CONTENTS
[Second Series, Volume XII—24th February to 10th March, 1958.]

No. 11—24th February, 1958.

Death of Maulana Arif, Shri B. Das and Shri V. M. Ghadiali... 2097—2106
Daily Digest... 2107—08

No. 12—Tuesday, 25th February, 1958.

Oral Answers to Questions—
Starred Questions Nos. 449 to 452, 454, 456 to 469, 461 to 465 and 467... 2109—44

Written Answers to Questions—
Starred Questions Nos. 468, 453, 455, 460, 466, 468 to 491... 2144—82
Unstarred Questions Nos. 482 to 596... 2182—2255

Death of Shri S. K. Banerjea... 2255

Motions for Adjournment—
1. Exploration of ammunition at Pathankot railway siding; and... 2255—57
2. Death of and injury to army personnel during firing training at Apulala... 2257—59

Papers laid on the Table... 2259—63
Messages from Rajya Sabha... 2263—64

Ancient Monuments and Archaeological sites and Remains Bill—Laid on the Table as passed by Rajya Sabha... 2264

Petitions re: Representation of the People Act and Indian Post Office Rules... 2264

Demands for Supplementary Grants (Railways) 1957-58... 2264

Probation of Offenders Bill—Report of Joint Committee presented... 2264

Calling Attention to Matter of Urgent Public Importance—
Reservation of seats for Scheduled Castes... 2264—66

Correction of Answer to Starred Question No. 205... 2266

Statement re: Accidents in Collieries near Amson... 2266—73

Bills Introduced—
1. Control of Shipping (Continuance) Bill... 2273
2. Appropriation Bill... 2273—74

Appropriation Bill—
Motion to Consider... 2274

Central Sales Tax (Amendment) Bill—
Motion to consider... 2274—76

Clauses 1 and 2... 2275

Motion to pass... 2275

Motion re: Suspension of First Proviso to Rule 74... 2276—77

Merchant Shipping Bill—
Motion to refer to Joint Committee... 2277—96, 2296—2367
Business of the House... 2296

Statement re: Explosion at Pathankot... 2267—72
Business Advisory Committee—

Nineteenth Report

Daily Digest

No. 13—Wednesday, 26th February, 1958.

Oral Answers to Questions—

Starred Questions Nos. 492 to 496, 498, 500 to 502, 504 to 508, 511 to 513 and 515 to 520

Written Answers to Questions—

Starred Questions Nos. 497, 499, 503, 509, 510, 514, 521 to 529

Unstarred Questions Nos. 597 to 627, 628 to 655 and 657 to 667

Motion for Adjournment—

Police firing on employees of H.L.A.

Papers laid on the Table

Committee on Private Members' Bills and Resolutions—

Fifteenth Report

Statement re:

Strike by students of Delhi Polytechnic

Business Advisory Committee—

Nineteenth Report

Appropriation Bill Passed

Railway Budget—General Discussion

Statement re: Railway Accident at Sonapur Station

Daily Digest


Oral Answers to Questions—

Starred Questions Nos. 530 to 536, 538 to 542, 544, 548, 550, 552, 553 and 556

Written Answers to Questions—

Starred Questions Nos. 537, 543, 545 to 547, 549, 551, 554, 555 and 557 to 569

Unstarred Questions Nos. 668 to 704 and 766 to 767

Motion for Adjournment—

Fast by Shrimati Sudha Joshi in Goan Jail

Papers Laid on the Table

Statement re: Explosions at Pathankot

Committee on Absence of Members from the Sittings of the House—

Fifth Report

Election to Committee—

Employees' State Insurance Corporation

Railway Budget—General Discussion

Statement re: Accident at the Army Firing range at Ambala

Daily Digest

No. 15—Friday, 28th February, 1958.

Oral Answers to Questions—

Starred Questions Nos. 570 to 581, 583 to 585 and 587 to 589

Written Answers to Questions—

Starred Questions Nos. 582 and 586

Unstarred Questions Nos. 712 to 766
Paper laid on the Table .................................................. 2912
Leave of Absence .......................................................... 2912-13
Business of the House .................................................... 2913
Railway Budget—General Discussion ................................... 2914 65
Committee on Private Members' Bills and Resolutions—
Fifteenth Report .......................................................... 2965
Resolution re: Commission to inquire into indiscipline among students—Concluded 2966-3007
Presentation of General Budget .......................................... 3007-33
Finance Bill—Introduced .................................................. 3033-34
Gift-Tax Bill—Introduced ................................................. 3034
Estate Duty (Amendment) Bill—Introduced ............................ 3034
Daily Digest .................................................................. 3035-42

No. 16—Monday, 3rd March, 1958.
Oral Answers to Questions—
Starred Questions Nos. 611, 612, 614, 616 to 630, 632 to 634 .................. 3041-76
Written Answers to Questions—
Starred Questions Nos. 615, 631, 635 to 655 .................................. 3076-89
Unstarred Questions Nos. 676 to 820 ......................................... 3089-3118
Death of Shri Durga Charan Banerjee ...................................... 3119
Papers laid on the Table ...................................................... 3119
Messages from Rajya Sabha ............................................... 3120-21
Calling Attention to Matter of Urgent Public Importance—
Talks held with Dr. Graham ................................................ 3122-23
Correction of Answer to Supplementary to Starred Question No. 219 3122-24
Rice Milling Industry (Regulation) Bill—Introduced ....................... 3124
Railway Budget—General Discussion .................................... 3124-3209
Demands for Supplementary Grants (Railways), 1957-58 ............... 3209-40
Daily Digest .................................................................. 3241-46

No. 17—Tuesday, 4th March, 1958.
Oral Answers to Questions—
Starred Questions Nos. 656 to 660 and 662 to 669 ......................... 3247-78
Written Answers to Questions—
Starred Questions Nos. 661 and 670 to 703 .................................. 3278-97
Unstarred Questions Nos. 821 to 893 ....................................... 3298-3336
Point of Information .......................................................... 3336
Papers laid on the Table ...................................................... 3336-37
Election to Committee ....................................................... 3337-38
Demands for Supplementary Grants—Railways, 1957-58 ............... 3338-93
Demands for Grants—Railways, 1958-59 ................................ 3393-3504
Daily Digest .................................................................. 3505-10

No. 18—Friday, 7th March, 1958.
Oral Answers to Questions—
Starred Questions Nos. 705, 707 to 709, 712, 714, 715, 717, 718, 721, 723, 725, 728 to 731, 734 to 738 ......................... 3511-47
Written Answers to Questions—

Starred Questions Nos. 704, 706, 710, 711, 713, 716, 719, 720, 722, 724, 726, 727, 732, 733, 739 to 753
Unstarred Questions Nos. 894 to 998

Appropriation (Railways) Bill, 1958—Introduced

Demands for Grants—Railways

Bills Introduced—

1. The Code of Criminal Procedure (Amendment) Bill, 1958 (Amendment of sections 342 and 562) by Shri Raghubir Sahai
2. The Code of Civil Procedure (Amendment) Bill, 1958 (Omission of section 87-B) by Shri M. L. Dwivedi
3. The Management of Light Railways (Taking over by the State) Bill, 1958, by Shri Jhulan Sinha
4. The Salaries and Allowances of Members of Parliament (Amendment) Bill, 1958 (Amendment of section 6) by Shri N. Keshava

Indian Penal Code (Amendment) Bill—Insertion of New Section 124-B—
Motion to Consider

Indian Penal Code (Amendment) Bill (Amendment of Section 304-A)—
Motion to consider

Indian Arms (Amendment) Bill (Amendment of Section 4)—
Motion to consider—Negative

Code of Criminal Procedure (Amendment) Bill (Amendment of sections 361-A and 517)—
Motion to consider—Negative

Indian Penal Code (Amendment) Bill (Omission of section 497)—
Motion to consider

Daily Digest

No. 19—Saturday, 8th March, 1958.

Written Answers to Questions—

Starred Questions Nos. 754 to 757, 759, 761 to 764, 766, 767, 771, 772, 774 to 776, 778 to 783 and 7867—88

Call to the House

Appropriation (Railways) Bill—Passed

Demands for Grants on Account

Demands for Grants—Railways—
Demand No. 1

Written Answers to Questions—

Starred Questions Nos. 790 to 793, 795, 797, 801, 803, 804, 806, 810 to 813 and 815

Short Notice Question No. 4

Written Answers to Questions—

Starred Questions Nos. 789, 794, 796, 798 to 800, 802, 805, 807 to 809, 814, 816 to 838

Unstarred Questions Nos. 1066 to 1083 and 1085 to 1126

Columns
<table>
<thead>
<tr>
<th>Column</th>
<th>Papers laid on the Table</th>
<th>Appropriation (Vote on Account) Bill—Introduced</th>
<th>Demands for Grants—Railways</th>
<th>Control of Shipping (Continuance) Bill—</th>
<th>Motion to Consider</th>
<th>Clauses 2 and 3</th>
<th>Motion to Pass</th>
<th>Indian Post Office (Amendment) Bill as Passed by Rajya Sabha—</th>
<th>Motion to consider (as passed by Rajya Sabha)</th>
<th>Clauses 1 to 4</th>
<th>Motion to Pass</th>
<th>Business Advisory Committee—</th>
<th>Twentieth Report</th>
<th>Daily Digest</th>
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N. B.—The sign above a name of a Member on Questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.
The Lok Sabha met at Eleven of the Clock

[Mr Speaker in the Chair]

ORAL ANSWERS TO QUESTIONS

Rural Electrification in Madras

No. 705. Shri Elayaperumal: Will the Minister of Irrigation and Power be pleased to state whether the Union Government have asked the Madras Government to prepare and place their plans for rural electrification for the current and ensuing years?

The Minister of Irrigation and Power (Shri S. K. Patil): No, Sir.

Shri Elayaperumal: May I know what amount was allotted for this purpose?

Shri S. K. Patil: Out of the total allotment of Rs 20.10 crores for all the States for this scheme, the Madras Government's share was Rs 3,97,00,000.

Shri N. R. Munisamy: Is it a fact that a couple of years back the Government of India had formulated a scheme with a view to draw electric lines to all the villages which are said to be backward areas in Madras State?

Shri S. K. Patil: I have been talking of this allotment out of the total sum of Rs 20 crores.

Shri B. S. Murthy: May I know how much money has been spent by the Madras State out of the allotment made?

Shri S. K. Patil: So far as rural electrification is concerned, I think Madras seems to be quite ahead of the other States. They have done quite a lot of electrification. So far as the money which they have spent out of this is concerned, in 1954-55 there was an allotment of Rs 64 lakhs, in 1955-56 Rs 1,20,00,000 and in 1956-57 Rs 70 lakhs, that means a total amount of Rs 2,54,00,000 in those three years.

Shri Ramanathan Chettiar: May I know whether the rural electrification scheme will be included in the core of the Plan?

Shri S. K. Patil: That is for the other Ministry to answer. But the exchange question does not come in the way and therefore there is no difficulty. So long as the States do not fail to utilise the money, they can go ahead.

Transport Policy of States

Shrimati Tarkeshwari Sinha:

Shri Raghunath Singh:

Sardar Iqbal Singh:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the State Governments have been recently asked to revise their transport policy; and

(b) if so, the reactions of the State Governments in this matter?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) A statement giving the information required is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 46.]
Oral Answers 7 MARCH 1956

Shrimati Tarakeshwari Sinha: May I know what has been the reaction of the State Governments in so far as they have been asked to form transport corporations in their respective States and which are the States which have agreed so far to form transport corporations?

Shri Raj Bahadur: Except U.P., Punjab etc two or three States which have pointed out certain difficulties in regard to the formation of such corporations, the rest of the States appear to be prepared to fall in line.

Shrimati Tarakeshwari Sinha: What will be the shape and terms of reference of these corporations and how will the financial burden be met? May I know whether it will be met also by a percentage of contribution by railways and if so, what percentage of contribution will come from the railways?

Shri Raj Bahadur: The road transport corporations contemplated will be constituted according to the Road Transport Corporations Act, 1950. So far as the participation of the Centre or the Railways is concerned in the constitution of such undertakings, a provision of Rs 10 crores exists so far as Railways are concerned for such participation.

Shri Rambhau: The road transport corporations contemplated will be constituted according to the Road Transport Corporations Act, 1950. So far as the participation of the Centre or the Railways is concerned in the constitution of such undertakings, a provision of Rs 10 crores exists so far as Railways are concerned for such participation.

Shri Khadilkar: Yes.

Shri Raj Bahadur: I think the hon. Member is referring to inter-State transport commission, as distinguished from intra-State, which means within the State.

Shri Khadilkar: Yes.

Shri Raj Bahadur: I think the notification in regard to that will be issued today or tomorrow setting up that particular Commission.

Shri Khadilkar: As there are difficulties experienced by State transport corporations regarding inter-State transport and there was an assurance given that a commission would be set up to smoothen the passage of inter-State transport, what steps have Government taken regarding that matter?

Shri Raj Bahadur: The road transport corporations contemplated will be constituted according to the Road Transport Corporations Act, 1950. So far as the participation of the Centre or the Railways is concerned in the constitution of such undertakings, a provision of Rs 10 crores exists so far as Railways are concerned for such participation.

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Shri Khadilkar: As there are difficulties experienced by State transport corporations regarding inter-State transport and there was an assurance given that a commission would be set up to smoothen the passage of inter-State transport, what steps have Government taken regarding that matter?
Mr. Speaker: Shri Kasliwal.

Shri Kasliwal: From the statement and what the hon. Minister said just now, it appears that these loans and grants will not be available to State Governments if they have road transport undertakings managed departmentally unless they were incorporated under one or other of the special enactments or as a company under the Indian Companies Act. May I know why this view was taken by the hon. Minister?

Shri Raj Bahadur: Obviously because if they are allowed to function departmentally, the Central Government loses its revenue that accrues to it by way of income-tax. Unless and until they constitute themselves as companies or as corporations, we do not get our revenues from income-tax. Secondly, it is desirable that such undertakings should be run on the basis of corporations or companies so that they may be run on business principles.

Shri Elayaperumal: In view of the fact that the scheduled castes people are unable to get permits under the present transport policy, may I know if there is any special provision made for scheduled castes people in the transport policy in any State in India?

Shri Raj Bahadur: So far as I am aware, no such reservation is made for scheduled castes.

Shri Elayaperumal: I am not talking of reservation I want to know if any special consideration has been given by the State Governments or if the Central Government is in a position to direct the State Governments to give some special consideration for the scheduled castes?

Mr. Speaker: What is the consideration that he wants?

Shri Elayaperumal: Special consideration to get transport permits.

Shri Raj Bahadur: I do not think any such special consideration is contemplated on behalf of the regional transport authorities.
भी राज बहादुर : जो कठिनाई घायल बन रहे हैं उसे पूरी तरह समझ कर उसे के बारे में बुझे जानकारी प्राप्त करानी चाहिए। मैं नॉटेस बनाएगा।

पद्धति हार्दिक नाम नितांति: प्राती तक जितनी जगह था तो जिस सिस्टम में जारी किया गया है वह उन्हीं लगाओं पर है जहां बहुत से बैक काम करते हैं। इसलिंग लोग यह में से धार्मिक लाभ नहीं उठा पाते हैं। मध्य राजकारण ऐसी जगहों में जो सिस्टम सारी के कोरियक करनी जहां बैंस नहीं है और जहां लोगों के ज्ञान का उदार की समावेश है?

भी राज बहादुर : प्राती तक केवल बनवई में यह सिस्टम जारी किया गया है। बैंस बैंस धार्मिक लाभ में हैं या तो कई समय में हैं। इस से धार्मिक फर्क नहीं पड़ने वाला है। यथार्थ भाविक जो विश्वास फिरे जारी जो रकम हासिल की जाएगी, वह उन्हीं जगह से तो ज्ञान प्राप्त किया गया हो। बैंस बैंस के रकम हासिल की गई है। बैंस बैंस वाले से विश्वास किया जा सकता है। उस पर इस बात का प्रसंग नहीं पड़ता कि बैंस बैंस जिस सिस्टम के रकम हासिल किया गया है या नहीं। रकम सिस्टम के दूसरी बैंस में इस जाने को शायद यह तो उस के लिए में है यह निषेच्य किया गया है कि जहां तक तल हो सके तो धार्मिक या विपाकगैटक सब भाविक है बैंस उसे लाभ किया जाय | भूस्वभाव में प्रारम्भ करने के लिए इस स्थानों में यह प्राती लाभ की जाने वाली है। जिन के नाम में उस प्रकार के उत्तर में बनाये हैं।

भी तौ चाल सामान्त : जिन स्थानों का नाम बताया गया उन्हें से कितने किन में कहीं बाहुल्य होगा जानेंगा?

भी राज बहादुर : मन में निवेदन किया कि 1 मार्च, 1645 से कलकत्ता, महाव, धीली, नागपुर, ध्रम्लाल, पंतना,
Water Supply and Sewage Disposal in Delhi

Shri D. C. Sharma: Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 881 on 6th December, 1957 and state:

(a) the number of schemes for improving Delhi's water supply and sewage disposal which have been finalised; and

(b) the nature thereof?

The Minister of Health (Shri Karmarkar): (a) and (b). A statement is laid on the Table of the Lok Sabha [See Appendix IV, annexure No. 47.]

Shri D. C. Sharma: In para (ii) of Part A of the statement it has been said that efforts will be made to increase the water supply from 60 to 90 million gallons per day. May I know what steps have been taken to implement the scheme?

Shri Karmarkar: With regard to that, it consists of construction of new intake and expansion at Wazirabad pumping station and other measures. The works have already commenced and are expected to be completed by 1959.

Shri D. C. Sharma: It has been said in para (iii) of Part B of the statement that the scheme, when completed, would stop all overflows of sewage which now flows into the river Jamuna. May I know how long this scheme will take for its completion?

Shri Karmarkar: Is the Hon. Member referring to sewage disposal schemes or to the trunk sewer from Delhi Gate to Ring Road?

Shri D. C. Sharma: I am referring to para (iii) of Part B.

Shri Karmarkar: That is increasing the capacity of the service reservoirs and mains, at page 4 of the statement.

Shri D. C. Sharma: I have got only three pages; you perhaps have four.

Shri Karmarkar: I could not follow. What is the sub-section in the statement to which the Hon. Member is referring?

Shri D. C. Sharma: To the third sub-section of the statement called Part B.

Shri Karmarkar: Yes, that is the Okhla sewage treatment plant. That is now on, Sir, and the construction of all these plants is well on way and all the plants will be completed by 1959.

If the Hon. Member is so interested —because it is important—I am prepared to send him another note, or place it on the Table of the House, as to what is the progress and when they are completed.

Dr. Sushila Nayar: Is it a fact that the Okhla Water Works have been condemned by the Health authorities due to the fact that the intake is below the entry of the sewage and, if so, what proposal has the Government to replace the water supply which is at present supplied by this pumping station?

Shri Karmarkar: I could not vouch for the latest position, but some time back the facts as mentioned by my hon. colleague were correct, and for some time the water was stopped just at the time when the sullage mixed up with the water; at that time the pumping was stopped. I am unable to say that at that time the water was not pure: it was heavily chlorinated in order to prevent any deleterious effect. But I am not happy about it till the whole thing is corrected. The Okhla water supply is not satisfactory, but it is not dangerous for health because it is chlorinated and other steps are taken.

Shri Damani: What action is being taken to supply water to the Najafgarh industrial area and what more time will it take?

Shri Karmarkar: I think that also will be complete by the end of 1959.
Shri Daman!: May I know if for the last two years the idea about the reservoir has been there and, if so, what is the reason for this delay?

Shri Karmarkar: What is being done with regard to the Najafgarh road is that a main is being constructed—unless the main is there, the reservoir is not useful—and that work will be completed by 1959.

Shri Pattabhi Raman: Is anything being done to insolate the water main from the sewage system?

Shri Karmarkar: That is the arrangement which is thought of, and that is what is under the plan, so that pure and protected water will be available for about the twenty lakhs of the existing population.

Dr. Susbha Nayar: The hon. Minister has stated that the water from Okhla works is being chlorinated and therefore it is safe. In view of the fact that considerable amount of sewage is introduced into the Jumna above the Okhla water supply intake, does the hon. Minister think that that water can ever be safe with the chlorination and, if not, is the Government formulating any schemes to close down the Okhla works and have an alterantive water supply in which the intake of water is clean?

Shri Karmarkar: I did not say that I was satisfied; I said in fact that I am unhappy, that the state of things is not completely satisfactory and, therefore, as the best under the circumstances we are trying chlorination—and over-chlorination sometimes—to prevent the impurities from affecting the population. In fact, as I said, when all these measures are taken, that water also will be a protected water supply.

Mr. Speaker: The hon. Member wants to know whether there is a proposal to stop away all the sewage flowing into the Jumna.

Shri Karmarkar: Not stopping, but purifying. I wish hon. Members appreciate the fact that all the water that comes in to Delhi from Okhla is impurified by nullahs and the like and purified afterwards. The supply is purified.

Mr. Speaker: She is a doctor herself and was there as part of the limb of the other Government. And she wants to know whether there is a proposal to stop the sullage water from flowing there.

Shri Karmarkar: There is a proposal to have a trunk sewer from Delhi Gate (Mathura Road) to Ring Road, which is 34,000 ft. in length, and it will be laid on from Delhi Gate (Mathura Road) to Ring Road. On its way it will intercept all the overflows of sewage from the existing sewers now flowing into the river, and this work is expected to be completed by the end of 1959.

Mr. Speaker: Ultimately will it discharge into the Jumna?

Shri Karmarkar: It will be diverted.

Road Bridge Over Jamuna

*712. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a new Road Bridge over Jamuna will be built in Delhi; and

(b) if so, what is the probable site of new bridge?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Yes, Sir. Actually, two new road bridges are proposed to be constructed. One is proposed to be constructed almost east of the Humayun’s Tomb but the exact site has not yet been selected as certain experiments on hydraulic aspects are still going on. The other bridge is proposed to be combined with the proposal to construct a weir over the Jumna at Wazirabad.

Shri Raghunath Singh: May I know when the work will start?

Shri Raj Bahadur: It is to be completed in the second Plan period.
Mr. Speaker: Sometimes questions are put standing and sometimes, questions are put sitting.

Shri M. L. Dwivedi: He did not reply in full. I asked for information regarding the two bridges. He gave information on only one bridge. The Minister should be asked to give us complete answers.

Mr. Speaker: The Members also ought to be told that they ought not to put questions sitting.

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Shri A. M. Thomas: The position has been explained in answer to questions on previous occasions. We have been able to export about 1,54,000 tons of sugar. That was possible mainly due to the Suez crisis when the conditions were favourable to our exports. Now, the question is whether we are in a position to incur a loss of about £18 to 20 per ton for exporting sugar, as subsidy.

Shrimati Tarkeshwari Sinha: May I know whether the expert committee that is appointed by the Indian Sugar Board Association has submitted its report and, if so, what are their recommendations for increasing the export of sugar in view of the fact that the prospects of sugar export are very bleak now?

Shri A. M. Thomas: The Indian Sugar Mills Association has submitted two schemes for consideration. One was for facilitating export by formation of a Corporation, and the other suggestion was that individual factories may be allotted certain quotas for export. I have stated in this House before that these are under consideration and a final decision has not been reached.
Shri Ramanathan Chettiar: What steps are the Government taking to increase the export of sugar to foreign countries in order to earn foreign exchange and what steps are the Government taking to popularise Indian sugar in the United States of America?

Shri A. M. Thomas: The answer to the main question itself covers the latter part of this supplementary question. One of the members of the industrial delegation which visited the United States recently made a suggestion that there is scope for exploring the markets for Indian sugar there but according to us, that suggestion is not very practical because people in the United States are used to consume only refined sugar which is not produced in India. The United States has also got interest with regard to the countries which export sugar. As far as America is concerned, they are mainly importing sugar from Cuba, Mexico, Peru, Philippines and other countries and the producing interests have got connection with American interests also.

Shri Kastriwal: May I know whether, up to now, the export of sugar is subsidised?

Shri A. M. Thomas: I mentioned that hitherto, no subsidised sugar has been exported.

Shri Bishwanath Roy: In view of the international competition regarding sugar, may I know whether there is any proposal under consideration for decreasing the price rate of sugar for increasing the export of Indian sugar?

Shri A. M. Thomas: That is exactly what is under consideration. As I have already said, a loss of about £18 to £28 would have to be incurred per ton. How to meet that cost is under consideration of the Government.

Shri Damani: May I know whether the Export Promotion Council has surveyed in this connection, and if so, what are their recommendations?

Shri A. M. Thomas: So far as I know, no recommendations have been made by that Council.

Shrimati Tarkeshwari Sinha: The hon. Minister just now stated that a loss has to be incurred to the tune of about £20 to £28, or so. May I know whether the Government is thinking of creating a pool for sugar like the cement pool and to fix the price on the basis of a subsidised price for the exported sugar, and also for internal consumption?

Shri A. M. Thomas: I have already stated that the proposals are under consideration. It will not be quite proper to divulge them.

Posts and Telegraphs Workers

Shri Naushir Bharucha: Dr. Ram Subhag Singh:

Will the Minister of Transport and Communications be pleased to refer to his statement made in Lok Sabha on the 18th July, 1957, and state when the Standing Committee for settling outstanding disputes between Government and its employees, and the Board for the welfare of Posts and Telegraphs workers will be formed?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The preliminaries in connection with the setting up of the Standing Committee for follow up and implementations of the decisions arrived at the meetings between the P. & T Unions and the Government and the Board for the welfare of the P. & T. workers have been completed. It is expected that both the Committee and the Board will be set up shortly.

Shri Naushir Bharucha: May I know what is meant by "shortly"?

Shri Raj Bahadur: Shortly means, in the course of the next fortnight or so, I believe.

श्री चक्षु बर्जू: यह जी कमेटी बनानी का रही है क्या इस के कार्यक्रम में प्रतिरिथि बिजनाय कमेटी भी बनाने है कि यह केवल रिपोर्टिंग एम्प्लाइर्स के लिए ही होगी?
Shri B. S. Murthy: May I know what is the money set apart for this?

Mr. Speaker: I have to ask for notice, I think.

Shri Raj Bahadur: I have to ask for notice, I think.

Shri B. S. Murthy: The English answer may also be read.

Mr. Speaker: Yes.

Shri Karmarkar: (a) There are mineral water springs in the Pangi area of Chamba District but it is not known whether or not these springs contain mica.

Shri S. V. Ramaswami: Has any survey been made of the mineral waters in the various States to find out

(b) Steps are being taken to analyse samples of water from these springs.

Shri Pattabhi Raman: Are steps being taken to protect these various mineral-water springs not only in Chamba but in so many other places in the country and give them publicity?

Shri Karmarkar: We have recently a scheme which was circularised by the States. We have said that we are prepared to aid some schemes from the States for taking full advantage of these mineral springs. I think in regard to two States including Bihar, they are in communication. We will welcome any proposal with any other State regarding this matter.

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There is no evidence to show that T.B. patients are cured by the use of water containing mica.

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Shri Pattabhi Raman: Are steps being taken to protect these various mineral-water springs not only in Chamba but in so many other places in the country and give them publicity?
the curative properties of each one of them?

Shri Karmarkar: Recently, some survey was made by a team of Russian experts, though it was not an exhaustive survey. But they did visit some of the places and they have reported to us about some of the springs.

Shri S. V. Ramaswami: What are they?

Shri Karmarkar: Different pharmaceuticals. I require notice for details.

Shri Karmarkar: Is there a doubt that mica in mineral waters for T.B. that may or may not be effective. But there are some hot water springs very close to Delhi which are known to have curative properties for this and other kinds of ailments. Has the Government any proposal to develop these springs like the Spas in some of the European countries, which are very popular and earn a lot of revenue for foreign exchange?

Shri Karmarkar: That is precisely the point under consideration. If any State Government has any proposal, we shall be happy to have them. We would welcome such proposals.

Railway Freight Structure Enquiry Committee

(a) whether the examination of the other recommendations of the Railway Freight Structure Enquiry Committee has since been concluded;

(b) if so, the nature of the decision arrived at; and

(c) the steps the Railway Board propose to take in pursuance of the same?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir. (b) and (c) Do not arise

Shri D. C. Sharma: May I know why the examination has not been concluded so far and how long it will take?

Shri Shahnawaz Khan: The examination has not been completed, because it is still being examined.

Mr Speaker: The hon. Member wants to know why there is delay

The Minister of Railways (Shri Jagjivan Ram): It is a very important matter, because any violent changes in the freight structure may affect adversely a major portion of the economy of the country. So, a thorough examination has to be made. That is the reason for the delay.

Shri D. C. Sharma: May I know the body, either at the ministerial level or some other level, which is examining these proposals, and how long it has been examining these proposals?

Shri Jagjivan Ram: The Railway Board and the Railway Ministry have been examining this. The examination started after the submission of
the report. It is expected that we will be able to announce the result of our examination during the present session of Parliament.

Shri B. S. Murthy: May I know whether the Minister is in a position to tell us that he will be able to introduce a Bill in this session, incorporating all the recommendations of the Committee?

Shri Jagjivan Ram: I have just answered that. A Bill is not necessary. But I will inform the House of our decision on the recommendations of the Freight Structure Enquiry Committee.

Irrigation in Andhra

*721. Shri Bali Reddy: Will the Minister of Food and Agriculture be pleased to state:

(a) the present position in regard to the survey to be carried out under the Indo-American Technical Assistance Programme regarding the means of irrigation available in those regions of Andhra, where rainfall is scanty;

(b) the amount to be spent by the Central and the State Governments, and

(c) the areas likely to be brought under irrigation in Andhra Pradesh under this scheme?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) The object of the Groundwater Exploration Project under the Indo-American Technical Assistance Programme, which is presumably referred to, is to conduct a survey of Groundwater resources only, by drilling exploratory bores in promising regions which are considered geologically favourable for the occurrence of economic supplies of underground water. The field operations under this Project in Andhra are expected to start in April 1958.

(b) The entire expenditure on the Project is being incurred by the Government of India. Exploratory bores yielding sufficient quantities of water are converted into production tube-wells and transferred to the State Governments for use. Only the cost of such successful tubewells will be recovered from the State Government by treating it as a long term loan repayable in instalments.

(c) The areas likely to be brought under irrigation will be known only as a result of the exploratory drillings.

Shri Bali Reddy: Is there any possibility of having minor irrigation schemes on any large scale?

Dr. P. S. Deshmukh: That will be a different question. This refers only to the explanatory bores.

Shri B. S. Murthy: May I know the area to be explored in the month of April?

Dr. P. S. Deshmukh: The actual spots will be determined by a team consisting of an engineer from the Tube Wells Division, a representative of the Geological Survey of India and a representative of the Technical Co-operation Mission. The areas that will benefit when this work is undertaken are in the districts of East and West Godavary, Krishna, Guntur and Nellore.

Shri Venkatasubbalah: Will sinking of filter-points come under this scheme?

Dr. P. S. Deshmukh: This scheme relates to tube wells only.

Shri Panigrahl: Is this purely for Andhra, or any other area in other States are also included?

Dr. P. S. Deshmukh: All over India.

Shri Viswanatha Reddy: If I remember correctly, this is the same thing as the exploratory tube well programme which was proposed nearly about three years ago. Out of the 350 tube wells proposed all over the country, may I know how many wells have been completed, and also whether the report of the Geological Survey of India has been taken into consideration in locating the wells?
Dr. P. S. Deshmukh: That is the main ground on which areas are selected. On the basis of the data of the Geological Survey of India we have completed so far 168 wells. It is also on the basis of the data and the experience gained that we have brought down the number of wells from 350 to 287. At one time we thought that more holes should be necessary. But, at present we are working towards the target of 287 wells.

Bridges on National Highway

Shrimati Mafida Ahmed: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that almost all the bridges on the Numaligarh-Dimapur Road (N.H.W 39) from Numaligarh to Barpathar are of timber structures and require large sums for their maintenance every year;

(b) if so, whether Government have any proposal to make these bridges permanent; and

(c) if not, the reasons thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir. Many bridges are of timber structure. The cost of maintenance of timber bridges increases with lapse of time.

(b) and (c). Yes, all timber bridges would be gradually changed to permanent structures in due course. The limited funds available at present are being utilised on other more urgent works such as missing links and missing bridges.

Agricultural Farms

Pandit D. N. Tiwary: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of Agricultural Farms under the Government of India with their location;

(b) the number of experimental centres out of them;

(c) whether these Farms are running under loss; and

(d) if so, the amount of losses during the last three years?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (d). A list of agricultural farms with their location is placed on the Table of the Sabha. [See Appendix IV, annexure No. 48.]

The number of experimental centres is indicated therein. The working results of the Suratgarh and the Jammu farms are given below:

Central Mechanised Farm, Jammu
1954-55 Loss of Rs. 4,31 lakhs
1955-56 Loss of Rs. 3,90 lakhs
1956-57 Loss of Rs. 3,89 lakhs.

Central Mechanised Farm, Suratgarh
1956-57 Profit of Rs. 46,000. These figures are provisional.

The remaining agricultural farms are research and experimental centres and information regarding profit or loss is not readily available.

Pandit D. N. Tiwary: May I know whether any attempt is being made to minimise the loss in the Kashmir area farm, which is running at a heavy loss?

Shri M. V. Krishnappa: Our idea is not only to minimise the loss but, as far as possible, to run them profitably. In that attempt we have already succeeded in the case of the Suratgarh farm. Regarding the other farm which the hon. Member has mentioned, it is an experimental farm. It is very difficult to get profits from an experimental farm.

Shri Viswanatha Reddy: May I know whether any of these farms are undertaking experiments on drought-resistant crops, and if so, where they are located?

Shri M. V. Krishnappa: Drought resistant crops are being tried in the Suratgarh farm, not in an official way, but just as a trial. But the Siska
have got their own experimental farms. In the Rayalaseema, I think, near Bellary they have a farm where they try drought resistant crops.

Shrimati Tarkeshwari Sinha: As one of the purposes of these farms is also to supply seeds to the farmers, may I know whether the Government of India has given direction to the State Governments to open multi-purpose seed farms and in that direction, may I know whether it is a fact that the Government of India has asked the State Governments to take that land compulsorily for these seed farms?

Shri M. V. Krishnappa: The seed farms are a different programme. We have a target and within three years, all the States should reach that target. While doing so, wherever land is not easily available, wherever they cannot procure it voluntarily, by acquisition they have to procure the land.

Nagarjunasagar Project

*728. Shri B. S. Murthy: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the estimates of the Andhra Pradesh for grants for Nagarjunasagar have been heavily cut down resulting in the progress of the works being retarded; and

(b) if so, whether the Centre would reconsider the question?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) and (b). No grants are being given to the Andhra Pradesh Government for the execution of the Nagarjunasagar Project. The Central Government is, however, giving financial assistance to that Government in the shape of interest-bearing loans. During the current year, against a minimum demand of Rs. 8 crores, a sum of Rs. 7.45 crores will be made available.

Shri B. S. Murthy: May I know whether the scheduled work is going on according to the schedule and if so, whether the Government of Andhra has not come forward to increase the loan?

Shri S. K. Patil: I think the work is going on according to the schedule. As the hon. Member referred to, the Andhra Government did come and they wanted a larger grant and I think we have made a larger grant. I can assure the hon. Member and this House that no work will suffer because the grants are not forthcoming.

Tungabhadra Project

*729. Shri T. Subramanyam: Will the Minister of Irrigation and Power be pleased to refer to reply given to Starred Question No. 60 on 12th November, 1957, and state:

(a) whether the construction of the Kamalapur electricity generating station at Hampi under the Tungabhadra Project has been completed; and

(b) when this generating station will go into operation?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) The civil works and the erection of machinery at the Hampi Power House have almost been completed.

(b) The first unit was put on commercial load on the 10th February, 1958. The second unit is scheduled to be commissioned by the end of March, 1958.

Shri T. Subramanyam: When are the other units at this generation station likely to come into operation?

Shri S. K. Patil: In the whole of the project, two power-houses were planned, one on the right side at the foot of the dam, called the dam power house and the second at the end of the power channel which is the Hampi power house to which the hon. Member has made reference. The second will be commissioned now in March as the answer says. Therefore, that would complete the scheme.

Shri Basappa: May I know the quantity of electricity generated in this station and also to what extent the needs of Mysore and Andhra States are met?
Shri S. K. Patil: The two power-houses will have an installed capacity of 36,000 k.w. Each unit has 9000k.w. This will be 18000 and the total capacity is 36,000 k.w. So far as the total power potential of Mysore and Andhra States are concerned, that is a larger question and that is being attended to by power stations in other places.

Purchase of Railway Stores

730. Shri Harish Chandra Mathur: Will the Minister of Railways be pleased to state:

(a) how many teams of officers were sent abroad for the purchase of stores by Railway administration during the last three years;

(b) what is the amount of purchases effected by each team, and

(c) whether any steel purchased was found not up to specifications and unusable by the Railway Board?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Two

(b) Rs 34 crores worth of Steel & Iron and about Rs 85 lakhs worth of timber respectively

(c) No

Shri Harish Chandra Mathur: May I know what is the procedure followed for effecting these purchases, whether any global tenders are invited in the first instance and then teams are sent out to negotiate?

Shri Shahnawaz Khan: In this particular case, since the urgency was very great, the team went, made direct negotiations with the sellers and found out what were most favourable rates and then placed orders direct.

Shri Harish Chandra Mathur: May I know how the team contacts particular firms without any previous inviting of tenders, whether they have got certain firms in their mind? How they make the purchase, that is not clear at all.

The Minister of Railways (Shri Jagjivan Ram): It is quite clear. The Railway Ministry has been making purchases, inviting tenders through local agents. We knew what are the firms which are interested, in different parts of Europe and other countries, and we had information in our Ministry. Also we had roughly the price rates of the purchases that were made during the few months before the mission was sent abroad. The mission was sent with full powers to go there, see if the prices were reasonable and advantageous, take decision there and finalise the transaction.

Shri Harish Chandra Mathur: May I know whether our Embassies outside are taken into confidence and these purchases are effected in consultation with them or they have nothing to do with them?

Shri Jagjivan Ram: I will not say that they have nothing to do with them. The officers who went there were in close touch with the Embassy authorities there and as a matter of fact, many of the details were obtained through the Embassy offices themselves.

Shri Feroze Gandhi: May I know how much saving was effected as a result of this direct negotiation and direct purchase as made last year?

Shri Jagjivan Ram: It is very difficult to compute the savings.

Shri Feroze Gandhi: Against the tenders which were received by the D.G.S & D?

Shri Jagjivan Ram: That would be quite a substantial saving. I think it will be something like Rs 7 or 8 crores.

Shri B. S. Murthy: May I know the countries from which timber has been purchased and how the prices compare with the Indian prices?

Shri Shahnawaz Khan: Prices compare very favourably. Timber sleepers have been purchased from Burma.
Shri Dasappa: May I know how the requirements of the Railways are of an urgent character? The question is, why they were not anticipated well in advance and the normal procedure adopted to secure them?

Shri Jagjivan Ram: I will not say that the mission was sent only because there was urgency. We have found that by the normal procedure of inviting tenders through the local agents of the different manufacturing firms we were paying higher prices and the goods were also not available in the requisite quantity.

Shri Harish Chandra Mathur: May I know whether, in the light of the experience gained in this deal, the Railway administration proposes to change the procedure to this line of action in the future?

Shri Jagjivan Ram: I will not say that there will be any universal application of the system. Wherever we find it necessary, we will adopt this procedure.

T. B. Cases among P. & T. Employees

Shri Daljit Singh: Shri Padam Dev:

Will the Minister of Transport and Communications be pleased to state what steps are being taken to check the spread of T.B. cases among the Post and Telegraph employees?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The staff and the members of their families are being encouraged to take B.C.G. vaccination and in addition to the ordinary facilities for treatment of T.B. cases available to Central Government employees a number of beds in various T.B. Sanatoria have been specially reserved for P. & T. employees and their families.

Shri Prabhu Deb: या यह दुष्कर्म है कि पोस्ट्स एंड टेलीफोन धार्मिकित्र में काम करने वाले जो पोस्टमेन हैं उन के लिये-स्थान स्वास्थ्य के लिये अब बहुत रहती है। जिस के कारण प्रकाश उन को टैरो मिलाए जाती है? वे तत्काल सरकार इस सभी में कुछ सुधार करने पर विचार करेंगे, पेशेवर इस के कि यह इन लोगों के हलाज की तरफ दौड़े?

श्री राज बघुरुर: मैं समझता हूँ वैदिक निवासस्थान के सुविधाओं के खाने की जनता को हालात मैं उपलब्ध है लगातार वैदिक हो बल्कि बाजार जगह हो पर उन में कुछ बघुरुर पी० एंड टैरो एम्प्लाइयेज को हालात मैं है।

श्री पदम देव: मैं जानता हूँ कि क्या मान्यता मंत्री महोदय ने सिमाता के पी० एंड टैरो प्राफिलिस के कर्मचारियों के कार्यरत देखे हैं जिनमें कि छोटा सा कर्ममाल है, उसी में लोग रोजिंग करते हैं, उस का दरवाजा बन्द कर के क्या बन्द कर देंगे?

श्री राज बघुरुर: किमले के दाब तार विभाग के कर्मचारियों से मैं ने मेंट की है और उन वृत्तियों से भी मिला है कि इस मैं यह स्थायी नहीं कि को उन के रहने का स्थान है उस में किमले की धार्मिक को देखते हैं वे दरवाजा खोल कर नहीं सो सकते।

Remodelling of Station Yards

Shri M. L. Dwivedi: Will the Minister of Railways be pleased to state:

(a) the progress made in connection with the remodelling of the station yard at Jaipur and remodelling of goods marshalling yard at Palanpur Railway stations;

(b) the expenditure incurred so far;

(c) the probable date of completion of the work; and

(d) whether these constructions are in pursuance of the policy enunciated in his speech made on the Demands for Grants on the 19th July, 1957.
The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) (i) Jaipur yard—Progress 20 per cent.

(ii) Palanpur yard—Additional land being acquired.

(b) (i) Jaipur yard—About Rs. 3 lakhs.

(ii) Palanpur yard—About Rs. 2 lakhs.

(c) Probable date of completion for both the works; March 1960.

(d) Yes, Sir.

भी मो ला दिवेशी : रेलवे मंत्री महोवा ने 16 जुलाई सन् 1953 को इस सदन में यह ऐलान किया था कि बड़े बड़े स्टेशनों और यादों को बनाने के बजाय छोटे छोटे रेलवे स्टेशन और छोटी छोटी लाइनें बनाने जारी, जैसा जाना चाहिए कि इस विषय में क्या कार्यवाही की जा रही है?

रेलवे मंत्री (भी जानकी राम) : भी यह तो कभी नहीं कह सकता हूँ कि बड़े बड़े यादों को बनाने के बजाय छोटे छोटे रेलवे स्टेशन और छोटी छोटी लाइनें बनाने जारी क्योंकि भारत का चलन होता है शायद काम ही हो जाएगा। इसलिए बड़े बड़े काम बढ़ गया है, ट्रेफिक बढ़ गई है वहां तो यादों को बड़ा बना ही पड़ा है।

भी मो ला दिवेशी : जिस प्रकार से भी हमारे समान में कुछ प्रनुभुतित आयतन के सदस्यथेन हूँ उसी तरह रेलवे के निर्माण से भी कुछ ऐसे क्षेत्र हैं जोकि प्रनुभुतित हैं और जिन पर फिर कि कोई तकनीकी नीति बदल गई है तो मैं जाना चाहता हूँ कि क्या ऐसे क्षेत्रों का धर जी कोई ध्यान दिया जायेगा?

भी रुपमाच लिख : जैसे हीमदेवर का इलाका।
Oral Answers 7 MARCH 1958 Oral Answers

3543

Periyar and Kundah Power Projects

*735. Shri S. V. Ramaswami: Will the Minister of Irrigation and Power be pleased to state:

(a) whether there is likely to be delay in the completion of Periyar and Kundah Power Projects;

(b) if so, the reasons therefor; and

(c) the steps being taken to keep to the schedule?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) to (c). A statement is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 49.]

Shri S. V. Ramaswami: Owing to frequent power cuts, has it been impressed upon this Government that it is very necessary to give this top priority to prevent a break-down of power supply in Madras State?

Shri S. K. Patil: It does not require any impressing on the State Government. They are more concerned than even we are.

Shri Nanjappa: In view of the fact that the Canadian Government is rendering all help to complete the Kundah project in the scheduled time, is it possible to complete the scheme before the scheduled time?

Shri S. K. Patil: If it is completed before the scheduled time, we shall be happy, but the scheduled time is 1960-61.

Shri R. Ramanathan Chettiar: May I know whether these two schemes have been included in the core of the Plan.

Shri S. K. Patil: I think they are. I do not know about the core so far as these are concerned, but so far as the Kundah project is concerned, we are getting foreign aid, and therefore, no question of foreign exchange arises.

Shri Balakrishnan: May I know whether it is a fact that the Canadian Government has given further assistance of materials and machinery to complete the Kundah project?

Shri S. K. Patil: I said the same thing. The entire foreign exchange is coming from outside. Therefore, there is no difficulty about completing it.

Eastern Railway Press

*736. Shrimati Renu Chakravartty: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 728 on the 3rd December, 1957 and state:

(a) what action has been taken against three employees of Eastern Railway Press as a result of departmental enquiry; and

(b) whether there has been a total assessment of the losses incurred?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) One employee has been removed from service on 25-1-1958: another punished with stoppage of increment for 2 years without cumulative effect and a show cause notice for removal from service has been served on the third.

(b) No loss has been sustained in connection with the cases against these employees.

Shrimati Renu Chakravartty: May I know what actually were the charges that were substantiated against these people, if it was not only the question of losses.

Shri Shahnawaz Khan: The charges were mainly presentation of a bogus certificate for enrolment.

Shrimati Renu Chakravartty: May I know who were the people responsible for actually putting these people into service in spite of false certificates, and whether it is a general rule not to take people through employment exchanges, but through direct recruitment?

Shri Shahnawaz Khan: On the railways we do recruit people directly, although we notify the date of employment to the employment exchange. We do recruit persons directly on the railways.
Shrimati Renu Chakravarty: In the Eastern Railway Press, have any people been taken through the employment exchange and the officers through any sort of service commission, or is it that they have all been recruited directly?

Shri Shahnawaz Khan: Officers are almost always taken through the Union Public Service Commission and Railway Service Commission. The Class IV employees are recruited directly.

Aroor Bridge in Kerala

Shri Narayananakutty: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the construction of the Aroor Bridge on National Highway No. 47 in the Kerala State has been suspended for the time being; and

(b) if so, the reasons for this suspension?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir. The work has been practically suspended for the last four weeks

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 50.]

Shri Punnoose: Are Government aware of the fact that this is a road with very heavy traffic and that the National Highway will not be serving its purpose if this is held up?

Shri Raj Bahadur: We are not only very well aware, but we took effective steps to have the bridge constructed in as small a period of time as possible. We have sanctioned a project estimated at Rs 27,23,000. Fifty-two per cent of the work and more has been done, but on account of labour troubles, it has not been possible for the contractors to carry on with the work. First there was a go-slow, then a strike, and again some settlement and again go-slow and finally the contractors broke down.

Shri Punnoose: What is the stage at which it is down? Is it dismissed, or is Government doing something to look into the matter?

Shri Raj Bahadur: As I said, for a considerable period of time there was go-slow, then a strike came. After the intervention of the administrative officer, that was called off, but even then the go-slow did not cease, and it seems from the circumstances that have been revealed to us that the contractors simply failed financially because of the go-slow movement of the labour, and they are unable to carry on the contract. Anyhow, the representatives of the contractors have been called for a discussion, and we shall be able to come to some sort of decision in this regard to expedite the construction of the bridge as soon as possible.

Shri Punnoose: Have Government examined the reason for these labour disputes, whether the fault has been on the part of the workers or on the part of the contractor?

Shri Raj Bahadur: I think the organisers of the labour union, which fortunately or unfortunately belongs to the hon. Member's party, viz., the Communist Party, will be better able to give that answer.

Shri Punnoose: That is why I asked whether Government have made sure that that contractor is not misbehaving as he generally does.

Mr. Speaker: Are we utilising this for a labour dispute?

Shri Punnoose: Well, he started it.

Mr. Speaker: That is all right. Whoever might have started, I will cut it short now.
Influenza

(a) how many cases of Flu were reported in the last quarter of 1957 in India; and

(b) how many of those proved fatal?

The Minister of Health (Shri Karmarkar): (a) and (b) 81,248 cases of influenza with 58 deaths were reported in India during the quarter ending 31st December, 1957.

Water Rates in States

(a) whether the Government of India have received complaints that water rates charged by State authorities are uneconomic to the cultivator; and

(b) whether it is a fact that the high rates of water have resulted in the non-utilization of available water resources?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) and (b). No, Sir.

Inauguration of Electric Train Service at Howrah

(a) whether it is a fact that on the 14th December, 1957, when electrification was inaugurated in Eastern Railway, Howrah Station was closed to traffic for several hours;
(b) the number of trains affected by the closure and the details of the delay in their arrival or departure in each case, and

(c) whether advance publicity was widely given in regard to such closure?

The Deputy Minister of Railways (Shri Shahnawas Khan): (a) No, but with a view to preventing unauthorised persons infiltrating on to the platform where the Inaugural Special train was berthed certain platforms at Howrah Station were closed during a specified period

(b) There was a certain amount of dislocation in the running of trams on the day in question mainly due to public interference to train operation and an accident on the Inaugural Special train. The details are indicated in the statement laid on the Table of the Lok Sabha [See Appendix IV annexure No 51]

(c) Yes, in respect of the position as indicated in reply to part (a) above

Babool Bark

*713. Shri Heda: Will the Minister of Food and Agriculture be pleased to state

(a) whether Government are aware that the babool bark (acacia arabica) is being exported for medical purposes on extensive scales, and

(b) if so, measures taken to grow it extensively?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b) A statement is laid on the Table of the Lok Sabha [See Appendix IV annexure No 52]

Training of T.B. Workers

*716. Shri A. K. Gopal an

Will the Minister of Health be pleased to state

(a) whether Government has prepared plans for the training of doctors, X-ray and laboratory technicians and home visitors to run the T.B. clinics; and

(b) if so, the details thereof?

The Minister of Health (Shri Kar markar): (a) and (b) A statement
containing the required information is placed on the Table of the Lok Sabha. [See Appendix IV, annexure No. 83].

Slums in Delhi

*719. Shri Vajpayee: Will the Minister of Health be pleased to state:

(a) whether the Report of the Survey conducted by the Bharat Sewak Samaj of slums in Delhi and New Delhi has since been received; and

(b) if so, whether a copy of the report will be laid on the Table?

The Minister of Health (Shri Karmarkar): (a) No, Sir.

(b) The matter will be considered when the report is received.

"Vegetarian Eggs"

*720. Shrimati Ila Palchoudhuri: Will the Minister of Food and Agriculture be pleased to state the steps taken or proposed to be taken to popularise taking of 'vegetarian eggs' among the vegetarian population of the country?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): The expression "Vegetarian eggs" has no scientific connotation. Infertile eggs, which have no life in them, are known as table eggs in other countries and may possibly be described in popular language as 'Vegetarian eggs.' The production of these eggs does not necessitate the presence of a cock with the hens. Full facts about vegetarian eggs have already been given publicity through the press. It is proposed to continue such publicity through the press, the All India Radio and the issue of pamphlets.

Foodgrain Import from U.S.A.

*722. Shri Madhusudan Rao: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that about 70 per cent of American grain pur- chased by the Government of India last year was supplied by a firm in the U.S.A.; and

(b) if so, what is its financial standing and whether it deals in grain?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) As our records show, during 1957, foodgrains have been purchased in U.S.A. by the India Supply Mission from as many as 16 firms and the maximum purchase from one firm is about 26 per cent of the total purchases.

(b) No information regarding the standing of the different firms is available here, as the detailed records are with the India Supply Mission.

Electrification of Rayagada Railway Station

*724. Shri Sangasana: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 536 on 31st May, 1957 in respect of the electrification of the Rayagada Railway Station and state:

(a) the progress in the matter; and

(b) whether it is a fact that the delay is due to the disagreement between the Government of Orissa and the Centre in respect of tariff rate?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The Rayagada station has been energised on 12-1-1958.

(b) No, Sir

Reserve Forests in Tripura

*726. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that many reclaimed plots of land, either taken for settlement or reclaimed in expectation of settlement, are lying within areas demarcated as reserve forests in Tripura; and

(b) if so, whether such lands are proposed to be excluded from the reserve forests?
The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes.

(b) Settled lands lying within the boundary of Reserved Forests are already excluded from such forests.

Training of Civil Pilots

"737. Sardar Iqbal Singh: Will the Minister of Transport and Communication be pleased to state:

(a) whether it is a fact that a committee on Civil Pilots for training has submitted its report;

(b) if so, the main features of the report;

(c) whether Government have accepted the recommendations; and

(d) if so, to what extent?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). Yes Sir, the report of the Committee has been received and is being examined. Copies of the report have been placed in the Library of the Parliament.

Development of Tuticorin Harbour

"738. Shri Tengamanl: Will the Minister of Transport and Communication be pleased to state:

(a) whether the development of Tuticorin harbour originally linked with Sethusamudram Project is being pursued separately;

(b) if so, the amount allotted during the Second Plan;

(c) the amount allotted for the current year; and

(d) the work actually carried out up-to-date?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir;

(b) Provision has been made in the Second Plan for investigations connected with the development of Tuticorin Port;

(c) The development of minor ports is primarily the responsibility of State Governments and no provision has been made by the Government of Madras for the development of Tuticorin Port during the current year.

(d) Experimental borings to determine the layout of the Port are under way. The results of first 15 borings are awaited.

Rajasthan Canal

"733. Shri M. D. Mathur: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 1547 on the 6th September, 1957 and state:

(a) whether the Board for the construction and supervision of the Rajasthan Canal has since been constituted;

(b) if so, the names of the members; and

(c) if not, the reasons for the delay?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) No, Sir.

(b) Does not arise

(c) As there are certain features about this project which distinguish it from other irrigation projects, it was felt that the agency of the Control Board would not be suitable and that a special set-up was necessary to handle not only construction problems but also problems connected with colonisation and allied matters. The question has recently been discussed with the Rajasthan Government whose concurrence is awaited.

Cinchona Plantations and Quinine

"739. Dr. Ram Subbag Singh: Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 89 on the 12th February, 1958 and state:

(a) whether it is a fact that cinchona plantations and quinine-producing units are facing a slump;

(b) if so, the cause thereof; and
(c) the steps being taken by Government to save the industry?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) (1) Mainly due to decrease in the incidence of Malaria owing to intensive malaria control measures.

(2) Competition faced by quinine from modern synthetic antimalarial drugs.

(c) The steps taken by Government are as follows:

(1) Total ban on the imports of foreign quinine.

(2) Restriction on the import of synthetic antimalarials.

(3) Investigation of possible uses of Quinine otherwise than as an anti-malarial.

Khandwa-Hingoli Link

Shri T. B. Vittal Rao: Shri Heda:

Will the Minister of Railways be pleased to state:

(a) the progress made up-to-date in regard to construction of Khandwa-Hingoli rail link;

(b) when it is expected to be completed and opened to traffic; and

(c) the total amount spent on this so far?

The Deputy Minister of Railways (Shri Shahnawas Khan): (a) The overall progress of work is 48 per cent.

(b) In 1950-51 provided girders and permanent way materials are received in time.

(c) Rs. 450·53 lakhs upto December, 1957.

Powerr Supply to West Pakistan

Shrimati Da Paleheadhmurti: Shri Ajit Singh Sarhadi: Shri V. C. shukla: Shri Raghunath Singh:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the agreement for supply of electric power to West Pakistan from Punjab expired on 30th October, 1957;

(b) if so, whether power supply to West Pakistan has since been stopped; and

(c) if not, what further arrangements have since been made in this connection?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) to (c). The agreement for the supply of power from the Punjab to West Pakistan expired on the 31st October, 1957. It was then renewed for a period of six months for a supply of 4,000 kw. Later, it was agreed that power to the extent of only 1,500 kw. would be supplied to West Pakistan during the period from 1st November, 1957 to 31st March, 1958.

At a meeting of representatives of the Government of the Punjab (India) and of West Pakistan on the 18th and 19th January, 1958, the Pakistan representatives stated that they had made their own arrangements now for the supply of electricity and would not need supply of power from India after 31st January, 1958. It was agreed, therefore, to discontinue supply by 31st January, 1958. This agreement was confirmed by the West Pakistan Government. Accordingly, the supply of power to West Pakistan was discontinued with effect from the 1st February, 1958.

Calcutta Port

Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state whether it is a fact that the order of
rupees two crores for the supply of modern equipment for Calcutta Port has been placed with foreign countries?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The value of the equipment for which the Commissioners for the Port of Calcutta have placed orders abroad is Rs 3820 lakhs.

Hindi Telegrams

*743. { Shri S. V. Ramaswami:
{ Shri K. B. Malvi:
Will the Minister of Transport and Communications be pleased to state

(a) what is the percentage of telegraphic traffic in Hindi at present to the total telegraphic traffic,

(b) whether arrangements have been made for the transmission of telegrams in Hindi in all the principal telegraph offices in the country;

(c) whether separate staff has been posted for this purpose, and

(d) if so, what is the extra expenditure on this account?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) About 0.2 per cent

(b) Yes, except in Assam, Andhra, Kerala, Madras, and Orissa States

(c) Specially trained staff is provided for handling Hindi Telegrams at all stages

(d) No extra expenditure is incurred except that in training the officials.

Report of the Chaudhuri Committee

*744. Shri Tangamani: Will the Minister of Transport and Communications be pleased to state

(a) whether Government will publish the Report of the Officer on Special Duty regarding the pay scales and allowances of labourers in major ports;

(b) whether the members of the Madras Dock Labour Board were supplied with copies of the Report; and

(c) if not, the reasons therefore?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The Report will be published after decisions have been taken on the recommendations contained therein

(b) Copies of the Report have been furnished to the Madras Dock Labour Board

(c) Does not arise

Bombay-Ahmedabad Janata Express Accident

*745. { Shri Vajpayee:
{ Shri Assar:
{ Shri Raghunath Singh
{ Pandit K. C. Sharma:
Will the Minister of Railways be pleased to state

(a) whether it is a fact that the Bombay-Ahmedabad Janata Express met with an accident near Baroda Station on the 6th February, 1958, and

(b) if so, whether an inquiry has been made into the causes of the accident?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) At about 03 22 hours on 6-2-1958, while No 7 Dn Bombay-Ahmedabad Janata Express was entering the Down main line of Baroda Station of the Western Railway, its engine side-collided with another engine standing on the crossover points, connecting the Down main line with the Down loop line. As a result, the engine and the next three coaches of the Janata Express derailed
(b) Yes, an enquiry into the accident was held by a Committee of Divisional Officers of the Railway.

United Seafarers Federation

*746. Shri H. N. Mukerjee: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have received any complaints from the United Seafarers Federation, Bombay that its workers are denied entry into the shipping office at Bombay and its precincts; and

(b) if so, what action has been taken thereon?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) It has not been possible for Government to permit such entry at the time of signing on or paying off crews to persons styling themselves as members or office-bearers of the "United Seafarers Federation", as this is not a recognised Union. There is however no ban on entry into the Shipping Office at any other time for bona fide business.

Team of Railway Technical Officers

*747. Sardar Iqbal Singh: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1538 on the 6th September, 1957 and state:

(a) whether the recommendations of the Team of Technical Officers who visited Washington and studied the functioning of the Railway system in certain other foreign countries, have been considered; and

(b) if so, the action taken thereon?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The notes prepared by the team of Technical Officers who visited Washington on some of the interesting features of Railway operation or development schemes have been circulated to all the Railway Administrations for the information and guidance of Technical Officers working on Railways. No other action is called for on these notes at this stage.

क्षेत्रांच्या प्रदेशातील पंचायते

*748. श्री पद्म देव : क्या स्वास्थ्य मंत्री यांनी बतात या कुंठा करतो कि :

(क) क्या हिमालय प्रदेशातील ग्राम पंचायतांनी कृषी निर्माण पुरा होत चुका हो?

(ख) यदि हा, तो क्या पंचायतांनी काम करावा प्रारम्भ कर दिला हो?

(ग) यदि नाही, तो विविधतेनुसार क्या कारण हृ? और

(घ) वे कब से काम करावा प्रारम्भ करेले?

स्वास्थ्य मंत्री (श्री करमसरकर) : (क) और (घ) एक विवरणभर भवन की मेज पर रख दिला गया है। [देखिये परिषद ५, अनुबंध संख्या ५४].

(ख) और (घ). तुलनेनुसार एकत्र की जा रही है 'मिलने पर सभा की मेज पर रख दी जायेगी।

Teak Plantation in Andhra

*749. Shri B. S. Murthy: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 194 on the 17th February, 1958 and state the technical and financial assistance given to Andhra Pradesh to increase the teak plantation?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): No specific technical assistance has been asked for by the Andhra State in the matter. As regard financial assistance, during the first two years of the Second Five Year Plan a sum of Rs. 27,300 was sanctioned as loan for a scheme of artificial regeneration in
timber forests in Andhra Pradesh. This scheme would include teak plantation work.

Chemical Fertilisers

8750. Dr. Ram Sahay Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is any likelihood of getting chemical fertilizers from the United States of America;

(b) if so, what quantity of this material is likely to be received; and

(c) the cost thereof?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) to (c). No contract for the import of fertilizers from U.S.A. has been placed against the purchases already made for 1958-59 on straight payment basis. Possibilities of import under the aid programme are, however, being explored. It is too early to say what quantities will be coming under the aid programme, if at all.

Soil Survey of India

8751. Shri Raghunath Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Dr. C. E. Kellogg visited India in connection with the soil survey of India; and

(b) if so, whether he has submitted any report?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir; he remained in the country from 3-1-1958 to 8-2-1958.

(b) He has submitted an advance copy of his report which is under examination.

Railway Bridge over Ganges

8752. Shri Vajpayee:

Shri Jagdish Awasthi:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Track over the Railway bridge on the Ganges at Kanpur depressed while the 486 Down Farukhabad-Lucknow Passenger was passing over it on the 1st February, 1958;

(b) if so, the reasons for the same; and

(c) the steps taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) While carrying out cleaning and oiling of bearings of one of the spans of the Ganga Bridge, a timber packing was inserted under girder to permit Train No. 486 Down Farukhabad-Lucknow Passenger to pass at a very slow speed. This was done to prevent undue detention to this tram. As this timber gave way, there was a depression of a few inches in the Track.

(c) A District Officers Joint Enquiry has been ordered

Fire in Calcutta-Bombay Mail

8753. Shrimati Ila Palchoudhuri: Will the Minister of Railways be pleased to state

(a) whether the attention of the Government of India has been drawn to the news appearing in "The Statesman" of the 21st February, 1958 that 13 persons—seven women and six children were injured as a result of fire in a second class compartment on the Calcutta-Bombay Mail passing between Godwara and Sallchawka Road Stations on the 20th February, 1958;

(b) if so, the cause of the fire and the other details of the incident;

(c) the latest condition of the injured; and

(d) the steps taken or proposed to be taken to prevent a recurrence of such incidents?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (d). A Statement is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 55.]
लक्ष्य बदरगाह के कर्मचारियों के लिए कार्यरत

864. यह मंटो मैं सँभाल मिली। तथा संज्ञान नती की यह बदलाने की कृपा करेंगे कि

(क) बदरगाही और गंगुरी के जबरदस्ती के काफी के सम्बन्ध में गलत कथा। नवम्बर, 1856 में जो त्रिदर्प सम्मेलन हुआ था, जब में क्या क्या निगरानी किये गये और उन को कार्यरत करने के लिए दब तक क्या किया गया है,

(ख) क्या इस सम्बन्ध में जबरदस्ती की ओर से कोई विरोध किया गया है, ओर

(ग) यदि हां, तो क्या?

परिचालन तथा संचार वंशवंश में भावना-वंशी (भी राज बहादुर)। (क) विभिन्न निर्देश एवं मिश्रण संख्या 56].

<table>
<thead>
<tr>
<th>कार्यरतों की श्रेणी</th>
<th>कार्यरतों की संख्या</th>
<th>व्यावसाय-श्रेणी</th>
</tr>
</thead>
<tbody>
<tr>
<td>प्रथम वेणी</td>
<td>15</td>
<td>घरकारी स्तर के अनुसार है ।</td>
</tr>
<tr>
<td>द्वितीय वेणी</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>तृतीय वेणी</td>
<td>181</td>
<td></td>
</tr>
<tr>
<td>चौथे वेणी</td>
<td>1152</td>
<td>एक कर्मचारी, यहीं बहराम और वैदिता के लिए व्यवसाय के समुचिक स्तर कार्यरत।</td>
</tr>
</tbody>
</table>

(ग) जी हां, चौथे वेणी के कर्म-चारियों को खुब कर जिन्हें रमान किया जाये के हों जाते हैं।

(घ) उद्धरण है, ढायरी और तीरथी वेणी के कर्मचारियों के उन्नों दिन यह दावे-वधुदाब के प्रमुखवर एवं यह वेणी यह वाले की छुपा करेंगे कि

बदरगाहों के कर्मचारियों के काफी के लिए लक्ष्य

856. यह मंटो मैं सँभाल मिली। तथा संज्ञान नती की यह बदलाने की कृपा करेंगे कि

(क) विनिमय बदरगाहों में कर्मचारियों के काफी के लिए दिलजे लक्ष्य पर चली है;
(क) इस स्कूल म जितने जिन्हें बच्चे विद्या पाया पा रहे हैं, और

(ग) क्या इस स्कूल म कार फीस की जाती है?

परिषद तथा सचार मशाल में राज-भोजी (भी राज तहसुर) (क) से (ग)

<table>
<thead>
<tr>
<th>बन्दरगान का नाम</th>
<th>बचाये जाने वाले स्कूलों की संख्या</th>
<th>विद्या प्राप्त करने वाले बच्चों की संख्या</th>
<th>बाज़ी की जाने वाली फीस, यदि कोई है</th>
</tr>
</thead>
</table>

फलफल  10  1784 जिल में से दो स्कूलों में फीस नहीं ली जाती।

बबई  4  1406 जिल में प्रामरी क्लासों में (पहली से चौथी तक) कोई फीस नहीं है।

होशीर (एक प्रामरी और एक नली कर्मचारियों के बच्चे हैं)
The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) An amount of Rs 109.54 lakhs was allotted to Rajasthan including Ajmer for Grow More Food Campaign. Reports received so far show that a sum of Rs. 49.65 lakhs was spent during 1956-57 against the amount sanctioned. Complete reports of expenditure are still awaited.

(b) An amount of Rs. 142.81 lakhs has been sanctioned so far.

(c) There was an additional production of 14,522 tons of food grains during 1956-57. For the year 1957-58 the target of additional production is 60,941 tons.
(d) No scheme or proposal was submitted to the Government of India by the Government of Rajasthan for reclamation of fresh land.

**Warehouses**

Shri Damani: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 787 of the 12th August, 1987 and lay on the Table a statement showing:

(a) the list of places where warehouses will be constructed during 1988-59;

(b) the capacities and rental to be charged from the parties;

(c) whether the Government of India have worked out a probable estimate on the working of the Warehouses scheme; and

(d) if so, the nature thereof?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Final selection has not yet been made but it has been tentatively decided by the Central Warehousing Corporation to have the warehouses at 32 centres during 1988-59 noted in the list placed on the Table of Lok Sabha. [See Appendix IV, annexure No. 57.]

(b) The capacity of each warehouse would initially be 5,000 tons which will be increased subsequently depending upon custom.

The rental will be about 6 n.p. per bag per month. This is, however, subject to adjustment according to value of the commodity. This does not include charges for insurance and disinfestation etc.

(c) and (d). The annual estimated expenditure as worked out by the Central Warehousing Corporation for running a warehouse of 5,000 tons has been placed tentatively at Rs. 65,000. This includes cost of establishment, rent, insurance, equipment, disinfestation, etc.

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**N.E.S. Blocks in Punjab**

Shri Ram Krishan: Will the Minister of Community Development be pleased to state the total number of National Extension Service Blocks to be opened during 1988-59 in the State of Punjab?

The Minister of Community Development (Shri S. K. Dey): In accordance with the rephased programme which has been drawn up on the basis of the recommendations of the study team for C.D. and N.E.S. appointed by Committee on Plan Projects seven blocks are allocatable to Punjab State during 1988-59.

**All India Transport Users’ Conference**

Shri Hem Raj: Will the Minister of Transport and Communications be pleased to state:

(a) the main recommendations made by the All India Transport Users’ Conference held at Patna recently; and

(b) the action taken on them?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement giving the information required is placed on the Table of Lok Sabha. [See Appendix IV, annexure No. 58]

**Southern Railway Divisions**

Shri Tangamani: Will the Minister of Railways be pleased to lay a statement about the working of the 8 divisions in the Southern Railway since their inception, additional expenditure involved by way of temporary buildings, office buildings and the effect of divisionalisation on the staff in the office as well as on the lines?

The Deputy Minister of Railways (Shri Shahmanus Khan): Divisional system of working on the Southern Railway was introduced in stages, and the dates on which the various
Divisions started working are given below:

<table>
<thead>
<tr>
<th>Name of Division</th>
<th>Date from which started functioning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bezwada</td>
<td>16-5-1958</td>
</tr>
<tr>
<td>Madura</td>
<td>16-5-1958</td>
</tr>
<tr>
<td>Trichinopoly</td>
<td>1-6-1956</td>
</tr>
<tr>
<td>Olavakkot</td>
<td>24-6-1956</td>
</tr>
<tr>
<td>Madras</td>
<td>8-1-1956</td>
</tr>
<tr>
<td>Guntakal</td>
<td>10-1-1956</td>
</tr>
<tr>
<td>Mysore</td>
<td>31-10-1956</td>
</tr>
<tr>
<td>Hubli</td>
<td>31-10-1956</td>
</tr>
</tbody>
</table>

The divisional system of working ensures co-ordination between the various departments at the level at which the work is conducted, particularly of large Railways, and has contributed to greater efficiency in the operation of the Railway.

The following expenditure has been incurred:

(i) Temporary buildings—Rs. 5.6 lakhs.

(ii) Office buildings—Rs. 45 lakhs.

The exact information required in connection with the staff is not clear. It may be stated that as a result of divisionalisation, there has been an increase in the strength of gazetted staff by two and a decrease in the non-gazetted staff by 201.

All staff matters which were dealt with at the Headquarters' level, would now be dealt with in the Divisions, resulting in their speedy settlement.

Railway Passenger Amenities

903. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) whether Government are aware of the fact that there are no sheds on the platforms at Kotah Junction on the Western Railway; and

(b) if so, whether Government propose to provide sheds on this station?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Out of the three platforms at Kotah, one platform viz. Down platform is partly provided with a cover, the covered area being 200' X 33'. It was proposed to provide covering over the Up main and branch line platforms in 1958-59 but the same has to be deferred on account of paucity of funds and non-availability of steel which is in short supply.

Post and Telegraph Offices

904. Shri Onkar Lal: Will the Minister of Transport and Communications be pleased to state:

(a) the number of Post Offices (all categories), Telegraph Offices, and Public Call Offices proposed to be opened in Rajasthan district-wise during Second Five Year Plan; and

(b) the number of such offices opened during the first two years of the Second Plan period?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix IV annexure No. 59.]

Development of Madras Port

905. Shri Tangamani: Will the Minister of Transport and Communications be pleased to lay a statement on the Table showing:

(a) the revised allotment for the development of the Madras Harbour during the Second Plan;

(b) the progress so far made;

(c) the monetary contribution by the Central Government;

(d) contribution by the Madras Port Trust,

(e) the expected Foreign aid and prospects; and

(f) berthing capacity after completion?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Rs. 916.83 lakhs.
(b) A statement is placed on the Table of the Lok Sabha. [See Appendix IV, annexure No. 60.]

(d) Rs. 8.81 crores.

(e) An application for a loan of Rs. 5.56 crores has been made to the World Bank. The amount and terms of the loan are being negotiated by representatives of the Government of India and the Madras Port Trust who are now in Washington. The outcome is awaited.

(f) Berthing capacity after completion

Quay berths .... 17
Mooring berths .... 3
Non-dangerous petroleum berths .... 3
Dangerous petroleum berths .... 1

Total .... 24

Telephone Facilities in N.E.S. Blocks

906. Shri Onkar Lal: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is a proposal for establishing telephone facilities at all the N.E.S. Blocks; and

(b) if so, when the work will start?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). There is no such proposal. Telephone facility at a N.E.S. Block is provided only when the proposal is found necessary and financially remunerative

Railway Tracks

907. Shri Kallika Singh: Will the Minister of Railways be pleased to state:

(a) how old are the rail tracks between Shahganj Junction and Ballia Stations and Allahabad and Bhatni Stations on the North Eastern Railway section;

(b) whether replacement of the old rail tracks is overdue according to the standard of life of rail tracks fixed by Railway Board;

(c) whether Railway authorities are considering replacement of the rail tracks or lines in different parts of the aforesaid area in the near future;

(d) if so, when; and

(e) whether the Railway authorities ever made any proposal or investigation to provide multiple broad gauge and metre gauge rail track between Shahganj on Maw Junction and Varanasi?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (e). A statement is placed on the Table of the Lok Sabha. [See Appendix IV, annexure No. 61.]

Postal facilities in villages of Kotah District

908 Shri Onkar Lal: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that in Kotah district there are villages where delivery of postal articles, letters etc is made once a week or twice;

(b) if so, the names of the villages;

(c) whether Government have any scheme for increasing postal facilities at such places; and

(d) if so, the details thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes. Once a week in 1383 villages.

(b) A statement giving the information is placed on the Table of the Lok Sabha. [See Appendix IV, annexure No. 62.]

(c) and (d) Yes, by opening about 34 more Post Offices during the next three years.
Quarters for Posts and Telegraphs Staff

910. Shri Pangarkar: Will the Minister of Transport and Communications be pleased to state the total number of quarters constructed during the First Five Year Plan and the first year of the Second Five Year Plan for the Posts and Telegraphs employees in the Marathwada region of Bombay?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): One new quarter, Type II(a) was constructed and another reconstructed, during the 1st year of Second Plan (Sites at two stations for quarters are being acquired and at 12 other stations Departmental sites are available for quarters).

No quarters have been constructed during the First Five Year Plan.

Public Call Offices

911. Shri Pangarkar: Will the Minister of Transport and Communications be pleased to state the places where Public Call Offices are proposed to be provided during 1958-59 in the Marathwada region of Bombay?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): *Public Call Offices proposed to be opened during 1958-59.*

1. Ajanta
2. Bhokardan
3. Gangapur
4. Sillod.

*Subject to availability*

Co-operative Sugar Factories

912. Shri Daljit Singh:

Will the Minister of Food and Agriculture be pleased to state:

(a) the number of co-operative sugar factories proposed to be started during the Second Five Year Plan and

(b) their location?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):

(a) 35. A statement showing the state-wise distribution of proposed factories is placed on the Table of the Lok Sabha. [See Appendix IV, annexure No. 63.]

(b) A statement showing location of 23 factories licensed so far is placed on the Table of the Lok Sabha. [See Appendix IV, annexure No. 64.]

Rural Credit Schemes in States

913. Shri Bhagavatl: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount allotted to different States under Rural Credit Scheme from the Reserve Bank of India or otherwise to be distributed through
the Co-operative Societies in 1956-57 and 1957-58, State-wise;
(b) the amount actually given to each State separately, and
(c) the amount given to different States as short, medium or long term loan for the same years?

The Deputy Minister of Food and Agriculture (Shri A M Thomas):
(a) The target for short-term co-operative credit in 1957-58 was Rs 80 crores for the country as a whole. There was no ‘allotment’ to different States. For 1956-57, no such target was formulated.

As regards financial accommodation from the Reserve Bank to co-operative banks, the relevant particulars are given in Tables I to VIII enclosed. [See Appendix IV, annexure No 65]

(b) The amount drawn by the State co-operative banks in respect of accommodation from the Reserve Bank has been furnished in the tables referred to under (a).

(c) The tables under (a) provide the information. These loans are given through the State Co-operative Banks and not through State Governments even though, in many cases, especially in States where the co-operative movement is relatively weak, the State Governments stand guarantee for the loans. However, the Reserve Bank lends to State Governments from its National Agricultural Credit (Long-term Operations) Fund for contribution to the share capital of co-operative credit institutions which gives the particulars of such loans during the quarter October—December, 1957, is enclosed. [See Appendix IV, annexure No 66]

Fair Price Shops in Himachal Pradesh

Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state
(a) the number of fair price shops at present in Himachal Pradesh, and
(b) the rates at which food-grains are being sold?

The Deputy Minister of Food and Agriculture (Shri A M Thomas):
(a) 50
(b) The prices range from Rs. 15.35 n p to Rs. 31.19 n p per m aund

Potatoes

Shri V P Nayar: Will the Minister of Food and Agriculture be pleased to state
(a) whether it is a fact that the final crop estimates for potatoes for 1956-57 declined by 8.5% in yield over the revised estimates for the year, and
(b) if so, the reason thereof?

The Deputy Minister of Food and Agriculture (Shri A M Thomas): (a) Yes
(b) The decline in the overall production of the crop is due to adverse seasonal conditions, such as untimely rains and hailstorms during the growing period of the crop. Significant decline in production has taken place in Assam, Uttar Pradesh and West Bengal.

Production of Vanaspati

Shri V P Nayar: Will the Minister of Food and Agriculture be pleased to state
(a) the total production of Vanaspati in the year 1956-57, and
(b) the total quantity of Vitamins used in the year in Vanaspati manufacture (in international units)?

The Deputy Minister of Food and Agriculture (Shri A M Thomas): (a) 2,63,822 tons
(b) 63.80 lakh mega International Units

Animal Husbandry

Shri V P Nayar: Will the Minister of Food and Agriculture be pleased to lay on the Table a statement showing the financial aid given
in the First Plan and the first year of
the Second Plan for animal husbandry
to the areas which now come under
the different States of India as consti­
tuted at present?

The Deputy Minister of Food and
Agriculture (Shri A. M. Thomas): A
statement is placed on the Table of
Lok Sabha. [See Appendix IV, an­
nexure No. 87.]

Public Call Offices in Andhra

918. Shri M. V. Krishna Rao: Will
the Minister of Transport and Com­
munications be pleased to state the
names of the places where public call
offices are proposed to be opened in
Andhra Pradesh during the remaining
period of the Second Five Year Plan,
year-wise?

The Minister of State In the Minis­
try of Transport and Communications
(Shri Raj Bahadur): A statement is
appended. Further proposals will
also be sanctioned as found justified.

*To be opened during the remaining
period of Second Five Year Plan

1. Aluru.
2. Atmakur.
5. Giddalur.
12. Madak-asira.
15. Narayanpet.
17. Pavagada.
18. Renigunta.
20. Sidipat.
21. Siriguppa.
22. Sulurpet.
23. Tadikonda.
24. Virankilock.

*Subject to availability of stores
including Wooden Poles.

Sugar-cane Crushed in Andhra

919. Shri M. V. Krishna Rao: Will
the Minister of Food and Agriculture
be pleased to state:

(a) the quantity of sugar-cane
crushed in the sugar mills in Andhra
during 1956-57; and

(b) the price of sugar-cane paid to
the farmers?

The Deputy Minister of Food and
Agriculture (Shri A. M. Thomas): (a)
15.42 lakh tons.

(b) The average price paid to
growers for cane delivered at factory
gate works out to Rs. 1.45 per maund
and that for Rail cane Rs. 1.33 per
maund.

Calcium Cynamide

920. Shri V. P. Nayar: Will the
Minister of Food and Agriculture be
pleased to state:

(a) whether Calcium Cynamide is
used as a fertilizer in India now;

(b) if so, the annual consumption
thereof; and

(c) what are the specific cases
wherein this fertilizer can be used
with advantage in our country and
for which crops?

The Deputy Minister of Food and
Agriculture (Shri A. M. Thomas): (a)
Yes, for conducting experiments
only.

(b) The total quantity is not known;
but it would be small.

(c) Experiments have been carried
out on rice, wheat, jowar, bajra, ragi.
Though the number of trials carried
out in the past is small to draw de­
finite conclusions, the results obtained
indicate that response to this fertilizer is poor as compared to Sulphate of Ammonia.

Ordinarily this fertilizer is suited for application to neutral and acidic soils but not for alkaline and sandy soils. As it requires special care and knowledge for proper use, it is not as popular as other nitrogenous fertilizers.

Post Graduates in Soil Sciences

921. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of post-graduates in soil sciences working under the Central and States Ministries of Agriculture; and

(b) the number of students who are admitted to post-graduate studies in Indian Universities on soil sciences?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). The required information is being collected and will be laid down on the Table of the Lok Sabha in due course.

Research in Plant Pathology etc.

922. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to lay a statement on the Table showing the details and progress of research work done under the auspices of the Ministry of Food and Agriculture on (i) plant pathology; (ii) soil chemistry; (iii) mycology; and (iv) plant genetics, under the Second Five Year Plan?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): The information is being collected and will be placed on the Table of the Lok Sabha.

Cocoanut Research Institute

923. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of scientists associated with the research on the control of cocoanut diseases, with post-graduate degrees (study or research) in the Cocoanut Research Institute near Kayenkelam in Kerala State; and

(b) the specific subjects in which each research scholar is now doing research in that scheme?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Three.

(b) The names and designations of the three scientists and the specific subjects in which they are doing research work are indicated below:

Name and designation of the Scientist.


2. Dr. K. Radha, B.Sc. Ph.D. (Madras), Assistant Pathologist.


Subject to research work.

Pathological aspect of coconut palm diseases.

Chemical aspect of coconut palm diseases.
Milk Consumption

924. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to lay on the Table a statement showing (i) the per capita consumption of milk and milk products in each State in 1956-57; (ii) the average yield of milk per year of cows and buffaloes in each State?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (i) and (ii). A statement containing the available information is attached. [See Appendix IV, annexure No 68]

 شك घर निदेशक

624. श्री लर्ड पूंडे : क्या परिस्थिति तथा संबंध में वह बताने की कृपा करेंगे कि:

(क) उत्तर प्रदेश में दक्षिण रोड के निरीक्षण की महत्वपूर्ण है; और
(ख) गर्म-शराबी मकान वाले में इन समय इसके नियम के अनुसार कार्य कर रहा है, और
(ग) उनका भाव जारी किया जा रहा है?

रिपोर्ट तथा संबंधित मंत्रीध्वन में राज्य मंत्री (श्री राज बहादुर) (क) पंजाब।

(क) नियमों के अनुसार बाजार दक्षिण-रोड निरीक्षण के कार्य के अनुसार उनकी नियोजन-स्थलों पर है और उन्होंने इस प्रयोजन के लिए 5 राज्य में मानक रिहायशी किया है।

(ख) यह जान जान की हो सकती है कि क्या यह रोड निरीक्षण द्वारा ये उपचार गर्म-शराबी की होती है, परंतु संरक्षण के लिए इस विषय में कोई सूचना उपलब्ध नहीं है।

उत्तर प्रदेश में राष्ट्रीय विस्तार लेबा लण

625. श्री लर्ड पूंडे : क्या सामान्य विकास जोड़ी में यह बताने की कृपा करेंगे कि:

(क) इस समय उत्तर प्रदेश में कितने राष्ट्रीय विस्तार में जोड़ी सड़क काम कर रहे हैं?
(ख) इन लेब्रों में कितने घात सड़क मृत्यु है?
(ग) इन लेब्रों में दिनांक पर वर्षीय योजना के अनुसार कितने घात सड़क मृत्यु है?
(घ) यह लगभग ३५,९२४ घात।

(ख) बाजार लेब्रों में घातों के मध्य में यह निरीक्षण हो बुकी है, इसमें घात घात थे।

(क) प्रायद्वार ६६.८६ लक्ष ४०
उचार २०.६६ लक्ष ४०
(२६ फरवरी, ५५ तक)

New Railway Lines

927. Shri P. K. Deo: Will the Minister of Railways be pleased to state the mileage of railway lines so far newly constructed in various States since Independence, State-wise?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The information is not maintained State-wise but Railway-wise. A statement showing the new lines opened to traffic from 15th August, 1947 to 1st March/
1958 Railway-wise is attached. [See Appendix IV, annexure No. 69.]

Suicide by Railway Official

928 Shri Keshava: Will the Minister of Railways be pleased to state:

(a) whether any investigation has been made into the death of Shri B K T Iyengar, Financial Adviser to the Eastern Railway at Calcutta on 14th February, 1958 as reported in the newspapers, and

(b) if so, with what result?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) The local police who conducted enquiries on the spot in this case concluded that it was a case of suicide and handed over the dead body of Shri B K T Iyengar to his relatives for cremation.

Mail Robberies

929 Shri Gajendra Prasad Sinha: Will the Minister of Transport and Communications be pleased to state:

(a) the number of mail robberies which occurred in 1957, and

(b) the net loss sustained as a result of these robberies?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 13

(b) Net cash loss of Rs 2329.55

Railway Crossing near Annamalai University

932 Shri Elayaperumal: Will the Minister of Railways be pleased to state:

(a) whether Government are aware that the Railway crossing near Annamalai University (South Arcot District Madras State) causes inconvenience to the public,

(b) if so, what action has been taken to remove the inconvenience; and

(c) whether there is any proposal for the construction of a bridge there during the Second Five Year Plan?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c) No, Sir; the Government is not aware of any inconvenience being caused to
the public at the railway crossing near Annamalai University.

The Registrar, Annamalai University has, however, represented for the construction of an overbridge from the western to the eastern side of the chidambaram station to enable passengers from Annamalainagar to have direct access to the Railway Station. This is under consideration.

Public Call Office at Sankarapuram (Madras)

933. Shri Elayaperumal: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have received any memorandum from the President of Sankarapuram Panchayat, South Arcot District Madras State to open a public call office at Sankarapuram Town; and

(b) if so, what action has been taken thereon?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) The proposal involves a heavy loss and can be taken up only against a guarantee.

क्या स्वास्थ्य संजीवनीय अन्वेषण

(क) क्या मन है कि देश के विभिन्न भागों में प्रलंब, नवम्बर और दिसंबर, 1947 तथा जनवरी, 1948 में ती बेचने के महामारी की कृत्रिम शुद्धि थी?

(ल) क्या यह महामारी उड़ीसा राज्य के बारहमूर तथा उसके उप-नगरों में फैली थी?

(ग) यदि हाँ, तो इस्ने फिल्म न्यायिकों की मृत्यु का मामला मिला है; और

(घ) इस प्रयोग में क्या कदम उठाये गये है?

स्वास्थ्य संजीवनी (को कर्मचारी):

(क) धार्मिक प्रदेश, धाराम, बिहार, बंगाल, कर्नाट, मद्रास, मया प्रदेश, मंगलूर, उड़ीसा, पंजाब, राजस्थान, उत्तर प्रदेश, पश्चिमी बंगाल, बिहार और मुंबई के कुछ भागों में स्वास्थ्य-सेवा में सेवा करने वालों को पिचाई किया गया?

(घ) जी हाँ।

(घ) जी हाँ।

(घ) 172 (सम्ब. 19.1.1947 से दिसंबर, 19.1.1948 की प्रवर्धन में)

(घ) उड़ीसा में कर दी गई तथा बिहार में कर दी गई क्रियाओं का आंक तकनीकी रूप से उपयोग होगा तथा विशेष प्रति का आंक तकनीकी रूप से उपयोग होगा।

(घ) मामूलीय कोटा

(घ) विशेष जरूरत में कर दी गई लागू करियाँ का आंक तकनीकी रूप से उपयोग होगा।

(घ) जी नहीं।

(घ) 172 (सम्ब. 1.1.1947 से दिसंबर, 1.1.1948 की प्रवर्धन में)

(घ) मेहराबी बीमारियाँ प्रभावी नियम, 19.1.19 के अध्याय 3 विवरण का प्रबंधन।
Railway Protection Force

336. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) whether the Railway Protection Force has been established on the Northern Railway;
(b) if so, the date of its establishment; and
(c) the name of its Headquarters.

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.
(b) 1st January, 1955.
(c) Northern Railway Headquarters Office, Baroda House, New Delhi.

Soil Conservation Schemes in Punjab

337. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any amount had been allotted to the Punjab State during 1957-58 for soil conservation measures for preventing riverine soil erosion; and
(b) if so, the amount and the rivers covered under the scheme?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). A sum of Rs. 3.37 lakhs has been sanctioned by the Central Government for schemes of soil conservation in the Punjab in 1957-58. But the schemes received do not specifically refer to the problems of riverine erosion. Of this, Rs. 1.35 lakhs has been given for soil conservation schemes relating to cho-training in Hoshiarpur and Ambala districts and afforestation in various catchments such as Bhakra and Kulu which would help regulate the river systems concerned.

Holiday Camps

338. Shri Heda: Will the Minister of Railways be pleased to state:

(a) the number of holiday camps for the children of railway employees held in 1957;
(b) the number of children participated during the same year; and
(c) the total expenditure incurred on this item during that year?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 14.
(b) 1,457.
(c) Rs. 70,556 out of which Rs. 46,740 was met from the Staff Benefit Fund and the balance of Rs. 23,816 was realised from the parents of the children.

Himachal Pradesh in 1957-58

339. Shri Ram Nataraj: Will the Committee for the Punjab State during 1957-58 for soil conservation measures for preventing riverine soil erosion be pleased to state:

(a) whether any amount had been allotted to the Punjab State during 1957-58 for soil conservation measures for preventing riverine soil erosion; and
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Departmental Catering on Railways

940. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) the total earnings from Departmental catering on the Indian Railways during the period 1st April to 31st December, 1957;

(b) the total expenditure on such catering during the same period; and

(c) the total loss, if any, incurred on Departmental catering during that period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Rs. 1,33,60,000.

(b) Rs. 1,38,85,000.

(c) Rs. 5,25,000.

Note: The figures are provisional and unaudited.

Tourist Centre at Pathankot

941. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) the steps taken so far to make Pathankot a tourist centre; and

(b) the money allotted for the same during 1957-58?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Pathankot in itself has no important tourists attractions and hence cannot be made a tourist centre. As it serves as a base for tourists visiting Kashmir, Dalhouside, Kulu and Kangra Valleys and Himachal Pradesh, the following provisions have been made in the Second Five Year Plan for tourism:

(i) Construction of a high class rest house at Pathankot at an estimated cost of Rs. 2.50 lakhs to be financed jointly by the Central Government, Punjab Government and the Jammu and Kashmir Government.

(ii) Construction of a low income group rest house at Pathankot at an estimated cost of Rs. 1.50 lakhs to be financed jointly by the Central Government and the Punjab Government.

(iii) Provision of transport facilities at Pathankot for the Kulu Valley at an estimated cost of Rs. 0.40 lakhs to be financed by the Punjab Government.

In regard to (i) the Jammu and Kashmir Government are not willing to contribute anything towards its cost. The Punjab Government have not yet indicated their willingness to share the cost. As regards (ii) and (iii) the schemes form part of the State Plan and are to be executed by them.

2. The State Government have opened a tourist bureau at Pathankot for which the Government of India grant a subsidy amounting to half the cost of running the bureau. A subsidy of Rs. 6,000/- was offered to the Government of Punjab on this account for the year 1957-58.

Quarters for P. & T. Employees in Punjab Circle

942. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) the total number of quarters constructed for the Post and Telegraph Employees in the Punjab Circle since partition;

(b) the number likely to be constructed during 1958-59; and

(c) the number of employees not yet provided with quarters?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 597 units.

(b) 252 units.

(c) The number of employees who have not been provided with quarters is 11,265. The number of employees, who have applied for quarters is not available.
Small-pox in Delhi

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

(a) the total number of small-pox cases in Delhi during 1957-58;

(b) whether any deaths have been reported during the same period;

(c) the number of vaccination centres operating in Delhi; and

(d) whether small-pox vaccine is manufactured in India?

The Minister of Health (Shri Karmarkar): (a) and (b) The number of cases and deaths from small-pox in Delhi during 1957 and 1958 are given below:

<table>
<thead>
<tr>
<th>Year</th>
<th>Cases</th>
<th>Deaths</th>
</tr>
</thead>
<tbody>
<tr>
<td>1957</td>
<td>559</td>
<td>160</td>
</tr>
<tr>
<td>1958</td>
<td>8</td>
<td>1</td>
</tr>
</tbody>
</table>

(up to 25-1-58)

576 161

(c) 47

(d) Yes

Post Office Savings Bank Accounts

944. Shri D. C. Sharma; Sardar Iqbal Singh:

Will the Minister of Transport and Communications be pleased to state the number of Post Office Savings Bank Accounts of the displaced persons so far transferred to India from Pakistan?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The number of Post Office Savings Bank accounts of displaced persons so far transferred to India from Pakistan is 73,033.
Purchase of Rice in Andhra

947. Shri Madhusudan Rao: Will the Minister of Food and Agriculture be pleased to state:

(a) the total quantity of rice which Government purchased in Andhra Pradesh during 1957;

(b) the stock it propose to buy in 1958; and

(c) the rate of purchase?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) About 78,900 tons

(b) There is no fixed target. The volume of purchase will depend on various factors, such as production of rice during the coming months, net surplus of the Southern Zone, the trend of prevailing prices of rice within the Zone, etc

(c) It is presumed that the hon'ble member desires to know the purchase prices. A statement giving the desired information is attached. [See Appendix IV, annexure No 71]

Death of a Railway Gateman

948. Shri Vajpayee: Will the Minister of Railways be pleased to state:

(a) whether the enquiry into the causes of death of a Railway gateman while he was on his duty at Ghaziabad on the 19th December, 1957, has been completed, and

(b) if so, what are the findings of the inquiry Committee and the Government's reaction thereon?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes

(b) Shri Jodha Ram, gateman was knocked down by the Up Dehra Dun Express on 19-12-57 in trying to save the life of a child. For this act of outstanding gallantry, the Railway administration have sanctioned a cash reward of Rs. 1,000. The Administration is also considering what other steps can be taken to assist the family of the deceased.

Shipping service on the West Coast of India

950. Dr. Ram Subhag Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a new shipping company has been established with headquarters in Bombay to operate service on the West Coast of India;

(b) if so, who are the sponsors of this company; and

(c) what is their authorized capital?
The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). So far as Government are aware, no new shipping company has yet been established with headquarters in Bombay to operate a shipping service on the West coast of India. It is, however, understood that M/s. Bombay Mariners Private Ltd. proposed to float a new shipping company, to be called Victory Steam Navigation Company Ltd., with an authorized capital of Rs. 5 crores for operation in the coastal trade and that Shri J. M. Akahaney, Managing Director of the Bombay Mariners Private Ltd., is understood to be the chief sponsor of the new company.

Arrival of Trains at Delhi

951. Shri Harish Chandra Mathur: Will the Minister of Railways be pleased to state:

(a) what is the percentage of trains arriving at Delhi at the scheduled time during each of the last 3 months; and

(b) the number of times the Ajmer Express arrived at Delhi in time during the same period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The percentage of trains arriving Delhi Junction right time during November, 1957, to January, 1958, is as under:

<table>
<thead>
<tr>
<th>Month</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>November '57</td>
<td>67%</td>
</tr>
<tr>
<td>December '57</td>
<td>63%</td>
</tr>
<tr>
<td>January '58</td>
<td>65%</td>
</tr>
</tbody>
</table>

(b) There is no Ajmer express train. Presumably the train referred to is No. 14 Ajmer-Delhi Passenger train. This train arrived Delhi right time on 34 occasions during the period in question.

Requisitioning of Foodgrains

952. Shri Ball Reddy: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of foodgrains requisitioned after the Essential Commodities (Amendment) Act, 1957 had been passed;

(b) how much was requisitioned from Andhra Pradesh;

(c) the prices paid for each variety and commodity; and

(d) the basis on which these prices were determined?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The quantities of foodgrains requisitioned by or on behalf of the Government of India are as follows:

- Rice Approximately 1,08,000 tons.
- Gram Approximately 16,000 tons.

(b) About 99,400 tons of rice.

(c) A statement giving the information is placed on the Table of Lok Sabha. [See Appendix IV, annexure No. 72]

(d) In the absence of an agreed or controlled price, the prices were fixed with reference to the average of the prices for three preceeding months, in accordance with the provisions of Section 3(3A) of the Act. The prices of rice requisitioned subsequent to the introduction of control prices were fixed with reference to the control prices in force from time to time.

Concession in Railway Freights

953. Shri R. L. Reddy: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that exporters of betel leaves, plantain leaves etc. from Andhra Pradesh to other States in the Indian Union are put to heavy loss because they are not allowed concession in railway freight charges as in the case of fruits and vegetables;

(b) the steps Government propose to take to mitigate their loss; and

(c) whether Government propose giving the exporters of betel leaves and plantain leaves the same concess-
sion in freight charges as is being allowed in the case of perishable articles like fruits and vegetables?

The Deputy Minister of Railways (Shri Shahnavaz Khan) (a) Government have no information whether exporters of betel leaves, plantain leaves, etc from Andhra Pradesh to other States in the Indian Union are put to heavy loss and the loss, if any, is because lower freight charges are not levied in the case of these commodities as for fruits and vegetables

(b) Does not arise

(c) No such proposal is under consideration

Level Crossing at Gudur Railway Station

954 Shri R L. Reddy Will the Minister of Railways be pleased to state

(a) whether it is a fact that vehicular traffic is held up at the North level crossing of Gudur Railway Station Southern Railway due to shunting operations and train for mations and

(b) if so what steps Government propose to take in the matter?

The Deputy Minister of Railways (Shri Shahnavaz Khan) (a) Yes Sir, there is a certain amount of hold up of road traffic at this level crossing which lies at mile 84/20-21 at the north end of Gudur Station Yard

(b) With a view to relieve the congestion a proposal to construct a road over-bridge is under investigation in consultation with the State Government

Fishing

955. Shri Panigrahi Will the Minister of Food and Agriculture be pleased to state

(a) whether Government is aware that fishing vessels of West Bengal Government are violating the fishing rights of the Orissa State Government by fishing in the seacoast of Orissa near Astarang area in the district of Puri, and

(b) whether the State Government of Orissa has drawn the attention of the Union Government to this effect?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b) The attention of the Government of India was drawn through a copy of the letter which the Orissa Government had addressed to the West Bengal Government on the subject Government of India are making enquiries from the West Bengal Government but have not received any final reply

The matter was however, discussed in the meeting of the Eastern Zonal Council at Patna on 23rd January 1958. The question was whether Orissa had any legal right to lease out fishery rights in the seacoast and if so up to what limit. It was suggested by the Chairman (Union Home Minister) that the matter might be discussed between the Governments of Orissa and West Bengal

Foreign Shipping Trade

956 Shri M. Elias Will the Minister of Transport and Communications be pleased to state

(a) what percentage of the foreign shipping trade is controlled by foreign controlled firms

(b) how many shipping agent firms are Indian controlled,

(c) how many foreign controlled shipping lines touch Indian ports every year,

(d) how many British controlled freight brokers are there in Calcutta at present and

(e) how do they really help the business?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) It is presumed that the Member wants to know the share of the foreign ship-
pung companies in India's overseas trades. If so, it may be stated that while no precise information in this regard is available, it has been roughly estimated that about 6 per cent of India's foreign trade is carried in Indian ships, the balance being carried in foreign ships.

(b) to (e) The required information is not readily available, but efforts are being made to collect them as far as possible. It is, however, felt that the time and labour involved in collecting such detailed information from various authorities may not be commensurate with the result likely to be achieved.

Import of eggs from East Pakistan

957. Shri Raghunath Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that about one million eggs are being imported into India from East Pakistan only in winter season, and

(b) if so, what is the annual import of eggs from East Pakistan?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) 8 6 crore eggs were imported from East Pakistan during October 1955 to March 1956 and 8 1 crores during corresponding period in 1956-57.

(b) 1955-13 9 crores

1956-13 4 crores

Foot-over-Bridge at Sonepur

958. Pandit D. N. Tiwary: Will the Minister of Railways be pleased to state:

(a) whether Government are aware that the foot-over bridge at Sonepur (North Eastern Railway) has been constructed only up to the island platform although the decision was to cover the whole platform and the lines, and

(b) whether Government are aware that public who pass by that bridge for going to the other side had to get down at the platform and are often harassed for tickets?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir. The original proposal to provide a foot-over-bridge across the whole yard was revised on reconsideration and it was decided to provide the foot-bridge from the South side up to the island platform only as there is a subway from the island platform towards north.

(b) The public who pass by that bridge for going to the other side have to get down at island platform and use the sub-way. There is no complaint received regarding harassment of passengers by ticket examiners.

Assistant Commercial Inspectors on the N.E. Railway

959. Shri Yadav: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 732 on 3rd December, 1957, regarding selection of Assistant Commercial Inspectors on the N E Railway and state when the promised statement will be laid on the Table?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The matter is still under consideration and a Statement will be laid on the Table of the Lok Sabha shortly.

Central Institute of Study and Research

960. Dr Ram Subhag Singh: Will the Minister of Community Development be pleased to refer to his reply to the debate in the Lok Sabha on the 29th July 1957 on Demand for Grants relating to the Ministry of Community Development for the year 1957-58 and state:

(a) whether the Central Institute of study and Research on Community Development has since been opened;

(b) if so, where; and
(c) since when that Institute has been functioning?

The Minister of Community Development (Shri S. K. Dey): (a) Not yet, but it is hoped to open the Institute within the next three months

(b) Mussoorie

(c) Does not arise

Bridge on River Digaru

961. Shrimati Mafilda Ahmed: Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that crossing of foot traffic and transport of other essential commodities over the River Digaru on Lahit Valley Road to and from the District Head Offices at Tezu is done by elephants and vehicular traffic over the River remains suspended during rainy seasons, and

(b) if so, whether Government have any proposal to construct an all weather Bridge over the River?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes

(b) It is proposed to construct an all weather Bridge over the river. The design of the bridge is under preparation and the work will be undertaken during the current plan if sufficient funds are available

Dairies in Delhi

962. Shri B. C. Mullick: Will the Minister of Health be pleased to state

(a) the number of dairies in Delhi,
(b) the total number of cattle in Delhi,
(c) whether there is any proposal to shift the dairies beyond the municipal limits, and
(d) whether there is any interim proposal to improve the sanitary and hygienic condition of these dairies?

The Minister of Health (Shri Karanataka): (a) 3715.
(b) 20,680 approximately
(c) Yes, Sir. It is proposed to set up a cattle colony in the suburb of Delhi where 3000 milch animals with their young stock and owners will be accommodated
(d) Pending establishment of the cattle colony, every effort is being made by the local bodies concerned to ensure that sanitary and hygienic conditions are maintained in the dairies. Necessary action is taken against the defaulters under the provisions of the Punjab Municipal Act.

Bridge on River Digaru

961. Shrimati Mafilda Ahmed: Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that crossing of foot traffic and transport of other essential commodities over the River Digaru on Lahit Valley Road to and from the District Head Offices at Tezu is done by elephants and vehicular traffic over the River remains suspended during rainy seasons, and

(b) if so, whether Government have any proposal to construct an all weather Bridge over the River?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes

(b) It is proposed to construct an all weather Bridge over the river. The design of the bridge is under preparation and the work will be undertaken during the current plan if sufficient funds are available

Dairies in Delhi

962. Shri B. C. Mullick: Will the Minister of Health be pleased to state

(a) the number of dairies in Delhi,
(b) the total number of cattle in Delhi,
(c) whether there is any proposal to shift the dairies beyond the municipal limits, and
(d) whether there is any interim proposal to improve the sanitary and hygienic condition of these dairies?

The Minister of Health (Shri Karanataka): (a) 3715.
(b) 20,680 approximately
(c) Yes, Sir. It is proposed to set up a cattle colony in the suburb of Delhi where 3000 milch animals with their young stock and owners will be accommodated
(d) Pending establishment of the cattle colony, every effort is being made by the local bodies concerned to ensure that sanitary and hygienic conditions are maintained in the dairies. Necessary action is taken against the defaulters under the provisions of the Punjab Municipal Act.

Thefts on Railways

963 Shri Madhusudan Rao: Will the Minister of Railways be pleased to state

(a) how many cases of wagon breaking and theft of properties were reported during the years 1956 and 1957 on the Indian Railways;
(b) the total value of properties lost during these years as a result thereof; and
(c) whether Government are considering any steps to ensure greater safety of the properties?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) A statement is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No 73]
(c) With a view to guarding against such thefts, the Railway Administrations are already adopting preventive measures some of which are given below—

(i) double rivetting and E.P. locking of wagons containing valuable commodities;
(ii) escorting of goods trains by armed personnel of Railway Protection Force in the Crime-affected area;

(iii) patrolling of vulnerable sections by Railway Protection Force.

(iv) enlisting active co-operation of the Railway and District Police to deal with criminals who are found or suspected to be responsible for theft from wagons.

(v) deputing detective staff of the Railway Protection Force to unearth gangs believed to be operating in particular areas.

(vi) surprise raid organised jointly by the Government Railway Police and the Railway Protection Force on the hide outs of known criminals and on receivers of stolen property.

Dadar Railway Station

964. Shri Jadhav: Will the Minister of Railways be pleased to state:

(a) what is the monthly booking on the Central and Western Railways at the Dadar Railway Station;

(b) whether it is a fact that there are three shifts of the booking clerks on the Central Railway booking office, while there are only two shifts on the Western Railway booking office;

(c) if so, the reasons therefor;

(d) whether it is a fact that mail trains do not stop on the Western Railway while the Central Railway have a stop on the Dadar Station; and

(e) if so, why?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Approximately 358,000 and 652,000 respectively, inclusive of main-line passengers as well as suburban passengers.

(b) Yes,

(c) On the Central Railway the booking of through passengers is heavier than on the Western Railway.

Two shifts are adequate at the Western Railway booking office.

(d) At Dadar Jn. (Western Railway) 3Dn/4Up Frontier Mail, 25Dn/26Up Deluxe trains and 43Dn/44Up Flying Ranee do not stop. At Dadar (Central Railway) Deccan Queen does not stop.

(e) The halts are determined by operating and traffic considerations.

Nagardevla Railway Station

965. Shri Jadhav: Will the Minister of Railways be pleased to state:

(a) what is the daily sale of tickets at the Nagardevla Railway Station on the Central Railway;

(b) whether it is a fact that there is no platform, no shed and no waiting room on the station; and

(c) when the work is likely to be taken up?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Approximately 250 tickets.

(b) There are two rail level platforms without roofing. A waiting hall is also provided. The volume of upper class traffic dealt with at this station does not justify the provision of an upper class waiting room.

(c) There is no proposal, at present, to cover the platform. Proposals for providing further amenities at this station will be placed before the Railway Users Amenities Committee for their consideration for inclusion in the Works Programme for 1959-60.

Goods-shed and Platform at Charkhl Dadri Station

966. Shri Ram Kishan: Will the Minister of Railways be pleased to state:

(a) whether Government have received any representation from the
public of Charkhi Dadri, for the construction of a goods-shed and provision of a covering over the platform; and

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

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes Sir

(b) Arrangements to provide a shed over the goods platform are in hand, and the work is expected to be completed this year

Remodelling of Manmad Station
Shri Jadhav:
Shri Pangarkar

Will the Minister of Railways be pleased to state

(a) when the work of re-construction of Railway Station at Manmad on Central Railway is to be taken up, and

(b) what amount has been sanctioned for the purpose?

The Deputy Minister of Railways (Shri Shahnawaz Khan) (a) and
(b) A tentative scheme of remodelling the Manmad Yard as well as providing full scale amenities at Manmad station has been drawn up but is held in abeyance in view of the proposed Igatpuri-Bhusawal Electrification scheme However, the Railway Users' Amenities Committee have approved the work of extension of the Down platform for inclusion in the list of works for 1958-59

विना टिकट यात्रा

६६५. श्री कृष्ण ने मालबाही कहा रेलवे तली यह बातने की हुआ करते के कि १९६६-६७ में विना टिकट यात्रा के परिमाणमय भारतीय रेलवे को कितनी हानि हुई लंब १९५५-५६ में कितनी हानि होने का प्रयुक्त है?

रेलवे उपर्युक्त (श्री शाहनवज़ खान) वातावरण में सफर करने वाले यात्री म १९५६-६७ म १०० रू. लाख रूपये और १९५५-५६ म (प्रस्ताव १९५६ तक) ५५ लाख रूपये की खातमक भावे हुई। इसमें टूटका तीसरे दर्जे की णामदार भी शामिल है।

Ganga Barrage Project

६७०. श्री H. N. Mukerjee: Will the Minister of Irrigation and Power be pleased to state what is the stage at which investigations regarding the Ganga Barrage Project now stands?

The Minister of Irrigation and Power (Shri S. K. Patil): The investigations connected with the Ganga Barrage Project are in a fairly advanced stage, but it will take some time before they are completed

Offences under Forest Act in Tripura

६७१. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state-

(a) the total number of cases tried in connection with offences under-
Forest Act in Tripura in 1857-58 so far;

(b) the total number of such cases in which punishment was meted out;

(e) whether such cases are increasing as compared with earlier years; and

(d) if so, the reasons for such increase?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) 1,048 cases have been detected

(b) 721 cases so far

(c) Yes

(d) Partly due to heavy influx of refugees, many of whom earn livelihood by selling Forest Produce and partly due to the increased patrolling by forest staff.

Telephone Facilities in Assam
972. Shri Dasaratha Deb: Will the Minister of Transport and Communications be pleased to state

(a) the places within Assam Circle where new Telephone Connections have not been provided so far,

(b) whether Tripura is one of such places, and

(c) if so, the reasons for not providing the connections?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) New Telephone connections are being given at all places where telephone facilities exist as far as it is technically feasible.

(b) There is a 300 line exchange at Agartala in Tripura and telephone connections are being given as far as technically feasible.

(c) Does not arise.

Supply of Foodgrains Seeds
974. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state the quantity of seeds

कृषि रेलवे में
1857-58 के चलते कितने शासन अधिनियम रेलवे के शहर में जहां हानि का निष्पादन किया गया था?

(k) यहाँ जोरदार है कि पूर्वतर रेलवे के कानपुर-फरियाबाद के मध्य खड़ा जीवन गाड़ियों कुछ समय से बनव कर चूर गई है; और

(ж) यदि यह तो इसके लिए क्या कारण है?

रेलवे अधिकारी (क्रीड़ा कानपुर अवधि है):

(ж) यह है, 1840 के बीच कानपुर-फरियाबाद और कानपुर-सूरत-महाबल में ।

(ж) गौंडी ने बांग्लादेश राष्ट्रीय कांग्रेस के 19 वे प्रदेशबाज के बचपन पर दशकांड आर्थिक राजस्व के सप्ताहार होने द्वारा सर्वाधिक रेल के पुरस्कार इलाकों का दर्जा दिया गया था, जिसके द्वारा इन शासन अधिकारी घोषणा में छोटे सफर कर जीवन गाड़ियों की अधिकता श्रेणी को समाप्त कर देना पड़ा था।

स्कांड, इस तरह की गाड़ियों 1840-41 के पहले, भारतीय ही-वल गाड़ियों बुखार करने वाले शहरों को छोड़ता है जब तक कि हानि का शहर ध्वनियों का भारतीय शहर गाड़ियों की दौड़ जा सकती थी। इसके बदले कोई गाड़िया नहीं दिखाई जा सकती।

1846-47 तक की ही-वल गाड़िया निर्माण कर दिया गया है।

Supply of Foodgrains Seeds
974. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state the quantity of seeds
of various foodgrains supplied to Himachal Pradesh during the year 1957?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): 115
maunds of wheat seed were supplied to Himachal Pradesh during the year
1957 for multiplication purposes at their Seed Multiplication Farms.

Highways in Himachal Pradesh

975. Shri Daljit Singh: Will the Minister of Transport and Communications
be pleased to state

(a) the number of road bridges proposed to be constructed on National
Highways during the Second Five Year Plan in Himachal Pradesh, and

(b) the names of such road bridges and the amount to be spent on them?

The Minister of State in the Ministry of Transport and Communications
(Shri Raj Bahadur). (a) and (b) A statement giving the required information
is attached [See Appendix IV, annexure No 74]

Railway Staff Quarters at Ferozepore

976 Sardar Iqbal Singh Will the Minister of Railways be pleased to state

(a) whether it is a fact that there is a proposal for the construction of
residential quarters during 1958-59 and 1959-60 for the Railway Staff at
Ferozepore,

(b) the amount proposed to be sanctioned for the construction of quarters
for 1958-59, and

(c) the number of essential staff for whom the quarters are needed?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir,
24 quarters are proposed to be constructed at Ferozepore in 1958-59. As
far as Works Programme for 1959-60 is concerned, the same is yet to be
finalised.

(b) A sum of Rs 0-80 lakh has been provided in the Budget for 1958-59.

(c) The total number of essential staff for whom the quarters are
required is 320

N.E.S. and C.D. Blocks

977. Shri Kalika Singh: Will the Minister of Community Development
be pleased to state

(a) what was the total allocation of funds to a Community Project of 1952-
53 series and how the amount differed from the reduced provision per block
in N E S projects of 1953-54 series and further reduced provisions in later
years,

(b) what is the overall reduction of the cost of a block of the latest series
from that of 1952-53 series,

(c) whether there has been corresponding reduction in the cost of staff
buildings and jeep and other equipments, and

(d) if so, the figures in detail and the percentage of reduction?

The Minister of Community Development (Shri S K Dey) (a) to (d)
A statement is laid on the Table of
of the Lok Sabha [See Appendix IV, annexure No 75]

Wireless and Telegraph Services

978. Shri Sarju Pandey. Will the Minister of Railways be pleased to state

(a) what is the average annual expenditure of Wireless and Telegraph
Services in North Eastern Railway (separately), and

(b) what is the out-turn of Wireless and Telegraph Services (separately)?

The Deputy Minister of Railways
(Shri Shahnawaz Khan): (a) Rs 2,40,000 for Wireless Services and
Rs 24,40,000 for Telegraph.

(b) 3,24,000 messages on Wireless and 77,80,000 on Telegraph.
Rural Credit

978. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether there has been any shortfall in the loans and subsidies given by the Central Government for rural credit to the various States during 1957-58;

(b) if so, by what amount; and

(c) the reasons therefor?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) For expanding Rural Credit, the Central Government and the National Co-operative Development and Warehousing Board sanctioned to State Governments in 1957-58 a loan and a subsidy of Rs. 128.254 lakhs and Rs. 22.44 lakhs respectively. The amounts likely to be sanctioned during the current financial year are as follows:

Loans—Rs. 121.746 lakhs.
Subsidies—Rs. 70.00 lakhs.

A shortfall in the loans and subsidies for rural credit could be assessed only after the close of the financial year.

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

Central Godowns in Punjab

980. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state the stock position of foodgrains in the central godowns in Punjab in the months of December 1957, January and February, 1958?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): The stock position at the beginning of each month was as follows:

<table>
<thead>
<tr>
<th>Month</th>
<th>Stock Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 1957</td>
<td>3,459 tons</td>
</tr>
<tr>
<td>January 1958</td>
<td>3,442 tons</td>
</tr>
<tr>
<td>February 1958</td>
<td>3,314 tons</td>
</tr>
</tbody>
</table>

Grow More Food Schemes

981. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state the amounts of central grants allocated to various States during 1957-58, under the various schemes of Grow More Food?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): A statement giving the required information is appended. [See Appendix IV, annexure No. 76.]

Roads in Punjab

982. Sardar Iqbal Singh: Will the Minister of Transport and Communications be pleased to state the total amount allotted during 1957-58 for the construction of C.P.W.D. roads in Punjab?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The only road being constructed by Central Public Works Department in Punjab is “Pathankot-Jammu road” which lies partly in Punjab and partly in Jammu and Kashmir State. The allotment for the entire road is Rs. 9.13 lakhs during 1957-58.

Shed and Platform at Malout Station

983. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the passengers at Malout Railway station are greatly inconvenienced for want of a shed on the platform; and

(b) if so, whether Government propose to provide a shed there?

The Deputy Minister of Railways (Shri Shahnawas Khan): (a) No such complaint from passengers has been received.

(b) There is a proposal to provide a cover over the platform during 1959-60 but in view of the shortage of steel etc. it may not be possible to carry out the work in that year.
Electric Supply in Delhi

984. Sardar Iqbal Singh: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 20 on the 15th May, 1957 and state:

(a) the number of applications received for electric power and light connections during May, 1957 to January, 1958 in Delhi; and

(b) the number of applications entertained and the number of those still pending?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) and (b). The required information is given below:

<table>
<thead>
<tr>
<th></th>
<th>Number of applications received</th>
<th>Number of applications entertained (sanctioned)</th>
<th>Number of applications pending</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lighting</td>
<td>14,467</td>
<td>13,339</td>
<td>1,128</td>
</tr>
<tr>
<td>Power</td>
<td>6,736</td>
<td>5,139</td>
<td>1,597</td>
</tr>
</tbody>
</table>

Electric Locomotives

985. Shri Raghunath Singh: 986. Shri S. C. Samanta: 987. Shri S. M. Banerjee:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that 10 broad gauge Japanese electric locomotives have been ordered by the Railway Board for India for the use of Indian Railways; and

(b) if so, the price of each locomotive?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) £67,200 each (F.O.B.).

Irrigational Co-operative Societies

986. Shri B. S. Murthy: Will the Minister of Community Development be pleased to state:

(a) the names of the States where Irrigational Co-operative Societies are functioning in Punjab, Bombay, Uttar Pradesh, Kerala, Andhra Pradesh and Madhya Pradesh. Information from Madras, Mysore and West Bengal is awaited.

(b) A few States are giving grant-in-aid to the Societies for meeting a part of the capital expenditure. Preference is also given to them in the matter of grant of loans.

(c) Comparative assessment of results has not been made.

Mis-use of Alarm Chains

987. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) the number of incidents of pulling of alarm chains on trains on the Northern Railway in the year 1957-58; and

(b) whether the number of alarm chain pulling cases is on the increase on Northern Railway?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) There were 8,190 incidents during the period April 1957 to January, 1958.

(b) There has been an increase in the number of incidents, compared with the previous year.

Railway Concessions

988. Shri Daljit Singh: Will the Minister of Railways be pleased to
state whether Government have any proposal to start seasonal return tickets on Diwali and Baisakhi Festivals?

The Deputy Minister of Railways (Shri Shahmawan Khan): Concessional Return Tickets are proposed to be granted during Diwali holidays, but not during Baisakhi.

Goods-booking on North Eastern Railway

990. Shrimati Ila Palchoudhuri: Will the Minister of Railways be pleased to state
(a) whether it is a fact that goods booking on the North Eastern Railway even for small lots has been completely restricted recently for stations east of Gorakhpur,
(b) if so, the reasons therefor; and
(c) the period for which booking has been closed?

The Deputy Minister of Railways (Shri Shahmawan Khan): (a) Although during the last few months goods booking on North Eastern Railway even for small lots was not completely restricted for stations east of Gorakhpur, restrictions that have had to be imposed for broken periods did not apply to booking of essential traffic like Government foodgrains, perishables, traffic for Congress Session etc.
(b) Accumulation of traffic on various sections of North Eastern Railway east of Gorakhpur and east of Bhatni primarily as a result of heavy movement of foodgrains to scarcity areas of east U P and North Bihar.
(c) A list is attached. [See Appendix IV, annexure No 77 ]

Co-operative Farming

991. Shri B. S. Murthy: Will the Minister of Food and Agriculture be pleased to state
(a) the progress made by various States in regard to co-operative farming during 1957-58, and
(b) the amount spent by the Centre in this regard?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The progress made has not been reported as the year has not yet closed.
(b) No amount was spent by the Centre in this regard

Minor Irrigation Schemes in Andhra

992. Shri M. V. Krishna Rao: Will the Minister of Food and Agriculture be pleased to state
(a) the amount allotted to the Andhra Government for minor irrigation schemes in the year 1958-59, and
(b) the names of the projects to be constructed?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Central assistance of Rs 104.79 lakhs has been approved for the minor irrigation schemes of Andhra Pradesh for the year 1958-59
(b) The names of the projects are as under—
Andhra Region:—
2. Well Subsidy scheme.
4. Sinking of filter points.
5. Distribution of oil engines and electric motors under hire purchase system.

Telengana Region:
8. Well subsidy scheme.
10. Lift Irrigation Scheme.
11. Installation of oil engines.
13. Repairs to old wells.

Rice from Burma

Will the Minister of Food and Agriculture be pleased to state the quantity of rice received from Burma in 1957-58 so far?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): During the financial year 1957-58, 413.2 thousand tons of rice have been received from Burma up to the end of February, 1958.

Jodhpur Railway Workshop

Will the Minister of Railways be pleased to state what steps have been taken by Government in the year 1957-58 for the expansion of Jodhpur Railway workshop?

The Deputy Minister of Railways (Shri Shahnawaz Khan): None, as no
expansion is considered necessary for the Jodhpur Railway Workshop

Poultry Development in Andhra

997. Shri B. S. Murthy: Will the Minister of Food and Agriculture be pleased to state the amount given to Andhra Pradesh during 1957-58 for poultry development?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): Rs 3,20,370 as grant

Ex-State Railway Officers

998. Shri Harish Chandra Mathur: Will the Minister of Railways be pleased to state

(a) the number of officers on each of the ex-State Railway who were affected by the policy decision announced by the Minister in his Budget Speech 1956-57,

(b) how many of these officers' cases are yet under consideration, and

(c) how many officers' cases have been referred to UPSC and the number of cases yet to be referred?

The Deputy Minister of Railways (Shri Shahnawaz Khan). (a) (1) Number of officers fitted into Class I service with effect from 1st April, 1950

<table>
<thead>
<tr>
<th>State Railway</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mysore State Railway</td>
<td>1</td>
</tr>
<tr>
<td>Cutch State Railway</td>
<td>1</td>
</tr>
<tr>
<td>Jaipur State Railway</td>
<td>1</td>
</tr>
<tr>
<td>Jodhpur State Railway</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4</td>
</tr>
</tbody>
</table>

(2) Number of officers declared eligible to opt for permanent promotion to Class II service with effect from 1st April, 1950

<table>
<thead>
<tr>
<th>State Railway</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mysore State Railway</td>
<td>11</td>
</tr>
<tr>
<td>Jaipur State Railway</td>
<td>4</td>
</tr>
<tr>
<td>Rajasthan State Railway</td>
<td>4</td>
</tr>
<tr>
<td>G B State Railway</td>
<td>4</td>
</tr>
<tr>
<td>Scindia State Railway</td>
<td>2</td>
</tr>
<tr>
<td>Jodhpur State Railway</td>
<td>2</td>
</tr>
<tr>
<td>Bikaner State Railway</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>26</td>
</tr>
</tbody>
</table>

(3) Number of temporary officers declared eligible for absorption in Class II service.

<table>
<thead>
<tr>
<th>State Railway</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nizam State Railway</td>
<td>1</td>
</tr>
<tr>
<td>Jodhpur State Railway</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2</td>
</tr>
</tbody>
</table>

(4) Number of Probationary Officers declared eligible for absorption in Class II service

<table>
<thead>
<tr>
<th>State Railway</th>
<th>Number</th>
</tr>
</thead>
<tbody>
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<td>Nizam State Railway</td>
<td>6</td>
</tr>
<tr>
<td>G B State Railway</td>
<td>1</td>
</tr>
<tr>
<td>Rajasthan State Railway</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>8</td>
</tr>
</tbody>
</table>

(5) Number of Officers declared eligible to be considered for promotion to Class I service against special quota of 16-23 per cent of vacancies, including those who were initially absorbed in Class II under previous orders

<table>
<thead>
<tr>
<th>State Railway</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mysore State Railway</td>
<td>16</td>
</tr>
<tr>
<td>Nizam State Railway</td>
<td>14</td>
</tr>
<tr>
<td>Scindia State Railway</td>
<td>1</td>
</tr>
<tr>
<td>Jaipur State Railway</td>
<td>4</td>
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<tr>
<td>Rajasthan State Railway</td>
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<td>G B State Railway</td>
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<td>Saurashtra State Railway</td>
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<td>Jodhpur State Railway</td>
<td>6</td>
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<td>Bikaner State Railway</td>
<td>3</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>60</strong></td>
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**This includes 8 Probationary Officers and 2 temporary officers to whom the benefit of consideration for promotion to Class I service against the special quota has been extended subsequently.

(b) Seven in respect of item (5) and one under item (3)

(c) Forty-seven and seven respectively Of the remaining six cases four are in respect of officers on leave preparatory to retirement or casualties otherwise and are, therefore, not being referred to the UPSC, and two are still under consideration.
Mr. Speaker: The question is: "That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58 for the purposes of Railways.

The motion was adopted.

Shri Jagjivan Ram: I introduce the Bill.

DEMANDS FOR GRANTS—RAILWAYS—contd

Mr. Speaker: The House will now resume further discussion on Demand No. 1 in respect of railways, for the year 1958-59. Out of 7 hours agreed to by the House on this Demand, 2 hours and 53 minutes have already been availed of, and 4 hours and 7 minutes now remain.

The list of cut motions relating to Demand No. 1 moved on 4th March, 1958, has already been circulated to Members on the same day.

The Minister of Railways (Shri Jagjivan Ram): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58 for the purposes of railways.

Mr. Speaker: The question is: "That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58 for the purposes of Railways."

The motion was adopted.

Shri Jagjivan Ram: I introduce the Bill.
[भी राये नाम ब्राह्मण]
kर रहे हैं जिस बात को जाना जाता है। इस के बारे में सभी जानकारी क्रियात्मक या पत्र लिखित, भारतीय उपरेतेय को लिखता है। उस के बाद से रेटेव बोर्ड प्रमुख भी मामले के विषय में भी लिखता है।

उन्होंने भी प्राप्त नियम प्रस्तुत किया। इस के बाद में माननीय ब्रिटिश मिनिस्ट्री नामक में भी लिखता है। प्राप्त के बोर्ड भी भारतीय युद्ध के बाद नहीं कहा गया, प्राप्त के जो भारतेस्तर है धारा उन को भी बताये।

उन्हीं भी लिखा गया। करीब प्राप्त घट से ज्ञात की प्रारंभ उन्होंने माना कि मामला तो बिजली ठीक है, तलाश बाहर यह।

लेकिन प्राप्त के इस्तेमाल भी भारतीय नहीं हो सकी।

इस लाइन के स्तंभों के लोगों का, लाइन तौर से बाराट-माहिमान प्रथम नाम भी। लोगो को इस तकनीकी है कि उस का भ्रमण बायार रचने एग्जिलेंटोन नहीं कर सकता, बायर के लोग ही कर सकते हैं। पत्र व्यवहार हुआ कहा जाता है कि यह लिस्ट के जो पैसेंजर है, भारत हम गायत्री यहाँ दर्शायह तीन उन को कृपा करती होगी।

में प्राप्त के सामने जलता एक्सप्रेस गाड़ी के कुछ बाकी निर्देश भारतीय नहीं है।

बम्बई से गायत्री पर 28 जून मास है। उन में केवल 13 स्तंभों पर। वर्ष में गोंडों को बीच जाता एक्सप्रेस ठहरता है। वर्ष में गोंडों को बीच जाता एक्सप्रेस ठहरता है। बम्बई के बीच जाता एक्सप्रेस 10 जून मास है। इसके बीच जाता एक्सप्रेस के 22 स्तंभ पर है वर्ष में गोंडों के कुछ बाकी निर्देश के सिस्टम में यह सबी तीन सून।

जलता एक्सप्रेस प्राप्त की दबने के बीच बसता है। जलता एक्सप्रेस के 22 स्तंभ पर है वर्ष में गोंडों के कुछ बाकी निर्देश के सिस्टम में यह सबी तीन सून।

रेटेव बंधन (भी श्रीनाथ राम) : गुरु स्तंभों को उड़ा दिया जाय?
रेलवे कंपनी के कार्यकर्ता ने, रेलवे एडमिनिस्ट्रेशन के लाभ के लिए इस्तेमाल कर दिया है। इसके बज्जी, रेलवे कंपनी के कार्यकर्ता ने, रेलवे एडमिनिस्ट्रेशन के लाभ के लिए इस्तेमाल कर दिया है।
Mr. Speaker: I shall now call upon Shri Thirumala Rao to speak. Before that, I have to inform the House that I will call upon hon. Members in this order: Shri Thirumala Rao, then Shri Goray, then Shri Ulike . . .

Shri Goray (Poona): Will you please allow Dr. K. B. Menon to speak today? I shall speak tomorrow.

Mr. Speaker: The hon. Member cannot prescribe the order in which I should call Members. If he wants to speak, I will give him a chance; if he does not, I will have no objection to call Dr. K. B. Menon, but then he may not have a chance. Let I-w-m choose. I also want to regulate the debate. If there is time, I will allow Dr. K. B. Menon to speak tomorrow.
After Shri Uike, I shall call Shri Ajit Singh Sarhadi, then Kumari M. Vedakumari.

But I would like to know who are all the Members who have not spoken at all since they were elected to this House.

Shri Neswí (Dharwar South) I have not spoken.

Mr. Speaker: Till now, after the 1957 elections?

Shrimati Renu Chakravarty (Basirhat) Only this session.

Shri Neswí: No, m this term, in the second Parliament.

Mr. Speaker: There is no meaning in not giving an opportunity to Members who have not opened their lips. If they wanted to catch my eye and they were not able to do so, I shall certainly give them an opportunity now. First of all, I will have a list of such persons who have not spoken at all since they were elected. Then I will have a list of those who have not spoken during this session. Thirdly, there will be a list of those who have not spoken during the Railway Budget debate.

Some Hon. Members rose—

Mr. Speaker: I am not going to commit to memory the names. Hon. Members will kindly send chits.

Shri P. R. Patel (Mehsana) I have sent my name.

Mr. Speaker: I am going to note down the names. During the rest of the debate, I will give top priority to those Hon. Members who have not spoken at all since they were elected; after that list is exhausted, I will give opportunity to those who have not spoken during this session; after that list is exhausted, will come those who have not spoken during this Railway Budget debate. Then others will come.

Shri D. R. Chavan (Karad). What about those who have moved cut motions?

Mr. Speaker: Cut motions will take care of themselves. I will put them to the vote. I am not bound to call every Hon. Member who tables cut motions. There are as many as 850 cut motions.

Shri D. B. Chavan (Karad). What about those who have moved cut motions?

Mr. Speaker: Cut motions will take care of themselves. I will put them to the vote. I am not bound to call every Hon. Member who tables cut motions. There are as many as 850 cut motions.

Shri Thirumala Rao (Kakmadi): In rising to speak on this conventional motion of a cut on the Railway Board, I want to offer a few remarks which may be characterised as of a mostly local nature. But still, considering the agitation created in the minds of the people against so many accidents, I think it is but proper that I should begin my speech with a few suggestions and give the reactions in my mind to these things that have been happening for a certain period over the railways.

The problem of accidents has been engaging the anxious attention of the authorities and has been the subject of strong criticism in this House, in the Press and among the public. I wish to say that however much we may pay attention to this aspect of the question, as long as the human
element is there and continues to be what it is, accidents are bound to happen. But what the public wants to know is whether all humanly possible precautions have been taken, whether proper lessons have been derived from the experience of what has happened before and suitable action is taken. The failure of the human element—inadequate attention paid by the running staff—is said to be one of the main reasons for these accidents.

The total number of accidents in 1956-57 is 9543 which is slightly less than the previous year's but which is the major head which accounts for them? It is accidents due to failure of engines owing to faulty material, workmanship, and operation arising from the working of the running staff. And the accidents that could be traced directly to the lapses of the running staff rose from 1,963 in 1955-56 to 2,220 in 1956-57.

12-20 hrs.

Sir, it is admitted that the lowering in quality, of experience and efficiency of the running staff is mainly due to this. It has been admitted on the floor of this House that engine drivers have been promoted to their places without sufficient experience of running—a certain number of minimum hours—an engine. These quick promotions have been the bane of all round inefficiency in all walks of administration since independence has come. It has been the complaint in Defence; it has been the complaint in the ordinary administration; and the railway administration also cannot escape this general distemper which has been brought about in the wake of independence, because we had to fill up a large number of higher grade posts with men insufficiently trained. But, that can be remedied by having some refresher course, by insisting on certain minimum standards of qualifications for all those people into whose hands the safety of the running of this whole organisation is entrusted.

In this report of the Railway Accidents Enquiry Committee and also the report of the Railway Board which shows the action sought to be taken or has been taken, there is not much of encouragement. Much remains to be done with regard to seeing that the standard of efficiency of these workers is maintained at a certain minimum level.

For instance, the refresher courses that are asked to be given to all these people are not at all properly provided for. We see from page 13 of this report, taking the average yearly number of guards that receive refresher courses, that it is 194 against 2,652. This is on the Eastern Railway. The existing arrangements, therefore, give a guard a refresher course once in 13 years and an Assistant Station Master, once in 13 years and a pointsman, once in every 33 years.

It is admitted that pointsmen, most of them, are not trained at all. They are recruited and they learn their work by joining the gangs and learning the work with the other pointsmen. This is the state of affairs. And, I think, the Railway Board should pay proper attention and see that more training schools are started and more refresher courses are given to all the sections of their staff so that the incidence of these accidents may be minimised as much as possible.

Then, for class IV staff, like shunting porters, pointsmen and others, there are no training courses to learn their work. They learn their work by seeing the staff actually at work. There is everywhere an all round lowering of standards. It is time we see that we maintain certain minimum standards in all these things. We have seen that sufficient number of qualified technical personnel could not be recruited by the Railway Board. They have said that out of 12,287 posts, they could fill only 9,587 posts,
whereas the applicants were 66,800 and odd. Only 24,000 were fit to be called for and even out of the 24,000 that were fit to be called for, only 9,987 were considered to be suitable for appointment.

When we are feeling the dearth of technical personnel, when there is a necessity for improving all-round standards, I humbly suggest that this is not the time for lowering the standards for recruiting the staff. We should not, under any circumstances, give any marginal advantage to people who are not properly qualified with the minimum standard of qualifications.

With regard to engineering, medicine and other technical subjects that deal with the very existence of the country, it is not possible for us to have any dilution of the standards in recruitment. If you want to provide certain backward communities and classes with an advantage in recruitment, you may try to do it with regard to clerical jobs and such other things. But, when Government is forthcoming with scholarships and facilities of all sorts for giving technical education to backward communities, I humbly suggest to the Minister in charge to see that he insists on minimum standards for technical places, places where the safety of running the trains and the running of the whole organisation is involved. That is my request to him.

This dearth of technical personnel is felt all round in implementing our Five Year Plans. For implementing the irrigation, agricultural and the multi-purpose projects, in getting proper personnel for all the heavy industries and public sector industries, Government is experiencing the same difficulty. They have been starting a large number of engineering colleges, technical institutions and other all over the country to train proper personnel. I trust the Railway Board will look to it and see that their personnel are properly recruited and trained and equipped to face the heavy task of reconstruction.

I wanted to refer to one important local affair which concerns my constituency. You may not know much of Kakinada as it is. But others who attended the Congress as far ago as 1923 know it as one of the important sea coast towns with 1,20,000 population, between Visakhapatnam and Madras. It was by-passed when the original railway line, the North-Eastern line was laid. There is a branch line connecting Kakinada with Samalkot on the main line. Investigation of that line was carried out and it was almost decided in 1982, when late Shri Gopalaswamy Ayyangar was the Minister of Railways, that the station should be brought on to the main line. You will bear with me when read one sentence from the speech of Shri Gopalaswamy Ayyangar in his Budget speech of 1952, wherein he said:

"There are one or two small things. One matter to which an hon. Member referred", referring to me, "was the diversion of the main line from Madras to Calcutta via Kakinada. I fully sympathise with him. I know Kakinada very well. But, myself have never appreciated why the original line was taken through Samalkot and Kakinada was avoided. Now, the point for consideration is what we shall do with regard to taking this line via Kakinada; some survey has to be made."

Some survey was done and in 1952, when my friend Shri Santhanam was Deputy Minister and I was Deputy Minister in the Food and Agriculture Ministry, Shri Gopalaswamy Ayyangar authorised me to include this in my election manifesto, that it will be done because the survey was completed.

Shri Jagjivan Ram: The election was over. (Interruption)

Shri Thirumala Rao: Not only was the election over; I am going to lead you to a further story. The election was over; I was defeated and Shri Santhanam was defeated and Shri Gopalaswamy Ayyangar changed his
[Shri Thirumala Rao]

port folio to Defence and the then Chairman of the Railway Board, who has now got his value for his experience in a private concern, thought fit to write down this within a few months of our quitting the scene: The whole scheme was untenable and impracticable When the Minister liked it and wanted it, it was practicable, and when the Minister quitted the scene and the other Deputy Minister went out of office, out of view altogether from this House, it was left to the permanent official to say what he liked and to shelve the whole thing.

This is a question of importance. This is an intermediate port I am going to develop a further argument why it is important, in the present circumstances. There is a history behind this Kakinada in a port which was visited by two or three junior Ministers. Shri Santhanam had been there, Shri Alagesan was there when he was in the Railway and Transport Ministry, and my friend, Shri Raj Bahadur was recently there on November 14 to understand the possibilities of this port. I moved a resolution when I was in the Council of State in 1947 that this port has got all the possibilities of a major port and it has been reported from their experience by the Port Officers of the Madras Port. Now, we are trying to export two million tons of iron ore to Japan. Here is a report of a committee published in the Hindu which my hon friend Shri Kanungo has not wholly accepted as correct. But still as far it goes and as far as it concerns my area, it appears to be correct. The export of iron ore forms one of the major dollar or foreign exchange earning commodities of this country. The Indian Government had been at it to encourage it as much as possible to build up a good foreign trade. The report of that committee was partially published. They have found that the Rourkela mines cannot be preferred to what is called Bastar mines in the former Central Provinces. There are large deposits and they are nearer Vizag port. The distance between these two places is 169 miles while the distance between Rourkela and Vizag is 463 miles. Therefore, they formed the opinion that the ores from these mines could be loaded at Vizag port.

Vizag is so much congested that there were at a time eighteen ships standing in the waters for being cleared. When they could not clear the ships, some were diverted to Kakinada port and they were cleared at the rate of 4,000 tons a day. Investigations are going on in the Transport Ministry with regard to the possibilities of developing Kakinada Port. It has got a good hinterland and rail road and canal communications extending from Kakinada to Madras—a distance of 400 miles. All the three are running parallel. It caters to the two river basins, Godavari and Krishna. That is the rice bowl of Andhra. If you want to develop trade and industry and have a prosperous port between Calcutta and Madras, a port which has got all the equipments and a good hinterland, there is the Kakinada port.

Shri Pamgrahi (Puri) Paradip

Shri Thirumala Rao: I am not standing against Paradip but I think it is a village, not even a town. It has to be developed much longer.

For the development of the Kakinada port, it was estimated at 1947 that an amount of Rs 2 crores was sufficient so that seven huge ships can be anchored and berthed. Ships with 40 feet draft can be brought to the shore. That was the report. It may cost something more now. Even if the cost is trebled, with an expenditure of Rs 5 or Rs 6 crores, it is bound to be one of the very good ports that will help trade and commerce in the east. Today Rs 8 crores worth of goods come and go through
this port; about 350,000 tons of cargo is being exported. If you accept my suggestion, it will help a good deal in removing the congestion in the Vizag port. What is the condition today? All the material required for Bhilai is landed there. The export of manganese and iron ore takes place. The mouth is so narrow and the bottom is rocky. If you want to dredge it further down, it requires very heavy machinery and a lot of investment. I am not against the development of Vizag. There is room for development of trade, commerce and industry in both these areas and so it is worthwhile for the Government to consider the investment of some money in bringing this on the main line.

Shri Jagjivan Ram: Let the port develop.

Shri Thirumala Rao: The investigation was over. They have issued orders for acquiring the land. Everything was over. Then it was stopped by the ukase of a high official of the Railway Board. This autocratic power, this kingdom within a kingdom and this bureaucracy within a bureaucracy with its ramifications in the whole of the country, is too much to be controlled with a single Minister however powerful he may be. I have known it...

Shri Jagjivan Ram: Speaking from experience!

Shri Thirumala Rao: I speak; I know from experience. I should like to say one word. A doctor said that death by drowning was the most cruel death. A patient asked: “Have you died?” He said: “No; I have others’ experience.” Therefore, I have gained by others’ experience, others who have been Ministers in the Railway Board and in the Railways. They can think of no way in this vast sea of this organisation. But I know our Minister Shri Jagjivan Ram has more experience. He has passed through the mill of Posts and Telegraphs. Now I think he is better grounded to understand and control this huge organisation.

We have combined this development fund and amenities fund into one and utilising the development fund for other purposes. I saw this and I found only Rs. 40 lakhs allotted to the Southern Railway. Only Rs. 3 crores is given to conveniences and amenities. It is very unfair. You see the history of this fund from when it was started first. It started with about Rs. 13 crores. When they found the money in a lump sum, the Railway Board cast its eye on it and took it away to the development fund. One thing is good that schemes which are not remunerative may be accounted for in the development fund and utilised.

I was so much encouraged to see Kakinada’s name in the list here. What were they doing? They are building a cloak room for the Kakinada town station—one of the great developments that is taking place there. It is a station through which 12 lakhs of passengers pass every year. It is worse than a cow shed. I can guarantee that to anybody who goes there. No money has been spent on this insignificant corner. The railways may consider it insignificant but it is one of the important places where from, I can humbly say, I too come. It has contributed several other Members of Parliament...

Shri Jagjivan Ram: That is important.

Shri Thirumala Rao: That is not the point...
Shri Jagjivan Ram: I will send the General Manager there.

Shri Thiramala Rao: That will be one more officer but I can wait. When we have waited so long for Swaraj in this country, we can wait a little more for Kakinada when I am here not to allow you to overlook this thing.

Shri Goray: I hope the hon. Minister will excuse me, if in my speech I also refer to the railway accidents. The railway accidents are becoming almost an everyday occurrence. But I want to assure the hon. Minister that I do not want to cavil at the administration. I do not want to make either the hon. Minister or the Deputy Minister or the Railway Board the whipping boys. But I do want to convey to him our sense of anxiety when almost every day we get news of some accident or the other.

There is one way of looking at the accidents and that is to hold the higher officials in the Railway Ministry responsible. But I want to look at it from a different angle. I want the Railway Minister to consider whether these accidents are not the result of the heavy burden that the whole railway staff has been subjected to.

In this regard I would like to point out that the Railway Freight Structure Enquiry Committee had warned the Railway Administration that "in the high tempo of traffic during the Second and Third Five Year Plan periods these large zones will prove a serious handicap and will most seriously affect the efficiency of performance of Railways; it is imperative that a bold attempt be made to rectify as quickly as possible this mistake". I feel that the Railway Ministry should take this warning to heart and try to reduce the railway zones to smaller size, so that the responsibility for whatever happens on the particular zone can be fixed. What is happening is, with the rising tempo it has become very difficult to hold any person responsible for anything that happens in that particular section.

We had appointed an expert, Mr. Appleby, and he has submitted a report in which we find that he has made a very important observation. He has said:

"In any large organization the proportion of persons willing to assume individual responsibility is small. The willingness is the first evidence of executive ability. The building of individual responsibility contributes importantly to organizational responsibility. Here, by a curious proliferation of the conceptions of parliamentary responsibility and Cabinet responsibility and by reliance on excessive procedures of cross-reference there has been built an extraordinary evasion of individual responsibility and a system whereby everybody is responsible for everything before anything is done. In large and complex actions no one and no system can be really responsible for many of the actions before they are actions, even though responsible after the fact."

Sir, what I find is that as you go on creating very big zones it becomes very difficult for the officers at the top to keep personal contact with the staff below them, and then it becomes very difficult to hold any particular person responsible for whatever happens in his region or his zone. Therefore, my request would be to try to see that the zones are made smaller so that the responsibility could be fixed on the people who are in charge of the various zones.

The other point that I would like to stress is, have you ever tried to assess the responsibility and the work that the station masters have to perform? I am not talking of station masters at big stations but those on the way-side stations. They have to
look to the passengers, they have to look to the goods, they have to look to the luggage. I have had opportunities on many occasions to see how difficult for them it is to manage the whole affair. They are so inadequately staffed and they have so many duties to perform simultaneously that it becomes impossible for them to devote any attention to the multifarious responsibilities that have been thrown on their shoulders.

There was a time when nobody worried when the station master issued tickets. Now anybody, a person like me would go and say to the station master that the window must remain open all the 24 hours a day. If he asks me to wait, I will say that I won't wait and that he must issue me a ticket immediately. At the same time there will be some sort of a signal coming from the next station. He has to keep on running constantly between the signal or the switch board, whatever they call it, and the booking window. The same thing happens to the other staff also. It is not a surprise that when people are over-worked like that, when they are inadequately staffed, when they have to do every day about five times more paper work than what they were doing before, so many faults occur and we have to pay a very high price.

As a consequence of this you will find that indiscipline also has grown. I think it will not be proper to hold only the Government responsible for this growing indiscipline. Let us all face this fact that all along the railways indiscipline has grown. There have been instances where the lower staff have been fined, or when they are likely to be fined, they go to the station master immediately and give him a rupee or two, because it has been laid down that beyond a particular limit no employee can be fined. So they become neglectful; they do not mind if a rupee or two is cut from their wages. I am told that there have been instances where people have paid fines in anticipation and snapped their fingers at the S. M.

This is a task where, I suppose, not only the party which is in power but also parties which are in opposition must share the responsibility. I think that through our unions we must try to impress on the whole staff, whether they are gangmen, workers, station masters, assistant station masters or clerks, that they can certainly make their demands, they can certainly ask for payments which are commensurate with the rise in prices but, at the same time, they must be ready to discharge their duties which are commensurate with the growing tempo of the rebuilding of our nation. I suppose, if a concentrated effort is made, if these people are approached in the proper spirit, if we do not allow party factions to come in the way, and if we think that the railway people as a whole must face this issue boldly and they must discharge their duties in a conscientious manner, something can be done to reduce the incidence of accidents that are occurring every day.

This spirit of indiscipline and negligence has grown to such an extent that I will just submit to the hon. Railway Minister these paper cuttings that I have got in my hand. They refer to the documents that have been lost from the various railway stations on the Central Railway in a period of one year. This is not an exhaustive list at all; I just picked them at random. You find there that hundreds of files have been lost, and it has been announced in the Press that the Railways will be obliged to those people who will return these files and some sort of a prize will be given. I want to know, have you ever tried to understand why is it that so many documents are being lost almost every month? There are particular stations—for instance, there is Wadi Bunder, Bhusaval and other stations—which have as it were, made special efforts in developing this art of losing files. I suspect that there must be some sort of a racket
[Shri Goray]

behind it. I think the Railway Ministry would do well to unearth such rackets because if you study this list you will find that there are particular types of files which are always lost, they are files either relating to goods carried or to tickets that have been sold. Hundreds and thousands of counterfoils or receipt books have been declared as lost. I think this is a matter which needs investigation. Perhaps, by this leakage, we are losing crores of rupees every year which should really go to the Railways.

After having talked about the general issue of accidents and indiscipline, I would like to touch upon certain aspects which are very important from the point of view of the region from which I come.

Mr Chairman. The hon Member’s time is up.

Shri Goray Please give me only a couple of minutes more.

So far as Maharashtra is concerned—I am not talking only of the city of Poona—I think that the Railway Ministry has not treated the region of Maharashtra kindly. Sir, we have been asking for the last so many years that something should be done to develop the line from Bangalore to Poona or from Miraj to Poona and Miraj to Latur. Similarly we have been asking for a West Coast line i.e., the Konkan Railway. By not granting this just see what you are doing. The Konkan Railway is such an essential thing even from the Defence point of view that I thought that the Railway Ministry will not grudge us a few crores. But they have told us, “No,” and the hon Minister has left no doubt in our minds that no new line will be opened. But Sir I would like to request him once more that because there is no railway on the Konkan coast, what is happening is that the passengers have to pay 15 pies per mile, if they travel by steamer, and nine pies per mile, if they travel by State transport. This means that you are really exploiting the passengers there. If a railway was to be built, it will reduce the burden on the ordinary passenger and the common man. Not only that but if from Dewa to Dasgaon a railway of 90 miles were to be built, you will find that the concentration of industries that is taking place in Bombay will be reduced. The industry will get dispersed and it will lead to a balanced development of the whole region. Also, the criterion that has been laid down by the Railways that any new line should be in a position to fetch 5%, I think, will be satisfied. So, I would once more request that this Konkan Railway and Miraj to Poona and Miraj to Latur lines should be considered favourably.

Sir, one more point and I will conclude. We have been told that though the Railway is not doing anything by way of developing these lines, we are going to have electric railway from Bombay to Bhusaval. Sir, may I say that this is the proverbial carrot before the donkey? It is not going to take place. If you look to the provisions in the Demands for Grants, you will find that just Rs 5 lakhs have been sanctioned for this year for the so-called electrification scheme of the track from Igatpuri to Bhusaval. Just be frank and tell us, Maharashtra is not going to be given anything—no electrification, no broad gauge, no Konkan Railway. You can go on shouting till you are hoarse but you are not going to get anything.” Sir, this sort of hoax should not be played on the people. I know that you are not going to build the Bhusaval line. All that you have said is that you will do something which is very necessary by way of preliminary.

Shri Dasappa (Bangalore). Most of us are in your company.

Shri Goray: So, I would request the hon Railway Minister to at least take up something in Maharashtra and try to justify.
Sri Keshava (Bangalore City)
Why only Maharashtra?

Sri Goray: I will certainly support you

Let the hon Minister look to the whole southern region. I would like to point out that there is going to be a sort of imbalance because the region north of Narbada is going to be developed very fast. You are going to have three or four steel plants with Rs 150 crores for each plant—plus the railway development. I wish to tell you as a student of American history that it was this imbalance between the north and the south that created social tensions and a time came when the South fought the North. Nothing of this sort ought to happen here. This sort of imbalance must not be there. Let us develop the economy of the whole country in such a manner that there will be no marked difference between the development in the north and the development in the south.

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कम्युनिस्ट पार्टी की यूनियन है। इस विषय को मैं उन्नी प्रभावी तरह एक्स्प्रेस की नहीं कर सकता, लेकिन मैं भी रेलवे मिनिस्टरी इस धरोहर ध्यान में हूं। जो कम्युनिस्ट पार्टी की यूनियन है, उस के यथार्थ सदस्यों को विपरीतित है, जो कि ज्यादातम प्रभावित है। यह रेलवे में प्रताप है कि अब एक एन्टी यूनियन रेलवे मेंक नंबर के सस्ते ट्रक्स्किफ विपरंडेट, हेन्रीवायर्स विपरंडेट और इसे विपरंडेट बैंड के समन्वय रखते हैं और वे विभिन्न होते हैं। इस यूनियन के सदस्यों घोषण जिस कि पहली यूनियन के ध्यान में है। हर महीने विस्तार कार्यकर्ताओं को सीटिंग होता है और मैं उस की प्रतिवेदन में खेद दूं कि विस्तार कार्यकर्ताओं लेवर यूनियन के कार्यकर्ताओं से दिन के रेलवे मेंक कैंसिंग, जो कि अब एन्टी यूनियन रेलवे मेंक नंबर के सस्ते ट्रक्स्किफ विपरंडेट है, के वार्तकारियों—विपरंडेट या विपरीत या उच्च नहीं हैं, यद्य पर इसका काम सीमा रहता है। भार निर्मी निर्माण ने कोई रास्ता की है, तो रेलवे में कैंसिंग वार्तकारी उठाऊं सब उस को बताता देता है, कि वह हार्रास रास्ता है और इस लिए हम इस की विपरीतियाँ बोल्ड में नहीं रह सकते हैं, और इस की पाठवा नहीं कर सकते हैं। लेकिन विस्तारलिख लेवर यूनियन का यहाँ तक प्रभाव है, भार किसी ने भोजी भी कर ली है, तो भी वे कहते हैं कि हम पुल को छूट दियेंगे।

मैं वह साल के विस्तार्चक्कर रेलवे मेंक पैनल स्टेशन से ट्रेन में बैठा था, रहा हैं। दी शुरुआत रहा हूं कि एक एन्टी यूनियन होने के नाते रेलवे स्टेशन बोले मेरा कुछ विचार करते थे। लेकिन इस बार यहाँ प्रताप समय जब रेलवे स्टेशन पर ध्यान तो मैं ने जोर कि सारा स्टेशन बोले प्रभावी हालात में हूं और सब कार्यकर्ताओं विकल्प प्रप-डु-बेट हैं। मैं ने एक जैसे कार्यकर्ताओं से पुछा कि धार वार बात है, उन्होंने कहा कि यह फर भारी पुल रहा है, बो पंख पीछा दिन के प्रभाव हुआ या का का का 70 एन्टी है, यह फरार प्रभाव करता है, फरार प्रभाव है। मेरे फरार का तालाब यह है कि केवल उस के राज्य को जीत-जायगा, पर पुस्तक ने ही या लाने रास्ता धारण होने के कार्य में लगे हुए थे और अत्र वह नहीं धारण होता रहा है। मैं ने इसे दिन अब एन्टी ट्रेन के बंगले पर गया और उस को विधाय दिया। मैं ने उन से कहा कि मैं ने उस भाषाके से नौवर स्टेशन पर इतनी स्थायीता नहीं देखी, लेकिन धारण के प्रभाव में यहाँ पर या भर स्थायीता देख रहा हूं और यह मुस्क यहाँ के नौकरों से मालूम हुई। एक बार भर स्थायीता मुस्क के दस्तार के पुराने प्रभावियों से मालूम हुई। उन्होंने कहा—भर मेरे सामने कहा—कि अब एन्टी एन्टी हमारा फरार नहीं विपक्ष सकता है, जो अब एन्टी अब हमारा पर यज्ञ बनाई के काम लेना चाहता है, यज्ञ के लिए तीन नहीं सकता है। यज्ञ के लिए तीन महीने, इसके विकल्प यह यहाँ पर नहीं रह सकता है। यह एक विचार-धारा है कि जो विकल्प कथित के सात कपन धारण करना चाहता है, यह कथित धारण कथित धारण होता है। यहाँ से तब कहा है कि रेलवे का एकमात्र कारण कैसे हेनरीक विस्तार माइक्रो यूनियन होती है। राजस्तान या राजस्तान इस बात की कोई प्रवृत्ता नहीं की जाती है। बल्कि वे साग हो लांच के लिए भी तैयार हो जाते हैं। रेलवे में कार्यकर्ताओं की जान बात में रहती है।

13 hr.

मैं यह भी कहता हूं कि कर्म-बार्तियों की जितनी एक्स्टेंज धारा है, उन को भी वे सही डंग से गाम में नहीं या या सकते हैं। इस तरह ध्यान देना जरूरी है। रेलवे कर्मचारियों को यथायोग्य धारा निर्देशित माना जाता है, इस प्रकार से इस बातचीत प्रभाव से। इस के बाद रेल
दर्शन बैंक का पैसा कटाए हुआ मिलेगा।

हमेशा एडवान्स की कटावा हुआ मिलेगा।

इस रेलवे एप्लाइड पिे जो दुर्गा पुत्र

गया है, यह दुबारा कर देना चाहिए।

इस एडवान्स की काम में नहीं माता है

योगिता जयकी काम करना चाहिए।

इसका इतिहास है वे सी शराब के।

हम उन की लाज है भार शराब नहीं

ए हालत में नहीं लगता है।

इन किराए का खमर स्थान में

इन कर्मचारियों की उपयोगी

इन बालीस स्थान

है। हम रेलवे हैब्रेकर्टें में

ए एटलशाद के निदेश है कि रेलवे

एप्लाइड दस्तावेज करें जो यही

स्तर स्थान

है यह बुद्धि वहाँ नहीं होती है।

एक तकनीक के दिन देश में है रेलवे

पिंड में यह शराब जो देखे थाना

कर रहे है, ये उन से तस्कार

फिर तुर के पत्थर

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ए एटलशाद के दिन देश में है रेलवे

हैब्रेकर्टें में जो नौकर है, वे दो

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ए एटलशाद के दिन देश में है रेलवे
Shri Ajit Singh Sarhadl
(Ludhiana) Mr Chairman, Sir, I also rise to draw the attention of the House to certain matters pertaining to the working of the Railways, particularly the Northern Railway.

The main subject on which I would like to speak is overcrowding. Several hon. Members who have preceded me have already discussed this, and I am alive to the difficulties of the Railway Ministry about the availability of coaches and locomotives. I also know that they do their best to lessen overcrowding, as far as possible. But I would respectfully submit that in the matter of lessening of overcrowding there should be fixation of certain priorities.

In this connection the hon Minister may be aware that overcrowding in trains is maximum on the Northern Railway. I have not been able to trace the figures relating to last year in the papers that have been circulated to Members, but looking through the figures pertaining to the year 1955-56, I find that the average overcrowding in the Northern Railway is as much as 42 per cent and thus also includes, the House would appreciate, the coaches that go empty. I have had many occasions to travel on the Kalka Mail from Chandigarh to this place and invariably the first class
coaches are vacant, and it is included in the average percentage of overcrowding.

So my point is this, that on the Northern Railway the overcrowding is maximum and this has got to be looked into. At present, as the House may be aware, there are three trains available on the Delhi Ferozepore each side. There are 8 trains each way available between Delhi and Amritsar, which include a janata express between Delhi and Pathankot that goes via Amritsar. We also find that the Delhi—Pathankot section is served by three trains which also include a janata express via Amritsar. You will find that there is a tremendous amount of overcrowding in the third class coaches. On one occasion I had to travel by a third class coach and I found that there was too much overcrowding. Unfortunately this is not being looked into.

I approached the Railway Board for more janata expresses and in one of the communications pertaining to the Delhi—Amritsar line, it was conceded that overcrowding was very high.

"There is overcrowding in the train on this section. The need for additional trains is recognised, but its introduction is not feasible due to (i) non-availability of spare line capacity on the Delhi Ambala section for an additional train; introduction of such a train will be at the cost of essential goods traffic, which is not desirable and (ii) paucity of coaches and locomotives."

I would submit that the passenger service must have priority over any other service. We are in peace time now. Of course, if there is war, certainly goods traffic would have been more important. But I fail to understand why priority should not be given to passenger service and why so much overcrowding should be allowed.

When I approached the railway authorities for additional trains on the Delhi—Ferozepur line and Delhi—Pathankot line, I was told that the percentage is not such as to warrant running additional trains. Of course, they were kind enough to increase a coach here and a coach there. But I would beg of the Railway Minister to run additional trains and reduce overcrowding. When they say that the percentage is less, I do not know how it is. You find that in Delhi railway station or in any intermediate big station, overcrowding is very high. Of course, I appreciate their difficulties. But when the question of priority comes in the matter of lessening of overcrowding, I submit that the Northern Railway, particularly the area north of Delhi should be given priority in the matter of provision of additional coaches and additional janata expresses. This is my first point.

The second point to which I beg to draw the attention of the Railway Minister is about sleeping accommodation, which is one of the amenities provided for the passengers. In this connection, I understand that this experiment is being tried on 12 pairs of trains in India. But unfortunately the area north of Delhi has not been selected for that purpose. I do not know why it has been kept out. There is more of night travelling on this side also. I hope sleeping coaches will also be provided on the Northern Railway.

I am not enamoured of air-conditioned coaches at all. I would say that this should be absolutely eliminated and I believe that is the policy of the Railway Ministry also, and instead you should have third class coaches. But when you come to air-conditioned coaches, I find there are three trains running from Delhi to Calcutta, Delhi to Madras, Delhi to Bombay and so on. I cannot understand why this amenity has been excluded in the area north of Delhi. Possibly they think that because there is more of winter on this side than in the south, heating arrangement is not necessary on this
[Shri Ajit Singh Sarhadi]

side! I cannot see why when there are three trains with air-conditioned coaches running towards the south, there is none towards the north.

Shri Pantgrahi: The south will declare independence.

Shri Ajit Singh Sarhadi: If it were possible; not otherwise.

Another passenger amenity to which I would like to draw the attention of the hon. Minister is this. There are 613 railway stations on the Northern Railway which have not got raised platforms. Again this number is the maximum on the Northern Railway when compared to the other railways. Whereas on the Northern Railway there are 613 railway stations without raised platforms, we have got on the Southern Railway only 426, Central Railway 314, Eastern Railway 292 and North-eastern Railway 596. The provision made last year for raising the platforms on the Northern Railway was only 25. Here again in the matter of providing passenger amenities, the north has not got its due share, to which I would draw the attention of the hon. Minister.

I now come to the question of new lines. The main line to which I would draw the Minister's attention is the Jagadhari—Chandigarh—Kupar—Ludhiana line. You must appreciate the importance of Chandigarh in Punjab. We are well aware of the colossal amounts poured into Chandigarh for its development. If this line is constructed, we would contribute a great deal to its natural development instead of its artificial development. It is not a long line; it only comprises of about 106 miles. The survey was made as far back as two years, but we have not heard anything about it. Last year, my friend, Shri Moolchand Jain took up this matter with the Deputy Minister. Again today I plead before him that it is most essential that this line should be taken up as early as possible in case the natural development of Chandigarh is desired.

Another line to which I would draw the attention of the hon. Minister is the line connecting Moga and Bhatinda. I understand his difficulties. He has got to provide lines for Rourkela and other steel plants. At present industries are engaging most of his attention, but the agricultural development of the country too must engage his attention. My name-sake, Shri Ajit Singh, who represented Bhatinda constituency took up this point last session. The opening of this line will do a great deal for the development of the agricultural economy in that area which is the granary of Punjab. If Punjab is the granary of India, this area is the granary of Punjab. So, the development of that line needs attention. These are the general observations I have to make.

Now I beg to draw the attention of the Minister particularly to one matter relating to my constituency, namely, Ludhiana district. He knows very well that this district is very important industrially in Punjab. Rather I feel it is the most important town; you can call it the Manchester of India. The most unfortunate thing is that there the main town is split up from the Millarganj area by a railway line. I tabled a question and I asked for how many hours is the traffic closed on the grand trunk road at the railway gate that splits the Millarganj area from the Ludhiana town. The reply was given that it was closed for seven hours and 20 minutes. One thing I would say here. The total working hours are generally 14 to 16. The rest of the day is taken away by the sleeping hours. So, nearly one half of the time the gate is closed to traffic on the G.T. road. It is not only dislocation to general traffic but dislocation to the Millarganj area in Ludhiana city. When I questioned about it, the reply was that the matter is under active consideration and is in consultation with the government concerned, or with the State Public Works Department. I request the hon. Railway Minister to take note of this.
Shri Jagjivan Ram: We will expedite it.

Shri Ajit Singh Sarhadi: I request that this matter should be considered urgently. It is most essential. As it is, the queue of the cars and the buses and other vehicles at the gate extends to a mile. So, I request the hon. Minister to attend to this. It is a most essential thing, and in the interests of justice not only to Ludhiana but to the industries there, the work must be expedited.

Mr. Chairman: Kumari M. Vedakumari.—She is not here. Then, Shri K. G. Deshmukh

Shri K. G. Deshmukh (Ramtek): Mr. Chairman, I thank you for the chance you have given me to take part in this debate. I would like to make a few points regarding my constituency. It is a matter of great satisfaction that the number of wagons loaded has shown an increase of 6:18 per cent over the figures shown last year, that is, during 1956-57. But, at the same time, I regret that nothing of this increase has come to the lot of the orange-growers in Nagpur. I have figures to show that no adequate quota is being given for the transport of oranges from Nagpur to the outside stations.

As you know, most of the Nagpur oranges are sent either to Delhi or Calcutta or Bombay from the Nagpur station. I understand there is an Orange Advisory Board working at Nagpur. The Divisional Commercial Superintendent of Nagpur is the Chairman of that committee or Board. There are some non-officials on that Board, One non-official is an important person and another is an M.L.A. Both are members of that Board. They have written about it, and the Chairman had promised to supply an adequate quota of wagons rather, a certain quota, not a really adequate quota,—for the orange growers during last year. But even 50 per cent of it was not supplied to them. This is the existing position in that part of the country.

Orange is a perishable commodity. It comes under the perishable list in the railway lists. It was promised by the railway administration that while distributing the quota for wagons, adequate preference would be given for perishable articles like oranges. Still, I do not understand why this is not being done though it is promised by the railway administration and by the Divisional Commercial Superintendent at Nagpur.

Another thing that is lacking in regard to these oranges is that certain types of wagons alone are to be employed for the transport of these perishable goods, especially oranges. The main orange crop comes during summer and in that season a special type of wagons is needed for transporting the fruit. That is called ventilated wagons. This type of wagon is not supplied to the traders. If such type of a wagon is not available in sufficient quantities, I request the hon. Railway Minister to supply at least wagons with wooden floor or something like that. At least that type of wagons should be supplied.

The third thing is this. It is a very strange aspect. It was promised to the orange growers that freight will be lessened for transporting oranges. As far as bananas are concerned, I come to know that the freight has been reduced for the transport of bananas. But it has not been reduced in the case of oranges. Both these fruits come under the head, "Fruits and Perishable goods". But I do not understand why it has not been considered, namely, the freight should be reduced in the case of export of oranges. I request the hon. Railway Minister to attend to this aspect of the matter as early as possible.

I next come to some local difficulties in my constituency. Amravati is close to my constituency, and the hon. Deputy Minister of Railways had been there, and he knows it is the second largest city in Vidarbha. A railway line passes through that city.
[Shri K G Deshmukh]

For the last four years we have been asking for an over-bridge at that particular point of the railway line. It was promised. The budget provision is there since the last four years. But I do not understand why the work has not been undertaken so far.

Shri Jagjivan Ram: The State Government

Shri K. G Deshmukh. Of course, I was asked by the then Railway Minister, Shri Lal Bahadur Shastri, to approach the State Government. I approached them and they said that they had also made a budget provision on their part. But nobody is doing the work. The budget provision is there since the last four years, in both the budgets—the Central as well as the State budget. I do not know why they have not taken up the work yet. Though the money is there and the provision has been made, the work remains to be done. Every year, the amount is provided and it lapses. I therefore request the hon Minister here, as a Member of the House, to take up this work or at least initiate the work.

The other thing that I want to refer to is a passage at Narakhed on the Central Railway. It has been promised since the last four years or so, that an over-passage would be provided there. It is a very minor one which they have promised to put up. I request them to do that at the particular point where the Central Railway crosses the road. The absence of an over-passage there causes great inconvenience to the people, because the city is on the one side and the people have to go to the other side from the city. Everytime, they have to cross the railway line, and it is difficult and dangerous to cross the line.

These are some of the matters relating to my constituency, and I hope the Railway Minister will do at least some little things for my constituency which I have put before him. Especially, the oranges from Nagpur are very famous and nearly 75 per cent of the oranges of the whole country is grown in and around Nagpur. So, facilities at cheap rates should be provided for export of these oranges from Nagpur. If that is not done, it would be a national loss. The oranges would perish, and they are grown mostly in summer season. So, I request the hon Minister to take these facts into consideration and help the export.

Shri Balakrishnan (Dindigul)—Reserved—Sch Castes) Sir, I rise to speak a few words about improvement to certain railway stations and construction of some new lines and on some other points which are mostly related to Madras State. First of all, I take the point of overcrowding. Take, for instance, the GT Expresses and the express which runs from Bombay to Madras. From Bombay to Madras, there are two trains which are running daily. These two trains are overcrowded because the people from Andhra Pradesh and Mysore also go by that train. So, those trains are always overcrowded. There is a Janata Express running bi-weekly between Madras and Bombay. If that train is run daily, overcrowding can be reduced. So, I request the hon Minister to consider the matter.

Now, in the GT Express, there is always overcrowding. I understand that ordinary third-class coaches are going to be attached to the bi-weekly de luxe train. That apart, I would request the hon Railway Minister to send the de luxe train daily to Madras and back, because summer has begun and the people are prepared to travel by the train.

Now we are told that the De-luxe train is not very popular. It is not very surprising. I know the reason for it. Recently, I happened to travel by that train, and I found that the seating arrangements are very inconvenient. They have got adjustable chairs. But people from Madras...
to Delhi have to travel for two days and two nights. So, they must have some relaxation. The seats must be arranged in such a way that they can relax. If adjustment of seats is made in the De-luxe trains and more amenities are given to the passengers, more people will travel by that train. So, I request that this matter may be considered.

Then I come to the question of dining car. I do not know why the dining car is being detached at Kasi-pet. Originally, the dining car used to go up to Madras. Now people who are travelling Delhi to Madras are suffering in the matter of food after Kasi-pet; sometime even the M.P.s. become victims. After all, it is only a small matter. By sending the car up to Madras, there will not be much loss to the Government. So, I request the Minister to be kind enough to send the dining car up to Madras. Then, not only the passengers but even the M.P.s. will be grateful to him.

I will now refer to Dindigul junction, which is an old junction. There is no separate waiting hall for the third-class passengers. The passengers are simply allowed to lie down before the booking office. So, I request the Railway Board to consider the question of building a separate waiting hall for the third-class passengers at Dindigul. Then, due to scarcity of water, trains starting from Dindigul are delayed. So, something must be done to improve the water supply position at Dindigul junction.

Then, I would like to invite the attention of the Railway Minister to a famous pilgrim centre called Palani. It is very famous in South India. Palani is very famous for its Panchamritham. But there are no amenities for passengers at the Palani railway station. The arrangements for waiting hall and other facilities are very very poor. The railways are getting more money from that station, because thousands and thousands of people are going to Palani every day from Mysore; Andhra, Kerala as well as from Tamilnad. Even then, the amenities which are provided in the Palani station are very very inadequate. Waiting rooms for second class and first class passengers are very very small. So, I request the Minister to look into the matter and construct a proper nice platform and railway station at Palani.

I now want to say a few things about the Palani municipality. It is a poor municipality and so it is not in a position to maintain the sanitary and other facilities to the pilgrims. During festival times severa! lakhs of people gather there. So, the municipality has applied to the Government for the introduction of terminal tax. I understand that the Madras Government has also recommended it, the Hindu Religious and Charitable Endowments Board has recommended it. Since it is a poor municipality, I request the Minister to grant them permission to introduce terminal tax there.

Then I have to make a small request on behalf of my constituency. There is a small station near Dindigul called Ayyalur. Many people like milk vendors, vegetable vendors, coolies go to Dindigul from Ayyalur every day in the morning and return in the evening to their village. But there is no train which stops at Ayyalur. So, I request the railway department to stop the passenger trains which come from Dindigul at Ayyalur—Nos. 111 and 112—as it will be very helpful to the poor villagers.

I now come to the construction of new lines. A new line between Paramakudi and Tuticorin or between Manamadurai and Maniyachi may be constructed. At present people from Travancore, Nagercoil and Tinneveli, if they have to go to Rameswaram, they have to travel more than 200 miles to Madura in the north and then travel to the south. If there is a line between Paramakudi and Tuticorin or between Manamadurai and Maniyachi, people need not go to Madura. They
Demands for Grants— 7 MARCH 1958

[Shri Balakrishnan] can go to Rameswaram direct. Further, if that line is constructed, there will be a railway connection from south to north up to Calcutta in the east coast. I request that at least during the Third Plan period this line may be constructed.

Regarding the Dindigul-Gudalur line, Mr. Chettiar spoke about the importance of that line. This will be useful not only to Tamilnad but also to Kerala.

About the China Salem-Kancheepuram line, I understand the traffic survey was made. The then Minister, Shri Lal Bahadur Shastri said in his budget speech that this line will be taken up for execution. But I understand that this line was not included in the 840 miles. So, I request that this line may also be included in that Plan.

Regarding electrification from Tambaram to Villupuram, I am glad and thankful that the Minister has announced that this work will be taken up soon. Due to scarcity of electric machinery, this work was already delayed. So, I hope that hereafter this work be taken up expeditiously.

Sir, Regarding the Bangalore-Salem line, I am told that it is under the consideration of Government whether this line should be constructed as metre-gauge or broad-gauge. Since there is already a broad-gauge, line there is no point in constructing any more new metre-gauge lines. So, I request the Minister to construct this line also as broad-gauge. That will be more useful than metre-gauge.

With these few remarks, I conclude my speech.

[Shri Basumatari (Goalpara-Reserved-Scheduled Tribes): Mr. Chairman, I come from a State which has been suffering from transport difficulty since the British regime. During the 150 years of British regime, Assam has not got sufficient railway lines. They have got only 1,800 miles of railway lines in an area of 85,000 sq. miles. So you can easily imagine how Assam is suffering from transport difficulty. In Assam there are no industries or other projects because of transport bottleneck.

1.39 hrs.

[Mr. Deputy-Speaker in the Chair] After partition most of the railways have gone to Pakistan. Then, the State of Assam was isolated from the rest of the country. So, you can imagine how it would have affected the people of that poor State. After the achievement of independence, I do not think our Government has taken keen interest in this backward State of Assam.

There are only three trains from Calcutta to Assam, and they also go very slowly. For about 700 miles they take 36 hours. So, on an average it comes to about 19 miles per hour. Therefore, the people of Assam nowadays call that train a bullock cart. There is a line from Rangiya to Tezpur, a distance of 100 miles. The trains run at late hours and the speed is about 10 miles. Everywhere this is the case and I do not think the Government is taking interest in this backward State. There is a popular feeling everywhere that the people in this State are receiving a stepmotherly treatment from the Centre. That is a fact also. Therefore, I request the hon. Minister to take a keen interest in this. Of course, the other day, our Deputy Minister visited our State and I think he has been apprised of the difficulties felt in the State.

I have already said that this State of Assam is very backward and it cannot be compared with any other State in India. Every time we approach the Government for development of this industry or that, we are told about this transport bottleneck.
Every development work depends on the transport facilities that are available and the capacity of the railway to handle the traffic. I do not see why the Government of India has not taken keen interest in respect of this State. After the achievement of Independence, not an inch of railway line has been constructed here. As I have stated, the 18,000 miles of line still stand. I have heard many speakers ask how many miles of new lines have been constructed. Not a single inch of line has been laid on Assam. You can imagine how we are treated. We appeal to the Government of India to take an interest in Assam. There are plenty of resources in Assam. There are hills, there are dales, there are rivers, everything is there. Only because of the transport bottle-neck we are not developing. If you open a railway line from Bongaigaon to Garo Hills and Goalpara, this will facilitate the development of the cement industry, coal industry and so on. The other day the hon. Members Shri Hem Barua and Shrimati Mofida Ahmad stated these things I do not like to repeat. I want to add some more line Tripura is also merging with Assam. They do not want to merge with Assam because of lack of transport facilities. There is not a single line connecting it with India. They have to come by air. A line from Badarpur to Tripura will greatly help them and Tripura will merge with Assam. I request the hon. Minister to take this into consideration. So also Manipur is in the same condition. There is no railway line connecting Manipur. So, they have to go by air from Calcutta to Manipur. You can imagine the difficulties they have to face. I request the hon. Minister to take an interest in this and open a line from Manipur Road station to Manipur via Naga Hills.

You know troubles from the Naga people. These troubles are there only because they have no contact with the plains people. They do not also look to the plains people. If you open up a railway line, easily they can be contacted by the plains people. I request the hon. Minister to take up that line. In the Budget, they have said that there is no programme for opening up new lines. If you do not make a special case in the case of this underdeveloped area, how can Assam come in the same level as the other advanced States? I request the hon. Minister to consider this point.

Another line is to be opened from Rangapara to North Lakshimpur. There is now only one P.W.D. road. If you open up a railway line, there can be contact with the N.E.F.A. areas easily. If you want to develop this N.E.F.A., area, a railway line is very necessary. Unless you open a line of communication, how can you develop the N.E.F.A. area? It will remain N.E.F.A. area. It will not be educated or become enlightened. I request the hon. Minister to think about this.

I wish to make a general point about Railway administration. After we achieved Independence, the Railway administration is deteriorating. If you have a station, there is no water. If you have a waiting room, there is no latrine, there is no chair. I do not understand why the Railway administration is not thinking about development on this side. If they think that Indian standard is like that and we should have such a standard, I do not like that. After the achievement of Independence, we should consider about the standards also. The standard is deteriorating and it requires to be looked into.

As regard the De-luxe train, the other day, travelled in it from here to Calcutta. I find there are so many anomalies. There is no sufficient accommodation. I am told that in the De-luxe train, three third class bogies have been attached which are not air-conditioned. On account of this, there is overcrowding. The other day I had been to Calcutta. I took my family also with me. I had even reservation of the seats or myself and my
family We could not get accommodation. When I contacted the conductor, and I was told that there are no coaches, that two-three air-conditioned coaches had been cut off and third class coaches attached and they are short of accommodation. They could not give accommodation even to people who had reserved already. That is the difficulty we had to face. I request the hon Minister not to consider whenever they get any complaint that there is crowding, etc., and revise. As soon as you get any complaint, if you revise, how can you go on advancing the conditions of travel, I do not understand.

I then come to the point about over-bridges. There should be over-bridges in important places. As an example, I give the case of Funds which is going to be the headquarters of a new Zone. There is a road from North Gauhati to Hajo where there is a famous temple. People are held up there for long time even on account of shunting of trains. There should be an over-bridge here, for the North Gauhati-Hajo road.

There is a highway road from Pandu to Shillong. On that road during train times the city people are held up for long hours and they are subjected to great difficulties. I request the hon Minister to order the construction of an over-bridge for this highway road.

There are very important stations in the Rangiya-Tezpur line in which for want of accommodation people are suffering like anything. They do not get water, they do not get shelter and in the rainy season, the people are suffering very great difficulties. I request the hon Minister to order construction of standard waiting rooms at Rangiya, and also Bongaigaon and Kokrajhar. This is a newly constituted sub-division and people have to run from place to place. So, there should be one standard waiting room.

I thank the hon Minister for creating the new zone, and for the expansion of the railways and development of our other sectors.

They have established a separate zone for Assam, but we understand there should be more lines, more advancement made and more care and vigilance will be taken to augment rail transport capacity for economic expansion and industrial development of Assam.

श्री बलमनी शिंह (कान्दा राजस्थान अनुश्रुत जातिया) उपायुक्त महोदय, रेल-वेज के मुलाकात जो भारी तक विचार हुआ है उसमें बहुत से समस्या पर रोषनी हारी गई है। मैं समकाली हूँ कि जब से मुक्त धावाधाव हुआ है उसके बाद से रेलवे में बाकी तरफ़ी की है धार लोगों की काफी सुनिश्चित की गई है। इसके घालाओं भारी बहुत ने धार काम करते हैं जो कि भारी पारे तक नीचे नहीं पहुँच पाए है तो उनको पहुँचने में भारी कुछ वक्त लगता है। इसके घालाओं में समकाली हूँ कि बहुत से मनमो जब मुक्तकाम में अक्कलेप्टेडन्वा पारा जाता है तो प्रपोजिशन पार्टी होने वाले बामों के रास्ते म हायल हो जाती हैं। प्रपोजिशन पार्टी के एक धारानेवेल मंडल में धार केपेस पहुँच करने हुए हमारे रेलवे मगी महादेव के नाम को दुकड़े २ कर्म धार जीवन को प्रभाव करते हुए क्या हो उनके काम म जग धार जीवन तो छू गया केवल एक राम का नाम ही रह गया है। लेकिन मैं उन धारानेवेल मंडल में सहमत नहीं हूँ धार में समकाली हूँ कि रेलवेज एक बहुत बड़े उसकालिया का कुशलता से निम्न रही है। नमाम मुक्त बर के लोगों को जबरदस्त वह पूरी करती हैं धार दामों जनता को वह हर प्रकार की मुश्किल पहुँचती है, वह उनके नमाम जबरदस्त चीज़ें मुख्यतः करती है। इसलिए मैं समकाली हूँ कि हमारे रेलवे मगी महादेव का जो नाम है वह उसको सार्थक कर रहे हैं धार जो उनका नाम का धार जीवन मिला हुआ है उसी तरह वे रेलवे द्वारा देश मर के सीमों को
एक बुधवार है निजात के बीच सब के आगे शीर्षों और बक्सों की बीजें जुटाते हैं।

हमारे यहाँ बहुत ही सेवा यूनियन बनी हुई है लेकिन अभ्यासी सथान पार्टी के लोग उनके पूर्ववर्तमान यूनियन बनाते हैं तब इसमें यह फहने पर मजबूर हूँ कि उनका यूनियनाधीन मुक्त को प्रायः ले जाने का नहीं होता हालांकि उनका यूनियनाधीन हमेशा यह होता चाहिए कि मुक्त को प्रायः ले जाना है। भास्थ्र प्रवर्तक के जमाने में हम में भाग में एक-सा-लाभ हो सकते हैं लेकिन जब तक यूनियनीय बातों भी विवादीता का तालुक है उनमें कोई सत्तमें नहीं होता चाहिए। एकस-लाभ हो सकते हैं लेकिन उनके मुक्त के प्रति स्वीकार भी वर्तमानी या वर्तमानिती में हमें नहीं भाना चाहिए। यहीं हमारी ऐसी ही चाहिए कि देश भी भाग का हिस्सा हो भाग से निवासी निवासी काम करें।

यूनियन बनी है एमएनआई के निकल के लिए काम करूँ हूँ भी उनकी वाहिनी भी निवासी होती है कि एमएनआई बहुजी विवादी बनने से लेकिन मुख्य प्रभाव के साथ कहना पड़ता है कि उनके मुक्तवर्तमान पर इसी यूनियन बन जाती है जो कि उनकी ही निजी अंतर्गत करना है।

इस समस्या में मेरा आवश्यक रूप से मिस्टिस्टर से निवेदन नहीं कि जो यूनियन वहीं भी भी उनहोने के व्यक्ति की बहुती के लिए मुख्य दिये हैं, उन पर विचार करना जो मुक्त उचित भी करते हैं उनको पूरा करने के लिए पूरा यत करना चाहिए।

इसी तरह जो बेकवर्तमान इस्पॅनिस्ट भूमिका निभा रहे हैं भी भी जो कि रेलवे मुख्याधीनों की बस्तियों में गुड़ काम भी की पेशेवर रूप से करना उन्होंने जो व्यक्ति की बेहतरी के लिए मुख्य दिये हैं, तो युवती भेद कागां जो कहीं महादेव नहीं रह जाने पाहिए बताकर उनके भार के उचित होती है तो भ्रम में साने 50 पूरा 2 दिन करना चाहिए। रेलवे के यूनियनियों के बहुत से मसले ऐसे होते हैं जो कि विना इतने हुए पड़े रहते हैं। भास्थ्र जबरदस्त इस बात की है कि ऐसे मसले जो कि बाबू तक मेंजों पर पड़े हुए हैं भी भी बाबू पर भ्रम नहीं हुआ है उन पर जल्दी से जल्दी भ्रम करने के लिए जल्दी कदम उठाना चाहिए।

जहाँ हमारे रेलवे मिस्टिस्टर महत्वपूर्ण भाव का ध्यान रेलवे द्वारा सारे मुक्त की बहुमूल्य करने के बाहर हैं। में उनका ध्यान ध्यान तार पर विषमालक के बैंकवर्त एंडियाव की तरफ विलायत भी उन पिछड़े इसके तो लोगों को कार तार पर सहूलित बनी भावित। ध्यान भी भाव के रंग के बारे में काम करता हूँ जहां कि बहुत से इसके बैंकवर्त भी भाव गरीब है भी भाव उनके रात सहन के भी भाव उनकी यहीं प्रतिकृत क्रिया का काम है। मेरी प्रतिकृत है कि उन लोगों को ज्ञान से ज्ञान सहूलित की जाए। मिस्टिस्टर के दौर पर में यह कहना चाहिए हूँ कि फाइनल जिन में नगण्य तक रेलवे लाइज़ गई है भी भाव उसे रेलवे लाइज़ को ज्ञान तत्तक तक बढ़ाने के साधन में बहुत से लोगों उद्देश्य के दौरान की है ताकि लोगों की सहूलित होजाये।

ध्यान कई दफ़ा उसमें यह खाली किया जाता है कि यह लाइज़ नुकसानदेख है में समझता हूँ कि जो लाइज़ एक दफ़ा ही ले जा कर क्यों ही भी से मिलाया जाय तो यह लाइज़ केमेस नुकसानदेख रहती है भी इसलिए भाव उसकी प्रायःविदेश भनना ही हो लाइज़ दूसरी लाइज़ में सम्मलित बजें भारी।

मस्रतन यहाँ से जो लाइज़ नंगल तक गई है उस लाइज़ को भाव ऊना से मिला दिया, गया, जेकरो या मोहिमा के साथ मिला दिया जाए, होगांछालुर के साथ मिला दिया जाय या ज्ञानांजणी के साथ मिला दिया जाय तो लोगों के भाव पाने के लिए काफ़ी सहूलित हो सकती है भी भाव जो भाव नुकसानदेख सबसे ज्ञाता है वहीं काम नुकसानदेख सबसे ज्ञाता है वहीं काम मुनाफे में तबीतह हो सकता है।
3673  Demand for Grants— 7 MARCH 1988  Kithinji

[भी वल्लीत सित्य]

ही तरह घौर भी बहुत थी समस्याएं हैं। गैराची इलाकों की बनावट पहली घौर चित्त इलाकों में रेतो का किराया दरकार है। मेरे कहना यह है कि उसकी बाद की कोई फाहिनी होना चाहिए तब कोई पिंछड़े हुए लोग हैं, गरीब लोग हैं घौर लेन्खेकों इलाके हैं उनके लिए स्लेफल फील्डिंग वेनी बाह्य। इसके प्रस्ताव जिस प्रकार वो दो रूपों जैसे ब्रम्हुतर घौर बदलना गया है दिल्ली में माल ले जाने के लिए पूरी सुल्तान बी जानी है वहीं उसके अन्ततः बाहरियों से ऐसा जो लोग इलाकों में रहते हैं उनको भी इस सहलितको का पुरा 2 फायदा मिल सके।

भी 2 रेटरे मांजी महादेव के पास जने के बहुत से सफलो घौर बीरर लोगो का एक सेवाएं अप्रयोग है कि नागा से जना का फायदा बहुत कम है यह केवल 5 मील है घौर वहाँ एक रेटर लाभ बना जाती है। घौर इसके एक सहलित यह घौर हो गई है कि जो दरिया का पुल था बह बन बुका है घौर जो नगर के खिलाफ़ उपाय की बाहर है, उसके लिए 1 मील की लाभ बन रही है, उस एक मील की लाभ बन जाने के पुल का गला हो गया है लेकिन उन्होंने तक वह जो लाभ में की टोल है ब्रह्म इस सात मील के हिस्से में भी रेतरे लाभ बना बी जाय हो बहुत सी सहलितक उस इलाके को मिल सकती है। मैं समझता हूँ कि उनकी कसर्ती को महन्तजर रखकर हमारे रेतरे मांजी महादेव इस बात पर जबर जिमार करने।

इसके प्रस्ताव एक बात में घौर कह कह देना जबरी समस्या है घौर वह यह है कि लाखिनी के साथ 2 बहुत ही जमीनी बंकर पहुँच हुई है घौर उसमें दो कोई काम होती है घौर न ही व्यावसाय कर जाते हैं। में यह भवन है कि लाखिनी के साथ साथ मित्ती जमीन इस तरह की पहुँच हुई है उनसे फायदा वरकं लगाये बाढ़ घौर ऐसा करने के मुक्क की पूरा तालाब के हुन होने में अभी मिल सकती है। इससे अचार जगा पड़ हुई है भगवत उससे दरक लगाये जाय तो करौं हुई वर्षे का फायदा मुक्क को हो सकता है।

सादर घौर यह मानते हैं कि यह वक्त का बात है। घबरा राहता घौर का बाहर घौर वी० योद्धा कास् ब्रजेंद्र के मुलाक़ात है। हालांकि मलेने के बाद हवाई गवर्नेंट ने योद्धा कास्ट वालो के लिए रिजर्वेशन का एक कोटा रखा है लेकिन तमाम मुहूर्तों में जो रिजर्वेशन बस रहा है यह थिमा तक मिलता कि उनको मिलता भाँतिए उनसे नहीं मिल रहा है। रेतरे में बहुत से महान घौर छोटे लगता है घौर इसके लिए यह बहुत बात कर दी जाती है कि साहब का कर जाने है उन जगहों के लिए योद्धा कास्ट में के लाभक उम्मीदवार नहीं मिलते हैं। मैं भांति करना भांति हूँ कि कई सफ़ई लाभ उम्मीदवार उन जगहों के लिए प्रति है लेकिन उनको जनाना नहीं दी जाती है। इसलिए मेरे कहना है कि सरकार ने जो प्रासादिव घौर रिजर्वेशन योद्धा कास्ट वालो को नहीं हुई है उनको अपने में लाया जाय घौर उनको पुरा करने में खास फील्डिंग दी जाये।

भी समझता हूँ कि यह वक्त का बात है। घबरा राहता घौर नहीं दह दस साल पहले का। बहुत से मैं कदिंबेंट इस मलेशिया के घर्त से थे जो में इस सीरीज को पुरा कर सकते हैं। मैं भांति रहना हूँ कि हमारे रेतरे मांजी महादेव इस बात का भाषण में रहकर बहुत बाह्री रिजर्वेशन में जो भी मांजी रहती है उन्हें पुरा करने के लिए चल करें।
बी हो याॅॅ लॉगुले (नावें) : बि० हिंदुस्तान सीमित, बन, इस में कोई वाक्य नहीं है। विदेशी रसोई कार्य की इंतजाम का बहुत कठिन बाहर जाना है। लेकिन यह भी सही है कि लगभग हाल में इस विदेशी रसोई का बहुत कठिन बाहर जाना है।

हूसून को जिस तरह से इस तरह व्यवस्था देना बाहर है, नहीं वह रहता है। वे हाल अत्यधिक सदन के सामने इस बात को बाहर किये बैठे नहीं रहे सकते कि मुलाकात इस बात की तरफ बोर कर रहते हैं कि उन की तरफ की रास्ते जाने के लिए सफाई रखने बैठे हैं।

जिस तरह से दशकांक दर्ज से इस में व्यवस्था की जाती है कि मुलाकात इस बात की तरफ बोर कर रहते हैं कि जिस तरफ की रास्ते जाने के लिए सफाई रखने बैठे हैं। जिस तरह से दशकांक दर्ज से इस में व्यवस्था की जाती है कि मुलाकात इस बात की तरफ बोर कर रहते हैं कि जिस तरफ की रास्ते जाने के लिए सफाई रखने बैठे हैं।
[भी हैं नाहो सोंकु रे]

इसकी तरफ ध्यान देना चाहिए। उन के धारण ऐसी बातें होती हैं कि अर्थ पर विचार नहीं हुआ है। ऐसा कहने में फर्जियाँ नहीं करा चाहिए बौद्ध में नहीं करा दिया । दूसरे इस विषय में यह बतलाना पाहिजा है कि रेलवे में यह हालांकि पर भाय वर्गीय की दृष्टि से समान नहीं है उन में और पानी के बाँटने के जगहों पर ऐसी प्रादेशिक यात्रा तर्क में नहीं फिरे जा सकते हैं जो कि बंदूकी कारखाने के हैं। इस तरह एक तरफ धारण करने वाली है उसी होकर दूसरी तरफ बंदूकी कारखाने के लोग भी अपना हाथ रखते हैं, जो कि अपने पालन का है इसके से सबसे दी जाना चाहिए और उन को इस कारखाने करना है कि वह प्रपने कारखाने के प्राप्त तकर दिकी कर सके । में समझा है कि इस की तरफ भी सचमुच क्या करेगी और प्रपने को मानने को सब भी चाहिए।

इस के प्रलयों में देखा है कि रेलवे के प्राप्त पर भाय वर्गीय को इतने होता है बहुत ठीक नहीं होता । मुसाफियाँ बैठारे या जब स्टेशनों गुजरते हैं तो भाय पीते हैं। बहुत अच्छा है। लेकिन भाय ऐसी होती है कि उस के पीने से कई लोग बीमार हो जाते हैं। भाय प्रभाव नहीं होती है तो भी बैठने वाले को होता है इस की बाँटने के मुसाफियों का एक्स्ट्रायाइजेशन होने दिया जाता है। इस पर भी गौर करने की जरूरत है।

रेलवे के रूप में रेरीनेसन का भी इत्तफाम प्रभाव नहीं है। बाहर किसी रेलवे रूप के प्राप्त राय ढाल जायें, तो इसे कम करने के प्राप्त चाहे जायें। वहाँ पर बैठते भरोसे सहर के लोग तर्क ताराव में पाये जाते हैं बिस्तर को तोड़ जबाब नहीं हैं। न तो कोई यह उस पर व्यापार देता है बौद्ध न उनको मारने का इतने ही काम किया जाता है। बिस्तर मुसाफियों का दिन ठहरी ही भी तफसीर पहुँचाई जा सके पहुँचाई जाती है। यह विदिम न है कि रेलवे के प्राप्त पर व्यापार में लाते हैं, नहीं कहा जा सकता। लेकिन एक बात ज़कर है कि कई रेलवे हाउसहेज बौद्ध रूप में ऐसी विदिमों चाहे जाती हैं।

मारताबाद के प्राप्त से बौद्ध कारों गुजरती हैं उन मुसाफियों के लिये स्टेशनों पर पानी का भाल हुआ ओर काम होता है। में इस तरफ भी हुकूमत का ज्ञान विलायत का पानी का इत्तफाम अन्थ में है। कई जगहों पर मुसाफियों के लिये स्टेशनों पर ठहरने को जगह नहीं है। इस तरफ भी हुकूमत का ध्यान देना चाहिए।

मेंगूर डिवीजन में बहुत से बंदूकी कारखाने के लोगों को प्रमोशन नहीं दिया जाता है। बौद्ध बैठारे बहुत जाने से बहां काम करते हैं और प्रमोशन के सीज दिमार्ग भी पेश करते हैं। लेकिन हुकूमत उनको तर्क करने में धारा कर रही है। यह वर्ष प्रभावित की बात है, इस तरफ भी हुकूमत की ध्यान दिया जाना चाहिए।

हायार रूप में रेलवे मिनिस्टर ने बहुत महत्त्वपूर्ण बातें बुझाए जब वह गये हैं तो उन्हें काम करने के प्राप्त व्यापारी डिवीजन भोजन या सबारों को कि हम एक रेलवे ताजा तैयार करने जो निश्चित है रेलवे रायवाक तक हो सकती। विस्तृती 30 मील का पालन है। लेकिन यह भी नहीं
Nowadays, whenever there is a discussion on Railways, the question of accidents comes uppermost in everybody’s mind. The subject has been discussed and various suggestions have been made.

Probably the causes of accidents may not be the same, but if analysed, some common cause or some common origin may be found out. I have heard one thing from one of the old railway officers who was a driver. He said that formerly one engine was entrusted to one driver, and it did not change hands. They used to take care of the engines as if it was their own child. Every machine has got some eccentricity of its own, the engine driver knows all the facts and automatically he may be cautious about it. If hands are changed, then probably the new driver may not be acquainted with the particular eccentricity of the engine, and thereby the number of accidents may increase.

I would suggest one thing. If the Ministers and the Railway Board have a meeting with all the old efficient officers—workmen—probably the latter can suggest something which may be actually effective in preventing this kind of accidents.

The second point I wish to make relates to my constituency. I come from Jamshedpur. It can be called a miniature India. People from all parts and corners of India, north, south, east and west, have gathered in Jamshedpur. The facilities given by the railway are not enough for them to proceed to their respective parts of the country. Of course, I know the difficulty of arranging full facilities, but one suggestion I would make is that if from Jamshedpur some bogies are attached, one for Madras, one for Punjab, Delhi and so on, it will give good facilities for the people of Jamshedpur.

We have started Janata train service from Calcutta to Madras and Calcutta to Delhi, but there is no Janata running from Calcutta to Bombay, which crosses the whole of India. I feel it is time to start a Janata service from Calcutta to Bombay passing through so many States. It will give good facilities for all these areas.

From Chota Nagpur and Santhal Parganas during the agricultural season—sowing and harvesting time—agricultural labour goes to different parts of the country. As a matter of fact, in that short period, the crowd is so heavy that one cannot know when one could travel. I feel that some arrangements must be made by the railway authorities to cope with the rush during this short period. As a matter of fact, I have found that some of the labourers have had to wait in the station for even two days. They could not get any accommodation. Already the trains are overcrowded. Further overcrowding is such that they cannot get into the compartments. I feel that some extra arrangements to facilitate the travelling of the agricultural labour should be made.
भी मानती हूँ कि इस ठिकाने का प्रयोजन नहीं है। मैं भी मानती हूँ कि इस ठिकाने का प्रयोजन नहीं है। मैं भी मानती हूँ कि इस ठिकाने का प्रयोजन नहीं है। मैं भी मानती हूँ कि इस ठिकाने का प्रयोजन नहीं है। मैं भी मानती हूँ कि इस ठिकाने का प्रयोजन नहीं है।
गया टीक बुड़का का धौर लगायी गयी सालू की लक्ष्यी। घर धार देखे कि टीक का धाव है ११ या १२ सप्ताह प्रति कुट जब कि सालू का धाव है साठ चार धाव रहेगा। इसकी रीखेहें बीड़ी की तरफ से धार भी हो रही है।

तो में समझाया हूँ कि निम्नार के काम की कार्य वेशभाव होनी चाहिए धौर में समझाया हूँ कि धार इस तरफ धाम दिया जाय तो इसमें काफी सही की जा सकती है। यह तो बुधी धार है कि आठवारों के परस्पर में रहती है। 

धार यह मानी हुई धार है कि इसकी रोलना बहुत मुनिफ़ धार है। लेकिन जो बीच में बतलाई है उसकी रोला जा सकता है।

तीसरी धार में यह नहीं कि जो धारने हर जोन में विज्ञान बिमार जा सकता है उसमें धारने वही लोग लिये हैं जो पुराने धार है। वे जानते हैं कि रिश्वत किस तरह धामी जाती है धार किस तरह से पता है कि धार जा सकता है। तथा धारता हूँ कि इसमें उत्तरार्थ धामी लिये जाने चाहिए जो कि बिमार को पकड़ा जाना हो। न कि ऐसे धामियों को जो कि बिमार की काम समाप्त दें। यह काम के लिये धार उत्तरार्थ धामी ते। तो में पत्रिका का यह काम के लिये धार उत्तरार्थ धामी ते। जाने वे वर्तन वर्गों ही या दूर के लोग ही लेकिन उनका ध्यान यह हो कि इसकी इस धार को जमाना है धार में धार ने से धारमार को दूर करता है।

लोग कहते हैं कि लोगे हें सामान का मुख्यबंधन बहुत बनाना जाता है। कहीं यह ढेट भी जाता है। लेकिन इसने सामान के लोगे के कारण क्या है। इसका मुख्य कारण यह है कि धामियों ने लोग हो गयों के लोगे से मिले रहते हैं। धार देखे हो गयों होते हैं।

में धार देखे हैं कि व्यायामर स्टेडियम के पास धारमार्गों में हुदी, किशामिया, बाबूबी धामी शाहर से भी बढ़े धार पर निश्चित सकती है। में धार धारे हें सामान की पीची होती है हो कि इस तरह से धारे जाते हैं। में धार धारा के इस तरफ धारकों हुबत धाम देने की धामभाव है।

धार ऐसे लोगों पर त्रादी निगाह लेने जो कि धारकों धामी है पर जिन्हीं की धामा ठीक नहीं है।

जो धारे में धारपेड़ के कही से धामपी इनकम बढ़ाने वाली है। धार इसके बोटा न समले। इस धार धाम दिया जाना चाहिए।

धार का धारा में रिक्टर्स्टेटेन के बारे में कहना बाहर है। प्रधान हृदय एक साथी ने कहा कि विवृद्ध धामी के रिक्टर्स्टेटेन में अच्छी धामाण होती है। जहाँ इस पत्र धामी का प्रमुख है। बढ़ा पर ध्वनिजन सुपररेडियों का धार्मिक है। बीच में मुझे धामी जाना पड़ा। में एक गरीब धामी के बढ़ा ठहरा था, उसने बताया कि धार पर समस्त ४ के कर्मचारियों के रिक्टर्स्टेटेन के लिये बोटा बना लेकिन ऐसे धारी तरफ बसते हैं धार एक जगह के लिये डो दो धार धार भी धामा लेकर लोगों को में देते हैं धार इसका रिक्टर्स्टेटेन हो जाता है, बाकी एलिजेबियन धामी लगी जाती है धार धामी लोग एलिजेबियन नस्ते हैं। लेकिन वे सब बेकार होते हैं। इस तरफ भी धामा धाम धामा होता है पर में भी तो धामा धीरज्जे।

इस में धामा कास्टीबुड्डीके के बारे में कुछ कहा गया। में पीछे साल भी धारे किया था कि धार धारीले से धामा तक जो धामा धामा जाता है उसको धामी तक कर दिया जाय। धार देखे कि धारीले ने धामा तक कितनी गाड़ी चलती है। धार मुखुरा तक तो बहुत ज्यादा चलती है क्योंकि उबर ने कहते हैं।

में धार कम धारा जनता की छोटे कर एक पैरेंजर डिज्नी में जाती है। धार किसी गरीब धामी की एक पैरेंजर धाल जाते हो तो धारे सूंडी धारी के लिये १५ या १२ बेटे तक वक्ता पहटता है। इसलिए में धारीले नहीं कि
Sir, today I want to deal with some of the salient features of the Railway Ministry. People complain about delay in trains, the non-punctuality and the terrible or abnormal late running of the trains. I would like to deal with some of the features which I had personal experience of in Bezwada.

There are some departments which are collectively responsible for the running of the trains; they are, the Mechanical Department, the Traffic Department and the Engineering Departments. Whenever there is a train, all these have to work collectively and make it a point that the train reaches the station in a regular way. But, the Engineering department says that it is not concerned with the Traffic; the Traffic department says that it is not concerned with the mechanical and the guard says that he is not concerned with the signals or something like that. In this way, nobody feels that all of them are responsible jointly for the despatch of a train or a vehicle from the station.

There is another thing also, zonalism. Whenever a train from the South Eastern Railways comes in, there is an interchange point or something like that. These people make abnormal delays in receiving the trains. I think they want to inculcate that they are running their trains correctly in their railway, the South Eastern Railway and not the others. I do not understand that. All the railways belong to the Indian people. These people are there to run the trains. It is not a point that only one zone does it better but not the other zones. In this way, they make abnormal delays. When the train comes from Bezwada to Wailair, they stop the train at Gopalapuram, 1 1/2 miles from Wailair and they take their own time to receive the train at Wailair station. I do not understand why people should wait. The train comes at about 11 o'clock. It is only 1 1/4 miles from Visakhapatnam. Because of zonalism, the people have to

Kumari M. Vedakumari (Eluru):

Sir, today I want to deal with some of the salient features of the Railway Ministry. People complain about delay in trains, the non-punctuality and the terrible or abnormal late running of the trains. I would like to deal with some of the features which I had personal experience of in Bezwada.
wait up to 3 or 4 o'clock. Nothing is available at Gopalapuram. There may be sick people in the train. If the railway people inform the passengers that they should come prepared with their lunch and everything it will be better. The inefficiency in co-ordinating the collective responsibility for receiving the train is something horrible.

Mr. Deputy-Speaker: Would the hon. lady Member like to continue next time?

Kumari M. Vedakomari: I will continue tomorrow.

Mr. Deputy-Speaker: The hon. lady Member may continue next day when we have got the session. Now, we shall take up non-official business.

CODE OF CRIMINAL PROCEDURE (AMENDMENT) BILL

(Amendment of sections 342 and 562)

Shri Raghubir Sahai (Budnan): Sir, I beg to move for leave to introduce a Bill further to amend the Code of Criminal Procedure, 1898.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Code of Criminal Procedure, 1898."

The motion was adopted.

Shri Raghubir Sahai: Sir, I beg to introduce the Bill.

CODE OF CIVIL PROCEDURE (AMENDMENT) BILL

*(Omission of section 87B)*

*Published in the Gazette of India Extraordinary Part II—section 2, dated 7.3.58.*
[Whoever, owing allegiance to the United State, levies war against them or adheres to their enemies, giving them aid and comfort within the United States or elsewhere, is guilty of treason and shall suffer death or shall be imprisoned not less than five years.....]

Shri V. P. Nayar (Quilon): If you are really keen....

Shri Raghunath Singh: I am not very keen. If you are keen, I am also keen.

Mutiny]
The immediate duty of every Pakistani is to create and support a strong internal movement in India.

If you are afraid of the police you cannot achieve your objective.
[Shri Ramnarain Singh]

The Gupta Police Act is to be amended. This Amendment Act makes it an offence to use any vehicle in a manner that obstructs the traffic or creates a nuisance.

A section of the Police Act is added as follows: Section 153(1) defines obstruction of traffic. This section states that any person who obstructs traffic by using any vehicle in a manner that obstructs the traffic or creates a nuisance shall be punishable with imprisonment for a term which may extend to three years or with fine or both.

This Amendment Act is intended to address the issue of traffic obstructions caused by the use of vehicles in a manner that creates a nuisance or obstructs the traffic. The section is proposed to be added to the Police Act to provide a legal framework for dealing with such instances.

The proposed section is added as follows: Section 153(1) of the Police Act is added as follows: Section 153(1) of the Police Act is amended to include the following provision: A person who obstructs traffic by using any vehicle in a manner that obstructs the traffic or creates a nuisance shall be punishable with imprisonment for a term which may extend to three years or with fine or both.

The proposed Amendment Act is intended to provide a legal framework for dealing with traffic obstructions caused by the use of vehicles in a manner that creates a nuisance or obstructs the traffic. The section is proposed to be added to the Police Act to provide a legal framework for dealing with such instances.
Commits an Act towards harming the independence of India, unity of the Indian Union, its States or Security of its territory.
[भी राजनाथ विश]  
इस के दारा हम बाहेर हैं कि हमारे 
राज्य की एकता बनी रहे और हमारे देश 
की यह स्वरूप हो जो भर्ती की हुई है,
भाज वहा की क्या प्रस्ताव है? भारतीय 
हिंदुस्तान की तरह से एक रुपीकरण है,
6 स्टेस भिन कर के भर्ती की यूनियन 
बनी है। भारतीय भी एक कार्यकर्ता की 
यूनियन है। भारत भर्ती मंडल पर भाषा 
भाषा नहीं संवादित, नाम पर चल नहीं सकते।
राष्ट्रीय 40 बील के बाहर कोई वायर 
नहीं है और वह इस कारण है कि उन्होंने 
कुक्ता के काम नहीं लिया। उन्होंने भर्ती 
यह कार्य का भर्ती ऐसा नहीं बनाया जिस 
के लिए भर्ती उन्हें विपुल को प्रभात 
कर भर्ती कराये जा सके। भर्ती भर्ती की 
जो भर्ती को भर्ती करने नहीं देना चाहिए।
इस नियम से भर्ती समय ने तीन ही कहा है कि 
भामी भारत की फंडेशन वर्कर हैं ओर फंडेशन 
की शास्त्री भर्ती रोटे और फंडेशन ने जा 
कार्य करने उन कार्य की साइट 
वर्कर नाम देने देने भर्ती नहीं है। उन भर्ती वार 
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कार्य करने उन कार्य की साइट 
वर्कर नाम देने देने भर्ती नहीं है। 
बहुत है यह वस्तु नहीं है कि इस 
भर्ती का इस समारे के दारा पास 
कराया या इस बिन का पास कराये 
के लिए भाषा 
अलावा के सनरक ने कहा चाहता है कि 
भारत भर्ती देश के नाम एक महान 
विश्व फूल हैं और उस का तरह भाषा 
का व्यवस्था चाहिए। भाषा के इतिहास 
पिनेल कोड को इस तरह ने प्रचार 
की कीवी ताकि भाषा ऐसे दासमानी भाषा 
विश्व तब नीति देश में भारतीय फूल हैं उन 
को बढ़ाए है बिन के भर्ती सम्बन्ध 
सजा दे सके। तब सुलता साराभाई 
हर राजवर्गीकरण के भाषिक का बला 
कार्य का बच कर कर्म कर रही है। 
चूँकि भाषा के इतिहास पिनेल कोड में इस तरह 
के भर्ती के विनियम सजा दे सके या 
कोई प्रभावित नहीं है इसलिए भाषा 
सही भाषिक का व्यवस्था कर ली भाषा 
के भर्ती का जीवन नहीं हो कि कार्यकर्ता 
के भाषिक का व्यवस्था का है। तब भर्ती 
है कि भाषा भर्ती एक बिन को स्वीकार 
कर या इसके भर्ती प्रभारी 
भर्ती नहीं है कि कार्यकर्ता 
के भाषिक का व्यवस्था का है। 
वह भर्ती के बनावने बनाए 
भाषा के सिद्धांत वार 
की विभाजन भर्ती 
वर्कर नाम देने देने भर्ती नहीं है। उन 
को बढ़ाए है बिन के 
भर्ती सम्बन्ध

Mr. Deputy-Speaker: Has the hon. Member moved it?
Shri Raghunath Singh: I am withdrawing it also.

Mr. Deputy-Speaker: I am not concerned with the withdrawal. Should that Motion be put first or the withdrawal?

Shri Naushir Bharucha (East Khandesh): No, Sir, he has not moved it nor does he want to move it.

Shri Raghunath Singh: I want that it should be withdrawn.

Mr. Deputy-Speaker: It is not a question of withdrawal. It is a question whether he moves it or not.

Shri Raghunath Singh: I am not moving it.

Shrimati Renu Chakravartty (Basirhat): This point has been raised again and again during non-official business. Can those members, who are not even desirous of moving the Motion at any stage, make a speech of such a long duration? I cannot quite follow. Finally they may withdraw, but even after making such a long speech can they say, “We do not want to move, we want to withdraw”?

The Minister of State in the Ministry of Home Affairs (Shri Datar): In any case, he has not moved.

Mr. Deputy-Speaker: So far as the technical side is concerned, I agree that there are three stages. One is that the hon. Member, in whose name the Motion stands, has to stand up, move it and then make a speech. After he has made it, then the Chair places that Motion before the House. After that has been done, then the House is in possession of that particular Motion. If the hon. Member concerned does not move it, there is no motion that I can place before the House and if there is none before the House, none can be discussed. But I would make this observation that it is not desirable that an hon. Member should go on with such vehemence and force and after he has made his speech, he should say, “I do not move.” That does not look nice. How would the records look?

Shrimati Renu Chakravartty: It is ridiculous.

Mr. Deputy-Speaker: Suppose, it should become a common thing. If
[Mr. Deputy Speaker.] once it has happened, it should not happen again. I have no option. I do not propose it, but I have made my observation that it would not be a good practice if it is followed like that.

We shall go to the next item. Shri Jhulan Sinha. He is not present.

Shrimati Renu Chakravorty: What is the speech going to be categorised as? Just a speech which is off the record.

Mr. Deputy-Speaker: That would be read by others.

Shri D. C. Sharma: What has happened?

Mr. Deputy-Speaker: Nothing has happened.

Shri Subiman Ghose

INDIAN PENAL CODE (AMENDMENT) BILL

Amendment of section 304 A

Shri Subiman Ghose (Burdwan): Sir, I beg to move:

That the Bill further to amend the Indian Penal Code, 1860 be taken into consideration.

Shrimati Renu Chakravorty (Basirhat): What happens to Shri Jhulan Sinha's Bill?

Mr. Deputy-Speaker: He is not present. So, what shall I do? Therefore, I called the next hon. Member.

Shri Subiman Ghose: Sir, my amendment is very simple. It only seeks to enhance the sentence so far as Section 304A is concerned. Section 304A provides imprisonment for two years or with fine or with both. I want that the sentence should be enhanced to ten years and I have got my reasons.

In the Indian Penal Code there are provisions for punishing homicides of different kinds, murder which is under Section 302 of the Indian Penal Code, and culpable homicide not amounting to murder. That is also Section 304 of the Indian Penal Code and, at any rate, Sir, you will be pleased to find that the sentence is not below ten years.

15 hrs.

But I think the offence contemplated in section 304A, for which a punishment of two years' imprisonment has been provided, is a greater offence than what is contained in section 304. Under section 304, if here is no intention to murder, but if a murder happens, even then the sentence is ten years. But as a result of the rashness and negligence of a certain person, the number of deaths might be more than one—3, 4 or 5 and even then, under section 304A, the man guilty of the offence goes away with a punishment of two years. I think this is a greater offence than what is contained in section 304 In section 304A, where the manslaughter has happened due to error of judgment or due to mistake of fact, I do not say that the punishment should be enhanced But there are circumstances where it has been found that rashness and negligence practically come to deliberate intention.

I might give one or two examples. A bus is running late. If he is late in a certain station, the driver or the conductor is punished He comes near a destination at a late period and it so happens that the next destination is 8 or 10 miles away where he has to reach by a certain time and he has in his hand 10 or 12 minutes only. Then in order to save himself from the fine, he drives the bus rashly and negligently. Ultimately because of this fact an accident happens and it will be found that three or four persons have died, several maimed injured or deformed. This cannot be condoned and he cannot be let off with a punishment of two years.
punishment is enhanced, that will act as a sort of check on such rashness or negligence. If he finds that a deterrent punishment will be awarded, he will take care and he will face the fine rather than take away the lives of the passengers.

While I tabled this amending Bill, the Bombay State Women's Council was kind enough to support me and sent a note to this House with a copy to me requesting that I might agree to the reduction of the punishment to five years. I think there is no scope for the reduction of punishment, because these accidents are happening every day. A certain section of drivers are very desperate and also adamant that they will not check themselves and they will act in such a way that lives of several persons will be jeopardised. They will go in their own way unless a deterrent punishment is provided for. Everywhere road accidents are on the increase. Those who have experience of grand trunk roads near Calcutta or other big towns will know that even though the roads are very much congested, even then it will be found that the drivers are not checking themselves. The result is that every day these accidents are happening. In these national highways, there is not sufficient protection, because it is not possible to provide for protection and the drivers go in their own way.

One thing that happened two days before has confirmed my belief in this. On the 3rd March we were waiting in gate No. 1 and it was inclement weather. We were practically hopelessly waiting for a taxi and some employee of this House was also waiting. Some of us came to know that we were to go in the same direction in which I had to go and we became a group of four desperately trying to get a taxi. Ultimately we were successful and we got a taxi. When one gentleman had entered into it and when I myself was entering, at that time a Government's land rover came in speed and dashed against the taxi. If that can happen here and if the driver is so very desperate, careless and disrespectful, I leave it to the House to imagine what happens when there is nobody to check their speed. I do not know whether it was a Minister's car or somebody else's, but it was a Government's land rover which dashed against the taxi damaging the car and were saved practically by the skin of our teeth. It is for this reason I am submitting that the time has come when a deterrent punishment should be provided for.

When the Indian Penal Code was enacted vehicular traffic was not so very heavy. If statistics are taken regarding the loss of life when the code was enacted when vehicular traffic was not so very heavy and if statistics are taken now as to how many lives are being lost due to rash and negligent driving, I think it will come to a staggering figure. It is for this reason that I say that the time has come when this matter should be checked with an iron hand. There are, for instance, drivers who are living in a sense of security and who think that there is some bada saheb behind them and they cannot be touched. They are very rash and negligent and they do not care a tuppence for the other people. That is happening everywhere. Therefore, if in section 304 ten years can be provided for, in section 304A there should not be any leniency. In section 304, it might be that a death takes place in the spur of a moment without any intention of causing death. But when a driver is driving a bus in break-neck speed, a prudent man knows that it might cause death to several persons if the driver loses his grip over the vehicle. So, in that case, I submit there is no meaning in showing any leniency.

Therefore, for all these reasons, I have placed this Bill before the House for its consideration for enhancing this sentence to check the growing catastrophies caused by vehicular traffic driven by reckless and rash persons.
Mr. Deputy-Speaker: Motion moved:

"That the Bill further to amend the Indian Penal Code, 1860, be taken into consideration"

No hon. Member wishing to participate? Then I have only to call the hon. Minister:

Perhaps the Members do not agree about the rashness and negligence that the Mover complains of!

The Minister of State in the Ministry of Home Affairs (Shri Datar): Mr. Deputy-Speaker, it is understandable that the hon. Member wants a severe punishment so far as the rash driving of motor cars or lorries is concerned. But while moving the consideration of this Bill he has brought within the orbit of the proposed amendment a number of things which possibly he has not got in view.

So far as section 304A of the Indian Penal Code is concerned, it is not confined only to rash or negligent driving: it deals with rash and negligent acts. That is the reason why I would like to read that portion. It says, "Whoever causes the death of any person by doing any rash or negligent act not amounting to culpable homicide shall be punished with imprisonment of either description for a term which may extend to two years, or with fine, or with both".

The hon. Member has sought an amendment to this section. Though he has in view, as he has made it clear in the Statement of Objects and Reasons as also in his speech just now, and what he desires is that there ought to be a severer punishment so far as rash motor driving is concerned, what he has put down in the Bill is a severe punishment not only in respect of rash or negligent driving but in respect of all rash and negligent acts.

Therefore, I would point out in the first place that this section deals with all rash and negligent acts, and therefore it would not be advisable to change or amend the provisions or to make the punishment severer than what it is unless there are justifying circumstances so far as such acts generally are concerned.

Now, I may invite the hon. Member's attention to the fact that if there is rashness or negligence in respect of a particular act and if it falls short of culpable homicide, then naturally the provisions of section 304A come into operation. And there the period that has, naturally, been provided is two years imprisonment or fine or both. So far as rash and negligent driving is concerned, it will be found that we have a section in the Motor Vehicles Act, 1939, and there the punishment that has been provided for is a maximum of two years; and this provision corresponds with a similar provision in an Act in the United Kingdom.

What happens now is that generally the punishment that is awarded is not even two years—two years might be considered as a fairly severe term—but in certain cases the punishment that is meted out is not two years. It falls less than two years, and sometimes only fine is awarded. Under such circumstances, whenever the State Government finds that the punishment is absolutely lenient or that a higher punishment is necessary, it is open to the State Governments to apply to the High Courts for the enhancement of the sentences. And that is what the State Governments have done.

I would therefore like the hon. Minister to take into account the implications of the provisions that he wants to introduce in section 304A. It should not apply to all rash and negligent acts. Because, when there is an element of rashness or of negligence, there is a lack of wickedness behind that act. Let us understand the position very clearly. If there is wickedness, if it has been done purposely, it would amount to culpable homicide. For culpable homicide not amounting to murder a higher punishment has been provided for; and when it
amounts to murder still higher punishment, by way of death, is also provided for.

Therefore, under section 304A we are dealing with rash or negligent acts which the perpetrator ought not to have done at all but which unfortunately he did, as a result of which there was this death. Under the circumstances the framers of the law long ago, as the hon. Member has stated, about a hundred years ago, took into account the extenuating circumstances and therefore they fixed the highest punishment at two years.

Now, correspondingly also, so far as the precise object that the hon. Member has in view is concerned, namely, rash motor driving, it is not yet clear as to whether there has been such a phenomenal increase in rash motor driving. Wherever there is, naturally, the State Governments take action, and in proper cases, if they find that the Magistrate or the trial court has not given proper punishment, they approach the High Court, and the sentence is enhanced by the High Court in suitable cases. Under these circumstances, may I point out to the hon. Member that the very object that he has in view is likely to be defeated?

Then, secondly, the hon. Member also proposes to take away the discretion of the Judge or the Magistrate so far as the award of sentence is concerned. After a criminal court comes to the conclusion that the accused has been guilty of an offence, naturally it ought to be open to the Judge or the Magistrate to use his discretion, his judicial discretion, and award punishment which is adequate and proper in the circumstances of the case. But let us see what the hon. Mover has done. He wants that in all these cases the punishment should be uniform: he wants that the punishment should be for ten years and that the person should also be liable to fine. If, for instance, the punishment is more deterrent than what the facts really warrant, then it will defeat the purpose in view. In the form in which the amendment has been brought here, the effect of the acceptance of this amendment or the change in language in section 304A would be that all negligent acts, all rash acts will be punishable with not less than ten years' imprisonment plus fine.

Therefore, I am confident that if the hon. Member takes into account all these circumstances he will find that his amendment has gone farther than what he has imagined. Under the circumstances I would submit to him that he might withdraw the Bill, if he is so pleased, otherwise, I would request the House to throw out the Bill, because it brings in a number of circumstances which possibly he has not got in his view.

So far as the evil of rash motor driving is concerned, that is a matter which has been considered by the Government. We consulted the State Governments as to whether more severe punishment should be provided for in the law. They are all agreed that so far as the punishment provided by the law, namely, the Motor Vehicles Act or the Indian Penal Code, is concerned that is quite sufficient and in proper cases they always move the High Court for the enhancement of the sentences.

Under these circumstances I would submit that it is not possible to accept the provisions of the Bill.

Shri Subiman Ghose: Perhaps I had been misunderstood by the hon. Minister. And if the speech of the hon. Minister be read in its true perspective, I am afraid that he will put a premium to rash and negligent acts; he is perhaps in an encouraging mood, so to say. At the outset I would like to tell you that the ten years' punishment is the maximum punishment, and according to the facts and circumstances of the case the Court can award any punishment, from one day to ten years. Or, if the court thinks that awarding of a fine will meet the justice between the parties, he is not handicapped, it could be done. It is not that I have drawn a dead-line that ten years' punishment should be given in each and every case. The hon. Minister has done injustice to me. I have not done anything of that sort.
[Shri Subiman Ghose]

What I want to say is, maximum punishment should be ten years according to the facts and circumstances of the case. There are rash and negligent acts arising out of the mistaken facts.

Shri Datar: May I request the hon. Member to read the Bill?

Mr. Deputy-Speaker: The words that he has given are: "In section 304A of the Indian Penal Code, 1860, for the words "of either description for a term which may extend to two years or with fine or with both", the words "for ten years and shall also be liable to fine" shall be substituted. He wants the imprisonment to be uniform, and then he wants, "for two years", "the words 'ten years' shall be inserted"; it would have brought out the wishes of the hon. Member. Then it would have meant that he wanted to have the maximum punishment of ten years instead of two years. What he wants to substitute is that the punishment of one description—he does not specify it—should be given. It does not leave any discretion to the magistrate to give any lesser punishment. The hon. Minister was right in interpreting his amendment.

Shri Subiman Ghose: That is an unfortunate mistake. It can be rectified even at this moment.

Mr. Deputy-Speaker: For "two", substitute "ten".

Shri Subiman Ghose: It may extend to ten years. I did not want to draw a dead-line that it should be so in each and every case. That is far from my mind.

Mr. Deputy-Speaker: But his amendment conveys that.

Shri Subiman Ghose: I admit that it is an unfortunate mistake. In the case of rash and negligent acts, some of the acts arise out of mistaken fact, some arise out of error of judgment, and some arise out ...

Mr. Deputy-Speaker: Then the purpose would have been better served if he had made an amendment to the Indian Motor Vehicles Act.

Shri Subiman Ghose: Only the hon. Minister makes a finer distinction. The Act is the genus and rash and negligent driving is a species. That is in every Act. I have only cited an example of what rash and negligent act means. But if any other act be like that, which is also rash and negligent, in that case, the punishment should also be provided, because, in culpable homicide not amounting to murder, the punishment is up to ten years. So, why not be so in this case also, and why should an exception be made in this case because there is mens rea? When a driver drives his car or his lorry or his truck in a break-neck speed, knowing fully well that if he losses his grip, by chance, it will cause the death of several persons whom he is carrying, his offence is greater.

Anyway, in view of the fact that I have committed some unfortunate mistake in this Bill, I beg to withdraw the Bill.

Mr. Deputy-Speaker: The question is:

"That leave be granted to withdraw the Bill."

The motion was adopted.

Shri Jhulan Sinha (Siwan): May I seek permission to introduce my Bill?

Mr. Deputy-Speaker: I will allow all those hon. Members who were not present earlier, to move their Bills at the end. Now, we shall proceed to the Indian Arms (Amendment) Bill.

INDIAN ARMS (AMENDMENT) BILL
(Amendment of Section 4)

Shri P. R. Patel (Mehsana): I beg to move:

"That the Bill further to amend the Indian Arms Act, 1878, be taken into consideration".
My amendments are very simple. I am sure the Government will be pleased to accept the amendments. In these days of sputniks, hydrogen bombs, atom bombs, rifles and machine guns, it can be said that the muzzle-loading gun is not an arm or weapon. It is generally used by the villagers to protect their crops just to frighten pigs and such other animals. My amendment is only to amend the definition of arms, and thereby to exclude muzzle-loading guns, swords, daggers, spears, spikes, bows and arrows, etc., from the operation of the Arms Act, and along with it, I intend to amend the definition of ammunition so that percussion caps, etc., could be excluded.

I need not say that it was after the first revolution of independence of this country, the revolution which is generally misnamed as the Sepoy Mutiny of 1857, that the Arms Act was applied to our country. The Britishers then ruling the country applied this law to our country to deprive us of all arms and to neutralise any opposition in the country. Furthermore, the arms that were used at that time by the ruling Government and the people were generally of equal quality. The Government sepoys and the military as well as the general public, the people, used the same guns. But now, in these days, the Government need not be afraid that this muzzle-loading gun can at all be used against the Government to uproot it from power. That is not possible. Our Prime Minister rightly said some years back at Bombay that now the people should not think that any armed revolution would be successful against the existing Government. It is not possible, because the Government has machine-guns, aeroplanes and all those things, and to revolt against the Government with arms and that too with muzzle-loading guns, is not possible.

So, my submission is that my amendments are very innocent in that respect. We know that it was in 1860 that the then Government, in order to disarm people of this country, passed an Act, perhaps it was Act XXXI/1860, and by section 32(2) of that Act they tried to disarm people of certain districts. We know that this Act was passed to disarm our people with one view. That view was to deprive the Indian people of the arms so that they can rule over them without any resistance.

Then, there had been certain amendments and certain orders to be applicable to one district, and then other districts and later they were applied to the whole of the country. I know that when these laws were applied to our country, there have been protests not only by the leading citizens of the country, but by the Congress itself. Now the Congress is in power. If you read the history of the Indian National Congress, there you will find at page 65 a sentence reading:

"The Arms Act was a reply to the growing self-consciousness of the nation."

The Congress then so many times—not once, but so many times—passed resolutions, asking for the repeal of the Arms Act. I need not refer to those resolutions now. But we see that up to 1930 every year in Congress session resolutions were passed, unanimously passed, demanding the repeal of the Arms Act. But here I am not asking for the repeal of the whole Arms Act passed an Act, perhaps it was Act XXXI/1860, and by section 32(2) of that Act they tried to disarm people of certain districts. We know that this Act was passed to disarm our people with one view. That view was to deprive the Indian people of the arms so that they can rule over them without any resistance.

It is rather queer that after independence, ten years after independence, the Act stands as it was in the days of the Britishers, as it was passed a century ago. Is it not time to make an amendment in this law? After all, what is the Government today? The Government's definition at that time was different. Today the definition of the Government is different. Today the Government is not a person ruling over the country but a person representing the people of the country. After all, they are elected by the people. They are holding power for the administration of the country, and
they can be there so long as they keep up the confidence of the people. Any party which the people trusts will be in power, and that is democracy.

After ten years of democracy, does it give credit to us to continue this law? Is it not time that the law should be changed? So, I request the hon. Minister that he may consider, the Government may consider, whether it is not proper time now to make amendments in the law.

What do we see today? I have seen that in my district—and that may be the experience of my hon. friends elsewhere—for a revolver if you ask for a licence, then enquiries and enquiries follow. And I have seen cases where licences for revolvers have been given to persons who ought not to have been given and cases where it has been refused to persons who should have been given.

After all, this amendment is not for the possession of revolvers. This is not a dangerous weapon. I do not mean by this amendment to give free licences to keep revolvers or to remove revolvers from the Arms Act. My only submission by this amendment is that muzzle-loading guns be omitted from the provisions of the Arms Act.

An argument has been raised that if we omit the muzzle-loading guns from the purview of the Act, then it can be used by dacoits. But dacoits do not require any licence under the Arms Act. They get arms, they get rifles, and sometimes they even get sten guns. I know of a case in my district where certain persons, about four or five of them, wanted to commit dacoity and they collected on the border of a village. When they were seized, they had revolvers and rifles, and my information is that perhaps the rifle or the arms were supplied to them by some persons in the military. So, dacoits do not require any licence; otherwise, they would not be dacoits. They are out to commit crimes. Any person who is out to commit dacoity, murder, robbery or any such crime, would he care for a licence to keep any arm?

So, my submission is that that argument would not be valid.

Then, the second argument is that in villages people may misuse it and shoot each other. That can be an argument. But I can tell my hon. friends my experience in Baroda State. There was monarchy there. The ruler had absolute power; there was no democracy there. But there was no Arms Act there prohibiting the keeping of muzzle-loading guns, swords, spears and such other things. The Act had imposed restrictions only on revolvers, rifles and such other guns. There was absolutely no restriction on muzzle-loading guns.

Then, I know something of the criminal offences and criminal trials, because I have practised on that side for over 30 years. I can assure the hon. Members that the least possible offences are committed by muzzle-loading guns. More offences are committed by lathis, swords and spears, and the least possible offences by these muzzle-loading guns.

Mr. Deputy-Speaker: But lathis are free, whereas other weapons are not.

Shri P. R. Patel: That is true; lathis are free. But we see that the muzzle-loaded guns are very rarely used.

There is one more thing. When the villagers go out to protect the crop, if they have no muzzle-loaded guns with them, they are strangled. Naturally, they have to protect themselves. When the question of protection comes, I have heard our State Minister saying that "we cannot keep police at every door and every field; you must protect yourself". If people have to protect themselves, they can do it only if they have arms. Could they protect themselves with hands when the other side is armed with guns or rifles or something of that type?

So, my submission is that this is necessary for protection in villages. So, I humbly submit that my amendment may be allowed. I do not refer to the resolutions passed by Congress,
though there are so many resolutions asking for the repeal of the law. I do not want to read those resolutions here.

I only appeal to the hon. Minister and through him to the Government to exclude muzzle-loading guns, spears, etc., from the definition of Arms, so that a man may not be required to ask for a licence. He may keep them without a licence. That was so in Baroda and other native States which we condemned at that time. Today, when ours is a democratic country and a democratic Government, why should we distrust our people? If they keep muzzle-loading guns or a tamancha, why should we distrust our people. I only submit that Government may be pleased to accept this amending Bill.

Furthermore, I may say one thing. I know that people ask for licence for these guns. Naturally, the village people have to ask for the licence. Otherwise, intelligent people would like to have a revolver or a breach loader or a rifle. This has become a business for the police department. What happens today? If a man forgets to get his licence renewed before the expiry of a particular date, he is required to hand over the gun to the police. For the renewal of a licence, it takes a year or so. I have got a case, I need not cite small cases here. There is one gentleman of my place, Shri Chaganlal Gur Bux. He is a graduate of the Bombay University. He had the licence for this muzzle-loading gun and a breach loader. He asked for renewal. I have got the receipts and all these things for payment into the treasury, etc. He did not get a licence for more than six months. He had to go from one place to another. There are reasons for it. When the question of renewal comes, there is something in the Collector's office. Naturally for the police even—it goes for opinion—there is something. Is it desirable? I only beg of the Government...

An Hon. Member: Why beg; demand of right.

Shri P. R. Patel: I do not want to demand of right. Unless they agree, this amendment would be of no use. I want to serve my people, the village people, by moving this amendment. So, I beg of the Government to accept this amendment and just make a beginning in the amendment of this Arms Act which we condemned before we got Independence. When this Arms Act was applied by the Britishers, we condemned it like anything. We shall be condemned by the people if we continue this.

Mr. Deputy-Speaker: Motion moved:

"That the Bill further to amend the Indian Arms Act, 1878, be taken into consideration."

Shri Achar (Mangalore): Sir, I feel that this amendment is unnecessary. The Mover seems to have considerable criminal experience. But, I have...

Mr. Deputy-Speaker: He has experience of criminal practice. He did not say that he had criminal experience.

Shri Achar: I have civil experience.

Mr. Deputy-Speaker: He had experience in criminal courts.

Shri Achar: I also mean to say, I have experience of civil courts. So, in the interests of the civil people, I am inclined to oppose this amendment.

Mr. Deputy-Speaker: But, the opposition may not be so civil.

Shri Achar: The short point is this. No doubt, as the Mover said, the Congress Party had passed several resolutions that this Arms Act must go. But, he must realise the situation at present and the situation in those days. So far as having the muzzle-loading guns or probably even the breach loader or any other type of gun is concerned, it is not for the purpose of meeting any rebellion or
any danger from the public that the Government wants it. It is not for such a purpose that the Arms Act is required now. Maybe, the British people who were ruling a foreign country wanted it. So far as the present Government is concerned, it is not from that point of view that the Act should continue as it is. There is no such danger. People will not rise in rebellion. Nor will such small firearms be of any use to the Government especially as the Mover himself said in these days of Sputniks. These minor arms cannot be a great danger. It is not from that point of view that we require such an Arms Act.

The real point is, what will be the position of the ordinary people in the villages if these arms are allowed to be freely used and freely allowed to be acquired and kept by the people who may not be very welcome to society? That is the aspect which we have to consider. The Mover as well as the other Members of the House must be aware that the State Governments and their officers are very liberal now in granting these licences for the agriculturists to protect themselves against wild animals, tiger, etc. So far as the issue of these licences is concerned, they are very liberal. Even if there is a little abuse or the police Inspectors and other people taking advantage of the situation, it is a position which has to be remedied by the Government, but not to a low these arms to be freely in the hands of people who may not be very much interested in protecting the civil rights of the people.

On the other hand, I feel that if these guns are allowed to be in the hands of people without any licence whatsoever it may create social troubles. The ordinary people may not be having it. As the Mover himself mentioned, people who are inclined to be criminal and who sometimes even threaten the people in the villages may come to possess them. It was said that he will not be anxious to have a licence, but he will be able to have it without a licence. The point is, whether such arms should be allowed to go about in the country without any control whatsoever. Once such a free movement or usage is allowed, the difficulty will be, the ordinary people will not be having them, but people, who are anxious to trouble other people or commit dacoity and things like that, will easily procure them and have control over them.

On the other hand, if this license system is remedied and extended, there will be better control. There will not be any difficulty. A man who requires can easily get a licence. A man who should not have it, should not be allowed to get it. From that point of view, I submit that the amendment is almost harmful if not only unnecessary. So, I oppose the amendment.

Shri D R Chavan (Karad) Mr Deputy-Speaker I rise to support this amending Bill which has been brought before the House by my hon. friend Shri P R Patel. As the Mover of the Bill put it there should be no obligation put on the authorities to grant licences for muzzle-loading guns.

The Bill does not seek to amend the entire Act neither does it seek to repeal the Act.

It was asked before this what was the object when this Arms Act was passed or enacted by the then Government? The object with which this Act was enacted was that the people of this country should be without any arms so that they may not rise in rebellion against the then power, that is the British power in India. So, for the purpose of disarming the people of this country this Arms Act was enacted.

This object of the then Government was condemned by the Congress Party and when in our national struggle we were fighting against the imperial power, as my hon. friend Shri Patel has put it, several resolutions were passed by the Congress, Congress people fighting against the might of the imperial power.
Why were so many resolutions passed? The object was that this enactment which was there, this Act which was passed by the British Government, had been passed with a wicked motive—that these people may not rise against the existing Government, they may not try for the freedom of this country, they may not rise in revolt against the Government. With this object, this Act was passed. And against this motive the Congress passed several resolutions, and they stated this enactment should not be there, should not be left on the statute-book, should be repealed.

Now, the hon. Mover of this Bill is not requesting the House that the Arms Act should be repealed. He wants certain amendments in the definition, that from the definition of the Arms Act, muzzle-loading should be excluded. He has also advanced certain reasons, and the reasons are that for the purpose of protecting the crop and all that, the cultivators are put to a difficulty. Particularly in an area which is infected by wild animals, for example jungle areas where there are fields, it becomes very difficult for the cultivator to protect his crops.

Then, what has he got to do? He puts in an application to the authorities. That application goes back for an enquiry. The police give their opinion, and then ultimately whether it has to be accepted or rejected will be decided by the district authorities. The result is that unless that person goes to somebody who influences the district authority, he is not able to get the licence. Hundreds of such cases could be enumerated.

Just now, my hon. friend who is sitting by my side, Shri Subiman Ghose was telling me that he had put in an application for the grant of a revolver licence. That application was sent by the district authorities to the police for enquiry, and the police reported on that application that he is a man of a dangerous and desperate character, therefore this licence should not be granted to him. This is the state of things—a man is sitting as an hon. Member of this House, and with reference to his application a remark is made to this effect by the police that he is a man of a desperate and dangerous character and therefore the licence should not be granted to him.

It is my experience that if a person wants to get a licence, naturally the licence will be granted by the district authorities—the Collector or the Sub-divisional Officer; if a person wants to get a licence, then naturally he has to put in an application, and the application, as just now pointed, goes to the police. Then he has to find out some person who knows either the police or the district authorities, and who is that some person? That some person is no other person than a person in the ruling Party. That is my experience.

I can point out another example. My brother has put in an application for the grant of a breach-loading licence, and therein he has made a reference: "My brother is also a practising lawyer here, and is also a Member of Parliament and an ex-M.L.A." and all that. The application was sent to the police, and the police have written on the application that this gun licence should not be granted. While, on the contrary, as a matter of fact, those persons who have been given licences who ought not to have been given, who should not have been given—the dangerous characters. Such types of persons have been given licences simply because they support the ruling Party.

Therefore, my submission is this. My hon. friend Shri Patel, the Mover of this Bill, only wants that the definition be amended, but my submission would be that the entire Act be repealed. I cannot understand why this statute should be kept on the statute-book.

The reason is you cannot trust your people. Can you say that no sooner this Act is repealed, every man can get a gun and start shooting each other on the streets, in the villages and the towns? Or can he go against the
[Shri D. R. Chavan]

authority of the Government, the might of the Government? The might of the Government is such that unless all persons in the country get arms and organise themselves to rise against the Government, nothing can be done against the might of the Government; and such a type of contingency cannot be contemplated in this country because in our country democracy has come to stay and the people would never like to rebel against the Government. They would rebel against the Government by the democratic way and in a peaceful manner, by accepting and adopting the methods granted to them under the Constitution.

15-56 hrs.

[Shrimati Renu Chakravarty in the Chair]

Therefore, under the circumstances, this is an innocent amendment which has been suggested by my hon. friend. The question is why this should not be accepted. The object of the Mover of this Bill is that the cultivator should get the advantage of this. They should not be required to go to the authorities, to go to the police, and then apply and make a request and ultimately find that the application has been rejected. That should not be the case. Therefore, I support the hon. Mover of this Bill and I request the House that it should be accepted.

Shri Keshava (Bangalore City): I also rise to state that the amendment sought for does not go as far as it should.

I am also one of those who feel that stability in our country has been sufficiently established, and if only we allow this amendment, it would also go to the credit of our Government.

Nobody dare now seek to rebel against the Government by violent means. In fact, according to the set-up that we have now in our country, every agitation has got to be made in a non-violent way, and the maximum violence can only be exercised by the Government. And that has been the established fact.

It is very unfortunate that the Arms Act still finds a place in our statute-book. I would also urge that it is high time that we relax the rule, if we cannot repeal it completely, to that extent as though they cease to operate.

This amendment, as it is brought forward now, seeks to provide some facility for the agriculturist, the largest section of the population in our country. I am also aware of several instances where there is the havoc of these wild animals. The elephants and other types of wild animals, when the crops are about to be harvested, completely destroy the whole crop that is available for the ryot population in that area. In fact, the ryots are having in many places only one crop a year, and even that crop is absolutely lost to them on account of their inability to protect themselves against the havoc of these wild animals.

Of course, it may be said that the Government is there to protect them. We have not relaxed the rules or the other subsidiary regulations that we have for giving them this relief. By the time he seeks for the necessary relief and the relief is given to him, the whole crop is completely done away with by these wild animals.

16 hrs.

Another point I would like to urge before the House is that the acceptance of this amending Bill and giving a little freedom for owning these arms which are almost harmless would give a certain amount of training in self-reliance to our people, particularly, those in the border areas of our country. No doubt, it is true that we have come to feel that everything has got to be done by the Government for the people, and that every little help or anything that is required to be done is to be done by Government. That
kind of mental make-up is there, and if we want to overcome that kind of thing and introduce a sort of self-reliance in the minds of our people, it is high time that we accept an amendment of this type. No doubt, it may lead to some misuse of these arms here and there. That does not matter. In fact, ours is a vast country, and it matters very little if a few incidents happen here and there on account of the misuse of the arms, on this permission being granted. But in the larger interests of the country and in the interests of encouraging self-reliance in the minds of our people and also by way of giving some protection for the village population, I feel it is very necessary that we should give some such relief as is sought for in this amendment.

I do not want to go into the question of what the position previously was and what the position is now. The position is the same. There is absolutely no change, except that there has been a change in our Government. The best government is that which least governs. So, I think it is high time that we make up our mind, take heart in this matter and try to see if we can give the relief that is sought for by means of this amendment.

With these words, I would like to support this amending Bill.

Shri Ajit Singh Sarhadi (Ludhiana): I also rise to support my hon. friend Shri Keshava in what he has said. The very fact that this Act is as old as 1878 shows that it should be dead and gone. But I look at it from a different angle. Its historical background is also odious. It was brought by the foreigners in order to keep the people unmanly.

Now, carrying arms of the kind that the Mover has said is a thing which is absolutely harmless. I do not, therefore, find any reason why there should not be an amendment of the Act as contemplated in this Bill. I, however, feel that however good this amendment may be, it is for Government to see how far the Act should be amended.

In reply to one of the questions asked in this House, it was stated on behalf of Government that Government themselves were intending to amend the Arms Act. Taking into considerations the necessities and the exigencies of time, the amendment should be more liberal than what the present amendment postulates. I would not go merely to the extent of exempting from the Arms Act breach-loading guns only, but I would go so far as to say that carrying arms is essential. I disagree with my friend Achar when he says that this would lead to crimes. I believe he is a lawyer practising on the civil side only, and, therefore, he has no experience. I have been practising on the criminal side for more than twenty-five years, and I can say that arms are the least things which lead to any sort of crimes. If arms were to be taken as the vehicles of crime, then, as one hon. Member has said, lathi should be absolutely prohibited. Therefore, my submission is that it is wrong to say that it leads to crime. I belonged to what was North West Frontier Province once (and which is now in Pakistan), where there were no licences, and yet there was the least number of crimes there. Of course, there were feudal factions. But that is a different thing. So far as crimes of the type that are prevalent here are concerned, they were not existing then. So, there is no justification for keeping a law of this kind on the statute-book in the form in which it is at present.

But I would beg of the Mover to withdraw this Bill, since Government themselves are contemplating an amendment and they are intending to bring forward an amending Bill. In view of the assurance that an amendment is being contemplated and it would come in a more liberal form than this Bill, I think it would be better if the Mover withdraws this Bill and allows Government to bring forward their Bill. We have given our views to Government, and they...
know very well that the times call for a change, if not for the repeal of the Act, at least for an amendment of the Act.

The Minister of State in the Ministry of Home Affairs (Shri Datar): I am obliged to the House for having raised this question. It was raised also in the first Parliament, and Government then gave an assurance that the whole question would be duly considered and an amending Bill brought forward as early as possible. My hon. friend who spoke earlier has anticipated what I was going to say in this respect. When the matter was under consideration at the instance of Shri U. C. Patnaik, an assurance was given that the whole question would be considered.

The points that were made were to the effect that the provisions of the Arms Act and the Arms Rules should be liberalised, and secondly that those provisions should be brought in line with those obtaining in other progressive countries of the world. So far as these two objects were concerned, Government stated that they would consider the advisability of having the whole matter duly examined. On our assurance, the Mover of the Bill then had the Bill adjourned sine die. Thereafter, the Government of India took up this question with all the State Governments, because as you are aware, it is the State Governments who have to take all the conditions into account, and who are responsible for maintaining law and order in the States. Therefore, their opinion naturally weigh with us to a very large extent.

We have now got the views of all the State Governments, and, therefore, I am now in a position to inform the House that a Bill is being finalised, and we shall make every attempt to introduce this Bill before this House as early as possible, preferably during this session or the next. Government are extremely keen on having a new Bill, because a wish to that effect was expressed on the floor of the House very strongly.

The Bill that we have is of the year 1878. Certain changes have been made afterwards. May I point out to the Mover that after 1947, we have made certain changes in the rules, and at present the rules as also the Act are being administered very liberally. We have sent down instructions to all the State Governments that liberal use should be made of the power of granting licences. I might inform my hon. friend the Mover that we have taken into account the question of the needs of the agriculturist community especially, because it is true that in certain parts they do require such arms; and as I have pointed, we have issued instructions that they should be given arms as far as possible except in cases where there are any special conditions preventing the liberal exercise of such grant of permission. The ordinary rule would be that such licences would be given specially to the agricultural community.

Then I would point out that as soon as that Bill is introduced in Parliament, hon. Members will find that it meets with the present requirements and also the aspirations of a large number of hon. Members of this House and the other. Therefore, I would request the hon. Mover, as an hon. Member on this side has rightly pointed out, to wait for sometime because thereby we shall be having a Bill more comprehensive in nature than the one brought forward by the hon. Mover.

With these preliminary remarks, may I deal with some of the points that the hon. Mover has made? The Bill, as he has sought to move, is very wide and comprehensive in terms of his object. Already some relief has been given by Government in respect of certain matters. Daggers, spears, swords, spear-heads and bows and arrows have already been excluded from the operation of the Act and the rules in all the States of India except two, where for special reasons they have been kept within the purview of the Act; even there swords and spears are excluded.
An Hon. Member: Which are those States?

Shri Datar: There are two. I have not got the names here.

There also, our object is to introduce a liberalising influence as much as possible. As I have pointed out, it depends upon the needs of particular States, and we always go by the advice of the States. As has been stated, they are responsible for the conditions there.

Even in respect of these, may I point out to the hon. Mover that there has been a liberal policy of granting licences especially to agriculturists. The policy that is being followed is that they are given even muzzle-loading guns licences on a free of fee basis; so far as other arms are concerned, they are given freely; so far as muzzle-loading guns are concerned, a fee of only 4 annas is charged.

Shri Mohan Swarup (Pilibhit): Eight annas.

Shri Datar: According to my information, it is 4 annas. It is immaterial. 4 annas are being charged.

Shri T. Subramanyam (Bellary): Per annum

Shri Datar: Under these circumstances, so far as that object is concerned, it is achieved. But in the course of his speech, he made a reference pointedly only to agriculturists. But so far as the provisions of his Bill are concerned, they are of a general character.

Secondly, may I also point out that his argument was on the basis that these muzzle-loading guns were only weapons of war. The point or criterion is whether they are or are not dangerous weapons likely to be used or abused under certain circumstances by lawless elements. That is what we have to take into account, not merely because it is a weapon of war or it is not a weapon of war.

Therefore, so far as this question is concerned, though in the course of his speech he stated that they were required mostly for agriculturists, so far as the provisions of the Bill are concerned, he wants the exemption to be granted to all classes of people. That is a point which has to be taken into account. It is true that conditions are being stabilised to a large extent. All the same, as you are aware, there are lawless elements here and there, there are anti-social elements here and there, and Governments, especially the State Governments, will have to be careful in this matter. If, for example, such weapons are allowed very freely without any licence, then you should take into account what the position would be. They are likely to be smuggled into India or smuggled outside India. They are likely to be abused, and oftentimes difficulty would arise so far as the use of all these arms is concerned. That is the reason why fire-arms stand by themselves and we have to be extremely careful to see that they are granted to persons who are not likely to abuse them.

Under the circumstances, may I point out that the object that the hon. Member has in view has been fully achieved? His object is that there ought to be a new amending Act of a liberalised nature so that it would fit in with the present times. On this question, I have given an assurance. This assurance was given long ago, that Government themselves would place before Parliament a Bill which would be more comprehensive in its terms, which would be more liberalising, taking into account the conditions in the country to the extent that it is absolutely essential. I repeat that promise, that as early as possible Government would bring forward a Bill. The Bill is almost being finalised and is in the last stages of its preparation.

Therefore, the object of the hon. Mover is achieved. Of course, he went into what was the position during the war, during the British regime. But he ought to understand
that there has been a change after 1847. What was most important was not the provisions of the Act as such, but the way in which those provisions were exercised.

Shri P. R. Patel: Even in the native States where there was monarchy, muzzle-loading guns were allowed. Are we better off than that monarchy or not? I do not understand

Shri Datar: We are quite better off under self-government.

Therefore, I would submit that taking all the circumstances and conditions into account, Government would bring forward a Bill which would have liberal provisions, which will, I am quite confident, satisfy all the reasonable sections of this House. That is the first point.

So far as his own Bill is concerned, he will kindly see that a muzzle-loading gun is not so innocent as he wants us to think. There are certain risks and dangers involved in exempting muzzle-loading guns from the operation of the Arms Act. They are likely to be used. As I have stated, they are likely to fall into bad hands. As he has humorously pointed, so far as dacoits are concerned, they never care for licences at all. Unfortunately, sometimes they fall into the hands of such dacoits. He referred to their having even the latest weapons, and he knows the quarters from which they have come. I would not like to deal with that particular point. But unfortunately it is true that we have got here anti-social elements like smugglers and some other persons. Therefore, Government will have to be careful even in this respect. As I stated on other occasions, we have to rear up the young and tender plant of democracy in as best a manner as possible. Subject to this, we have to liberalise all the provisions.

I am quite confident that in the light of what I have stated my hon. friend will be satisfied that his purpose has been served. Again I say that we shall bring forward a Bill as early as possible.

Shri P. R. Patel: I sincerely thank the hon friends who have supported the Bill. I expected that the hon. Minister of State in the Ministry of Home Affairs would accept the Bill. But hearing his speech, I am convinced that the coming Bill will not be more liberal than the present one, because he says that a muzzle-loading gun is a dangerous weapon. A man may kill with a pen knife or chhuri. It is a dangerous weapon. Why should we allow people to keep pen knife or chhuri? A man may kill with a hockey stick. It is a dangerous weapon. Why should a man be allowed to have it? We must pass some law so that people may have to procure licences for all that, lathi and so many other things. So, I submit we cannot deny a thing by calling it a dangerous one. The thing becomes dangerous only when it is badly used. It is always protective, when it is with a good element. And, as I submitted, and as the hon. Minister also agreed, the bad elements do not require a licence to have any arms. They get the arms from any source. We see so many dacoities are committed and the dacoits have got the latest guns and they do not require any licence. It is only the good element that asks for licence. My submission is that by depriving good elements of these muzzle-loading guns, we encourage the hands of the bad elements in robbery, dacoity and other offences.

I do not understand why even after 10 years of independence the hon. Minister is pleased to say that these muzzle-loading guns could not be exempted from the Arms Act. He also did not agree with Shri Achar—generally, it is Acharya. And, Acharya, undoubtedly, is rather afraid of arms because his practice is on the civil side. I am not; and anybody who is acquainted with the
criminal side of practice will justify what I say. Most of the offences are committed by dacoits and robbers by arms without licences. Guns come before the courts; no licences is there. They get arms from any source; not stolen even from private persons. The hon. Minister said that these things may be taken away by anti-social elements and used. Well; the anti-social elements do not require guns of this type. They want rifles and better guns. In these days, when the anti-social elements come to rob or to commit a dacoity, do they come with muzzle-loading guns? They come with arms better than the police has, perhaps as they have to face policemen.

So, my submission is that these muzzle-loading guns with ordinary good elements will not pass away into the hands of the bad elements. On the contrary, if the bad elements want to commit any offence, they will be afraid that in every village there may be some persons who may have guns.

But, here, what is happening? We have inherited the tendency of the Britishers. The Britishers did not trust the people. And, today even, we are not prepared to trust the people and we do not allow our people to have guns—and that too muzzle-loading guns. I fail to understand that.

So, I humbly tell the hon. Minister that if an assurance comes from his side that the muzzle-loading guns will be exempted in the coming Bill, then, I will withdraw my Bill. I know an assurance was given by him, as he said, in the First Lok Sabha. I think much water has flowed down the Ganges and Jumna and nothing has been done till now. And, today, the assurance is to introduce a Bill, perhaps, in this session or the next session. I would be very happy; but the promise should be, the understanding should be that these muzzle-loading guns will be exempted from the operation of the law.

The hon. Minister argued one thing, that I am asking this for the agriculturists but the Bill is a general one. Undoubtedly, it is general. But, in a country where there are more than 80 per cent of the people belonging to the agriculturist class, naturally, I cannot make any exceptions and, so, it is a general amendment applying to one and all. And, I humbly submit that if the hon. Minister is pleased to give an assurance that the coming Bill will contain a clause exempting these muzzle-loading guns, I would be happy. Otherwise, I do not want to withdraw my Bill. (Interruption.) It may be lost even. I know after the Congress Members have shown the sympathy; if the hon. Minister can go with Congress opinion these muzzle-loading guns will be exempted from the operation of the law. However, when the question of voting comes, naturally, the Bill may be thrown out. I will be happy if it is thrown out. But, I can assure the hon. Minister that he will not be...

Mr. Chairman: I think the hon. Minister has made it clear that the hon. Mover should wait and see what the Bill is.

Shri P. R. Patel: I want an assurance that the muzzle-loading guns will be exempted.

Shri Datar: It will be clear in the Bill. That is all I wish to say just now. The suggestions and this discussion will be considered and examined very carefully.

Shri P. R. Patel: I do not withdraw; let it be thrown out.

Mr. Chairman: The question is:

"That the Bill further to amend the Indian Arms Act, 1878, be taken into consideration."

The motion was negated
Shri Subiman Ghose (Burdwan) Madam Chairman, I beg to move

"That the Bill further to amend the Code of Criminal Procedure 1898 be taken into consideration"

This is a very simple and innocent matter, only to remove a difficulty that is facing us in the day to day working. At the outset, I may make it clear that I do not want to press so far as section 517 is concerned, but, I wish to confine myself, and press for its consideration so far as section 516A is concerned.

Mr Chairman Are we to take it that by this clause 3 is deleted?

Shri Subiman Ghose Yes, clause 3 of the amendment

Mr. Chairman Yes the hon Member may proceed

Shri Subiman Ghose Sor far as section 516A is concerned, I give three instances to the hon Minister. In some criminal cases, there are several accused and some property is seized. During the trial one is discharged, and the trial proceeds against the others. Will it be said that the trial has concluded or the trial is proceeding so far as the accused that has been discharged regarding the property that has been brought to court. The accused who has been discharged claims the property. So far as some accused are concerned, the trial is proceeding, so far as the man who is discharged and who claims the property is concerned, will it be said that the trial is proceeding or concluded? If it is said that the trial has concluded, then, section 517 will apply. That is one position to be considered.

The second position is that a property is claimed by two persons. There are a number of accused. One is discharged and against the other, trial is proceeding. What will be the position then? Will section 516A be applicable or will section 517 be applicable? The case arises when a property is brought by the police before the court and one man claims it. Then the police gives the objection that it should not be made over to him. In that case, the man is deprived of the right of appeal and he has however to go to the High Court and he is to incur heavy expenditure.

These three stages arise in this case. If section 516A is made applicable then there will be no anomalous position. But this section 516A is not appealable. The section 517 is appealable. Then there is the anomalous position. As I have said, at least these are two anomalous things.

Somebody is discharged and to him the property goes, if he wants to take it. Again, the property is claimed by two persons, against the one, the trial is proceeding. The other is discharged. Which section of the law will be applicable in each of these cases? To remove these anomalies and to remove these difficulties that are faced by the litigants in day-to-day working of the Act, I have suggested that section 516A should be made appealable. In that case the litigants will not face any difficulty. This is a simple and innocent matter, and I think the Minister will not have any difficulty in accepting it.

The Minister of State in the Ministry of Home Affairs (Shri Datar): May I point out to the hon Member that orders under section 516A are of an interim or temporary nature and the final orders are passed after the conclusion of the trial of the case under section 517? Secondly he will kindly note that all orders that are passed by the subordinate courts are subject to the powers of revision by the High Court. Therefore, ordinarily, what happens is whenever an interim order has to be passed, there is no need for any appeal as such. Otherwise if every order is to be made subject to appeal, naturally the proceedings will be multiplied. So
many people will be going to the High courts or to the appellate courts only for the purpose of seeing whether this order can be reversed. Thereby, the hon. Member will see that the very object that we have in view, of having an end of all these proceedings as early as possible, will be surely lost.

Secondly, the hon. Member will realise that so far as these interim orders are concerned, they are enforced until the termination of the case and the termination of the case is not necessarily in terms of years but in terms of months. These are criminal proceedings, and at the worst, they will take a year or so. Ordinary cases, it takes three to six months to finish. Therefore, for such a short period, is it advisable to provide for the luxury of an appeal here?

As the hon. Member must have seen, section 516A makes it very clear. "...produced before any criminal court during the enquiry or trial, the court may make such order as it thinks fit for the proper custody of such property pending the conclusion of the enquiry or trial". The hon. Member is also aware, either under the Code of Civil Procedure or under the Code of Criminal Procedure, no appeal has been provided except in a small number of specified cases. If, for example, an appeal is to be provided against all such orders, there would be no end of litigation and no end of costs and no end of trouble to the parties concerned.

Therefore, I would request the hon. Member not to press this Bill. As far as possible, we have got a big Code of Criminal Procedure, and if any amendments are necessary, they should be considered as a whole and not in a piecemeal manner. There is a Law Commission, and the Law Commission might consider whether there is any such need. So far as the views of the State Governments are concerned or the views of the High Courts are concerned, there are very few cases where an appeal is asked for or a request has been made that the Criminal Procedure Code should be amended. Under these circumstances, may I request the hon. Member not to press this Bill even in spite of section 516A, because it is only a temporary matter, and let temporary matters be not subject matters of appeal.

Shri Subhman Ghose: My misfortune is that the hon. Minister went on sermonising without understanding my point. Both sections 516A and 517 are there. There is a trial and there is one man in favour of whom the final report is submitted; others are charge-sheeted. The man in whose favour the final report is submitted wants the property back. Which section will be applicable? Section 516A or 517? If the trial has been concluded, then section 517 will come into play. But if the trial is thought to be not concluded, then section 516A is applicable. But a man, in whose favour the final report is submitted, is not standing trial, how the language of the section will be available to him in getting back the property? What section will apply to him? Section 516A or section 517?

This is an anomalous position, 517 has been made appealable. Now, if section 516A is also made appealable, this anomalous position would be removed. That is what I intended to say. It is not a case of withdrawing or anything of that kind or multiplication of suits or cases.

Another instance I have cited also remains unanswered by the hon. Minister. If he accepts my amendment, this anomalous position would be removed. Let us now take the second case. Two persons are standing trial. The trial has proceeded to some length. At the time of trial one is discharged and the other man has to stand on trial. The man who has been discharged wants back the property. The man standing trial, he also wants back the property; that is to say, both are claiming the property.
Which section will be applicable? Section 516A or 517? That is another anomalous position.

There is no case law on this point. It is to remove the anomalous position I have sought the amendment of section 516A. If that is done, heavens will not come to the earth. There will not be multiplication of suits. Now it appears a man who has been discharged, in whose favour the final report has been submitted, has to go to the High Court by incurring a lot of expenditure. Is it the intention of the Legislature that a man should be asked to incur heavy expenditure for going to the High Court? Should he not be given a cheap remedy?

Suppose a case goes on for three months, six months or a year. One person has been discharged. He is not in the trial. He wants to get back his property. If the court refuses his property, it is an anomalous position for him. I want that to be clarified. Instead of clarifying that, the Minister has been telling us that it will add to the multiplication of suits. I fail to understand how it will add to the multiplication of suits. Rather, it makes the remedy cheaper and easier.

Shri Datar: May I make the position clear? My hon. friend has not read the earlier portion of section 516A. Where any property regarding which an offence appears to have been committed, if there are more than one person and more properties, if in respect of one property specifically a man has been discharged because he was concerned with it, I would conceive without necessarily hazarding an opinion that in such cases he would be entitled to file an application under section 517A, because, so far as he is concerned, he has been discharged. So far as the specific property in which he was interested is concerned, that property also is no longer the subject-matter of the criminal proceeding. Because, the wording is, 'where any property regarding which an offence appears to have been committed'. If, for example, there is one property in respect of which there are some accused who are discharged and some accused against whom the proceeding is to go on, then, he would agree that he is not entitled to any order about such property at all.

Mr. Chairman: Is it the contention of the hon. Minister that if it is one property and there are 2 or 3 people who are accused and there are one or a few others who are discharged, the property will be held on until such time as the entire proceedings are over?

Shri Datar: Quite correct. If, for example, in respect of a property an offence has been committed by more persons than one, and if one person has been discharged, it does not mean that the property is also free.

Mr. Chairman: The answer to the point made by the hon. Mover is, whether it would not be better to allow him to refer an appeal to the Sessions court.

Shri Datar: In such a case, it will be clear that he should not have any right of appeal at all, because, all these circumstances will be taken into account. If, for example, as I said, there is one lot of independent property in respect of which an offence was alleged to have been committed by a person or persons and that person or persons are discharged, then, that property cannot be called, after the order of discharge, to be a property in respect of which an offence has been committed. Because, there, the court must have come to the conclusion that that property is not property in respect of which an offence was committed. Therefore, whatever the order at an earlier stage by way of an interim order, still he can proceed under section 517. But, if, for example, there is one property in respect of which more than one person have committed an offence, some of them having been discharged, they will not be entitled.
to any order so far as that property is concerned. There must be a final conclusion of the trial and then an order would be passed under section 517.

Shri P. R. Patel (Mehsana): May I seek an information from the hon. Minister? I beg to submit a case. Police investigation is against four. At the end of the investigation, the police charge-sheets only three and does not charge-sheet the fourth. The property is claimed by the person who is not charge-sheeted. The trial begins against three. At the end of the trial, the court may pass any order about the property. The court may hand over the property to either of the accused before the court or to the complainant. Is there any provision in the law to order that the property be handed over to a person who has not been charge-sheeted? Is there anything in the law? Furthermore, suppose an order is passed that out of the three accused before the court, the property be handed over to accused C—out of accused A, B and C—, A and B can appeal against the order. Even the complainant can. Is there anything in the law which gives the right of appeal to a person who had not been charge-sheeted by the police? He claims the property. What is the remedy in law: I ask the hon. Minister.

Shri Datar: I do not think that the case that the hon. Member has in view comes within the purview of section 516-A. Section 516-A should be read, especially the earlier portion.

Shri Subiman Ghose: We have read it many times.

Shri Datar: I would read to explain my point. If the hon. Member does not want, I will not read.

When any property regarding which any offence appears to have been committed the word 'appears' has reference to the court. And then, 'or which appears to have been used for the commission of any offence, is produced before a criminal court'.

In the particular case that the hon. Member has in view, he believes or possibly I understand him to say that the man was not charge-sheeted at all.

Shri P. R. Patel: Yes.

Shri Datar: During the investigation, the man was discharged. Then, this section does not apply at all. The wording is "is produced before any criminal court". The magistrate or the court has the authority, is seized of it, only when such property is produced in court. So, the case that he contemplates is not covered by this section at all. It has to be governed by other provisions, and in such a case the magistrate is seized of the matter only when it comes before him; otherwise, he need not enter into that matter at all.

And then the magistrate has to pass an interim order. Assuming, for example, out of three persons, he hands over for the time being the possession of the property to "C", and suppose for example he is a tenant in actual occupation of a land under dispute, then, in that case, it is not such a serious order as to be made the subject-matter of an appeal.

Therefore, such small things have to be left where they are, because these interim orders are without prejudice, they do not affect his rights at all.

Shri Subiman Ghose: I may make myself clear. The hon. Minister thinks this is a small matter. It is not a small matter. It may be a small matter to him, but might be a life and death question to somebody.

Supposing a lorry has been seized by the police during the commission of an offence from somebody. He stands the trial, and another who is supposed to be the owner of this property is also arrested, and ultimately when the trial proceeds, the magistrate frames a charge against the person from whom the lorry was seized and discharges the owner. The
owner puts in a petition for the return of the lorry. The court grants the prayer, but where is his remedy if the accused in whose custody the lorry was is acquitted after some time, after three, four or five months, where does the remedy lie? The so-called owner takes away the lorry. It is not in the custody of the court He is acquitted, then where will he have to go? So far as the owner is concerned, the trial has been concluded, so far as the man in possession of the property is concerned, the trial has not been concluded. That is the anomalous position. I wish only to remedy this anomaly. There is nothing damaging, nothing of the kind. Only it is the day-to-day working difficulty that is being faced by the people concerned. That should be removed. There is nothing, no Arms Act, no politics or any kind here.

Mr. Chairman: I think the matter has been sufficiently clarified by the hon. Mover and also replied to as far as possible by the hon. Minister. Now, I think, the question is: would the hon. Mover like to press it?

Division No. 4]

AYES

Barua, Shri Hem
Bharucha, Shri Naushir
Chakravarty, Shri Naimat Renu
Chevval, Shri D. R
Dige, Shri
Gaikwad, Shri B K
Ghose, Shri Subiman
Gounder, Shri Shanmugas
Nair, Shri Vasudevan
Panigrahi, Shri

NOES

Achar, Shri
Ayyakannu, Shri
Barve, Shri Pralhad
Bhabha, Shri
Bhargava, Pandit Thakur Das
Chaturvedi, Shri
Chatterjee, Shri R. Ramaswamy
Dalit Singh, Shri
Das, Shri Ramchandra
Dhawale, Shri
Deshamukh, Shri K. G
Dhawate, Shri M. L
Gandhi, Shri M. M.
Hemraj, Shri
Gudala Samba, Shri

Jogendra Sen, Shri
Kasliwal, Shri
Keshava, Shri
Madhu Brij Bhushan, Shri
Main, Shri N B
Mandal, Shri J.
Mehta, Shrimati Krishna
Nalbargkar, Shri
Nehru, Shrimati Uma
Pathak, Shri
Palchoudhuri, Shrimati Ila
Raghunath Singh, Shri
Ramanand Shastri, Swami
Ramswamy, Shri S. V
Rameshwar Rao, Shri
Ranbir Singh, Ch.

Rao, Shri D. V.
Reddy, Shri Viswanatha
Ray, Shri Bahbumati
Sahu, Shri Rameshwor
Samsuk, Shri S. C
Samantakumar, Dr.
Sambasiva, Shri
Sarhadi, Shri Arif Singh
Selke, Shri
Serval, Shri Varavara
Sharma, Shri D. C.
Siddanath, Shri
Siva, Dr. Gangadhara
Subba, Shri
Umrao Singh, Shri

The motion was negatived.
Shri Raghunath Singh (Varanasi): I beg to move:

"That the Bill further to amend the Indian Penal Code, 1860, be taken into consideration.".

Shri Naoshir Bharucha (East Khandesh): Is the hon. Member going to withdraw this Bill again?

Shri Raghunath Singh: No, I will not withdraw it at present.

Mr. Deputy-Speaker: There is no question of withdrawal for the present. The question is whether he is going to move for consideration. That is all that I am concerned with.

Shri Raghunath Singh: I am moving for consideration.

तो उमस्व धारा 497 में हमने एक जोटा का सशक्तिकरण किया है। उस सशक्तिकरण का प्रयोग यह है कि भारतीय के जमाने में जब कि गारेविक म हमारी रोज बनाने है वह बात में कहती है कि हम पुस्तक के किसी बातरंग है, बात में इंसानी स्वभाव है, तू में यह कहता बाहर हूँ कि कानून में भी उसे इंसानी स्वभाव मान लेंगे।

बहुत दिव्यता नहीं होती भावना है जो उस इंसानी स्वभाव के मायेनिया है भी हो। तो वह कि हमारी बनाने ना लेंगे जोरों के साथ कहती है कि इंसानी इंसानी, इंसानी, तो हम पुस्तक पत्र भी बहुद विनिमय से कहती है कि पत्र इंसानी है तो कानून में भी इंसानी हो।

जब तक एक्स्ट्रा का संबंध है, इंसानी जीत कोठ के चैप्टर 20 में उसका शिक्षा है पौर धारा 497 में "एक्स्ट्रा" की वेदी-नीति मान दी गई है। उसा संविोधन धारा 497 के विषय में है। इस धारा का भाष्य यह है कि राज्य कोई विख्यातं मसूदी पुस्तक के साथ अभिव्यक्ति करता है, तो पुस्तक को ही सजा हो जाती है, लेकिन राज्य को सजा नहीं होती है। उसका एक एक्स्ट्रा कूट यह है कि राज्य कोई लीकी पुस्तक को बहुत कर ले जाय और अभिव्यक्ति करते, तो उसकी भूमि न सजा दी जाए ? इंस्के मेरे संविोधन का भाष्य यह है कि जब तक एक्स्ट्रा का संबंध है, पुस्तक और स्वैय़ दोनों के लिये विनिमय विवादित और विनिमय का होना चाहिए ।

भारत इसमें पुस्तक के लिये सजा हो, तो स्वैय़ के लिये भी होती चाहिए।

Shri Naoshir Bharucha: Very unchivalrous.

भी रघुनाथ सिंह ठीक है, लेकिन जहा तक कानून का संबंध है, वह सत के लिये विनिमय होता चाहिए। बहुत से ऐसे केसिंग देखे गये हे...
Shri D. C. Sharma: I rise to oppose this Bill. I do not think the Mover of the Bill has given any arguments in favour of the Bill that he has brought forward. He has only stated that this Bill is a legacy to him from some kind-hearted Member who was in the House last time but who is not in the House now. I have every sympathy with that hon. Member. But I must submit very respectfully that the legatee he has chosen is not the proper person for the simple reason that he has taken over a liability without understanding its implications.

For instance, I would have liked him to expatiate on this point. I think this is the third Bill that he has moved today.

Shri Raghunath Singh: No, second.

Shri D. C. Sharma: Second. Let us take the first Bill he put forward.

Mr. Deputy-Speaker: The hon. Member may continue next time.

MANAGEMENT OF LIGHT RAILWAYS (TAKING OVER BY THE STATE) BILL*

Shri Jhulan Sinha (Siwan): I beg to move for leave to introduce a Bill to provide for the taking over for a limited period by the State of the management of Light Railways in the country with a view to improve their working and ensure a reasonable standard of comfort and convenience to the passengers using them.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the taking over for a limited period by the State of the management of Light Railways in the country with a view to improve their working and ensure a reasonable standard of comfort and convenience to the passengers using them".

The motion was adopted.

Shri Jhulan Sinha: I introduce the Bill.

*Published in the Gazette of India Extraordinary, Part II—Section 2, dated 7-3-1958
Salaries and Allowances of Members of Parliament (Amendment) Bill

Shri N. Keshava (Bangalore City): Sir, I beg to move for leave to introduce a Bill further to amend the Salaries and Allowances of Members of Parliament Act, 1954.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Salaries and Allowances of Members of Parliament Act, 1954".

The motion was adopted.

Shri N. Keshava: Sir, I introduce the Bill.

Mr. Deputy-Speaker: The House stands adjourned to meet again tomorrow at 11 o'clock.

17'01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Saturday, the 8th March, 1958.

*Published in the Gazette of India Extraordinary, Part II—Section 2, dated 7-3-58.
### ORAL ANSWERS TO QUESTIONS

<table>
<thead>
<tr>
<th>S.Q. No.</th>
<th>Subject</th>
<th>Columns</th>
</tr>
</thead>
<tbody>
<tr>
<td>705</td>
<td>Rural Electrification in Madras</td>
<td>3511-12</td>
</tr>
<tr>
<td>707</td>
<td>Transport Policy of States</td>
<td>3512-16</td>
</tr>
<tr>
<td>708</td>
<td>Cheques System in Post Offices</td>
<td>3516-19</td>
</tr>
<tr>
<td>709</td>
<td>Water supply and Sewage Disposal in Delhi</td>
<td>3519-22</td>
</tr>
<tr>
<td>712</td>
<td>Road Bridge Over Jamuna</td>
<td>3522-23</td>
</tr>
<tr>
<td>714</td>
<td>Export of Sugar</td>
<td>3524-26</td>
</tr>
<tr>
<td>715</td>
<td>Posts and Telegraphs Workers</td>
<td>3526-27</td>
</tr>
<tr>
<td>717</td>
<td>Mineral Waters</td>
<td>3527-29</td>
</tr>
<tr>
<td>718</td>
<td>Railway Freight Structure Enquiry</td>
<td>3530-31</td>
</tr>
<tr>
<td>721</td>
<td>Irrigation in Andhra</td>
<td>3531-33</td>
</tr>
<tr>
<td>723</td>
<td>Bridges on National Highway</td>
<td>3533</td>
</tr>
<tr>
<td>725</td>
<td>Agricultural Farms</td>
<td>3533-35</td>
</tr>
<tr>
<td>728</td>
<td>Nagarjunasagar Project</td>
<td>3535-36</td>
</tr>
<tr>
<td>729</td>
<td>Tungabhadra Project</td>
<td>3536-37</td>
</tr>
<tr>
<td>730</td>
<td>Purchase of Railway Stores</td>
<td>3537-19</td>
</tr>
<tr>
<td>731</td>
<td>T. B. Cases among P&amp;T Employees</td>
<td>3539-40</td>
</tr>
<tr>
<td>734</td>
<td>Remodelling of Station Yards</td>
<td>3540-42</td>
</tr>
<tr>
<td>735</td>
<td>Periyar and Kundah Power Projects</td>
<td>3543-44</td>
</tr>
<tr>
<td>736</td>
<td>Eastern Railway Press</td>
<td>3544-45</td>
</tr>
<tr>
<td>737</td>
<td>Aroor Bridge in Kerala</td>
<td>3545-46</td>
</tr>
<tr>
<td>738</td>
<td>Influenza</td>
<td>3547</td>
</tr>
</tbody>
</table>

### WRITTEN ANSWERS TO QUESTIONS

<table>
<thead>
<tr>
<th>S.Q. No.</th>
<th>Subject</th>
<th>Columns</th>
</tr>
</thead>
<tbody>
<tr>
<td>704</td>
<td>Water Rates in States</td>
<td>3547-48</td>
</tr>
<tr>
<td>706</td>
<td>Price of Rice in Delhi</td>
<td>3548</td>
</tr>
<tr>
<td>710</td>
<td>Inauguration of Electric Train Service at Howrah</td>
<td>3548-49</td>
</tr>
<tr>
<td>711</td>
<td>Kalka-Simla Railway</td>
<td>3549-50</td>
</tr>
<tr>
<td>713</td>
<td>Babool Bark</td>
<td>3550</td>
</tr>
<tr>
<td>716</td>
<td>Training of T. B. Workers</td>
<td>3550-51</td>
</tr>
<tr>
<td>719</td>
<td>Slums in Delhi</td>
<td>3551</td>
</tr>
<tr>
<td>720</td>
<td>&quot;Vegetarian Eggs&quot;</td>
<td>3551</td>
</tr>
<tr>
<td>722</td>
<td>FoodgrainJ Import from U.S.A.</td>
<td>3551-52</td>
</tr>
<tr>
<td>724</td>
<td>Electrification of Rayagada Railway Station</td>
<td>3552</td>
</tr>
<tr>
<td>726</td>
<td>Reserve Forests in Tripura</td>
<td>3552-53</td>
</tr>
<tr>
<td>727</td>
<td>Training of Civil Pilot</td>
<td></td>
</tr>
</tbody>
</table>

### WRITTEN ANSWERS TO QUESTION cont'd.

<table>
<thead>
<tr>
<th>S.Q. No.</th>
<th>Subject</th>
<th>Columns</th>
</tr>
</thead>
<tbody>
<tr>
<td>732</td>
<td>Development of Tuticorin Harbour</td>
<td>3553-54</td>
</tr>
<tr>
<td>733</td>
<td>Rajasthan Canal</td>
<td>3554</td>
</tr>
<tr>
<td>739</td>
<td>Cinchona Plantations and Quinine</td>
<td>3554-55</td>
</tr>
<tr>
<td>740</td>
<td>Khandwa-Hingoli,lJ Link</td>
<td>3555</td>
</tr>
<tr>
<td>741</td>
<td>Power Supply to West Pakistan.</td>
<td>3556</td>
</tr>
<tr>
<td>742</td>
<td>Calcutta Port</td>
<td>3556-57</td>
</tr>
<tr>
<td>743</td>
<td>Hindi Telegrams</td>
<td>3557</td>
</tr>
<tr>
<td>744</td>
<td>Report of the Chaudhuri Committee</td>
<td>3559</td>
</tr>
<tr>
<td>745</td>
<td>Bombay-Ahmedabad Janata</td>
<td>3558-59</td>
</tr>
<tr>
<td>746</td>
<td>United Seafarers Federation</td>
<td>3559</td>
</tr>
<tr>
<td>747</td>
<td>Team of Railway Technical Officers</td>
<td>3559-60</td>
</tr>
<tr>
<td>748</td>
<td>Panchayats in Himachal Pradesh</td>
<td>3560</td>
</tr>
<tr>
<td>749</td>
<td>Teak Plantation in Andhra</td>
<td>3560-61</td>
</tr>
<tr>
<td>750</td>
<td>Chemical Fertilizers</td>
<td>3561</td>
</tr>
<tr>
<td>751</td>
<td>Soil Survey of India</td>
<td>3561</td>
</tr>
<tr>
<td>752</td>
<td>Railway Bridge Over Ganges</td>
<td>3561-62</td>
</tr>
<tr>
<td>753</td>
<td>Fire in Calcutta-Bombay Mail</td>
<td>3562</td>
</tr>
</tbody>
</table>

### U. S. Q. No.

<p>| 894      | Dock Workers                              | 3563    |
| 895      | Quarters for Port Employees, Calcutta     | 3564    |
| 896      | School for Port Workers' Children         | 3564-67 |
| 897      | Western Shipping Corporation              | 3567    |
| 898      | “G.M.P.” Campaign in Rajasthan             | 3567-68 |
| 899      | Warehouses                                | 3568    |
| 900      | N.E.S. Blocks in Punjab                   | 3569    |
| 901      | All India Transport Users’ Conference     | 3570    |
| 902      | Southern RailwayJ Divisions               | 3570-71 |
| 903      | Railway passenger Amenities               | 3571-72 |
| 904      | Posts and Telegraphs Offices              | 3572    |
| 905      | Development of Madras Port                | 3572-73 |
| 906      | Telephone Facilities in N.E.S. Blocks     | 3573    |
| 907      | Railway Tracks                            | 3573    |
| 908      | Postal facilities in villages of Kotah District | 3574    |
| 909      | Railway Passenger Amenities               | 3575    |</p>
<table>
<thead>
<tr>
<th>U.S.Q. No.</th>
<th>Subject</th>
<th>Columns</th>
</tr>
</thead>
<tbody>
<tr>
<td>910</td>
<td>Quarters for posts and Telegraphs Staff</td>
<td>3575</td>
</tr>
<tr>
<td>911</td>
<td>Public Call Offices</td>
<td>3576</td>
</tr>
<tr>
<td>912</td>
<td>Cooperative Sugar Factories</td>
<td>3576</td>
</tr>
<tr>
<td>913</td>
<td>Rural Credit Schemes in States</td>
<td>3576-77</td>
</tr>
<tr>
<td>914</td>
<td>Fair Price Shops in Himachal Pradesh</td>
<td>3577-78</td>
</tr>
<tr>
<td>915</td>
<td>Potatoes</td>
<td>3578</td>
</tr>
<tr>
<td>916</td>
<td>Production of Vanaspati</td>
<td>3578</td>
</tr>
<tr>
<td>917</td>
<td>Animal Husbandry</td>
<td>3578-79</td>
</tr>
<tr>
<td>918</td>
<td>Public Call Offices in Andhra</td>
<td>3579-80</td>
</tr>
<tr>
<td>919</td>
<td>Sugar-cane Crushed in Andhra</td>
<td>3580</td>
</tr>
<tr>
<td>920</td>
<td>Calcium Cyanamide</td>
<td>3580-81</td>
</tr>
<tr>
<td>921</td>
<td>Post Graduates in Soil Sciences</td>
<td>3581</td>
</tr>
<tr>
<td>922</td>
<td>Research in Plant Pathology etc.</td>
<td>3581-82</td>
</tr>
<tr>
<td>923</td>
<td>Coconut Research Institute</td>
<td>3582</td>
</tr>
<tr>
<td>924</td>
<td>Milk Consumption</td>
<td>3583</td>
</tr>
<tr>
<td>925</td>
<td>Post Office Inspectors</td>
<td>3583</td>
</tr>
<tr>
<td>926</td>
<td>N.I.S. Blocks in U.P.</td>
<td>3583-84</td>
</tr>
<tr>
<td>927</td>
<td>New Railway Lines</td>
<td>3584-85</td>
</tr>
<tr>
<td>928</td>
<td>Suicide by Railway Official</td>
<td>3585</td>
</tr>
<tr>
<td>929</td>
<td>Mail Robberies</td>
<td>3585</td>
</tr>
<tr>
<td>930</td>
<td>Delhi-Serai Rohilla Station</td>
<td>3585-86</td>
</tr>
<tr>
<td>931</td>
<td>Aerodrome Colonies</td>
<td>3586</td>
</tr>
<tr>
<td>932</td>
<td>Railway Crossing near Amarnath University</td>
<td>3586-87</td>
</tr>
<tr>
<td>933</td>
<td>Public Call Office at Sankarapuram (Madras)</td>
<td>3587</td>
</tr>
<tr>
<td>934</td>
<td>Adulteration of Food Stuffs</td>
<td>3587</td>
</tr>
<tr>
<td>935</td>
<td>Small-Pox</td>
<td>3587-88</td>
</tr>
<tr>
<td>936</td>
<td>Railway Protection Force</td>
<td>3589</td>
</tr>
<tr>
<td>937</td>
<td>Soil Conservation Schemes in Punjab</td>
<td>3589</td>
</tr>
<tr>
<td>938</td>
<td>Holiday Camps</td>
<td>3589-90</td>
</tr>
<tr>
<td>939</td>
<td>Timber in Himachal Pradesh</td>
<td>3590</td>
</tr>
<tr>
<td>940</td>
<td>Departmental Catering on Railway</td>
<td>3591</td>
</tr>
<tr>
<td>941</td>
<td>Tourist Centre at Pathankot</td>
<td>3591-92</td>
</tr>
<tr>
<td>942</td>
<td>Quarters for P. &amp; T. Employees in Punjab Circle</td>
<td>3592</td>
</tr>
<tr>
<td>943</td>
<td>Small-Pox in Delhi</td>
<td>3593</td>
</tr>
<tr>
<td>U.S.Q. No.</td>
<td>Subject</td>
<td>Columns</td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>975</td>
<td>Highways in Himachal Pradesh</td>
<td>3611</td>
</tr>
<tr>
<td>976</td>
<td>Railway Staff Quarters at Ferozepur</td>
<td>3611-12</td>
</tr>
<tr>
<td>977</td>
<td>N.E.S and C.D Blocks</td>
<td>3612</td>
</tr>
<tr>
<td>978</td>
<td>Wireless and Telegraph Services on N.E. Rly.</td>
<td>3612</td>
</tr>
<tr>
<td>979</td>
<td>Rural Credit</td>
<td>3613</td>
</tr>
<tr>
<td>980</td>
<td>Central Godowns in Punjab</td>
<td>3613</td>
</tr>
<tr>
<td>981</td>
<td>Grow More Food Schemes</td>
<td>3614</td>
</tr>
<tr>
<td>982</td>
<td>Roads in Punjab</td>
<td>3614</td>
</tr>
<tr>
<td>983</td>
<td>Shed and Platform at Malout Station</td>
<td>3614</td>
</tr>
<tr>
<td>984</td>
<td>Electric Supply in Delhi</td>
<td>3615</td>
</tr>
<tr>
<td>985</td>
<td>Electric Locomotives</td>
<td>3615</td>
</tr>
<tr>
<td>986</td>
<td>Irrigational Cooperative Societies</td>
<td>3615-16</td>
</tr>
<tr>
<td>987</td>
<td>Mis-use of Alarm Chains</td>
<td>3616</td>
</tr>
<tr>
<td>988</td>
<td>Railway Concessions</td>
<td>3616</td>
</tr>
<tr>
<td>989</td>
<td>Tube Wells in Himachal Pradesh</td>
<td>3617</td>
</tr>
<tr>
<td>990</td>
<td>Goods-booking on North Eastern Railway</td>
<td>3617</td>
</tr>
<tr>
<td>991</td>
<td>Cooperative Farming</td>
<td>3618</td>
</tr>
<tr>
<td>992</td>
<td>Minor Irrigation Schemes in Andhra</td>
<td>3618</td>
</tr>
<tr>
<td>993</td>
<td>Rice from Burma</td>
<td>3619</td>
</tr>
<tr>
<td>994</td>
<td>Toofan Express</td>
<td>3619-20</td>
</tr>
<tr>
<td>995</td>
<td>Bridge at Daryabad</td>
<td>3620</td>
</tr>
<tr>
<td>996</td>
<td>Jodhpur Railway Workshop</td>
<td>3620-21</td>
</tr>
<tr>
<td>997</td>
<td>Poultry Development in Andhra</td>
<td>3621</td>
</tr>
<tr>
<td>998</td>
<td>Ex-State Railway Officers</td>
<td>3621</td>
</tr>
</tbody>
</table>

**PRIVATE MEMBERS BILLS**

<table>
<thead>
<tr>
<th>Subject</th>
<th>Columns</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2) The Code of Civil Procedure (Amendment) Bill, 1958 (Omission of section 87B) by Shri M.L. Dwivedi</td>
<td></td>
</tr>
<tr>
<td>(3) The Management of Light Railways Taking over by the State) Bill, 1958 by Shri Jhulan Sinha</td>
<td></td>
</tr>
<tr>
<td>(4) The Salaries and Allowances of Members of Parliament (Amendment) Bill, 1958 (Amendm. of section 6) by Shri N. Kesava</td>
<td></td>
</tr>
</tbody>
</table>

**BILL UNDER CONSIDERATION**

Shri Raghunath Singh moved that the Indian Penal Code (Amendment) Bill (insertion of new section 145B) be taken into consideration. The discussion was not concluded.

**PRIVATE MEMBERS BILL WITHDRAWN**

Shri Subhankar Ghose moved for the consideration of the Indian Penal Code (Amendment) Bill (Amendment of section 564 A). The Bill was withdrawn by leave of Lok Sabha.

**BILL NEGATIVED**

(1) Shri P.R. Patel moved for the consideration of the Indian Arms (Amendment) Bill (Amendment of section of 4). The motion was negatived.

(2) Shri Subhankar Ghose moved for the consideration of the Code of Criminal Procedure (Amendment) Bill (Amendment of sections 516-A and 517). The motion was negatived.

Ayes - 15; Noes 47

**BILL UNDERS CONSIDERATION**

Shri Raghunath Singh moved that the Indian Penal Code (Amendment) Bill (Omission of section 497) be taken into consideration. The discussion was not concluded.

**AGENDA FOR SATURDAY, 8TH MARCH 1958**