग पर एक ओवर ब्रिज बनाने की बड़ी आवश्यकता है और उसकी व्यवस्था न होने से रेलगाडी से कट कर कितने ही आदमी मर चुके हैं। जब माननीय मंत्री कटिहार गये थे तो उनका ध्यान इस ओवर ब्रिज की ओर आकृष्ट किया गया था लेकिन चूकि बिहार सरकार का भी उससे सम्बन्ध है इसलिये पता नहीं कि वह मामला कहा तक आगे बढ़ा। मैं पुन मंत्री महोदय का ध्यान वहाँ पर ओवर-ब्रिज तत्काल बनाने की ओर दिशाऊंगा ताकि वहाँ पर जो रेलो से कट कर आदमी मरते हैं वे न मरे।



**उपाध्यक्ष महोदय :** अब माननीय सदस्य को बताना चाहिये ।

श्री का० गो० सेन : बस एक दो प्वाइंट और कह कर मैं अपना स्थान ग्रहण करूंगा । मालगाड़ी में जो refreshment या बुफे का डिब्बा दिया जाता है वह डिब्बा सिलीगुड़ी तक नहीं पहुंचता । हालांकि गाड़ी जाती है लेकिन वह बीच में ही ११ बजे रात को मुजफ्फरपुर में कट जाता है और उमी तरह सिलीगुड़ी से वापिस आने वाली माल ट्रेन में मुजफ्फरपुर से वह बुफे का डिब्बा जुड़ जाता है । लोग तो इस उम्मीद में रहते हैं कि सुबह उनको कांठहार में चाय प्रादि मिलेगी लेकिन उनको निराशा का सामना करना पड़ता है क्योंकि वह बुफे का डिब्बा तो रात को ११ बजे ही कट जाता है । इसके साथ ही मैं मंत्री महोदय का ध्यान आज रेलवे की बेंडरशिप की ओर दिलाना चाहता हूँ । आज यह हो रहा है कि एक ही प्रादमी कई कई बेंडरशिप के ठेके भ्रलग भ्रलग नाम दिखा कर ले लेने में समर्थ हो जाते हैं और यह जो एक तरह से बेंडरशिप को भोनोपोलाइज करने की मनोवृत्ति चल रही है, वह वाछनीय नहीं है ।

अब चूंकि उपाध्यक्ष महोदय की आज्ञा नहीं है कि मैं आगे कुछ बोलूँ और वह घंटी बजाते जा रहे हैं इसलिये मैं और कुछ न कह कर अपना स्थान ग्रहण करता हूँ ।

श्री ई० नचुसुवन राव (महबूबाबाद) : उपाध्यक्ष महोदय, मैं कल से रेलवे बजट के ऊपर बोलने के लिये बठा हुआ था । आपकी कृपा से मुझे बोलने का अवसर मिल गया है वरना मैं सोच रहा था कि मैं घर को चला आऊँ . . . . .

उपाध्यक्ष महोदय : आप घर चले जाते तो मेरे लिये बहुत आसानी हो जाती ।

श्री ई० नचुसुवन राव : इस साल का रेलवे बजट हमें कुछ आशाजनक मालूम पड़ता है और इसलिये मैं पहले रेलवे मंत्री महोदय और उनके मंत्रालय को धन्यवाद देते हुये कुछ चीजें और सुझाव उनके समक्ष रखना चाहता हूँ ।

हमारे इस साल के रेलवे बजट में जो बचत दिखाई पड़ रही है वह १३ करोड़ रुपये की है । यह जो पे कमिशन की रिपोर्ट आने वाली है, उसको दृष्टि में रख कर देखा जाय तो मैं समझता हूँ कि यह जो बचत दिखालाई गई है वह कोई बहुत ज्यादा नहीं है ।

भारत हमारा एक कृषि प्रधान देश है और जाहिर है कि हमने जो अपनी पंचवर्षीय योजनाओं में जनता को सहूलियतें देने के लिये स्कीमें बनाई हैं, वह सब स्कीमें और सुविधायें हम इस देश की जनता को रेलगाड़ियों की संख्या और फैलाव बढ़ा कर ही दे सकते हैं ।

यह जो दक्षिण और उत्तर को भ्रलग करके जोन बनायी गई है, उसके खिलाफ मेरी रेलवे मंत्री महोदय से शिकायत है । इस दूसरी पंचवर्षीय योजना में मैं जानना चाहता हूँ कि दक्षिण में कौनसी रेलवे लाइंस निकाली गई हैं । वहां की आमदनी क्या है और देख कर आप बता सकते हैं । परन्तु एक बात स्पष्ट है और वह यह है कि जैसा कि बहुत से सदस्य पहले भी इसको कह चुके हैं कि दक्षिण के बारे में अन्याय किया जा रहा है ।

अब एडमिनिस्ट्रेटिव मैटर्स को ध्यान में रखते हुये यह जरूरी है कि आन्ध्र प्रदेश में रेलवे लाइनों के बास्ते एक भ्रलहिदा जोन होनी चाहिये । यह मांग कोई रीजनल कंसिडरेशन की बिना पर नहीं की जा रही है बल्कि यह एक प्योरली एडमिनिस्ट्रेटिव मैटर है । आज हमें तीन जोन्स से डील

करना पड़ता है। अब भ्रान्ध प्रदेश के निर्माण से चूकि एक नई ऐडमिनिस्ट्रेटिव यूनिट बनी है इसलिये नई समस्याएँ भी लकी हो गई हैं और जाहिर है कि अगर भ्रग भ्रलग भ्रलग रेलवे अथारिटीज का इसके डिफेंट पार्ट्स का कसन रहेगा तो यह कुदरती बात है कि वे पूरे सब्जेक्ट मैटर को वैस्य करने में असमर्थ रहेगी। भ्रान्ध प्रदेश की गवर्नमेंट ने भी आपसे इसके लिये दरखास्त की है कि उनका जोन भ्रलग किया जाय। दूसरी पंचवर्षीय योजना में जो लाइने इनक्लूड की गई हैं वे यह है। मैं समझता हू कि यह न्यू रेल लिक्स जरूरी हैं और उनको बढा देने से रेलवे की आमदनी में भी वृद्धि होगी और उस प्रदेश में जो खनिज तथा कृषि सम्बन्धी पदार्थों का वितरण ढग से होगा और इससे रेलवे विभाग को और अधिक लाभ ही होगा।

काञ्चीपेट निज़ामाबाद लाइन काफी समय से विचाराधीन है और इसको चालू करने की बडी जरूरत है और चूकि वहा पर लाइस की सुविधा नही है और इसलिये वहा का एग््रीकल्चरल डेवलपमेंट सफर कर रहा है। मैं समझता हू कि सरकार के पास मचर्ला को काञ्चीपेट से कनेक्ट करने का प्रपोजल है और मैं समझता हू कि यह उचित है। मचर्ला का हैदराबाद से कनेक्शन होने से नलगोडा हैदराबाद से कनेक्ट हो जायेगा और इस तरह नेचुरली मचर्ला काञ्चीपेट से कनेक्ट हो जायेगा। यान्त्रियों की सुविधा की दृष्टि से और नलगोडा जिले के डेवलपमेंट की दृष्टि से मचर्ला का हैदराबाद से कनेक्शन होना जरूरी है। आज चूकि कम्युनिकेशस की पूरी सुविधा नही है इसलिये मैगनीज और कच्चे लोहे का वितरण जिस गति से होना चाहिये वह नही हो रहा है। जापान के सहयोग से हम बालटेयर से भद्राचलम तक इटीरियर को रेल से लिंक कर रहे हैं। मेरा सुझाव है कि बही रेल लिंक मेन लाइन के साथ भद्राचलम या काञ्चीपेट के पास जोड दी जाय। यह क्षेत्र लोहे और कोयले की

खानों के भंडार हैं। इनके डेवलपमेंट के लिये यह रेल लिंक होना बहुत जरूरी है।

एक प्रपोजल रेचूर को नलगोडा और खम्मममेट से जोडने का है। तुगभद्रा और नागार्जुनसागर के डेवलपमेंट को देखते हुये यह रेल लाइन बहुत आवश्यक हो जाती है। यह रेलवे लाइन बनाना बहुत जरूरी है क्योंकि यह एक बैकवर्ड एरिया है जहा कि न मोटर जाती है और न गाडी जाती है। यह एक एमा पार्ट है जो कि इ टून्शनल फेम रखता है लेकिन पुराने जमाने से अर्थात् निशाम के वक्त से बहुत ही दबा हुआ था और बाद में कुछ कम्युनिस्टो की गडबडियो से भी यह लोग परेशान किये जाते रहे हैं। उस भाग के लोगो को इधर से उधर जाने की सुविधा प्राप्त नही है। मैं चाहता हू कि उस एरिया में यातायात की जरूरी सुविधायें पहुचाई जायें क्योंकि कम से कम कोई उनको पोलिटिकली एक्सप्लायट न कर सके। भद्राचलम के जगलो में जो लोग बसते हैं, वे यातायात की सुविधायें सुनभ न रहने से जगलो से बाहर नही आ सकते और बीच में जो नदिया पडती है उनको पार करके भ्राने में उनको बडी दिक्कत उठानी पडती है। लिहाजा यह भद्राचलम, रायचूर, नलगोडा, खम्मममेट रेलवे लाइन का बनना अति आवश्यक है और मनी महोदय को इस पर ध्यान देना चाहिये।

यहा पर हम लोग जो रेलवे मन्त्रालय के अधिकारियों की कार्यकुशलता के बारे में टीका टिप्पणी करते हैं उनको रेलवे मन्त्रालय के अधिकारी वर्ग ध्यान से सुने और यह देखें कि हमारी वह टीका टिप्पणी कहा तक ठीक है। रेलवे मन्त्रालय को देखना चाहिये कि जब निशाम स्टेट की यह रेलवे थी और जब अग्नेज यहा पर थे तब रेलवे में कैसी कार्यकुशलता थी और रेलवेज का कैसे काम चलता था और आज कैसे चल रहा है।

[श्री ई० मधुसूदन राव]

यहाँ पर जो रेलवे विभाग उच्च कोटि के कर्मचारी दो दिन से बैठे हैं वे बड़ी ध्यान से हमारी बातें सुन रहे हैं। जिस कुशलता से ये लोग अपनी रिपोर्ट लिखते हैं अगर उसी तरह से काम भी करे तो हमको और अपोजीशन वालों को उनकी झालोचना न करनी पड़ेगी। हम तो उनकी सहायता के लिये ही यहाँ सुभाव देते हैं।

आन्ध्र प्रदेश के बनने के बाद बहुत से लोगों का राजधानी आना जाना बंद गया है। इसके लिए रेलवे की सुविधा मिलनी चाहिए। मैं चाहता हूँ कि बेजबाबा को हैदराबाद से मिलाया जाये तो लोगों को बहुत सुविधा हो जायेगी।

मद्रासलम और सिंगरेनी में कोयले का बहुत उत्पादन हो रहा है। उसके वितरण में कठिनाई हो रही है। उस लाइन को डबल किया जाये।

रामगुडम निजामाबाद लाइन बहुत जरूरी है। दो साल पहले भी मैंने इसके लिये कहा था। मगर इस से शायद कोई दिक्कत आ गई। यह जर्मन इनाम है। रामगुडम जिले में कायने की खान है उस जिले में १५० करोड़ से नागार्जुन सागर की योजना बनने वाली है। इस जिले से कोयला निकलता है उसका वितरण करना मुश्किल हो रहा है। इस और भी ध्यान देना चाहिए।

रेलवे मंत्रालय ने जिन कामों की उपेक्षा की है उनको ध्यान में रखते हुए मैं कुछ बातें कहना चाहता हूँ। बहुत से माननीय सदस्यों ने कहा है कि गाड़ियों से क्वाड्रिपल बहुत होता है। मैं भी इससे सहमत हूँ। बेजबाबा और काजीपेट जैसे स्टेशनों पर पैसिंजर अमीनिटीज की कमी है। काजीपेट स्टेशन के बारे में मेरे दोस्त

श्री बिट्टल राव ने ६१२ नम्बर का तारकित प्रश्न पूछा था और इससे पहले भी उन्होंने इस बारे में प्रश्न पूछा था कि जो रिमाडलिंग के लिए ४० लाख रुपया रखा गया था उसका क्या हो रहा है। पर अभी तक पता नहीं कि इस दिशा में क्या काम हो रहा है।

वैसे ही मैं यह कहना चाहता हूँ कि बेजबाबा और काजीपेट स्टेशनों पर रिटायरिंग रूम की सुविधा नहीं है। ५० पर सेंट एम० पी० लोग यहाँ से होकर दक्षिण को जाते हैं। मगर इन स्टेशनों पर न रहने के लिए सुविधा है, न पीने के पानी का प्रबन्ध है न खाने का आराम है और न लाइट का ही ठीक प्रबन्ध है। काजीपेट एक बड़ा जक्शन है। पर यहाँ पर भी ये सुविधायें नहीं हैं।

इसके अलावा काजीपेट से धू कनेक्शन भी नहीं हाते। इसकी अत्यन्त आवश्यकता है। ये जो १४ प्रदेश भारत में बने हैं, इनकी राजधानियों तक लोग तथा माल आसानी से पहुँच सके इसको ध्यान में रखकर ही रेलवे विभाग को प्रबन्ध करना चाहिए। रेलवे के जो उच्च कोटि के अधिकारी हैं वे इस पर सोचें और पालियामेंट के मेंबरो में मिलकर योजना बनायें। हम यह नहीं चाहते कि वे कोई काम ऐसा करें कि जो कानून के खिलाफ हो। हम नहीं चाहते कि वे कोई गलत सलत चीजे करें। हमारा उद्देश्य जनता को अधिक से अधिक सुविधा देना है। इसलिए जो रेलवे कर्मचारी हैं उनको इसी दृष्टि से काम करना चाहिए। ऐसा होगा तभी लोगों को इस विभाग पर विश्वास होगा।

मैं एक बात और आपके सामने रखना चाहता हूँ। काजीपेट बल्लारहाह लाइन पर १२ स्टेशनों के रिमाडलिंग के लिए ४५ लाख रुपया रखा गया था लेकिन उस दिशा में कुछ काम शुरू नहीं हुआ है। यह कब तक होगा इसका भी कोई अनुमान नहीं है।

एक बात और कहना चाहता हूँ। इस बारे में मैं ने प्रेसस्टाई प्रबल नम्बर ७४३ में भी पूछा था। बारंगाल समरम रोड पर एक अंडर ग्राउंड ब्रिज बनने की बात थी। उसके लिए हमारे माननीय सदस्य श्री सादत अली खां ने भी एक पत्र लिखा था पर उनको तो एकनालिजमेंट भी नहीं मिला। मुझे एकनालिजमेंट तो मिला है पर काम क्या हुआ है यह अगवान ही जानता है। इस अंडर ग्राउंडब्रिज के लिए मैं ने वहाँ की म्युनिसिपैलिटी से दरखास्त की और वहाँ के इंजिनियरों और पी० डब्ल्यू० डी० के इंजिनियरों से सर्वे करवा कर केन्द्र को भेजा। लेकिन मेरे सवाल के जवाब में कहा गया कि अभी उसे एग्जामिन किया जा रहा है। मेरी समझ में नहीं आता कि इस काम में सालों और महीनों क्यों निकल जाते हैं। वह टेकनिकल परमन्स है और हमको टेकनि-कैलिटिज में डाल देने हैं। मैं यह कहना चाहता हूँ कि वे बहुत ज्यादा टेकनिकल न बने और जनता के सुविधा के लिये जल्दी काम करे और हम से भी इस काम में सहायता लें। हम यह नहीं चाहते कि जिस चीज के लिए हम कहे उसको आप साल ६ महीने तक लटका रखें। ऐसा होने से जनता को सरकार पर अविश्वास होने लगता है।

रेलवे मंत्रालय ने कुछ नई लाइने डाली है जिनसे जनता को सुविधा होगी, विद्या-धियों को सुविधा होगी और उद्योगों को सहायता मिलेगी। इसके लिए रेलवे मंत्रालय धन्यवाद का पात्र है।

उपाध्यक्ष महोदय : अब तो खत्म करना चाहिए।

श्री इ० शबसूदन राव : मैं एक बात और कहना चाहता हूँ। वह यह कि रेलवे स्टेशनों पर, खासकर बड़े रेलवे स्टेशनों पर कोड़ी बहुत मा जाते हैं। दिल्ली तो राजधानी है। पर यहाँ के स्टेशन पर भी कोड़ी दिसायी देते हैं। मद्रास में कुछ ज्यादा है। लेकिन वे हर बड़े स्टेशन पर कलकत्ता और

बम्बई तक पर दिसायी देते हैं। रेलवे विभाग को इस चीज पर ध्यान देना चाहिए। लोग इन स्टेशनों पर पानी प्रादि पीते हैं। हो सकता कि इन कोड़ियों के रहने की वजह से उनके स्वास्थ्य पर बुरा असर होता हो।

मैं एक बार फिर रेलवे मंत्रालय को धन्यवाद देता हूँ।

**Shri T. B. Vittal Rao:** The performance of the railways should have been far better in view of favourable circumstances. In the matter of release of foreign exchange, the railways have been specially favoured; in the matter of getting loans from the World Bank, they were fortunate; in the matter of getting critical materials as stated by the Railway Minister, like iron and steel, they could get a better share of the imported materials. Taking all these things into consideration, the performance of the railways should have been far better, and much more goods could have been lifted. We find that we have lifted about 137 million tons of goods.

I do not want to say anything from my side. Only yesterday, the hon. Minister of Steel, Mines and Fuel, while replying to a question on coal production, said that in the Karanpura coal fields they could not raise much more than what they have raised because of the fact that sidings have not been laid by the railways. Even from my own experience, I could say easily that if only there had been a railway siding, connecting the Smgareri coalfields with the Bellampalli railway station, we could have raised 5 lakhs of tons of coal during the last year. The estimate given by the Railway Minister envisages that he is going to reach the target of lifting 162 million tons as envisaged in the Second Plan by the end of the Plan period. But considering the rate at which some of the things are proceeding, I am afraid he has taken a very complacent view of the thing. We have to lift that quantity, and we can do so

[Shri T B Vittal Rao]

only if effective and energetic measures are taken from now

The whole year has been very good so far with regard to certain workshops and certain other plants which are under the Railway Ministry. The outturn in the Chittaranjan Locomotive Works has been good. The number of coaches turned out from the Integral Coach Factory at Madras has been good. The completion of the Ganga bridge one year ahead of the schedule is really a great achievement and a tribute to the Railway Minister. I am very glad that one year has been made up out of the so many years lost over selecting a site for the Ganga bridge. So also, our railways have done a very good job with regard to sending the machinery and materials required for the Rourkela and the Bhilai steel plants. I hope and trust that the same enthusiasm will be displayed in transporting machinery and materials to Durgapur. A day's delay in the setting up of the steel plant costs the nation so much. Besides, by taking goods from place to place, by transporting them in time, the railways could contribute also to the regulation of the market forces. I do not say that the railways regulate the market forces, but they could contribute towards the regulation of the market forces.

Shri Jagjivan Ram: We have done that.

Shri Tangamani (Madurai): Much more is necessary.

Shri Nath Pai: But you can improve.

Shri Jagjivan Ram: Yes.

Shri T. B. Vittal Rao: One important thing which was in the reply given by the Railway Minister to the debate in the Rajya Sabha is in regard to the manufacturing of diesel engines. In view of the fact that today we are only producing ten per cent of the oil that we require, that is, the fuel oil that we require in our country, I

would like the hon. Minister to consider the economics of this, and consider whether we should import diesel oil for running these locomotives. I am sure the diesel engines will certainly contribute to speed and will really raise efficiency of the running of the railways. But under the present circumstances, when we have no synthetic oil plant, and when we have the foreign exchange difficulty, we have to consider whether this dieselisation is desirable. Then again, the hon. Minister suggested that the manufacture of the diesel engines will be entrusted to the private sector in collaboration with some foreign firms. I would like to invite the attention of the Railway Minister to the Industrial Policy Resolution adopted in 1956, which clearly lays down that railway transport will be the monopoly of the State.

Shri Jagjivan Ram: May I interrupt the hon. Member? Diesel engines can be used in places other than the railways also, they will not be entirely for the railways.

It is clearly laid down in the Industrial Policy Resolution that it will be open to the State to start any industry included in Schedule A and Schedule B when the needs of planning so require or when there are other important reasons for it, and in appropriate cases the private owned units may be permitted to produce an item falling within Schedule A for meeting their own requirements, or as by-products.

This production of diesel engines will be a new unit. It is not for supplementing what is already being produced. Therefore, it will be contrary to the Industrial Policy Resolution adopted by Parliament in 1956.

Regarding certain other items included in the Budget Estimates I have to say this. When some items are included we sincerely feel that those works would be taken up. For example, there is this conversion of Gudiwada-Bhimavaram line. There

was provision made last year in the Budget for this. But the work has not started so far. It was not a nominal provision that was made. A sum of nearly Rs 14 lakhs had been provided in the Budget but not a single pic has been spent so far. So also with the remodelling of the Kazipet railway station. A sum of Rs 10 to Rs 14 lakhs has been provided, but the work has not started.

The Estimates Committee strongly commented on that that when a provision is made that amount should be utilised. That is the recommendation of the Estimates Committee. But what do we find? We find, year after year in spite of the Estimate Committee's recommendation certain provisions for certain works are lapsing. But when we view the whole thing we see that expenditure is also mounting. How does this come about? It shows that while budgeting we are not planning properly. The Estimates Committee had something to say about that also. I hope and trust that in future such things will not happen.

Regarding development of new rail links, I am glad that some new rail links have been taken up which have not been included in the Second Plan. I am only sorry that some one or two lines which were included in the Second Plan have not been taken up so far. But I find from the Estimates that for the Robertsganj to Garhwa rail link a sum of Rs 17 crores has been provided. It is a hundred mile link and it works out at the rate of Rs 17 lakhs per mile. For the Guna-Ujjain rail link, a distance of 175 miles the provision is only Rs 12.5 crores. I tried to see the map to know whether there is any big bridge which is going to cost some Rs 5 to Rs 10 crores falling on this line.

**Shri Jagjivan Ram:** Hilly area.

**Shri T. B. Vittal Rao:** It is said, hilly area, difficult terrain. But the difference seems to be very much. This may be looked into.

There are certain backward areas like Tripura. Some rail link should be there. These backward areas should be given special preference. So also

the Konkan lines, some special preference should be given to them also.

**Shri Jagjivan Ram.** Shri Nath Pai comes from there.

**Shri T. B. Vittal Rao:** In this House I raised it even three years back. The *Free Press Journal* also wrote an editorial on that.

Then I come to the running of trains. From the running of the Grand Trunk Express, you can judge the efficiency of the Railways. When we were demanding that the running time of the G. T. Express is too much and it should be reduced, the then Railway Minister reduced the running time by cancelling certain halts. But, what has happened since the resolution about the unpunctual running of trains came up here? I find that the running time of the train has been increased. From Delhi to Hyderabad, a distance of hardly 1000 miles which is little more than the distance of Delhi-Howrah, we take 36 hours, whereas the Kalka mail takes only 25 hours to Howrah. Same is the case with the Frontier Mail between Delhi and Bombay. For reaching Hyderabad, the capital of a big State, we take 36 hours and for Madras a distance of 1300 miles we take 48 hours. The time which has been decreased by cancelling the halts is lost. We have lost the halts and also the time.

I now take this deluxe train between Delhi and Madras. The occupation ratio is very poor. In spite of the fact that it is a very costly-run train, the ratio is not even 15 per cent. So I would request the hon. Minister to do away with these deluxe trains. I would not mind if he runs it as a mail train from Delhi to Madras. There will be traffic for it. There was a proposal in this House to run the G. T. Express with the mail speed so that there would not be dislocation. At least twice a week let him run these deluxe trains as regular mail trains. He may have an air-conditioned coach also, if he so desires. (An Hon. Member *For whom?*) for foreign visitors, it is said. I would refer to a few matters.

**Mr. Deputy-Speaker:** He may leave me one minute to ask another hon Member to begin

**Shri T B. Vittal Rao:** I have not referred to several matters at all I find from the statistics that quite a number of officers have been added Between 1956 and 1958, there has been an increase of about a thousand officers, a big increase in the Railway Board also That is the time when all the other Ministries were observing economy I can understand that there is a great deal of activity going on all over the country But this enormous increase of 24 per cent should be gone into and a job analysis should be made

**Shri Jagjivan Ram:** It is being done

**Shri T B Vittal Rao:** Now I come to the temporary men In the railways as a whole 19 per cent of the persons are temporary Out of the 11 lakhs of railwaymen barring about two lakhs who are casual labourers we find 1,92,300 temporary men Some of them have put in a service of three years and more What is the justification? You have been increasing the staff at the rate of about 50,000 a year In 1956 it went up by 35,000 and this year by about 50,000 At least those who have put in more than three years should be confirmed straightaway and made permanent While the All India average is 19 per cent the figure for the Central Railway is 23 per cent That is to say 23 per cent of the employees of the Central Railway are temporary I do not know why it is so I know it is not due to the general policy of the Railway Board I have got some experience of personnel matters and how they are dealt with in the Central Railway This increase in the average in the Central Railway is due to the inefficiency of the personnel branch in the Central Railway I can say that without any fear of contradiction I have been representing cases The way they are replying, the time taken by them to settle certain cases which they think justified and other things do lead me to that conclusion Such a long time is taken,

sometimes even two or three years That clearly shows and reflects little credit on the efficiency of the personnel branch I have got some more points but I shall conclude now

17 hrs.

**Mr Deputy-Speaker:** Is Shri Sampath there? No Kumari Vedakumari or Shrimati Sangam Laxmi Bai No (Interruptions) Shrimati Krishna Mehta

**श्रीमती कुष्णा मेहता (जम्मू तथा काश्मीर) उपाध्यक्ष महोदय**

एक माननीय सदस्य काश्मीर में तो कोई रेलवे लाइन नहीं है।

उपाध्यक्ष महोदय माननीय सदस्य कह रहे हैं कि काश्मीर में कोई रेलवे लाइन नहीं है

**श्रीमती कुष्णा मेहता** इमीलिए तो बोलन की आवश्यकता है।

**श्री गणपति राम उपाध्यक्ष महादय** क्या मैं यह समझूँ कि कल मुझे बोलने के लिए समय मिल जाएगा?

**Mr Deputy-Speaker** Shri Ajit Singh Sarhadi wanted to speak

**Shri Ajit Singh Sarhadi (Ludhiana)** I will speak tomorrow

**श्रीमती कुष्णा मेहता** मैं माननीय गेनरेल मंत्री जी तथा गेनरेल बोर्ड का धन्यवाद देना चाहती हूँ कि उन्होंने जम्मू तथा काश्मीर की जनता की एक बड़ी मांग को पूरा करने की तरफ ध्यान दिया है और धारा की जाती है कि जल्दी में जल्दी रेलवे लाइन का काम भी बहा शुरू किया जाएगा

**उपाध्यक्ष महोदय** माननीय सदस्य कल अपनी स्पीच करेंगे।

17.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 27th February, 1959 (Pohalgun 8, 1959 (Saka)

[Thursday, February 26, 1959/Phalgun 7, 1880 (Saka)]

ORAL ANSWERS TO QUESTIONS		COLUMNS	WRITTEN ANSWERS TO QUESTIONS—contd.		COLUMNS
S.Q. No.	Subject		S Q No.	Subject	
		3079—3116			
663.	Ceiling on Urban Income	3079—82	692.	Prohibition	3126
664.	Exports to Burma	3082—85	693.	Complex fertilizers	3127
665.	Scheme for precast housing	3085—87	694.	Oman	3127
666.	Jeep Case	3087—89	695.	Ceiling on Indian Textiles	3128
667.	Foundary Dispute	3089—93	696.	Indian Statistical Institute	3129
668.	Paper and pulp machinery	3093—95	697.	Small scale industries in Punjab	3130—31
669.	Exports	3095—97	698.	Wire broadcasting system	3131
670.	Demands of Singarani Collieries Workers' Union	3097—98	699.	Displaced persons from East Pakistan	3131
672.	Contribution to Provident Fund	3099—3102	700.	Biscuit factories	3132—33
674.	Trucks and Cabs	3102—04	701.	Dandakaranva Schemes	3133
675.	Aluminium Factory in U.P.	3109—10	702.	Workers' Education Scheme	3133—34
676.	Indian Sherpas in Nepal	3111—12	703.	Indian diplomatic establishment in Bahrain and Kuwait	3134
677.	Manganese Ore	3113—15	704.	Corruption	3135
678.	Hindu and Sikh Shrines in West Pakistan	3115—16	705.	Use of fertilizers in Tea gardens	3135
WRITTEN ANSWERS TO QUESTIONS		3116—3205	706.	Artificial silk and cotton and silk fabrics	3135—36
S Q No.			707.	National Tribunal for Cantonment Board employees	3136
671.	Solvent extraction of oils from oil cakes	3116—17	708.	Contracts to Labour Co-operative Societies	3136—37
673.	International Tea Agreement	3117	709.	Engineering Export Promotion Council	3137—38
679.	Processing of cheese	3117—18	710.	Manufacture of automobiles	3138
680.	Export of iron ore to Japan	3118—19	711.	Unidentified planes over Jammu	3139—40
681.	New spinning machine	3119	712.	Productivity teams	3140—41
682.	Andhra Paper Mills, Rajahmundry	3120	713.	Dental goods	3141—42
683.	Minimum wages of agricultural workers	3120—21	714.	Indian cotton export trade	3142—45
684.	Rural broadcasting at Poona Station of All India Radio	3121—22	715.	Afro-Asian Economic Conference	3145—46
685.	Labour Appellate Tribunal	3122	716.	Baghdad Pact	3146
686.	Tea industry	3122—23	717.	Naga People Convention	3146—47
687.	Bleaching powder	3123	718.	Barter deal with U.S.A.	3148
688.	Plywood manufacturing factories	3123—24	719.	Manufacture of heavy Machinery	3148—49
689.	'Akashvani'	3124—25	720.	Pakistan aircraft	3149—50
690.	Manufacture of streptomycin	3125—26	721.	Closure of Kanpur Cotton Mills Ltd., Kanpur	3150
691.	Export of Indian jute goods	3126			



WRITTEN ANSWERS TO  
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
935.	Safety measures in Mines	3151
936.	Plan Publicity Centre in Delhi	3151-52
937.	University Bureaux	3152
938.	Silk processing factories	3152
939.	Dramatic troupes for plan publicity	3153-54
940.	Export of Indian films to Iraq and Egypt	3154
941.	Documentary on rop- dancers and snake charmers	3153-54
942.	Immigrants from West Pakistan	3155
943.	Tea	3155
944.	Export of films	3155-56
945.	Rayon fabrics	3156
946.	Export of cotton waste	3156
947.	Resin and turpentine industry in Punjab	3156-57
948.	Manufacture of poly- thene	3157
950.	Per Capita income	3157-58
951.	Heavy Industries	3158
952.	Ever-bright steel	3159
953.	Import of cotton	3159-60
954.	Slum clearance in Rajasthan	3160-61
955.	Displaced persons in Ghatti Village	3161
956.	Claims of displaced banks	3162
957.	News readers in A I R	3162-63
958.	M/s. Tata Fisons (Private) Ltd Cochin	3163
959.	State Trading Corpo- ration	3163-64
960.	Second Five Year Plan	3164
961.	Mica Wet Grinding Plant	3164-65
962.	Community radio sets	3165
963.	Second Five Year Plan	3165
964.	Correspondence with foreign countries	3166
965.	X-ray manufacturing factories	3166-67
966.	Wage map for Bombay and Kanpur	3167
967.	Government buildings on Parliament Street	3167-68
968.	Exports to U.K.	3168
969.	Second Five Year Plan, Andhra Pradesh	3169

WRITTEN ANSWERS TO  
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
970.	Central schemes	3169
971.	Export of non Ore	3169-70
972.	Development of handi- crafts	3170
973.	Import of jute and jute cuttings	3170
974.	Membership of Trade Unions	3171
975.	Bonus to Insurance employees	3171
976.	Export of beef	3172
977.	Employees of Faridabad Development Board	3172
978.	Export of monkeys	3173
979.	Willy regions of U. P. and Punjab	3173-74
980.	Tailors of West Bengal	3174
981.	Export of jute	3175
982.	Export of ready-made clothes	3175
983.	Companies registered in Delhi	3176
984.	Prime Minister's circular to Ministries	3176-78
985.	Labourers in iron and man- ganese ore mines	3178
986.	Heavy machine tool works	3178-79
987.	New tyre factories	3179
988.	Employees in India House, London	3179-80
989.	Employees Provident Fund Scheme	3180
990.	Handloom experts from West Germany	3180-81
991.	Indian tobacco	3181
992.	Industrial Training Insti- tute at Panisagar, Tripura	3181-82
993.	Industrial Estate at Solan (Himachal Pradesh)	3182
994.	Managing agents	3172-84
995.	Export of mango fruit	3184
996.	Rural housing	3183-84
997.	Payment of compensation	3184-86
998.	Pakistani infiltration into Jammu and Kashmir	3186
999.	Naga hostilities	3186-87
1000.	Export Risk Insurance Corporation	3187
1001.	Second Five Year Plan (Madras)	3187
1002.	Recruitment through Employment Exchanges	3187-88
1003.	Bhakra Canal Project	3188

WRITTEN ANSWERS TO  
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
1004.	Housing problem of industrial workers .	3188-89
1005.	Punjabi literature and literary speeches in A.I.R. .	3189-90
1006.	Import quota of Michelin Tyres . . .	3190-91
1007.	Skilled and unskilled workers . . .	3192
1008.	Foreign Arbitral Awards .	3193
1009.	Ambar Charkha Programme in Punjab .	3193
1010.	Industrial Estates in Punjab . . .	3193-94
1011.	Export of Ores . . .	3194
1012.	Export Promotion Advisory Committees .	3194
1013.	Chunakuri Colliery Disaster . . .	3194-95
1014.	Kuper's Camp in West Bengal . . .	3195
1015.	Cement and Ceramic Factories . . .	3195-96
1016.	Radio Week celebrations.	3196-97
1017.	Textile industries . .	3197
1018.	Metal industries. . .	3197-98
1019.	Journal of Industry and Trade . . .	3198-99
1020.	Import of spares for earth-moving, refrigeration and air-conditioning equipments .	3199-3200
1021.	Class III and class IV P.W.D employees in Himachal Pradesh .	3200
1022.	Newsprint . . .	3201
1023.	Seminar on "Industrialisation and the Industrial Man" .	3201-02
1024.	Accommodation for Central Government employees in Delhi .	3202
1025.	Use of Metric system in industries . . .	3202-03
1026.	Leather industry . .	3203-04
1027.	Use of power driven machinery for leather industry . . .	3204
1028.	Flying and tanning centres . . .	3204-06
1029.	Training in tanning and flying . . .	3206
1030.	Permits for N.E.F.A. .	3207
1031.	Training in administrative management .	3207-08

PAPERS LAID ON THE  
TABLE . . . . .

3212-13

The following papers were laid on the Table.

(1) A copy of each of the following statements showing the action taken by the Government on various assurances, promises and undertakings given by the Ministers during the various Sessions of Second Lok Sabha —

(i) Supplementary Statement No II, Sixth Session, 1958.

(ii) Supplementary Statement No VI, Fifth Session, 1958.

(iii) Supplementary Statement No XV, Fourth Session, 1958

(iv) Supplementary Statement No XVII, Third Session, 1957.

(v) Supplementary Statement No. XXI, Second Session, 1957.

(2) A copy of each of the following Notifications under sub-section (3), of Section 8 of the Cinematograph Act, 1952 —

(i) G S R No 42 dated the 10th January 1959 making certain further amendments to the Cinematograph (Censorship) Rules, 1958. #

(ii) G. S. R No 166 dated the 7th February, 1959

(3) Statement re the alleged refusal of the State Trading Corporation to supply caustic soda to members of the Non-Power Soap Manufacturers' Association.

RAILWAY BUDGET—  
GENERAL DISCUSSION 3214-3338

Further General Discussion on the Budget (Railways 1959-60 continued. The discussion was not concluded.

AGENDA \* FOR FRIDAY,  
FEBRUARY 27, 1959/  
PHALGUNA 8, 1880 (Saka)

Further discussion on the Railway Budget, 1959-60 and consideration of the Private Members' Resolutions.