

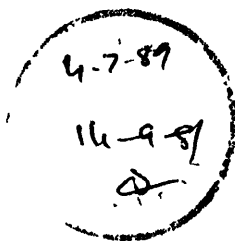
Friday, 7th March 1958

LOK SABHA DEBATES

SECOND SERIES

VOLUME XII, 1958.

(24th February to 10th March, 1958)



FOURTH SESSION, 1958

(Vol. XII contains Nos. 11 to 20)

**LOK SABHA SECRETARIAT
NEW DELHI**

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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.

LOK SABHA

Friday, 7th March, 1958

The Lok Sabha met at Eleven of the Clock

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Rural Electrification in Madras

*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. E. 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

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*707. { 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.]

Shrimati Tarkeshwari 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 Tarkeshwari 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.

श्री रघुनाथ सिंह में यह जानना चाहता हूँ कि उत्तर प्रदेश के लिये जो आप ने कहा कि उत्तर प्रदेश ने भी अपनी वह दिक्कत जाहिर की है तो मैं जानना चाहता हूँ कि यू० पी० की इस में क्या दिक्कत है और यू० पी० को आप लोन ५ रूप में या और रूप में क्या सहायता दे रहे हैं ?

श्री राज बहादुर लोन ५ रूप में मेरे ज्ञान में इस वक्त तक उन्हें कोई सहायता मिली है, मुझे इस का पूरा ज्ञान नहीं लेकिन उन को दिक्कत यह है कि उन्होंने जो विभागीय रूप से इस को चलाया है और काफी सफलतापूर्वक चलाया है इसी लिये वह समझते हैं कि वर्तमान व्यवस्था

में कोई परिवर्तन करने की आवश्यकत नहीं है ।

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

Shri Khadlikar: Yes

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

श्री म० ला० द्विवेदी में जानना चाहता हूँ कि क्या केन्द्रीय सरकार ने इस बात के लिये भी राज्य सरकारों को आदेश भेजे हैं अथवा मलाह दी है कि जो स्टेट्स अभी तक नेशनलाइज नहीं हुए हैं उन को नेशनलाइज न किया जाय और यदि हा तो इस का क्या कारण है ? और इसी सम्बन्ध में जो बात है वह यह है कि कुछ स्टेट्स ऐसी हैं जहाँ कि नेशनलाइजेशन का काम आगे नहीं गया है, उस का क्या कारण है ?

श्री राज बहादुर इस सम्बन्ध में किसी आदेश के देने का तो प्रश्न उठता ही नहीं है, अलबत्ता मलाह के रूप में प्लानिंग कमिशन से दो गश्ती पत्र भेजे गये हैं और उन में विविध २ नियम एवं शर्तें रखी गई हैं कि जिन को पूरा करें तो यह नेशनलाइजेशन अथवा राष्ट्रीयकरण का काम आगे बढ़ाया जा सकता है और उन में एक शर्त स्टेट ट्रांसपोर्ट कारपोरेशन बनाने की है । उन से कहा गया है कि राष्ट्रीयकरण के लिये हम लोन आदि की आवश्यकता

उन्ही सरकारों को दे सकेंगे जो इन शर्तों का पालन करेंगी ।

Mr. Speaker: Shri Kasliwal.

श्री म० सा० द्विवेदी : अध्यक्ष महोदय, मैं थोड़ा सा क्लैरिफिकेशन चाहता हूँ ।

Mr. Speaker: The hon. Member is putting a long question; hereafter he should cut it short. Then I have no objection. Shri Kasliwal.

Shri Kasliwal: From the statement and from 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.

श्री म० सा० द्विवेदी : क्या यह मत है कि जो सलाह राज्य सरकारों को आगे वृत्स को नेशनलाइज न करने के सम्बन्ध में भेजी गई है उस में प्राइवेट प्रोनर्स और एम्प्लोईज का भी ध्यान रखा गया है और यदि हाँ तो इस को साफ कर दें ?

श्री राज बहादुर : मैं ने निवेदन किया कि नेशनलाइज न करे, ऐसी कोई सलाह नहीं दी गई है । अब नेशनलाइजेशन करने के बास्ते उन्हीं ने कुछ नियम और शर्तें और कुछ अवधि निर्धारित की है जिन के कि

अन्तर्गत यह नेशनलाइजेशन करने की बात की है ।

श्री म० सा० द्विवेदी : मैं ने प्राइवेट प्रोनर्स की बात पूछी थी उस को तो काट ही दिया ।

Mr. Speaker: Shri Elayaperumal.

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.

डाक घरों में बैंक प्रणाली

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*७०८. { श्री भक्त बर्दान :
श्री स० बं० सामन्त :
श्री क० भे० मालवीय :

क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) बम्बई में डाक घर बचत बैंक लेखे में कुछ समय पूर्व प्रयोग के तौर पर जो बैंक प्रणाली चालू की गई थी उस में कहां तक सफलता मिली है ; और

(ख) यह प्रणाली अन्य स्थानों के डाक घरों में लागू करने के लिये क्या कार्य-वाही की जा रही है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) इस सुविधा के पात्रभूत (Eligible) १९६८ जमाकर्ताओं में से केवल ४४६ जमाकर्ताओं से इस से लाभ उठाया है ।

(ख) कलकत्ता, मद्रास, दिल्ली (और नयी दिल्ली), नागपुर, अम्बाला, पटना, लखनऊ, जयपुर और अहमदाबाद में १ अप्रैल, १९५८ से इस प्रणाली को चालू किये जाने का निश्चय किया गया है ।

श्री अश्वतथ बर्षन : श्रीमान्, क्या सरकार के ध्यान में यह बात आई है कि बम्बई में जो कम लोगो ने इस सुविधा का उपयोग किया है उस का कारण यह था कि अब तक चेक प्रणाली पर यह प्रतिबन्ध लगा है कि एक डाकघर से दूसरे डाकघर को ही चेक जारी किया जा सकता है ? क्या गवर्नमट ने इस बारे में विचार किया है कि कम से कम स्टेट बैंको या इसी प्रकार के जो अन्य राजकीय बैंक हैं उन के लिये भी यह सुविधा प्रदान की जाय ताकि अधिक लोग इस से लाभ उठा सकें ?

श्री राज बहादुर : बम्बई में चेक द्वारा पोस्ट ऑफिस सेविंग बैंक से रकम वापस लेने की सुविधा दी गई है । स्टेट बैंको का और अन्य बैंकों का इस बारे में क्या सम्बन्ध है, यह मेरी समझ में नहीं आया ।

श्री अश्वतथ बर्षन : मेरा मतलब यह था कि अभी तक बम्बई में जो यह सुविधा दी गई है वह इस प्रकार दी गई है, जहां तक मुझे ज्ञात है, कि यह चेक आप के सेविंग बैंक से दूसरे बैंको के लिये नहीं दिये जायेंगे, बल्कि एक सेविंग बैंक से दूसरे सेविंग बैंक की ही दिये जायेंगे । मैं जानना चाहता हूं कि इस में क्या अड़चन है और क्या स सुविधा को बढ़ाने के लिये विचार किया जा सकता है ?

श्री राज बहादुर : जो कठिनाई आप बता रहे हैं उसे पूरी तरह समझ कर उस के बारे में मुझे जानकारी प्राप्त करनी होगी । मैं नोटिस चाहूंगा ।

पंडित द्वा० ना० तिवारी : अभी तक जितनी जगह चेक सिस्टम जारी किया गया है वह उन्हीं जगहों पर है जहां बहुत से बैंक काम करते हैं । इसलिये लोग इस से अधिक लाभ नहीं उठा पाते हैं । क्या सरकार ऐसी जगहों में चेक सिस्टम जारी करने की कोशिश करेगी जहां बैंक्स नहीं हैं और जहां लोगों के ज्यादा फायदा उठाने की सम्भावना है ?

श्री राज बहादुर : अभी तक केवल बम्बई में यह सिस्टम जारी किया गया है । वहां बैंक अधिक मर्यादा में हैं या थोड़ी संख्या में हैं इस से अधिक फर्क नहीं पड़ने वाला है क्योंकि आखिर जो विघड़ाल किये जायेंगे, जो रकम वापस ली जायेगी, वह उमी जगह से ली जा सकती है जहां रुपया जमा किया गया हो । अगर डाकखाने में रकम जमा की गई है तो वहां से विघड़ाल किया जा सकता है । उस पर इस बात का असर नहीं पड़ता कि वहां और दूसरे बैंक काम करते हैं या नहीं । रहा इस सुविधा के दूसरी जगहों में दिये जाने के बारे में तो उस के लिये मेरा यह निवेदन है यह निर्णय किया गया है कि जहां तक हो सके हेड ऑफिस या डिपार्टमेंटल सब ऑफिस हैं वहां उसे लागू किया जाय । शुरुआत में आरम्भ करने के लिये इन स्थानों में यह प्रणाली लागू की जाने वाली है । जिन के नाम मैं ने प्रश्न के उत्तर में बताये हैं ।

श्री स० चं० सामन्त : जिन स्थानों का नाम बताया गया उन में से किन किन में पहले चालू किया जायेगा ?

श्री राज बहादुर : मैं ने निवेदन किया कि १ अप्रैल, १९५८ से कलकत्ता, मद्रास, दिल्ली, नई दिल्ली, नागपुर, अम्बाला, पटना,

सकनऊ, जयपुर और चहमदाबाद में बालू करने का निर्माण किया गया है ।

Water Supply and Sewage Disposal in Delhi

*709. **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 Damani: 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 insulate 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. Sushila 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 alternative 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 Jamuna?

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 Jamuna at Wazirabad.

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

Shri Raj Bahadur: It is to be completed in the second Plan period.

श्री म० ला० द्विवेदी : क्या इन पुलों के दागते पंचवर्षीय योजना में सरकार ने कोई रकम में सुकरर की है, यदि हां तो क्या ?

श्री राज बहादुर : पंचवर्षीय योजना में इन के वास्ते ६० लाख रुपये की रकम निर्धारित की गयी है ।

श्री म० ला० द्विवेदी : दोनों पुलों के लिये ?

श्री राज बहादुर : एक के वास्ते ।

श्री म० ला० द्विवेदी : और दूसरे के लिये ?

श्री राज बहादुर : दूसरे के वास्ते १ लाख २४ हजार की रकम है जो एक खास काम के लिये है ।

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.

श्री भक्त दर्शन : क्या मैं जान सकता हूँ कि यह जो पुल विचाराधीन है या बनाया जा रहा है, हमारे के मकबरे के पाम यह जो रेलवे का पुल बनेगा उस के साथ बनेगा या रोड का मलाहिदा पुल बनेगा ?

श्री राज बहादुर : एक समय तक यह सवाल विचाराधीन था कि रेल और रोड के दोनों पुल साथ साथ बनाये जायें या अलग अलग । लेकिन वर्तमान स्थिति के अनुसार यह साधु पड़ता है कि दोनों पुल अलग अलग बनाये जायेंगे ।

Export of Sugar

*714. Shri Bishwanath Roy: Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is any demand of Indian sugar in U.S.A.; and

(b) whether any proposal is under consideration for the export of the same to the countries where it has no market as yet?

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

(a) No, Sir, we are not aware of any such demand.

(b) No, Sir.

Shri Bishwanath Roy: May I know, in view of the reply given by the hon. Minister just now, whether there is any chance of increase in the export of sugar this year?

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 Kashiwal: 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

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*715. { **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 भक्त दर्शन : यह जो कमेटी बनायी जा रही है क्या इस के कार्यक्षेत्र में प्रतिनिधित्व विभागीय कर्मचारी भी शामिल होंगे या कि यह केवल डिपार्टमेंटल एम्प्लोईज के लिये ही होगी ?

श्री राज बहादुर : मैं समझता हूँ कि फेडरेशन और विभिन्न यूनियनों के सम्बन्ध में जो सवाल उठेंगे उन को तै करना इस का कार्यक्षेत्र होगा ।

Shri B. S. Murthy: May I know what is the money set apart for this?

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

लजिज जल स्रोत

*७१७. श्री पद्म देव : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चम्बा जिले के पंगी क्षेत्र में अभ्रक वाले जल स्रोत हैं जिन के उपयोग से क्षय के रोगी स्वस्थ हो जाते हैं ; और

(ख) क्या सरकार इन स्रोतों की उपयोगिता की परीक्षा करेगी ?

स्वास्थ्य मंत्री (श्री करमरकर) :

(क) चम्बा जिले के पंगी क्षेत्र में धातवीय जल स्रोत तो है, पर यह मालूम नहीं कि इन स्रोतों में अभ्रक है अथवा नहीं ।

यह साबित करने के लिये कोई प्रमाण नहीं है कि अभ्रक वाले जल के उपयोग से क्षय के रोगी स्वस्थ हो जाते हैं ।

(ख) इन स्रोतों के जल के नमूनों के विश्लेषण के लिये कदम उठाये जा रहे हैं ।

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

Mr. Speaker: Yes.

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

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

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

Shri Pattiabhi 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.

श्री पद्म देव : माननीय मंत्री जी ने फरमाया कि यह मालूम नहीं कि अभ्रक से टी० बी० के पेसेंट अच्छे होते हैं या नहीं । आयुर्वेद के जितने ग्रन्थ हैं उन में अभ्रक टी० बी० के लिये लाभदायक बताया गया है और इस वक्त हमारी सरकार आयुर्वेद का समर्थन कर रही है । न मालूम कितने समय से यहां टी० बी० के पेसेंट लाये जाते हैं और स्वास्थ्य लाभ कर के वापस जाते हैं । क्या माननीय मंत्री प्रयत्न करेंगे कि इस बारे में गवेषणा की जाये कि अभ्रक इस में है या नहीं ।

श्री करमरकर : मैं इस वक्त नहीं कह सकता कि अभ्रक के बारे में क्या गवेषणा हुई है । माननीय सदस्य का प्रश्न यह था कि क्या इस से टी० बी० के रोगी अच्छे हो जाते हैं । हमारी आज तक की जानकारी तो यह है कि माइकै सिस्टम ग्राफ मैमीसन इस के लिये सब से अधिक प्रभावकारी है । आयुर्वेद के मेयहस के बारे में जांच कर के बाद में बताया जा सकता है कि अभ्रक से क्या लाभ है ।

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

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.

श्री हेमराज : क्या मैं जान सकता हूँ कि रशियन एक्सपर्ट्स ने जो रिपोर्ट दी है, क्या उस पर विचार हो चुका है और कौन कौन से स्थान पर ऐसी जगहें बनाने का बन्दोबस्त किया गया है, जहाँ लोग इलाज कराने के लिये जा सकें?

श्री करमरकर : रशियन एक्सपर्ट्स ने हमारे पास जो रिपोर्टें भेजी थी, हम ने उस को स्टेट्स के पास भेज दिया था और उन से इस सम्बन्ध में स्कीम्स की मांग की थी। मुझे याद नहीं है, लेकिन दो स्टेट्स—पंजाब और बिहार—में कुछ काम चल रहा है—शायद यू० पी० में भी।

Dr. Sushila Nayar: The hon. Minister has stated about the effectiveness of mica in mineral waters for T.B. that it 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

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*718. { **Shri D. C. Sharma:**
Shri T. B. Vittal Rao:
Shrimati Ila Palchoudhuri:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1302 on the 19th December, 1957 and state:

(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 Ball Reddy:** Will the Minister of Food and Agriculture be pleased to state:

(a) the present position in regard to the survey to be carried on 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 tubewells 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 Ball 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 areas 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 Panigrahi: 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

*723. **Shrimati Maftda 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

*725. **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 States

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 Shah Nawaz 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 Shah Nawaz 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 Shah Nawaz 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

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*731. { **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.

श्री पद्म देव : क्या यह दुस्त है कि पोस्ट्स एंड टेलीग्राफ आफिसिस में काम करने वाले जो पोस्टमेन हैं उन के निवास-

स्थान स्वास्थ्य के लिहाज से बहुत रद्दी हैं जिस के कारण अक्सर उन को टी० बी० हो जाती है ? क्या सरकार इस सम्बन्ध में कुछ सुधार करने पर विचार करेगी, पेशतर इस के कि वह इन लोगों के इलाज की तरफ दौड़े ?

श्री राज बहादुर : मैं समझता हूँ जैसी निवासस्थान को सुविधायें अपने देश की जनता को उपलब्ध है लगभग वैसी ही बल्कि बाज जगहों पर उस से कुछ अच्छी पी० एंड टी० एम्पलायीज को उपलब्ध है ।

श्री पद्म देव : मैं जानना चाहता हूँ कि क्या माननीय मंत्री महोदय ने शिमला के पी० एंड टी० आफिसिस के कर्मचारियों के क्वार्टर देखे हैं जिन में कि छोटा सा कमरा है, उसी में लोग रसोई करते हैं, उसी का दरवाजा बन्द कर के अन्दर वे लोग सारा काम करते हैं ?

श्री राज बहादुर : शिमले के डाक तार विभाग के कर्मचारियों से मैं ने भेंट की है और उन एगिनियों से भी मिला हूँ किन्तु मैं यह खयाल करता हूँ कि जो उन के रहने का स्थान है उस में शिमले की आबो-हवा को देखते हुए वे दरवाजा खोल कर नहीं सो सकते ।

Remodelling of Station Yards

*734. **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 Shah Nawaz 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.

श्री म० ला० द्विवेदी : रेलवे मंत्री महोदय ने १६ जुलाई सन् १९५७ 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 डाली जायेंगी, मैं जानना चाहता हूँ कि इस दिशा में क्या कार्यवाही की जा रही है ?

रेलवे मंत्री (श्री जगजीवन राम) : मैं यह तो कभी नहीं कह सकता हूँ कि बड़े बड़े यादों को बन्द कर दिया जायेगा क्योंकि अगर यादों को बन्द कर दिया जाये तब तो सारा काम ही बन्द हो जायेगा। इसलिये जहाँ जहाँ काम बढ़ गया है, ट्रैफिक बढ़ गई है वहाँ पर तो यादों को बढ़ाना ही पड़ेगा।

श्री म० ला० द्विवेदी : जिस प्रकार से हमारे सदन में कुछ अनुसूचित जातियों के सदस्यगण हैं उसी तरह रेलवे के लिहाज से भी कुछ ऐसे क्षेत्र हैं जो कि अनुसूचित हैं और जिन पर कि कोई तवज्जह नहीं दी गई है तो मैं जानना चाहता हूँ कि क्या ऐसे क्षेत्रों की ओर भी कोई ध्यान दिया जायेगा ?

श्री रघुनाथ सिंह : जैसे हमीरपुर का इलाका।

श्री जगजीवन राम : मुलना कुछ बहुत मौजू नहीं थी लेकिन अगर इस तरह के कोई क्षेत्र हैं तो उन की तरफ ध्यान दिया जाना चाहिये और जैसे जैसे साधन की सुविधा होती जायेगी उन की तरफ ज्यादा ध्यान दिया जायेगा।

श्री म० ला० द्विवेदी : मैं देख रहा हूँ कि यद्यपि माननीय मंत्री ने यह ऐलान किया कि बड़े बड़े स्टेशन नहीं बनाये जायेंगे फिर भी देश के बड़े बड़े स्थानों में २, २ लाख की लागत के स्टेशन इस वक्त भी बन रहे हैं, मैं जानना चाहता हूँ कि क्या उन के बाद कोई काम ऐसा भी प्रारम्भ होगा जिस से कि छोटे इलाकों को फायदा पहुंचे ?

श्री जगजीवन राम : मुझे डर लग रहा है कि माननीय सदस्य यादें और स्टेशन के अन्तर को सायद नहीं समझते। यादें और स्टेशन बिल्डिंग में अन्तर है। जहाँ तक मैं समझता हूँ नई स्टेशन बिल्डिंग बनाने की अनुमति इन दिनों कोई नहीं दी गई है, अब जिन में काम लगा हुआ है उन को रोक देना तो व्यवस्था के हिसाब से और धन को बचाने के हिसाब से भी माफूस नहीं होगा और इसलिये उन का काम चल रहा है। लेकिन जैसे मैं ने पहले कहा बहुत से स्थान ऐसे हैं जो बड़े हैं जहाँ पर ट्रैफिक बढ़ गई है और अगर ऐसे स्थान पर हम यादों को नहीं बढ़ायेंगे तो काम में बहुत ज्यादा रुकावट पैदा हो जायेगी इसलिये बड़े स्थानों के यादों को तो बढ़ाना ही पड़ेगा। इस के साथ ही प्रीपेरेन्स आवश्यकता की दृष्टि के जहाँ स्टेशन बिल्डिंग में परिवर्तन आवश्यक होगा वहाँ बड़ी स्टेशन बिल्डिंग में भी परिवर्तन करना पड़ेगा लेकिन ग्राम तौर से भवन निर्माण के ऊपर अधिक खर्चा न खर्च किया जाये, यह एक नीति है और उस से खपते की बचत हो। माननीय सदस्य द्विवेदी जी के क्षेत्रों की तरफ भी ज्यादा ध्यान दिया जायेगा।

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 Shah Nawaz 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 Shah Nawaz 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 Shah Nawaz 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 Benu 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 Shahnawas 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

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*737. { **Shri Punnoose:**
Shri Narayanankutty

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

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*738. { Shri Mohan Swarup:
Shri Rameshwar Tantia:

Will the Minister of Health be pleased to state:

(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 Kar-markar): (a) and (b) 81,246 cases of influenza with 56 deaths were reported in India during the quarter ending 31st December, 1957.

श्री भक्त बर्शन : क्या मैं जान सकता हूँ कि यह जो एनफ्लुएंजा का प्रकोप हुआ है, यह उस की दूसरी लहर आई है या कि तीसरी आ रही है ?

श्री करमरकर : यह पहली लहर ही है। यह हमारी खुशनसीबी है कि दूसरी लहर नहीं आई। अलबत्ता अभी तक कुछ स्टेट्स जैसे मैसूर और बम्बई में एनफ्लुएंजा के अटैक्स हुए हैं बाकी देश भर में स्वस्थता है।

श्री रघुनाथ सिंह : जो लहर अभी आई थी वह कायम है या समाप्त हो गई है ?

श्री करमरकर : मे ने जैसा बताया मैसूर और बम्बई में अटैक्स हो चुके हैं। बाकी ग्राम देश में तो हमारी खुशकिस्मती में वह नहीं है।

WRITTEN ANSWERS TO QUESTIONS

Water Rates in States

*704. Shri Rameshwar Tantia: Will the Minister of Irrigation and Power be pleased to state:

(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.

दिल्ली में चावल का भाव

*७०६. श्री नवल प्रभाकर : क्या साख तथा कृषि मंत्री यह बताने की कृपा करेंगे कि -

(क) क्या यह सच है कि दिल्ली में अच्छी किस्म के चावल के भाव में अप्रत्याशित वृद्धि हो गई है ; और

(ख) यदि हा, तो क्या सरकार दिल्ली क्षेत्र को अधिक चावल देने का प्रबन्ध कर रही है ?

साख और कृषि उपमंत्री (श्री स० म० बामस) (क) पंजाब चावल (यूब-मेण्ट) कंट्रोल आर्डर, १९५७ के तहत १९५७ में प्रत्यापन के पश्चात् दिल्ली मार्केट में अच्छी किस्म के चावल के भाव में कुछ वृद्धि हुई थी।

(ख) दिल्ली में चावल के संभरण की स्थिति में सुधार करने के लिये पंजाब से दिल्ली संघीय क्षेत्र में चावल के आयात की आज्ञा दे दी गई है।

Inauguration of Electric Train Service at Howrah

*710. { Shri H. N. Mukerjee:
Shri M. Elias:

Will the Minister of Railways be pleased to state:

(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

कालका-शिमला रेलवे

*७११ श्री नेकराम नेगी क्या रेलवे यंत्री यह बताने की कृपा करेंगे कि

(क) कालका-शिमला रेलवे लाइन पर सुरंग नक़्सा १०३ को ज़िम की महराबदार छत अगस्त, १९५७ में गिर गई थी मरम्मत में विलम्ब के क्या कारण हैं,

(ख) क्या यह सच है कि इस कारण भालू उत्पादकों को काफी हानि हुई है,

(ग) क्या इस लाइन पर अन्य सुरंगों की मरम्मत की भी आवश्यकता है, और

(घ) यदि उपरोक्त भाग (ख) और (ग) के उत्तर स्वीकारात्मक हों तो सरकार ने इस विषय में क्या कार्यवाही की है?

रेलवे डायरेक्टर (श्री शाहनवाज खाँ)

(क) सुरंग न० १०३ की मरम्मत में कोई देखा देर नहीं हुई। मौके की जाच के बाद

यह ज़रूरी समझा गया कि मरम्मत खास तरह की मशीन (Tackle) से की जाये। यह मशीन भालूबा बाघ के अधिकारियों से ली गयी और जितना जल्द हो सका, सुरंग की मरम्मत की गयी।

(ख) जी नहीं।

(ग) नियत कार्यक्रम के अनुसार कालका-शिमला मेकान की सारी सुरंगों की जाच समय-समय पर की जाती है और जाच के बाद जहाँ कहीं मरम्मत की ज़रूरत होती है उसे जल्द कर दिया जाता है।

(घ) भाग (ख) और (ग) के जवाब को देखते हुए सवाल नहीं उठता।

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. Gopalan.
Shri Kodiyar.

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. 53].

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 Sanganna:** 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 Communications 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

***732. Shri Tangamani:** Will the Minister of Transport and Communications 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 Subhag 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 Kar-markar): (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 anti-malarial 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 anti-malarials.

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

Khandwa-Hingoli Link

*740. { 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 Shah Nawaz Khan): (a) The overall progress of work is 48 per cent.

(b) In 1960-61 provided girders and permanent way materials are received in time.

(c) Rs. 450.83 lakhs upto December, 1967.

Power Supply to West Pakistan

*741. { Shrimati Ila Palchoudhuri:
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

*742. 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 38 20 lakhs.

Hindi Telegrams

*743. { Shri S. V. Ramaswami:
 { Shri K. B. Malvia:

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 therefor?

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 cross-over 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 cir-

culated 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.

हिमाचल प्रदेश में पंचायतें

*७४८. श्री पद्म देव : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिमाचल प्रदेश में ग्राम पंचायतों का नवीन निर्वाचन पूरा हो चुका है ;

(ख) यदि हां, तो क्या पंचायतों ने काम करना प्रारम्भ कर दिया है ;

(ग) यदि नहीं, तो विलम्ब के क्या कारण हैं ; और

(घ) वे कब से काम करना प्रारम्भ करेंगी ?

स्वास्थ्य मंत्री (श्री करमरकर) : (क) और (ग). एक विवरण सभा की मेज पर रख दिया गया है। [देखिये परिशिष्ट ४, अनुबन्ध संख्या ५४].

(ख) और (घ). सूचना 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 Fertilizers

*750. Dr. Ram Subhag 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

*751. 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

*752. { Shri Vajpayee:
Shri Raghunath Singh:
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 Shah nawas 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 train. 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

*753. 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 Shah nawas Khan): (a) to (d). A Statement is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 55.]

गोदी कर्मचारी

८६४. श्री म० ला० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि

(क) बन्दरगाहों और गोदी के मजदूरों के झगड़ों के सम्बन्ध में गत वर्ष नवम्बर, १९५६ में जो त्रिवल्य सम्मेलन हुआ था, उस में क्या क्या निर्णय किये गये और उन को कार्यान्वित करने के लिये अब तक क्या किया गया है ,

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

(ग) यदि हा, तो क्या ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) . (क) से (ग) एक विवरण सभा पटल पर रख दिया गया है । [बिलिये परिशिष्ट ४, अनुबन्ध संख्या ५६]

कलकत्ता बन्दरगाह के कर्मचारियों के लिये क्वार्टर

८६५. श्री म० ला० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि

(क) कलकत्ता बन्दरगाह के आयुक्त ने अपने कर्मचारियों के लिये अब तक कितने क्वार्टरों की व्यवस्था की है ,

(ख) ये क्वार्टर कितने प्रकार के हैं और उन में कितनी-कितनी जगह है ;

(ग) क्या इन क्वार्टरों के लिये कर्मचारियों से कोई किराया इत्यादि लिया जाता है , और

(घ) यदि हा, तो उस की दर क्या है ।

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) ११८७६ ।

(ख) क्वार्टरों की श्रेणी

कर्मचारियों की श्रेणी

प्रथम श्रेणी
द्वितीय श्रेणी
तृतीय श्रेणी

चतुर्थ श्रेणी

क्वार्टरों की संख्या

३५

८८

१८१

आवास-सुविधा

सरकारी स्तर के अनुक्रम है ।

११५७२ एक कमरा, रसोई घर, बरामदा और मर्दों और औरतों के लिये अलग अलग सामूहिक स्नानागार ।

(ग) जी हा, चतुर्थ श्रेणी के कर्मचारियों को छोट कर जिनमें मकान बिना किराये के दिये जाते हैं ।

(घ) पहली, दूसरी और तीसरी श्रेणी के कर्मचारियों से उन्हें दी गई आवास-सुविधा के अनुसार उन के वेतन में से सबा छः से दस प्रतिशत तक कटौती की जाती है ।

बन्दरगाहों के कर्मचारियों के बच्चों के लिये स्कूल

८६६. श्री म० ला० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि

(क) विभिन्न बन्दरगाहों में कर्मचारियों के बच्चों के लिये कितने स्कूल बस रहे हैं ;

(ख) इन स्कूलों में कितने बच्चे शिक्षा पा रहे हैं, और

(ग) क्या इन स्कूलों में काफ़ी फीस ली जाती है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) (क) से (ग) मद्रास में बन्दरगाह कर्मचारियों के बच्चे।

के लिये बिल्कुल अलग या खास तौर से गृह की लिये कोई स्कूल नहीं चलाये जाते।

दूसरी बन्दरगाहों के बारे में अपेक्षित सूचना नीचे दी जाती है —

बन्दरगाह का नाम	चलाये जाने वाले स्कूलों की संख्या	शिक्षा प्राप्त करने वाले बच्चों की संख्या	चार्ज की जाने वाली फीस, यदि कोई है
कलकत्ता	१०	१७८४ जिन में से १४४० बन्दरगाह कर्मचारियों के बच्चे हैं।	दो स्कूलों में फीस नहीं ली जाती। अन्य स्कूलों में प्राइमरी क्लासों में (पहली से चौथी तक) ५० नये पैसे से लेकर २ ५० नये पैसे तक प्रति मास लिये जाते हैं और ऊँची कक्षाओं के लिये (५वीं से १०वीं तक) ३ ५० नये पैसे से लेकर ७ ६० तक प्रति मास फीस ली जाती है।
बम्बई	४	१४८६ जिस में से १२४६ बन्दरगाह कर्मचारियों के बच्चे हैं।	प्राइमरी क्लासों में (पहली से चौथी तक) कोई फीस नहीं है। ऊँची प्राइमरी क्लासों के लिये (अर्थात् ५वीं से ७वीं तक) फीस २ रुपये से लेकर २ ५० नये पैसे तक प्रतिमास है और हरिजन बच्चों के लिये मुफ्त शिक्षा की व्यवस्था है।
कोचीन	२ (एक प्राइमरी और एक नर्सरी स्कूल)	२६० जिन में से १८३ बन्दरगाह कर्मचारियों के बच्चे हैं।	कुछ नहीं।

बन्दरगाह का चलाये जाने वाले शिक्षा प्राप्त करने वाले बच्चों की संख्या
नाम स्कूलों की संख्या वाले बच्चों की संख्या है

विजयपट्टन . १ २२५ कुछ नहीं ।
(सहायता प्राप्त प्रारंभिक स्कूल)

कान्हाला . २ ३८६ कुछ नहीं ।
(प्राइमरी स्कूल)

वेस्टर्न शिपिंग कारपोरेशन

८६७. श्री म० ला० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि

(क) वेस्टर्न शिपिंग कारपोरेशन पर २२ जून, १९५६ में अब तक कितना अनावसंक्त व्यय हुआ है; और

(ख) इसी अवधि में इसने कितना उपार्जन किया है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) अब तक सरकार ने वेस्टर्न शिपिंग कारपोरेशन (प्राइवेट) लिमिटेड के पूंजीगत भाग में साठे तीन करोड़ रुपये की रकम लगाई है ।

(ख) इस अवधि में कारपोरेशन की कुल आमदनी (मुनाफे सहित) १८,७८,२७३ रुपये थी ।

"G.M.F." Campaign in Rajasthan

398. Shri Damani: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount allotted for "Grow More Food Campaign" to Rajasthan

during the period 1956-57 and whether it was fully spent;

(b) the amount allotted during the financial year 1957-58 to Rajasthan;

(c) how far it has been helpful in increasing the food production in the State of Rajasthan; and

(d) what fresh acreage of land has been brought under cultivation, if any?

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 60,041 tons.

(d) No scheme or proposal was submitted to the Government of India by the Government of Rajasthan for reclamation of fresh land.

Warehouses

899. **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, 1957 and lay on the Table a statement showing:

(a) the list of places where warehouses will be constructed during 1958-59;

(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 1958-59 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 disinfection 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, disinfection, etc.

N.E.S. Blocks in Punjab

900. **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 1958-59 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 allotable to Punjab State during 1958-59.

All India Transport Users' Conference

901. **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

902. **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 Shah Nawaz 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:—

Name of Division	Date from which started functioning.
(1) Berwada ..	16-5-1958
(2) Madura ..	16-5-1958
(8) Trichinopoly ..	1-6-1958
(4) Olavakkot ..	24-8-1958
(5) Madras ..	31-3-1958
(6) Guntakal ..	10-10-1958
(7) Mysore ..	31-10-1958
(8) Hubli ..	31-10-1958

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 Shah Nawaz 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. 916.32 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
		<hr/> 24 <hr/>

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 Kalika 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 Shah Nawaz 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.

रेलवे यात्रियों के लिये सुविधाये

६०६. श्री सरजू पांडे : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) इलाहाबाद-कटिहार रेलवे लाइन के कितने स्टेशनों पर तीसरे दर्जे के रेलवे यात्रियों के लिये अब तक शेड बनवा दिये गये हैं ; और

(ख) बाकी स्टेशनों पर ये शेड कब बनवाये जायेंगे ?

रेलवे उपमंत्री (श्री शाहनवाज खां) :

(क) २४ स्टेशनों पर तीसरे दर्जे के यात्रियों के लिये अलग शेड बनाये गये हैं या वर्तमान शेडों का विस्तार किया गया है ।

(ख) यदि इस काम के लिये धन और जरूरी सामान मिलते रहे, तो बाकी स्टेशनों पर शेड बनाने का काम रेल उप-योक्ता मुविधा समिति (Railways Users' Amenities Committee) की सिफारिश पर उनकी आवश्यकता के अनुसार साल ब साल निर्माण कार्यक्रम में रखा जायेगा ।

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 Pangarkar:
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 Bhagavati: 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. Table 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

914 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 maund.

Potatoes

915 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

916. 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

917 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 constituted 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, annexure No. 87.]

Public Call Offices in Andhra

918. Shri M. V. Krishna Rao: Will the Minister of Transport and Communications 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 Ministry 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.
3. Bhattiprolu.
4. Cumbum.
5. Giddalur.
6. Gundugolanu.
7. Hazurabad.
8. Jagtial.
9. Kalyandrug.
10. Kamalapuram.
11. Koilkuntla.
12. Madak-asira.
13. Medak.
14. Mustabad.
15. Narayanpet.
16. Nayudupet.
17. Pavagada.
18. Renigunta.
19. Sanganajagarlamudi.
20. Siddipet.

21. Siriguppa.

22. Sulpurpeta.

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 definite 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 fertilisers.

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

Name and designation of the Scientist.

1. Dr. K. P. V. Menon, B.Sc. Ph.D. (London), D.I.C., Director, Central Coconut Research Station, Kayangulam.
2. Dr. K. Radha, B.Sc. Ph.D. (Madras), Assistant Pathologist.
3. Shri E. J. Verghese, B.A., M.Sc., (Madras), Soil Chemist.

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 Coconut Research Institute near Kayenkalam 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:—

Subject to research work.

Pathological aspect of coconut palm diseases.

—do—

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]

डाक घर निरीक्षक

६२५. **श्री सरजू पांडे :** क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में डाक घरों के निरीक्षकों की संख्या कितनी है ; और

(ख) गैर-सरकारी मकानों में इस समय इनके कितने कार्यालय हैं, और

(ग) उनका मासिक किराया क्या है ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) (क) पेंसट ।

(ख) नियमों के अनुसार बावन डाक-घर निरीक्षकों के कार्यालय उनके निजी निवास-स्थानों पर हैं और उन्हें इस प्रयोजन के लिये ५ रुपये मासिक रिहायशी किराया भत्ता दिया जाता है ।

(ग) चूँकि डाक-घर निरीक्षकों द्वारा ये मकान गैर-सरकारी तौर पर किराये पर लिये गये हैं, अतः सरकार के पास इस विषय में कोई सूचना उपलब्ध नहीं है ।

उत्तर प्रदेश में राष्ट्रीय विस्तार सेवा खण्ड

६२६. **श्री सरजू पांडे :** क्या सामुदायिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय उत्तर प्रदेश में कितने राष्ट्रीय विस्तार सेवा खण्ड काम कर रहे हैं ;

(ख) इन खण्डों में कितने गांव मम्मिलित हैं ;

(ग) इन खण्डों में द्वितीय पंच वर्षीय योजना के अन्तर्गत कितने गांव मम्मिलित कर लिये जायेंगे ; और

(घ) वर्ष १९५७-५८ में इस काम के लिये उत्तर प्रदेश सरकार को कितनी धन राशि दी गई है ?

सामुदायिक विकास मंत्री (श्री शु० कु० ठे) : (क) इस समय उत्तर प्रदेश में २०११। राष्ट्रीय विस्तार सेवा खण्ड चालू हैं ।

(ख) लगभग २४,६३४ गांव ।

(ग) चालू खण्डों में ग्रामों की संख्या पहले ही निश्चित हो चुकी है, दूसरे गांव शामिल करने का मकान ही पैदा नहीं होता ।

(घ)

अनुदान ८६.८८ लाख रु०

उधार २०.७६ लाख रु०

(२६ फरवरी, ५८ 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 Nawas 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

दिल्ली सराय रोहिल्ला स्टेशन

६३०. श्री नवल प्रभाकर क्या रेलवे मंत्री यह बनाने की कृपा करेंगे कि

(क) क्या यह सच है कि दिल्ली सराय रोहिल्ला स्टेशन का विस्तार किया जा रहा है, और

(ख) यदि हा, तो इसमें कितनी घन-राशि व्यय की गई है ?

रेलवे उपमंत्री (श्री शाहनवाज खान) :

(क) दिल्ली सराय रोहिल्ला और गडी हस्तक के बीच दोहरी लाइन बिछाने के

सम्बन्ध में दिल्ली सराय रोहिल्ला स्टेशन में जोड़-बदल (additions and alterations) के काम किये जा रहे हैं। इस समय इस स्टेशन के विस्तार का कोई दूसरा काम नहीं किया जा रहा है।

(ख) इस सम्बन्ध में सराय रोहिल्ला स्टेशन में जो काम किये जायेंगे उन पर कुल ५,६०,६३२ रु० की लागत का अनुमान है। अब तक २,६८,८६८ रु० खर्च हो चुका है।

Aerodrome Colonies

931 Shri Elayaperumal: Will the Minister of Transport and Communications be pleased to state the number of Aerodrome Colonies in India which are without schools for school going children?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Schools are available at all Aerodrome Colonies within a distance of two miles except in the case of 27 colonies for which the information is given in the attached statement [See Appendix IV, annexure No 70]

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.

साक्ष-पदाथों का अवमिश्रण

{ श्री नवल प्रभाकर :

६३४. सरदार इकबाल सिंह :

क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) अवमिश्रण के सम्बन्ध में दिल्ली के कितने दूधवालों तथा हलवाइयों के चालान १९५७-५८ में अब तक किये गये, और

(ख) उन्हें कितना जुर्माना किया गया ?

स्वास्थ्य मंत्री (श्री करमरकर) :

(क) १९५७ में ७३८ दूधवालों तथा हलवाइयों के चालान किये गये ।

(ख) ५६,४८४ ०० रुपये ।

चेचक

{ श्री मोहन स्वर्ण्य :
६५६. श्री रघुनाथ सिंह :
पंडित दा. मा० तबिरी:

क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मंच है कि देश के विभिन्न भागों में अक्टूबर, नवम्बर और दिसम्बर, १९५७ तथा जनवरी, १९५८ में भी चेचक की महामारी फैली हुई थी ;

(ख) क्या यह महामारी उड़ीसा राज्य के बरहमपुर तथा उसके उप-नगरों में फैली थी ;

(ग) यदि हा, तो इसमें कितने व्यक्तियों की मृत्यु का समाचार मिला है ; और

(घ) इस विषय में क्या कदम उठाये गये हैं ?

स्वास्थ्य मंत्री (श्री करमरकर) :

(क) आन्ध्र प्रदेश, आसाम, बिहार, बम्बई, केरल, मद्रास, मध्य प्रदेश, मेरठ, उड़ीसा, पंजाब, राजस्थान, उत्तर प्रदेश, पश्चिमी बंगाल, दिल्ली और मणिपुर के कुछ भागों में स्थान-सीमित चेचक फैलने की रिपोर्ट मिली थी ।

(ख) जी हा ।

(ग) ५०२ (अक्टूबर, १९५७ से दिसम्बर, १९५७ की अवधि में)

(घ) उड़ीसा सरकार द्वारा नीचे लिखे विरोधी उपाय किये गये थे :—

(१) मासुदायिक टीका ;

(२) प्रचार एवं घर-घर में जन-सम्पर्क द्वारा लोगों की स्वास्थ्य-शिक्षा ;

(३) विमान द्वारा मसूरी-लसी (वैक्सीन लीम्फ) के संभरणों का आवर्धन और विशेष वाहनों द्वारा उसका वितरण ।

(४) पीडित-क्षेत्रों में स्वास्थ्य कर्मचारी की सज्जता ।

(५) महामारी बोमारियां अधिनियम, १८९७ के अन्तर्गत अस्वास्थ्य विधानों का प्रस्थापन ।

Railway Protection Force

936. 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

937. 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 orision. 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

938. 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.

हिमाचल प्रदेश में इमारती लकड़ी

९३९. श्री नेक राम नेगी : क्या लाह तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को यह ज्ञात है कि हिमाचल प्रदेश के जिला मिरमौर में जनता को मकान बनाने के लिये इमारती लकड़ी प्राप्त नहीं हो पाती यद्यपि रियायती दरों पर लकड़ी प्राप्त करने का उनका अधिकार सरकार मानती है ; और

(ख) उनकी आवश्यकता को पूरा करने के लिये सरकार क्या उपाय करेगी ?

लाह और कृषि उपमंत्री (श्री म० म० बामस) : (क) मिरमौर जिले के कुछ स्थानों पर प्राकृतिक वनों की ज्यादा रियायतें देने के कारण कमी हो गई है। इसलिये रियायत लेने वालों को (cessionaires) रियायती दरों पर ऐसे स्थानों में पेड़ नहीं मिलते हैं। जहां पर पेड़ वनवर्धनिक ढंग से मिलते हैं, वहां पर बन्दोबस्त रिकार्डों में लिखी शर्तों के अनुसार पेड़ काटने की इजाजत दी जाती है।

(ख) जितना भी सम्भव हो सकता है, उनकी जायज जरूरियातें पहले ही पूरी की जा रही और कोई नये उपाय नहीं बताये गये हैं।

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 Shah Nawaz 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, Dalhousie, 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:—

Year.	Cases	Deaths
1957	559	160
1958	8	1
(up'o 25-1-58)		
	<u>576</u>	<u>161</u>

(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

हिमाचल प्रदेश में श्रम सहकारी समितियाँ

९४५. श्री पद्म देव : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश में कितनी श्रम सहकारी समितियाँ हैं, और

(ख) सरकार उन्हें क्या सहायता देती है ?

खाद्य और कृषि उपमंत्री (श्री प्र० म० पामल): (क) ३० जून, १९५७ को १० ।

(ख) पहली पंचवर्षीय योजना में उन समितियों में से तीन को १३८० रुपये की रकम सहायता के रूप में मंजूर की गयी थी ।

Rural Electrification in States

946. Shri Jhulan Sinha: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No 853 on 6th December, 1957 and state:

(a) the total amount paid to the States during 1956-57 for rural electrification, and

(b) the number of villages electrified during 1956-57 in the States and the Union Territories?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) Under the programme of expansion of power facilities to increase employment opportunities, a sum of Rs 409.78 lakhs was given to various State Governments as loan assistance during 1956-57, for financing rural electrification;

(b) The total number of villages electrified during 1956-57, is estimated to be nearly 2500, of these 12 are in the Union Territories.

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.

बम्बई राज्य के बहादुर नगर में तारघर

९४९. श्री आसकर : क्या परिबहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि मन्हाड (बम्बई राज्य के कुलाबा जिले) में तारघर का कार्य प्रायः बन्द रहता है ;

(ख) यदि हाँ, तो इसका क्या कारण है ; और

(ग) इस स्थिति को सुधारने के लिये सरकार क्या कदम उठाने जा रही है ?

परिबहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) एक तार परिपथ (Telegraph Circuit) मन्हाड से बम्बई को मिलाता है। यह परिपथ ९८% की क्षमता कार्य-क्षमता (Efficiency) में सन्तोषजनक काम कर रहा है ?

(ख) और (ग) पिछले दो महीनों में इस परिपथ (Circuit) पर विशेष ग्रुप परिरक्षण (Special group maintenance) विषयक कार्य किया गया था, एवं इसके द्वारा अन्तरावरोधन (Interruption) के सभी सम्भावित (Likely) कारणों को दूर किया गया।

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 authorised 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 Shah Nawaz Khan): (a) The percentage of trains arriving Delhi Junction right time during November, 1957, to January, 1958, is as under:

November '57	67%
December '57	63%
January '58	65%

(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 Com-

modities (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	1,06,000 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 preceding 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 conces-

sion in freight charges as is being allowed in the case of perishable articles like fruits and vegetables?

The Deputy Minister of Railways (Shri Shah Nawaz 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 the vehicular traffic is held up at the North level crossing of Gudur Railway Station Southern Railway due to shunting operations and train formations and

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

The Deputy Minister of Railways (Shri Shah Nawaz 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 sea coast 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-

ping 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 Sonapur

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 Sonapur (North Eastern Railway) has been constructed only upto 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 Shah Nawaz 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 upto 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 Shah Nawaz 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 Mafida 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 Office 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 Kar-makar): (a) 3718.

(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. In addition to this, the New Delhi Municipal Committee has under consideration a proposal for the construction of temporary cattle byres at certain sites to house unauthorised dairies in hygienic conditions till such time as the cattle colony is established

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 Shah Nawaz 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 Shah Nawaz Khan): (a). The monthly booking at Dadar station on the Central and Western Railways is 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 Rancee 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 Shah Nawaz 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 Shah Nawaz 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 reconstruction 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 Shah Nawaz 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

बिना टिकट यात्रा

१६८ श्री क० भे० मालवीय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि १९५६-५७ में बिना टिकट यात्रा के परिणामस्वरूप भारतीय रेलों को कितनी हानि हुई तथा १९५७-५८ में कितनी हानि होने का अनुमान है ?

रेलवे उपमन्त्री (श्री शाहनवाज खाँ) : इस बात का सही-सही अनुमान नहीं लगाया

जा सकता कि ऐसे लोग जो बिना टिकट सफर करते हैं और पकड़े जाते नहीं, उनकी वजह से रेलवे को कितना नुकसान होता है।

रेलवे बोर्ड के अधीन एक अस्थायी टिकट-जाच सगठन द्वारा जनवरी, ५७ से लेकर अगस्त, ५७ तक परीक्षण के रूप में कई बार जाच करायी गयी थी। उसके आधार पर अनुमान है कि बिना टिकट सफर के जो मामले रेलों के टिकट-जाच सगठनों की निगाह से बच जाते हैं उनकी वजह से रेलवे राजस्व को हर साल लगभग ३ करोड़ रुपये का नुकसान होता है।

वातानुकूलित डिब्बे

१६९. श्री क० भे० मालवीय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि १९५६-५७ और १९५७-५८ में वातानुकूलित डिब्बों में रेलवे को कितनी घाटा हुआ ?

रेलवे उपमन्त्री (श्री शाहनवाज खाँ) वातानुकूलित दर्ज में सफर करने वाले यात्रियों में १९५६-५७ में १०० ३८ लाख रुपये और १९५७-५८ में (अक्टूबर १९५७ तक) ७० ५५ लाख रुपये की घातवनी हुई। इसमें डीलक्स तीसरे दर्ज की घातवनी भी शामिल है।

Ganga Barrage Project

970. **Shri 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

971 **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 1957-58 so far;

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

(c) 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.

डीजल रेलगाड़ियाँ

१७३. श्री जंगवीर खबरदी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के कानपुर-फर्रुखाबाद के मध्य चलने वाली डीजल गाड़ियाँ कुछ समय से बन्द कर दी गई हैं ; और

(ख) यदि हा तो इसके क्या कारण हैं ?

रेलवे उपमंत्री (श्री साहनुवाज खाँ) : (क) जी हा, १५-१२-५७ और १४-२-५८ के बीच कानपुर से ट्रल-फर्रुखाबाद और कानपुर से ट्रल-ब्रह्मवर्त सेक्शनो में ।

(ख) गीहाटी में भारतीय राष्ट्रीय कांग्रेस के ६३ वे अधिवेशन के अवसर पर स्थानीय सार्वजनिक सस्थाओं द्वारा सांस्कृतिक मेले और प्रदर्शनियों का आयोजन किया गया था, जिन्हें देखने के लिए पाण्डू और गीहाटी क्षेत्र में छोटे मकर क यात्रियों की अधिक भीड़ की संभावना थी । छोटे सफर के लिए डीजल गाड़िया अधिक उपयुक्त होती हैं इसलिए, कानपुर से ट्रल-फर्रुखाबाद और कानपुर से ट्रल-ब्रह्मवर्त सेक्शनो से अस्थायी तौर पर ये गाड़िया हटा ली गयी और इनके बदले कानपुर से ट्रल-ब्रह्मवर्त सेक्शनो के बीच दोनों ओर से भाप क इन्जन स दो दो गाड़िया चलाई गयी । इन सेक्शनो पर इस तरह की गाड़िया १-८-५७ से पहले, अर्थात् डीजल गाड़िया शुरू करने से पहले भी चला करती थी । सिर्फ कानपुर और फर्रुखाबाद के बीच १-८-५७ से जो प्रति-दिन डीजल गाडी चलाई गयी थी उसके बदले कोई गाडी नहीं चलाई जा सकी । १५-२-५८ से डीजल गाड़िया फिर वापस कर दी गयी 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 Ferozepur

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 Shah Nawaz 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 9.89 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 the Lok Sabha [See Appendix IV, annexure No 75]

Wireless and Telegraph Services on N.E. Rly.

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 Shah Nawaz Khan): (a) Rs 2,40,000 for Wireless Services and Rs 24,40,000 for Telegraph.

(b) 3,24,000 messages on Wireless and 77,00,000 on Telegraph.

Rural Credit

979. **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:—

December 1957	.. 3,459 tons
January 1958	.. 3,442 tons
February 1958	.. 3,214 tons.

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 Shah Nawaz 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:—

	Number of applications received	Number of applications entertained (sanctioned)	Number of applications pending
Lighting	14,467	13,339	1,128
Power	6,736	5,139	1,597

Electric Locomotives

985. { Shri Raghunath Singh:
Shri S. C. Samanta:
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 Shah Nawaz Khan): (a) Yes.

(b) £87,200 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 the N.E.S. Blocks and Community Development Blocks;

(b) the special facilities provided to these societies; and

(c) the comparative results of the functioning of these Co-operatives?

The Minister of Community Development (Shri S. K. Dey): (a) 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 Shah Nawaz 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 Shahnawas Khan): Concessional Return Tickets are proposed to be granted during Diwali holidays, but not during Baisakhi

हिमाचल प्रदेश में नलकूप

६८६. श्री बसु देव : क्या साख तथा कृषि मंत्री यह बताने की कृपा करेंगे कि हिमाचल प्रदेश में पाउटा और वल्ल में नलकूपों के बारे में जो प्रयोग किये जा रहे थे उनका क्या परिणाम निकला है ?

साख तथा कृषि उपमंत्री (श्री प्र० न० बाबलस) पाउटा में स्ट्रेनर्स (strainers) का बोरिंग (Boring) और लोअरिंग (lowering) पूरा कर दिया गया है। उनका विकास और परीक्षण किया जा रहा है। दूसरे दिन का निकास ४००० गैलन प्रति घंटा था। वल्ल में कोई निर्माण का काम नहीं चल रहा है।

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 Shahnawas 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 UP 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:—

- 1 P.W.D. Minor Irrigation scheme.
- 2 Well Subsidy scheme.

3. Minor Irrigation survey scheme.
4. Sinking of filter points.
5. Distribution of oil engines and electric motors under hire purchase system.
6. Sinking of Artesian wells.

Telengana Region:—

7. Breached tanks.
8. Well subsidy scheme.
9. Minor Irrigation survey scheme.
10. Lift Irrigation Scheme.
11. Installation of oil engines.
12. Sinking of new wells.
13. Repairs to old wells.
14. Well boring.

Rice from Burma

993. { Shri Ghosal:
Shri B. Das Gupta:

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 upto the end of February, 1958.

तूफान एक्सप्रेस

६६४. श्री सरजू पांडे : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) तूफान एक्सप्रेस को गाजीपुर जिले के दिलदारनगर जंक्शन स्टेशन पर रोकने के सम्बन्ध में क्या सरकार को वहाँ के निवासियों से कोई अभ्यावेदन प्राप्त हुआ है ;

(ख) यदि हाँ, तो उस पर क्या कार्यवाही की गई ; और

(ग) तूफान एक्सप्रेस को दिलदारनगर में रोकने में सरकार के सम्मुख क्या कठिनाइयाँ हैं ?

रेलवे उपमंत्री (श्री शाहनवाज खाँ) :
(क) जी हाँ ।

(ख) और (ग). इस समय इस सेक्शन पर दोनों ओर से पांच-पांच एक्सप्रेस गाड़ियाँ चलती हैं जिनमें से चार दिलदारनगर में ठहरती हैं जो इस स्टेशन पर लम्बे सफर के यात्रियों की जरूरतों के लिये काफी हैं । इसलिये, यहाँ तूफान एक्सप्रेस ठहराने का विचार नहीं है, क्योंकि ऐसा करने से न केवल इस गाड़ी के पूरे सफर का समय बढ़ेगा, बल्कि यदि इसे दिलदारनगर में ठहराया जाता है, तो सीतारामपुर और मुगलसराय के बीच इतने ही महत्वपूर्ण दूसरे स्टेशनों पर भी इसे ठहराने की माँग को न मानना कठिन हो जायगा । इस तरह यदि यह महत्वपूर्ण गाड़ी इन सभी स्टेशनों पर ठहरने लगे, तो इसकी रफ्तार घट जायगी । इसके अलावा इस गाड़ी की रफ्तार कम होने पर मुगलसराय में १७ अप सियालदह-दिल्ली एक्सप्रेस से इसका मेल कराना भी कठिन हो जायगा ।

दरियाबाद में पुल

६६५. श्री यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि क्या उत्तर रेलवे के दरियाबाद नामक स्टेशन पर रेलवे क्रासिंग पर रेल के नीचे एक पुल बनाने का प्रस्ताव सरकार के विचाराधीन है ?

रेलवे उपमंत्री (श्री शाहनवाज खाँ) :
जी नहीं । इस तरह का कोई प्रस्ताव रेलवे के विचाराधीन नहीं है ।

Jodhpur Railway Workshop

996. Shri M. D. Mathur: 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 Shaheenawaz 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

Mysore State Railway	1
Cutch State Railway	1
Jaipur State Railway	1
Jodhpur State Railway	1
	<hr/> 4

(2) Number of officers declared eligible to opt for permanent promotion to Class II service with effect from 1st April, 1950

Mysore State Railway	11
Jaipur State Railway	4
Rajasthan State Railway	4
GB State Railway	4
Scindia State Railway	2
Jodhpur State Railway.	2
Bikaner State Railway	2
	<hr/> 28

(3) Number of temporary officers declared eligible for absorption in Class II service.

Nizam State Railway.	1
Jodhpur State Railway.	1
	<hr/> 2

(4) Number of Probationary Officers declared eligible for absorption in Class II service

Nizam State Railway	6
GB State Railway.	1
Rajasthan State Railway	1
	<hr/> 8

(5) Number of Officers declared eligible to be considered for promotion to Class I service against special quota of 16-2/3 per cent of vacancies, including those who were initially absorbed in Class II under previous orders

Mysore State Railway	16
Nizam State Railway	14
Scindia State Railway	1
Jaipur State Railway	4
Rajasthan State Railway	5
GB State Railway	5
Saurashtra State Railway	6
Jodhpur State Railway	6
Bikaner State Railway	3
	<hr/> **60

**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.

12 hrs.

**APPROPRIATION (RAILWAYS)
BILL***

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

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

श्री राधे लाल व्यास (उज्जैन)
अध्यक्ष महोदय, मैं इस ग्लव बार्ड के कार्यों के लिये जा डिमान्ड की गई है उस का समर्थन करता हूँ।

मध्य प्रदेश एक बहुत बड़ा राज्य राज्य पुनर्गठन आयोग की सिफारिश के अनुसार बना। राज्य पुनर्गठन आयोग ने

अपने प्रतिवेदन में इस राज्य की लम्बाई चाड़ाई का देखन हुए यातायात की कठिनाइयों को अनुभव करन हुए उस में खास तौर से सिफारिश की कि उत्तर, पूर्व दक्षिण आदि दिशाओं में राजधानी में सम्बन्ध जोड़ने के लिये नई रेलवे लाइनों का निर्माण शीघ्र किया जाय। उस में से खास तौर से गुना उज्जैन लाइन के बारे में तो राज्य पुनर्गठन आयोग ने अपने प्रतिवेदन में यह मान कर ही लिखा है कि यह लाइन तो बनेगी ही क्योंकि उस से बहुत कुछ कठिनाई दूर होगी। परन्तु मुझे दुःख है कि अभी तक रखने ऐडमिनिस्ट्रेशन न जितना ध्यान इस बड़ राज्य की जनता की सुविधा के लिये देना चाहिये, यह नहीं दिया है। कठिनाइयाँ हैं और जैसा माननीय मंत्री महादय ने बताया, मैं भी उस का अनुभव करता हूँ। परन्तु फिर भी कुछ न कुछ तो प्रारम्भ करना चाहिये। पिछले अधिवेशन में माननीय रेलवे मंत्री ने यह वचन दिया था एक प्रश्न के उत्तर में कि गुना उज्जैन रेलवे लाइन का निर्माण कार्य द्वितीय पंचवर्षीय योजना में ही शुरू कर दिया जायेगा लेकिन अभी तक इस सम्बन्ध में कोई निर्णय नहीं सुनाया गया है। आयर यह प्लेनिंग कमिशन की तरफ पड़ा हुआ है। प्रासा है यह काम जल्दी हाथ में लिया जायेगा।

इसी तरह से बिन्दु प्रदेश में भी सर्वे चल रहा है। एक लाइन की बहुत पुरानी मांग है। कुछ लोगों ने वह काम भी किया था। वहाँ भी एक नई रेलवे लाइन के निर्माण की बात जल्दी ही सोची जानी चाहिये।

यह ठीक है कि नई रेलवे लाइन के निर्माण में कठिनाइयाँ हैं, लेकिन कुछ ऐसी सुविधाएँ हैं जिन पर पैसा खर्च नहीं होता। वह सुविधाएँ भी हाथ में नहीं ली जाती तो बड़ा दुःख होता है। उदाहरण के तौर पर मैं निवेदन करूँ कि सन् १९५६ में विक्रमगढ़ आलोड के स्टेशन के लिये लोग काफी प्रयत्न

* Published in the Gazette of India Extraordinary Part II Section 2 dated 1958

** Introduced with the recommendation of the President

[श्री राधे लाल व्यास]

कर रहे हैं कि वहाँ जनता ठहरे। इस के बारे में मैंने जनरल मैनोहर को पत्र लिखा, आपरेशन सुपरिन्टेन्डेंट को लिखा। उस के बाद से रेलवे बोर्ड ५ मेम्बर श्री माथुर से भी मिला। उन्होंने भी आस्थासन दिया। उस के बाद मैं माननीय डिप्टी मिनिस्टर साहब से भी मिला और कहा कि मैं आप से मिलने में बात नहीं करूंगा, आप बे जो इन्फरेक्टर है आप उन को भी बुलाइये। उन्हें भी बुलाया गया। करीब आधे घंटे से ज्यादा तक चर्चा की और उन्होंने माना कि मामला तो बिल्कुल ठीक है, ठहरना चाहिये। लेकिन अभी तक इतनी भी बात नहीं हो सकी। इस लाइन के स्टेशनों के लोगों को, खास तौर से खाचरोद-महिवपुर रोड लाइन के लोगों को इतनी तकलीफ है कि उस का अनुभव शायद रेलवे ऐडमिनिस्ट्रेशन नहीं कर सकता, वहाँ के लोग ही कर सकते हैं। पत्र व्यवहार हुआ कहा जाता है कि लागा डिस्टेंस के जो पैसेन्जर्स हैं, अगर हम गाड़ी यहाँ ठहरायेंगे तो उन को कठिनाई होगी। मैं आप के मामले जनता एक्सप्रेस गाड़ी के कुछ आकड़ बताना चाहता हूँ। उन को देखते हुए मुझे आश्चर्य हुआ, आप को भी आश्चर्य होगा कि विक्रमगढ़ आलोड में तो गाड़ी नहीं ठहर सकती है लेकिन रतलाम गोधरा के बीच ठहर सकती है। बम्बई से माधरा तक २८६ मील है। उस में केवल १३ स्टेशनों पर। बम्बई और गोधरा के बीच जनता एक्सप्रेस ठहरती है। जब कि गोधरा और रतलाम के बीच ११५ मील की दूरी है, इसमें बीच जनता गाड़ी के २३ स्टॉपेज हैं और देहरादून एक्सप्रेस के सिर्फ ८ हैं यानी तीन गुने। जनता एक्सप्रेस आज दिल्ली से बम्बई के बीच कम स्टेशनों पर ठहरती है देहरादून एक्सप्रेस के मुकाबले। लेकिन रतलाम और गोधरा के बीच तीन गुने स्टेशनों पर ठहरती है।

रेलवे मंत्री (श्री जगजीवन राम) :
कुछ स्टेशनों को उड़ा दिया जाय ?

श्री राधे लाल व्यास : आप इन को उड़ा दें और आलोड पर ठहरा दें तो कोई हर्ज नहीं है। मुझे स्वीकार है। यह कहा जाता है कि वहाँ ठहरने से तो यह मामूली गाड़ी हो जायेगी। लेकिन आज यह मामूली से भी बदतर हो गई है रतलाम और गोधरा के बीच। इसी तरह से दिल्ली और रतलाम के बीच ४५७ मील है जहाँ पर सिर्फ १६ स्टॉपेज हैं जनता एक्सप्रेस के। यह बात मेरी समझ में नहीं आती। पहले मथुरा से लोकल गाड़ी चलती थी। विक्रमगढ़ आलोड के लोग सुबह चल कर दस बजे रतलाम पहुँच जाते थे और दिन भर अपना काम कर के रात फिर लोकल गाड़ी से चलते थे और घर वापस आ जाते थे। आज यह होता है कि वह आधी रात को रतलाम पहुँचते हैं दूसरे दिन वह अपने आफिस वगैरह का काम करते हैं। उस के बाद गाड़ी लेन के लिये उन को ठहरना होता है। तीसरे दिन ही आलोड वाले वापस आ सकते हैं। मध्य प्रदेश में हेड आफिस डिपार्टमेंट्स के जो दूसरे हेडक्वार्टर हैं वहाँ के लिये भी कठिनाई है। बैंक वगैरह रतलाम में है, जहाँ उन के व्यापार सम्बन्ध हैं। इस के अलावा मध्य प्रदेश में केवल भोपाल की राजधानी से ही काम नहीं चलता। छः ऐसे स्थान हैं जहाँ हाईकोर्ट और हेड्स आफ डिपार्टमेंट्स हैं। रतलाम, जबलपुर, रीवा, ग्वालियर, इन्दौर सभी जगह लोगों को जाना पड़ता है। आलोड पर २० या २५ हजार यात्री प्रतिमास आते जाते हैं। इस स्टेशन पर जनता एक्सप्रेस क्यों नहीं ठहरती ?

खचरोट के बारे में तो निर्णय कर लिया गया है टाइम टेबल कमेटी के द्वारा। क्या हम को यहाँ रखने के बाद टाइम टेबल कमेटी के हर मेम्बर के पास जाये तो यह काम होगा, नहीं तो नहीं होगा ? अगर हम रेलवे मिनिस्टर साहब को बता दें और उन्हें इत्मीनान दिला दें, फिर भी यह काम न हो तो बड़ा आश्चर्य होता है। मैंने इस चीज की जांच की है, मैं अनुभव करता हूँ, माननीय मंत्री भी इसे

यारें या नहीं, लेकिन यह सत्य है कि वहां के लोगों की बड़ी तकलीफ है। वहां पर जनता एक्सप्रेस के ठहरने में कोई दिक्कत नहीं हो सकती। सरकार टाइम टेबल बनाती है। हम देखते हैं कि श्यामगढ़ में गाड़ी १० मिनट ठहरती थी, उस को बढ़ा कर अब १२ मिनट कर दिया गया है। जहां पर दूसरी गाड़िया कम ठहरती हैं वहां जनता एक्सप्रेस श्यामगढ़ स्टेशन पर १२ मिनट ठहरती है। इस के बजाय २ मिनट कम कर के विक्रमगढ़ भालोड में उसे ठहराया जा सकता है। मुझे आशा है कि जब १ अप्रैल से टाइम टेबल बनेगा तो वहां जनता एक्सप्रेस के ठहरने का जरूर प्रबन्ध किया जायेगा। वह तहसील हेडक्वार्टर है, वहां व्यापारी जाते हैं, वहां से पैसे वगैरह लाया करते हैं, बैंक से लाते हैं। वहां दूसरों के यहां ठहरने में बड़ी दिक्कत होती है। यह ऐसी बात है जिन पर अत्यधिक ध्यान दिया जाना चाहिये। इस से लम्बी दूरी के यात्रियों को कोई फायदा नहीं होगी। इस में उन का टाइम भी नष्ट नहीं होगा।

रेलवे बोर्ड ने, रेलवे ऐडमिनिस्ट्रेशन ने, दूसरों सुविधायें इस वर्ष जरूर दी हैं और मैं समझता हू कि उस में हमारे यहां के लोगों को लाभ हुआ है। मैं केवल यही कहना चाहता हू कि नागदा उज्जैन के बीच जो गाड़ी चलती है उज्जैन भोपाल की गाड़ी रतलाम रात में पहुंचती है। वहां रात भर पड़ी रहने के बाद भोपाल जाती है और जा रात एक बजे आती है वह रतलाम जा कर ठहरती है। यह नई गाड़ी चली है इस के डब्बे रात भर उज्जैन में पड़े रहते हैं, इस से कुछ न कुछ दिक्कत हो जाती है। जहां हमारे पास रोलिंग स्टॉक की कमी है, कोचों की कमी है वहां मेरा सुझाव है कि जो गाड़ी रात में रतलाम पहुंचती है वह वापस भोपाल को जाय और रात में जो उज्जैन आती है वह वहां से सुबह चलने लगे तो इस से डब्बों की भी बचत हो सकती है और लोगों को भी फायदा हो सकता है। सुबह अँटिप्रर मेन से जाने वाले यात्रियों के लिये भी

उज्जैन से उस का सम्बन्ध जोड़ सकते हैं। इस के अलावा सुबह जनता गाड़ी से जाने वाले यात्री भी उधर से आ सकते हैं।

अब आखिर में मैं कहना चाहता हू कि मेरे निर्वाचन क्षेत्र में भी कुछ छोटी मोटी बातें होनी हैं। उज्जैन जैसे बड़े रेलवे जंक्शन पर कोई आर० एम० एस० के लिये स्थान नहीं है। मैं तीन बार साल से बराबर यह बात कह रहा हूँ, आर० एम० एस० के लिये कोई कमरा न होने से वहां चौबीस चौबीस घंटे तक डाक लेट हो जाती है। और अन्दर के हिस्से में २४ घंटे बाद पहुंचती है और उज्जैन में भी डिलीवरी बाद में होती है। मेरी समझ में नहीं आता कि इस बहुत जरूरी काम को भी रेलवे बोर्ड क्यों नहीं कर पा रहा है। मैं चाहता हू कि उज्जैन रेलवे स्टेशन पर आर० एम० एस० के लिए जल्द कमरा बनाया जायें। मैंने मुना है कि उसके लिए मजूरी भी हो गयी है, लेकिन अभी तक निर्माण कार्य नहीं हुआ है। यह काम जल्दी होना चाहिए।

इसके अलावा उज्जैन स्टेशन पर ठीक सा कोई एनक्वायरी आफिस भी नहीं है। कुछ मामूली तरह से बैठते हैं। उज्जैन एक बड़ा तीर्थ स्थान है जहां हजारों यात्री आते हैं और रात के बजे तक गाड़िया आती जाती रहती है। लेकिन पूरे समय का वहां पर कोई एनक्वायरी आफिस नहीं है। इसके लिए मैंने पहले भी कहा था। लेकिन उस बारे में क्या हुआ यह मुझे मालूम नहीं। पहले यह प्रथा थी कि जब कभी हाउस में मेम्बरों के भाषण होते थे और किसी मिनिस्ट्री के सम्बन्ध में कुछ कहा जाता था और यदि उसकी बात का जवाब यहां नहीं दिया जा सकता था तो मेम्बर को उसका उत्तर भेज दिया जाता था। यह प्रथा श्री गोपालस्वामी भायगर ने कायम की थी। मैं समझता हू कि यह बहुत अच्छी प्रथा है और मिनिस्टर साहब को मैं यह निवेदन करता हू कि वे रेलवे बोर्ड को आदेश दें कि जो भी भाषण माननीय सदस्यों द्वारा यहाँ

[श्री राधे लाल व्यास]

किये जायें और जिनका यहां जवाब देना सम्भव न हो उनके उत्तर सम्बन्धित मेम्बरों को भेजे जाने चाहिए। इससे यह मालूम हो सकेगा कि क्या कार्रवाई हो रही है, क्या चीज मंजूर हुई है और क्या मंजूर नहीं हुई है। तो मैं चाहता हूं कि रेलवे बोर्ड को यह आदेश दिया जाये। इससे बहुत सुभीता रहेगा और बहस भी बहुत कम हो जायेगी।

मेरे निर्वाचन क्षेत्र में खाचरौद और बड़नगर दो बड़े स्टेशन हैं जहां पच्चीस पच्चीस तीस तीस हजार मुसाफिर आते हैं। इनमें बहुत से अपर क्लास के भी मुसाफिर होते हैं। वहां यह हाल है कि अपर क्लास तक के मुसाफिरों को बैठने की जगह नहीं है। अगर कभी गाड़ी लेट आती है तो उनको घंटों खड़ा रहना पड़ता है। आप देखें कि छोटे छोटे स्टेशनों पर भी अपर क्लास के मुसाफिरों के ठहरने के लिए वेंटिंग रूम हैं लेकिन इन इतने बड़े बड़े स्टेशनों पर वेंटिंग रूम नहीं है। मैं आशा करता हूं कि इस पर जल्दी से जल्दी ध्यान दिया जायेगा।

स्टेशन बिल्डिंग्स को बनाने के बारे में माननीय मंत्री जी ने कहा कि पैसे की दिक्कत है। मैं भी इसको अनुभव करता हूं। लेकिन आप भोपाल के स्टेशन पर जाकर देखें तो आपको यह देखकर बहुत दुःख होगा कि वहां पर फ्लश सिस्टम की लैटरिन्स तक नहीं हैं। बाथरूम गन्दा पड़ा रहता है। जैसा कि मैंने पहले भी बतलाया, यहां पर चार ६ जगह के हैड्स और डिपार्टमेंट्स रहते हैं। बड़ी तादाद में लोगों का यहां आना जाना होता है। जब से भोपाल मध्य प्रदेश की राजधानी बना है वहां पर अपर क्लास के यात्रियों की संख्या बहुत बढ़ गयी है। क्या यह काम भी पैसे के अभाव की वजह से पड़ा रहेगा। कोई भी भला आदमी वहां जाकर देखे, मैं तो चाहता हूं कि यदि कभी अवसर हो तो मंत्री महोदय या डिप्टी मंत्री महोदय वहां जाकर देखें कि वहां पर गन्दगी का क्या हाल है, और सफाई की कितनी

कमी है। वहां अंधेरा रहता है। इस काम को करने के लिए पैसे का अभाव नहीं होना चाहिए।

आखिर मैं एक बात की तरफ मंत्री महोदय का ध्यान दिलाना चाहता हूं। यात्रियों को सुविधायें होना तो ठीक है। परन्तु आपको माल की ढुलाई की तरफ भी ध्यान देना चाहिए। आपको देखना चाहिए कि शौड्स के अभाव में कितना माल नष्ट होता है। और इस माल के नुकसान से न केवल व्यापारियों का नुकसान होता है पर साथ ही इससे राष्ट्र का बहुत बड़ा नुकसान होता है। इस तरफ काफी ध्यान दिया जाना चाहिए और जल्दी से एक ऐसी योजना बनानी चाहिए कि बड़े बड़े स्थानों पर जहां काफी माल का यातायात होता है वहां पर जल्दी से जल्दी गुड्स शौड बनाये जायें ताकि माल सुरक्षित रहे। मेरे निर्वाचन क्षेत्र में खाचरौद, बड़नगर, नागदा और आलोड व्यापार के केन्द्र हैं। मैं आशा करता हूं कि वहां पर इस बारे में कुछ न कुछ व्यवस्था शीघ्र की जायेगी।

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 Uike . . .

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 him choose. I also want to regulate the debate. If there is time, I will allow Dr. K. B. Menon to speak tomorrow.

After Shri Ulke, 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 Neswi (Dharwar South) I have not spoken

Mr. Speaker: Till now, after the 1957 elections?

Shrimati Renu Chakravartty (Basirhat) Only this session

Shri Neswi: No, in 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 550 cut motions

श्री पद्म देव (चम्बा) : माननीय अध्यक्ष महोदय, मेरा एक निवेदन है। इसमें एक बात यह भी होनी चाहिए कि जिस क्षेत्र से बिल्कुल अभी तक किसी को नहीं बुलाया गया है उस क्षेत्र का भी ध्यान रखा जाये।

Mr. Speaker: I have called every State—no *bilkul* here

Shri P. R. Patel: You have been pleased to call every State. But the Bombay State is composed of three States

Mr. Speaker: I shall bear that in mind

Shri D. R. Chavan: Each region will require representation

Mr. Speaker: Does the third State include Vidarbha?

Shri Thirumala Rao (Kakmada): 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

[Shri Thirumala Rao]

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.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

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 12,297 posts, they could fill only 9,587 posts,

whereas the applicants were 65,800 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 9,587 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 1952, 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, I 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 is 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 Bestar mines in the former Central Provin-

ces. There are large deposits and they are nearer Vizag port. The distance between these two places is 189 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. 6 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 . . . (Interruptions) and Ministers.

Shri Jagjivan Ram: That is important.

Shri Thirumala Rao: That is not the point . . . (Interruptions) You must remember that there is something in the place, in Bihar which sends Shri Jagjivan Ram. That also you must remember. You do not forget. This is not such an unimportant place. It is a place with vast commerce, industry and agriculture. I do not know if the General Manager of the Southern Railway has ever gone to Kakinada.

Shri Jagjivan Ram: I will send the General Manager there.

Shri Thirumala 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.

Shri 'Keshava (Bangalore City)
Why only Maharashtra?

Shri 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.

श्री उडकी (मडना—रजित—अनुसूचित आदिम जातियाँ) सभापति महोदय रेलवे मंत्री महोदय ने हरिजनो और आदिवासियों के लिए रेलवे में नौकरियों के जो सुरक्षित स्थान दिये हैं वे मही मही तरीके से हरिजनो और आदिवासियों को मिले इस के लिए उन्होंने हर जोन में एक एक अधिकारी मقرر किया है। यह बहुत खुशी की बात है और इस के लिए मैं उन्हें धन्यवाद देता हूँ। मुझे यह भी आशा है कि अब ये अधिकारी सही सही तरीके से काम कर के, जितना हरिजनो और आदिवासियों का रिजर्वेशन है उस को पूरा करते रहेंगे।

दूसरी प्रार्थना मैं उन से यह करना चाहता हूँ कि मध्य प्रदेश, उड़ीसा और आसाम के आदिवासी भागों में रेलवे लाइन निकालने की अत्यन्त आवश्यकता है, इस लिए समया-सुचारु से इस बात का ख्याल रखें।

मैं उन को इस बात के लिये भी धन्यवाद देना चाहता हूँ कि अब रेलवे में दो फेडरेशन नहीं होंगे—एक ही फेडरेशन रहेगा। इस की बहुत आवश्यकता है। मुझे कुछ रेलवे का अनुभव है। मैंने रेलवे में छब्बीस साल नौकरी की है। मैं चार साल 'लैटफार्म' का कुली रहा। उस के बाद तीन साल तक पोर्टर रहा और प्रमोशन लेते लेते आखिर मैं हाऊसिंग-जवलपुर सरीखे बड़े स्टेशन पर गुडज क्लर्क हो गया। १९४३ में रेजिमेंशन दे कर मैं माथल सर्विस में लग गया और बाद में पाचिटिकम म पड़ा। मैं उस जमाने के कामों में और आज के कामों में अन्तर देखता हूँ। इस में कोई शक नहीं कि रेलवे में दुश्स्तिमाता बहुत हुई हैं, लेकिन, जैसा कि मेरे पूर्ववक्ता ने कहा है, रेलवे के तीसरे और चौथे वर्ग के कर्मचारियों में—खासकर चौथे वर्ग के कर्मचारियों में—इनकी सुस्ती आ गई है कि उस का अन्दाजा नहीं किया जाता है। मैंने भी चौथे वर्ग में नौकरी की है और इस लिए मैं जब उस समय के और आज के तीसरे और चौथे वर्ग के कर्मचारियों की तुलना करता हूँ, तो मैं सोचता हूँ कि आज रेलवे में क्या होने वाला है? मेरे साथ काम करने वाले पचास फीसदी व्यक्ति अभी भी नौकरी में हैं। वे कहते हैं कि यह क्या हो रहा है? वे सोचते हैं कि किसी भी सूरत में हमारी सर्विस पूरी हो और हम रिटायर हो जायें। आज जो नये नये कर्मचारी देखने को मिलते हैं, उन में काम करने की लगन नहीं है। बल्कि उन में हमेशा यही ख्याल रहता है कि अगर हम कोई ऐसा बड़ा काम करेंगे, तो हम को रुपया दो रुपया जर्माना ही तो होगा, वह मामला यूनियन के पास चला जायगा और जर्माना माफ हो जायगा, हमारी यूनियन हमारे लिए यहाँ से बहा तक लड़ेगी। मैं रेलवे के हैडक्वार्टर में रहता हूँ। नैनपुर साउथ-ईस्टर्न रेलवे में नैरो-गेज का डिस्ट्रिक्ट हैडक्वार्टर है। वहाँ पर लगभग तीन हजार रेलवे एम्प्लोईज हैं। वहाँ पर दो यूनियन्स हैं—एक तो आई० एन० टी० य० सी० से एफ़िलिएटिड है और दूसरी

[श्री उइके]

कम्प्यूनिस्ट पार्टी की यूनियन है। इस विषय को मैं उतनी अच्छी तरह एक्सप्लेन तो नहीं कर सकूंगा, लेकिन फिर भी रेलवे मिनिस्टर इस ओर ध्यान दें। जो कम्प्यूनिस्ट पार्टी की यूनियन है, उस के ज्यादा सदस्य लोको डिपार्टमेंट के हैं, जो कि ज्यादातर अधिक्षित हैं। यह देखने में आता है कि आई० एन० टी० यू० सी० से एफ़िलिएटिड रेलवेमैनज़ कांग्रेस के सदस्य ट्रेकिंग डिपार्टमेंट, इंजीनियरिंग डिपार्टमेंट और दूसरे डिपार्टमेंट्स से सम्बन्ध रखते हैं और वे शिक्षित होते हैं। इस यूनियन के सदस्य थोड़े हैं, जब कि पहली यूनियन के ज्यादा हैं। हर महीने डिस्ट्रिक्ट आफ़िसर्स की मीटिंग होती है और मैं उस की प्रोसीडिंग्स में देखता हूँ कि डिस्ट्रिक्ट आफ़िसर्स लेबर यूनियन के कर्मचारियों से दबते हैं और रेलवेमैनज़ कांग्रेस, जो कि आई० एन० टी० यू० सी० से एफ़िलिएटिड है, के अधिकारियों—वर्किंग प्रेजिडेंट या प्रेजिडेंट—से उतने नहीं दबते हैं, क्यों इनका काम सीधा रहता है। अगर किसी नौकर ने कोई शलती की है, तो रेलवेमैनज़ कांग्रेस अधिकारी उसी समय उस को बतला देते हैं कि यह तुम्हारी शलती है और इस लिए हम इस को आफ़िसर्स बोर्ड में नहीं रख सकते हैं और इस की अपील नहीं कर सकते हैं। लेकिन कम्प्यूनिस्ट लेबर यूनियन का जहां तक प्रश्न है, अगर किसी ने चोरी भी कर ली है, तो भी वे कहते हैं कि हम तुम को छुड़ावेंगे।

मैं दस साल से डिस्ट्रिक्ट हेडक्वार्टर के नैनपुर स्टेशन से ट्रेन में बैठता आ रहा हूँ। मैं देखता रहा हूँ कि एक एम० पी० होने के नाते रेलवे स्टेशन वाले मेरा कुछ अदब करते थे। लेकिन इस बार यहां आते समय जब मैं स्टेशन पर आया, तो मैं ने देखा कि सारा स्टेशन बड़ी अच्छी हालत में है और सब कर्मचारी बिल्कुल अप-टु-डेट हैं। मैं ने एक रेलवे कर्मचारी से पूछा कि आज क्या बात है उसने बताया कि वह जो आदमी घूम

रहा है, वो पंद्रह बीस दिन से आया हुआ नया डी० टी० एस० है, वह बड़ा फ़ाइन करता है, बड़ा कड़ा है। मेरे कहने का तात्पर्य यह है कि केवल उस के रात को प्लैट-फ़ार्म पर घूमने से ही सारे लोग अपने अपने कामों में लगे हुए थे मैं उस दिन यहां नहीं आया और वहां ही रुक गया। मैं दूसरे दिन डी० टी० एस० के बंगले पर गया और उस को धन्यवाद दिया। मैं ने उन से कहा कि मैं ने दस साल से नैनपुर स्टेशन पर इतनी सतर्कता नहीं देखी, लेकिन आप के आने से यहां पर मैं सब ओर सतर्कता देख रहा हूँ और वह मुझे यहां के नौकरों से मालूम हुई। एक बात और मुझे वहां के दफ़्तर के पुराने अधिकारियों से मालूम हुई। उन्होंने कहा—और मेरे सामने कहा—कि डी० टी० एस० हमारा कुछ नहीं बिगाड़ सकता है, जो डी० टी० एस० यहां पर ज्यादा कड़ाई से काम लेना चाहता है, वह ज्यादा दिन तक यहां नहीं रह सकता है, ज्यादा से ज्यादा तीन महीने, इससे अधिक वह यहां पर नहीं रह सकता है। यह एक विचार-धारा है कि जो अधिकारी सल्टी के साथ अपना कारोबार करना चाहता है, थर्ड क्लास औ फ़ोर्थ क्लास के कर्मचारी उस को वहां टिकने नहीं देते हैं। वे उस को वहां से भगा देते हैं और इस का एकमात्र कारण कम्प्यूनिस्ट माइंडेड यूनियन होती है। राइट हो या रांग इस बात की कोई परवाह नहीं की जाती है। बल्कि वे लोग तो मारने के लिए भी तैयार हो जाते हैं। रेलवे में आफ़िसर्स की जान खतरे में रहती है।

18 hrs.

मैं यह भी कहना चाहता हूँ कि कर्मचारियों को जितनी एमिनिटीज़ आप देते हैं, उन को भी वे सही ढंग से काम में नहीं ला सकते हैं। इस तरफ़ ध्यान देना जरूरी है। रेलवे कर्मचारियों को जितने सुभीते और जितनी तम्बाह मिलती है, दूसरे लोगों के अनुपात से वे बहुत अच्छे हैं। इन के बराबर

दूसरे कोई सरकारी कर्मचारी नहीं है। प्राज्ञ स्थिति यह है कि रेलवे लाइन के दस मील इधर और दस मील उधर काश्तकारों को मजदूर नहीं मिलते हैं और वह इस लिए कि रेलवे में मजदूरों को पंद्रह रुपये महावार नहीं मिलते हैं, बल्कि अगर कोई गैती मारने लगा, तो उस को सत्तर रुपये मिलने लगते हैं, अगर कोई इंजिन पोछने लगा, तो उस को भी सत्तर रुपये मिलते हैं। इस कारण रेलवे की मामूली क्रॉय क्लास लेबरर की नौकरी के लिए दो सौ से एक हजार रुपये तक दिये जाते हैं। इन सुभीतों और इतनी तन्स्वाह के होते हुए भी हम देखते हैं कि चालीस रुपये पाने वाले दूसरे सरकारी कर्मचारियों के घर की हालत जितनी अच्छी होती है, सत्तर रुपये पाने वाले रेलवे कर्मचारियों के घर की हालत वैसी नहीं होती है। हम रेलवे हैडक्वार्टर्स में हर एक तन्स्वाह के दिन देखते हैं कि रेलवे एम्पलाईज दस्तखत कर के पे क्लर्क से तन्स्वाह ले कर आते हैं और बाहर जो डबे वाले पठान खड़े रहते हैं, वे उन से तन्स्वाह ले कर अपने खीसे में डाल लेते हैं और चूँकि उन लोगों के पास शाम को खाने के लिए नहीं होता है, वे कर्ज लेने उसी दिन चले जाते हैं। मैंने ऐसे ऐसे मेहतरों को देखा है, जिन के यहाँ पाच पाच आदमी नौकरी में हैं और एक एक आदमी को सत्तर रुपये तन्स्वाह मिलती है, लेकिन उन की पूरी तन्स्वाह साहुकार ले लेता है। मेरे वगल में एक साहुकार रहता है। वह कहता है कि हर महीने एक हजार व्याज का मुझे रेलवे वाले देते हैं। इस तरह से बारह साहुकार हैं हैडक्वार्टर के स्टेशन में। अगर रेलवे यूनियन्ज सही ढंग से कर्मचारियों का भला करना चाहती हैं, तो उन को देखना चाहिए कि रेलवे कर्मचारियों के कर्ज लेते का क्या कारण है और उस का कुछ उपाय उन को करना चाहिए। खास तौर पर लोको एम्पलाईज ज्यादातर कर्जदार पाये जाते हैं। इस विषय में एक सरवे किया जाना चाहिये। उन की तन्स्वाह से रेलवे

अर्बन बैंक का पैसा कटता हुआ मिलेगा। मैडिकल एडवान्स भी कटता हुआ मिलेगा। इधर रेलवे एम्पलाईज को जो दुर्गा पूजा और दिवाली का एडवान्स देना भी शुरू किया गया है, वह बन्द कर देना चाहिये। वह एडवान्स किसी काम में नहीं आता है सिवाये जुए और शराब के। वे लोग इन कारणों से कर्जदार होते हैं और फिर उन का नित काम में नहीं लगता है। उन का ध्यान सिर्फ इसी तरफ रहता है कि यूनियन वाले दस की बारह तन्स्वाह करने के लिये कहें और हम उन के पीछे चल पड़ें। तब उन को राइट और राग का कोई स्थान नहीं रहता है और वे इसके लिये भला बुरा काम करने के लिये तैयार हो जाते हैं। इस बात का सरवे करने की जरूरत है कि जिन लोगों को सिर्फ चालीस रुपये मिलते हैं, उन की हालत सत्तर रुपया पाने वाले इन कर्मचारियों की हालत से क्यो अच्छी होती है। इंजीनियरिंग डिपार्टमेंट में जो नौकर हैं, वे दो साल नौकरी करने के बाद ही दो सखी की खेती ले लेते हैं, एक गाय और एक भंस ले लेते हैं, अपनी धीरत के लिये चान्दी और सोने के जेवर बनवा लेते हैं, लेकिन अगर आप एक लोको ड्राइवर को देखें जिस को सौ, डेढ़ सौ रुपये मिलते हैं, तो आप को उस के पास कोई बकाया नहीं मिलेगा, न ही धीरत के जेवर मिलेगे और न ही कोई मकान बनाया हुआ मिलेगा। इस चीज को देखना बहुत जरूरी है।

मुझे कहने को तो बहुत कुछ कहना था लेकिन चूँकि समय नहीं है इस वास्ते में उन सब बातों को मंत्री महोदय को लिख कर भेज दूँगा। अब मैं केवल एक दो बातें अपने चुनाव क्षेत्र के सम्बन्ध में कहना चाहता हूँ। नैनपुर जो कि एक डिस्ट्रिक्ट हैडक्वार्ट्स स्टेशन है उसके एक साइड में पाच रेलवे लाइनें हैं और दूसरी साइड में चार लाइनें हैं और बीच में वह स्टेशन स्थित है। इस स्टेशन के चारों ओर बस्ती बसी हुई है। इस बस्ती के लोगों को टिकट लेने के लिये

[श्री उइके]

११ ब लाइने व चार लाइने कास करके जाना पड़ता है। साथ ही साथ यहाँ पर दिनरात बंटिंग होती रहती है और जो लोग टिकट लेने जाते हैं उनकी जान को खतरा बना रहना है। बीच में बुकिंग आफिस होने में बहुत मुश्किल का सामना करना पड़ता है। उसको वहाँ से निकाल कर किसी साइड में लाना बहुत आवश्यक है। मैं चाहता हूँ कि इस और मंत्री महोदय जल्दी ध्यान दें।

वहाँ पर एक फुट ओवर ब्रिज की भी मैं छ माल में माग करता आ रहा हूँ लेकिन अभी तक मेरी इस माग का मजूर नहीं किया गया है। फुट ओवर ब्रिज न होने की वजह से लोगों को छ लाइने और पांच लाइने कास करके आना जाना पड़ता है। मैं चाहता हूँ कि मंत्री महोदय इस ओवर ब्रिज की व्यवस्था कर दें।

यहाँ पर चारों तरफ बस्ती बसी हुई है। जितना भी रेल का गदा पानी आता है वह इस बस्ती की तरफ आता है और बस्ती में जो पीने के पानी के कुएँ हैं उसमें बारिश का पानी भर जाता है। वहाँ के सिविल सर्जन ने रिपोर्ट दी है कि पिछले माल आठ आदमी इस बस्ती के कालरा से मर गये थे और यह इस गन्दे पानी की वजह से हुआ। मैं प्रार्थना करता हूँ कि पत्थर की एक पक्की नाली दोनों तरफ बाध दी जानी चाहिये ताकि यह गदा पानी बस्ती वालों के कुएँ में न जा सके। और बस्ती वालों को इस गन्दे पानी से जो नुकसान होता है उसमें उनको छुटकारा मिल सके।

अब मैं उन मेहतारों के बारे में कहना चाहता हूँ जो कि रोड साइड स्टेशन पर काम करते हैं। पहले भी मैं ने इनके बारे में प्रार्थना किया था और अब दुबारा करता हूँ कि इनके लिये क्वार्टरर्स रोड साइड स्टेशन पर बरकर होने चाहियें। ये प्रसूय लोग होते हैं और उनको कोई भी किसी भी

किराय पर मकान नहीं देता है। इनकी जब ट्रामफर करनी हातो है तब मुश्किल हो जाती है क्योंकि मकान नहीं होने है। मैं प्रार्थना करता हूँ कि जितने भी रोड साइड स्टेशन हैं वहाँ पर मेहतारों के लिये क्वार्टरर्स का सब में पहले इतिजाम किया जाना चाहिये।

अन्त में मैं माननीय मंत्री जी को उस आश्वासन के लिये धन्यवाद देता हूँ जो कि उन्होंने प्रादिवासियों तथा हरिजनों को नौकरिया देने के सम्बन्ध में दिया है।

Shri Ajit Singh Sarhadi
(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, 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 this 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 over-crowding 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 Panigrahi: 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—Rupar—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 Rourekela 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 mam 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 in 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 wagons are 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 G T 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 G T 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 not 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 Kasipet. 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 Kasipet; 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 Dmdigul 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 *Panchamirthan*. 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 pucca 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 several 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 Tinnevely, 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

[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 meter-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 tram 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 about 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 bottle-neck.

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 Bongai-gaon 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 con-

tacted 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 undeveloped 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

[Shri Basumatari]

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 ver-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 बलजीत सिंह (कागडा रक्षित अनु-मूचित जातियाँ) : उपाध्यक्ष महोदय, रेलवेज के मुतालिक जो अभी तक विचार हुआ है उसमें बहुत से मसलो पर रोशनी डाली गई है। मैं समझता हूँ कि जब से मुल्क आजाद हुआ है उसके बाद से रेलवे ने काफी तरक्की की है और लोगों को काफी सहूलियत दी है। इसके अलावा अभी बहुत में और काम करने हैं जो कि अभी पाये तकमील तक नहीं पहुँच पाये हैं और उनको पहुँचने में अभी कुछ वक्त लगेगा। इनके अलावा मैं समझता हूँ कि बहुत में मामले जब मुहकमा में एक्सप्लायटेशन आ जाता है तो अपोजीशन पार्टीज होने वाले कामों के रास्ते में हायल हो जाती है। अपोजीशन पार्टी के एक आनरेबल मेम्बर ने डार्क माइट पेश करने हुए हमारे रेलवे मंत्री महोदय के नाम को टुकड़े-टुकड़े करके जग और जीवन को अलग करते हुए कहा कि उनके काल में जग और जीवन तो छूट गया केवल एक राम का नाम ही रह गया है। लेकिन मैं उन आनरेबल मेम्बर से सहमत नहीं हूँ और मैं समझता हूँ कि रेलवेज एक बहुत बड़े उतर्गदायित्व को कुशलता से निभा रही है। तमाम मुल्क भर के लोगों की जरूरतें वह पूरी करती है और ग्राम जनता को वह हर प्रकार की सुविधा पहुँचाती है, वह उनकी तमाम जरूरतें भी पूरी मुहैया करती है। इसलिए मैं समझता हूँ कि हमारे रेलवे मंत्री महोदय का जो नाम है वह उसको सार्थक कर रहे हैं और जो उनकी नाम जग और जीवन मिला हुआ है उसी तरह वे रेलवेज द्वारा देश भर के लोगों को

एक दूसरे से मिलाते हैं और सब के खाने पीने और जरूरतों की चीजें जुटाते हैं।

हमारे वहां बहुत सी लेबर यूनियंस बनी हुई हैं लेकिन अपोजीशन पार्टीज के लोग उनके पैरलल यूनियन बनाते हैं लेकिन मैं यह कहने पर मजबूर हूँ कि उनका नुक्तेनिगाह मुल्क को भागे लेजाने का नहीं होता हालांकि उनका नुक्तेनिगाह हमेशा यह होना चाहिए कि मुल्क को भागे ले जाना है। आज प्रजातन्त्र के जमाने में हम में आपस में एस्त-लाफ हो सकते हैं लेकिन जहां तक बुनियादी बातों और सिद्धान्तों का ताल्लुक है उनमें कोई मतभेद नहीं होना चाहिए। एस्त-लाफ हो सकते हैं लेकिन उनसे मुल्क के प्रति किसी की भी वफादारी या लाएलिटी में फर्क नहीं आना चाहिए। यूनियन हमारी ऐसी होनी चाहिये जो कि देश और जनता का हित सदा अपने सामने रख कर काम करें। जो यूनियन बनी है वे एम्पलाईज के हित के लिए काम कर रही हैं और उनकी ख्वाहिश और कोशिश होती है कि एम्पलाईज अच्छी जिन्दगी बमर करे लेकिन मुझे अफसोस के साथ कहना पड़ता है कि उनके मुकाबले पर दूसरी यूनियन बन जाती हैं जो कि उनको ही क्रिटिसाइज करती हैं। इस सम्बन्ध में मेरा भ्रान्तबुल रेलवे मिनिस्टर से निवेदन है कि जो सही यूनियन हैं और उन्होंने जो वर्कस की बहवदी के लिए सुझाव दिये हैं, उन पर विचार करके जो सुझाव उचित और अच्छे हो उनको पूरा करने के लिए पूरा यत्न करना चाहिए।

इसी तरह जो बेलफेयर इंस्पेक्टर्स मुकर्रर किये गये हैं और जो कि रेलवे मूलाजिमी की बस्तियों में घूम कर और वहां की पोजीशन स्टडी करके उन्होंने जो वर्कम की बेहतरी के लिए सुझाव दिये हैं, वे सुझाव केवल कागजों तक ही महबूद नहीं रह जाने चाहिये बल्कि उनको अगर वे उचित हो तो अमल में लाने का पूरा यत्न करना चाहिए। रेलवे

के मूलाजिमी के बहुत से मसले ऐसे होते हैं जो कि बिना हल हुए पड़े रहते हैं। आज जरूरत इस बात की है कि ऐसे मसले जो कि अब तक मेजों पर पड़े हुए हैं और जिन पर अमल नहीं हुआ है उन पर जल्दी से जल्दी अमल करने के लिए जरूरी कदम उठाना चाहिए।

जहां हमारे रेलवे मिनिस्टर महोदय का ध्यान रेलवेज द्वारा सारे मुल्क की बहवूदी करने की ओर है, मैं उनका ध्यान खास तौर पर हिन्दुस्तान के बैकवर्ड ऐरियाज की तरफ दिलाऊंगा और उन पिछड़े इलाके के लोगों को खास तौर पर सहूलियत देनी चाहिये। खास तौर पर पंजाब के बारे में ज़क़ करना चाहता हूँ जहां कि बहुत से इलाके बैकवर्ड हैं और गरीब हैं और उनके रहन सहन के और उनकी जरूरियात जिन्दगी के साधन कम हैं। मेरी दरखास्त है कि उन लोगों को ज्यादा से ज्यादा सहूलियत दी जाये। मिसाल के तौर पर मैं यह कहना चाहता हूँ कि कागडा जिले में नंगल तक रेलवे लाइन गई है और उस रेलवे लाइन को ऊना तहसील तक बढ़ाने के सम्बन्ध में बहुत से लोगों ने दरखास्ते दी हैं ताकि लोगों को सहूलियत हो जाये। अब कई दफ़ा उसमें यह खयाल किया जाता है कि यह लाइन नुकसानदेह है मैं समझता हूँ कि जो लाइन एक दफ़ा 'ही ले जा कर छोड़ दी जाय और उसको आगे कहीं से मिलाया जाय तो यह लाइन कमेशा नुकसानदेह रहती है और इसलिए अगर उसको फ़ायदेमंद बनाना हो तो लाइन दूसरी लाइन के साथ मिलायी जानी चाहिए। मसलून यहां से जो लाइन नंगल तक गई है उस लाइन को अगर ऊना से मिला दिया, जाये, जेजो या मकरिया के साथ मिला दिया जाये, होशियारपुर के साथ मिला दिया जाय या ज्वालामुखी के साथ मिला दिया जाय तो लोगों को आने जाने के लिए काफी सहूलियत हो सकती है और जो आज नुकसानदेह समझा जाता है वही काम मुनाफे में तब्दील हो सकता है।

[श्री बलजीत सिंह]

इसी तरह और भी बहुत सी समस्याएँ हैं। मैदानी इलाकों की बनिस्बत पहाड़ी और पिछड़े इलाकों में रेलों का किराया ज्यादा है। मेरा कहना यह है कि उसकी तरह में कोई फर्क नहीं होना चाहिए बल्कि जो पिछड़े हुए लोग हैं, गरीब लोग हैं और बैकवर्ड इलाके हैं उनके लिए स्पेशल फ़ैसिलिटीज देनी चाहिये। इसके अलावा जिस प्रकार से बड़े २ स्टेप्स जैसे अमृतसर और चंडीगढ़ हैं दिल्ली में माल ले जाने के लिए पूरी सहाय्य दी जाती है वही उनको मिलनी चाहिये ताकि जो लोग उन इलाकों में रहते हैं उनको भी इन सहाय्यताओं का पूरा २ फायदा मिल सके।

अभी २ रेलवे मंत्री महोदय के पास ऊना के बहुत से वकीलों और दीगर लोगों का एक मेमोरेण्डम आया है कि नगल से ऊना का फासला बहुत कम है, वह केवल ७ मील है और वहाँ तक रेलवे लाइन बनना जरूरी है। अब इसमें एक सहाय्यता यह और हो गई है कि जो दरिया का पुल था वह बन चुका है और जो नगल में फ़ैसलाइजर फ़ैक्टरी बनी है, उसके लिए १ मील की लाइन बन रही है, उस एक मील की लाइन बन जाने से पुल का मसला हल हो गया है लेकिन ऊना तक यह जो सात मील का टोटा है अगर इस सात मील के हिस्से में भी रेलवे लाइन बना दी जाय तो बहुत सी सहाय्यता उस इलाके को मिल सकती है। मैं समझता हूँ कि उनकी तकलीफ़ को मद्देनजर रखकर हमारे रेलवे मंत्री महोदय इस बात पर जरूर विचार करेंगे।

इसके अलावा एक बात मैं और कह देना जरूरी समझता हूँ और वह यह है कि लाइनो के साथ २ बहुत सी जमीन बेकार पड़ी हुई है और उसमें न तो कोई काफ़स होती है और न ही प्लांट्स लगाये जाते हैं। मेरा सुझाव है कि लाइन के साथ साथ कितनी जमीन इस तरह की पड़ी हुई है उसमें फलदार

बरत लगाये जायें और ऐसा करने से मुल्क की फूड प्रॉब्लम् के हल होने में मदद मिल सकती है। इतनी बेकार जगह पड़ी हुई है अगर उसमें दरख्त लगाये जायें तो करोड़ों रुपये का फायदा मुल्क को हो सकता है।

आखिर में मैं एक बात और अर्ज करना चाहता हूँ और वह शोडयूल्ड कास्ट रिज़र्वेशन के मुताबिक है। आजादी मिलने के बाद हमारी गवर्नमेंट ने शोडयूल्ड कास्ट वालों के लिए रिज़र्वेशन का एक कोटा रखा है लेकिन तमाम मुहकमों में जो रिज़र्वेशन चल रहा है वह अभी तक जितना कि उनको मिलना चाहिए उतना नहीं मिल रहा है। रेलवे में बहुत से मुहकमे और छोटे दफ्तर हैं और इसकी ओर मेरे बहुत से दोस्तों ने भी तबज़्जह दिलाई है कि शोडयूल्ड कास्ट वालों को वहाँ पर पूरा रिज़र्वेशन जितना उनको मिलना चाहिए उतना नहीं मिलता है और इसके लिए यह वजह बयान कर दी जाती है कि साहब क्या करा जाय उन जगहों के लिए शोडयूल्ड कास्ट में से लायक उम्मीदवार नहीं मिलते हैं। मैं अर्ज करना चाहता हूँ कि कई दफे लायक उम्मीदवार उन जगहों के लिए आते हैं लेकिन उनको जगह नहीं दी जाती है। इसलिए मेरा कहना है कि सरकार ने जो आसानिया और रिज़र्वेशन शोडयूल्ड कास्ट वालों को दी हुई है उनको अमल में लाया जाय और उनको पूरा करने में खास फ़ैसिलिटी दी जाये।

मैं समझता हूँ कि यह वक्त की बात है। अब पुराना वक्त नहीं रहा दस साल पहले का। बहुत से कंन्डिडेट्स इन क्लासेज के आगे आ गये हैं जो कि इन सीटों को पुरा कर सकते हैं। मैं आशा रखता हूँ कि हमारे रेलवे मंत्री साहब इस बात को ध्यान में रख कर बहुत जल्दी रिज़र्वेशन में जो कमी बाकी रहती है उसे पूरा करने के लिये यत्न करेंगे।

जी ह० ना० सोनुने (नांदेड़) : मि० डिप्टी स्पीकर, सर, इस में कोई शक नहीं कि रेलवे मुल्क और काम की खिद्यमत का बहुत बड़ा और अहम जरया है। लेकिन यह भी सही है कि जमाने हाल में इस डिपार्ट-मेंट का हाल बहुत अफसोसनाक रहा है। हर तरफ से जब शदीद ऐक्सिडेंट्स के बारे में हम सुनते हैं तो यह बात जरूर ध्यान में आती है कि इस के इन्तजाम में कोई खास सराबी जरूर है जिस की वजह से कई लोग बेचारे ऐक्सिडेंट्स से मर रहे हैं। हुकूमत को जिस तरह से इस तरफ ध्यान देना चाहिये, नहीं दे रही है। मैं इस आनरेबल सदन के सामने इस बात को बाहिर किये बगैर नहीं रह सकता कि मुल्क आज इस बात की तरफ गौर कर रहा है कि उस की तरक्की के रास्ते उस के लिये साफ रहें और अच्छें रहें जिस तरह से अफसोसनाक हादसे गुजरते हैं उसी तरह से इस डिपार्ट-मेंट में दूसरे भी अफसोसनाक बाकियात हैं और वह है शेडयूल्ड कास्ट के लोगों के साथ अन्याय करने के। शेडयूल्ड कास्ट के लोग असें दराज से इस में काम करते हैं लेकिन बेचारे तरक्की से महरूम हैं। इसने यह पता चलता है कि मुल्क हमारा फिरकेवारीयत की ओर बढ़ रहा है। इस की तरफ जिस तरह से ध्यान दिया जाना चाहिये था नहीं दिया गया। आज कल हुकूमत की तरफ से यह भाषा बोली जाती है कि यह कोशिश की जा रही है कि शेडयूल्ड कास्ट की तरक्की हो। लेकिन अमल में यह चीज सामने आती है कि उन की तरफ जितनी भी नजर-अन्दाजी की जा सकती है की जा रही है। सिर्फ इतना ही कहा जाता है कि हम आप लोगों की तरक्की के लिये यह करते हैं, वह करते हैं। हाल में ही एक चीज बतलाई गई है कि हर जगह पर एक अफसर का इन्तजाम किया गया है कि इस की खास एम्बारी की जाय और उस लोगों के रिजर्बेशन को किस अय करने की कोशिश की जाय।

यह सही है कि शायद ऐसा हो सकता है। लेकिन बैकवर्ड क्लासेज कमिशन रिपोर्ट से यह देखा जा सकता है कि किस हद तक उन लोगों की तरक्की की गई है और किस हद तक उन को उस में दखल दिया गया है। हम यह देखते हैं कि कई जगहों से ऐसी शिकायत पेश हो जाती है कि शेडयूल्ड कास्ट की तरफ ध्यान नहीं दिया जाता, बल्कि उन बेचारों को धमकाया जाता है। मन-माड स्टेशन की ही बात है। सीनियारिटी के लिहाज से जो अफसर नम्बर ३ पर हैं, और रेलवे में ट्रेन एग्जामिनर हैं उन को किसी तरह की तरक्की नहीं दी गई लेकिन ३० नम्बर पर जो ब्राह्मण हैं उन को तरक्की दी गई। इस तरह की नीति बरती जाती है। ऐसी कई जगहों की शिकायत है, और यह बड़े अफसोस की बात है।

श्री शाहनवाज खां : मैं अर्ज करना चाहता हूँ कि न मैं ब्राह्मण हूँ और न जगजीवनराम जी।

उपाध्यक्ष महोदय : उन्होंने कहा है कि मिनिस्टर साहब और डिप्टी मिनिस्टर साहब दोनों में से कोई ब्राह्मण नहीं है, लेकिन ऊपर से एक आवाज आई की . . .

श्री बी० चं० शर्मा (गुरदासपुर) : जनाब वाला, अगर कोई ब्राह्मण है तो उस में कोई गुनाह है ?

उपाध्यक्ष महोदय : नहीं, मैं ने कहा था कि सामने से किसी की आवाज आ रही है, शायद वह किसी ब्राह्मण की हो।

श्री ह० ना० सोनुने : इस सदन के सामने रखते हुये तो मैंने इस बात का इजहार यहाँ पर किया है कि जगजीवन राम जी के जो कि रेलवे मिनिस्टर हैं, हरिजनों के नुमाइन्दे होते हुये भी हालांकि होने की जरूरत नहीं है, ब्राह्मण हो या कोई और हो, लेकिन फिर भी उनके नुमाइन्दे होते हुये भी यह चीजें होती हैं, यह कितनी अफसोस की बात है।

[श्री ह० ना० सोनुले]

इसकी तरफ ध्यान देना चाहिये। उन के सामने ऐसी बातें होती हैं और उन पर विचार नहीं हुआ है। ऐसा कहने में पक्षोपेक्ष नहीं करना चाहिये और मैं नहीं कहूंगा। दूसरे इस सिलसिले में मैं यह बतलाना चाहता हूँ कि रेलवे में जहाँ जहाँ पर चाय वगैरह की दुकानें लगाई जाती हैं उन में और पानी देने वालों की जगहों पर ऐसे आदमी ज्यादा तादाद में भर्ती किये जा सकते हैं जो कि शोड्यूल्ड कास्ट्स के हैं। इस तरह एक तरफ तो अनटचेबिलिटी दूर हो सकती है और दूसरी तरफ शोड्यूल्ड कास्ट के लोग भी एम्प्लायड हो सकते हैं, उन को काम भी मिलता है। रेलवे डिपार्टमेंट को इस के लिये जरूरी ऐक्शन लेना चाहिये। यह डिपार्टमेंट बनिये की दुकान नहीं है, यह तो सरकार की मिल्कीयत है और इस की तरफ सरकार को ध्यान देना चाहिये। मगर शोड्यूल्ड ट्राइब या शोड्यूल्ड कास्ट्स के लोग इस काबिल नहीं हैं और उन के पास पैसा अधिक नहीं है, तो उन को सरकार की जानीब से सब्सिडी दी जानी चाहिये और उन को इस काबिल बनाना चाहिये कि वह अपने फाइनेन्सेज को धाने बढ़ा सकें और अपनी तरक्की कर सकें। मैं समझता हूँ कि इस की तरफ मिनिस्ट्री जरूर खयाल करेगी और अपने बाबों को अपने कामों से साबित करेगी।

इस के अलावा मैं देखता हूँ कि स्टेशनों पर चाय वगैरह का जो इन्तजाम होता है वह ठीक नहीं होता। मुसाफिर बेचारे जब स्टेशनों से गुजरते हैं तो चाय पीते हैं। बड़ा जमघट होता है। लेकिन चाय ऐसी होती है कि उस के पीने से कई लोग बीमार हो जाते हैं। चाय अच्छी नहीं होती है तो भी बेचने वालों को कोई हिद्दस हिदायत वगैरह नहीं दिये जाते हैं जिस की वजह से मुसाफिरों का एक्स्प्लायटेशन होने दिया

जाता है। इस पर भी गौर करने की जरूरत है।

स्टेशनों पर सैनिटेशन का भी इंतजाम अच्छा नहीं है। चाहे किसी रेस्ट हाउस के अन्दर आप ठहर जायें। बेटिंग कमरे के अन्दर चले जायें। वहां पर सटमल और मच्छर इतनी तादाद में पाये जाते हैं जिस का कोई जवाब नहीं। न तो कोई उस पर ध्यान देता है और न उनको मारने का इंतजाम किया जाता है। बल्कि मुसाफिरों को जिस तरह से भी तकलीफ पहुंचाई जा सके पहुंचाई जाती है। यह खिदमत है जो रेलवे वाले कर रहे हैं। वह खुद ही ऐसा बरताव करते हैं या रेलवे के आर्डर अमल में लाते हैं, नहीं कहा जा सकता। लेकिन एक बात जरूर है कि कई रेस्ट हाउसेज और बेटिंग रूम में ऐसी फिकायतें पाई जाती हैं।

मराठवाड़ा के अन्दर से जो रेल गाड़ियां गुजरती हैं उन मुसाफिरों के लिये स्टेशनों पर पानी का बहुत बुरा इन्तजाम है। मैं इस तरफ भी हुकूमत का खयाल दिलाऊंगा कि पानी का इंतजाम पूरा किया जाय। कई जगहों पर मुसाफिरों के लिये स्टेशनों पर ठहरने को जगह नहीं है। इस तरफ भी हुकूमत को ध्यान देना चाहिये।

मंसूर डिवीजन में बहुत से शोड्यूल्ड कास्ट्स के लोगों को प्रमोशन नहीं दिया जाता है। वह बेचारे बहुत जमाने से वहां काम करते हैं और प्रमोशन के लिये डिमान्ड भी पेश करते हैं। लेकिन हुकूमत उनको तरक्की देने में ढील कर रही है। यह बड़े अफसोस की बात है, इस तरफ भी ध्यान दिया जाना चाहिये।

हमारे पुराने रेलवे मिनिस्टर लाल बहा-दुर शास्त्री जब वहां गये थे तो उन्होंने एक सभा के अन्दर आवासान दिया था लोगों को कि हम एक रेलवे लाइन तैयार करेंगे जो निचली से लेकर रायबाग तक हो सकेगी। सिर्फ ३० मील का फासला है। लेकिन वह अभी तक नहीं

हो पायी है। जो वहां की एरिया बहुत बिकली फलड्रेड है। इसलिये वहां रेलवे लाइन होनी ही चाहिये और साथ ही साथ रेलवेज के इन्तजाम में हकूमत को जल्द दखल देना चाहिये।

Shri M. K. Ghose (Jamshedpur)
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.

श्री सूर्य प्रसाद (ग्वालियर, रक्षित अनुसूचित जातियाँ) उपाध्यक्ष महोदय, यह बात माननी पड़ेगी कि पिछले समय में रेलवे ने काफी तरक्की की है। स्टेशन भी नये बन गये हैं, प्लेटफार्म भी अच्छे बना दिये गये हैं, तीसरे दरजे के यात्रियों के ठहरने के लिये बेंचिंग रूम भी बन गये हैं। लेकिन रेलवे कर्मचारियों की कार्यक्षमता में बहुत बड़ी कमी हुई है। मैं अक्सर जाता हूँ तो मैं देखता हूँ कि रेलवे कर्मचारी इस बात का ध्यान नहीं रखते कि रेलवे की सम्पत्ति सारे देश की सम्पत्ति है और इसकी रक्षा करनी चाहिये। वे यह अनुभव नहीं करते प्रतीत होते कि उनको ईमानदारी और सच्चाई से काम करना चाहिये। यदि यात्री रेलवे के नियमों की अवहेलना करके कुछ पैसा बचाना चाहे तब तो समझ में आ सकता है लेकिन यदि रेलवे के कर्मचारी ही उनको ऐसा करने के

[श्री सूर्य प्रसाद]

लिये प्रोत्साहन दें तो यह देखकर रंज होता है ।

अभी जनवरी की बात है । मैं दिल्ली से ग्वालियर जा रहा था । मेरा एक साथी मुझ से मिलने आया और स्टेशन पर मुझ से बात करने लगा । मैंने उससे पूछा कि आपने प्लेटफार्म टिकट ले लिया है या नहीं । उसने नहीं लिया था । वह टिकट बिंडो पर गया और प्लेटफार्म टिकट मांगा तो बाबू ने उसको प्लेटफार्म टिकट नहीं दिया । मैंने फिर उस आदमी से पूछा कि रेल आने का समय हो गया आपने प्लेटफार्म टिकट लिया या नहीं । तो उसने जवाब दिया कि टिकट बिंडो पर जो बाबू बैठा है उसने कहा कि प्लेटफार्म टिकट कौन पूछता है । प्लेटफार्म टिकट की ऐसी कोई जरूरत नहीं है । यह तो बड़े रंज की बात है कि जो आपके कर्मचारी हैं वही कहते हैं कि प्लेटफार्म टिकट लेने की जरूरत नहीं है । ऐसी हालत में रेलवे की इनकम कैसे बढ़ सकती है । यह बड़ी भारी बात है ।

अभी फरवरी के महीने में मैं दिल्ली से ग्वालियर पैसिंजर ट्रेन से जा रहा था । हमारे यहां बिड़ला नगर एक स्टेशन है । वहां पर जनता को पास करने के लिये पैसिंजर खड़ी हुई । मैंने देखा कि रेलवे के दो एम्पलाईज ने तीन मुसाफिरों को यह कह कर निकाल दिया कि हमारे आदमी हैं । उसके बाद गांड साहब आये और उन्होंने भी दो पैसिंजरों को निकाला । मुझे यह देखकर बहुत शर्म लगी और मैंने कहा कि तीन चार आदमी मेरे भी हैं, मैं पालियामेंट का मेम्बर हूं, मैं चाहता हूं कि उनको भी निकाल दिया जाये । तो वे लोग यह सुनकर हंसने लगे । मैंने उनसे कहा कि यह काम चलेगा कैसे । अगर आप लोग भाईबन्दों को, रिश्तेदारों को और मिलने वालों को इस तरह निकालेंगे तो रेलवे को इनकम कहां से होगी । जनता चाहती है कि हर चीज अच्छी होनी चाहिये, एअरकंडीशन्ड डिब्बे होने चाहियें, प्लेटफार्म अच्छे होने चाहियें,

और समय सुविचार्य होनी चाहियें । लेकिन अगर इस तरह से काम चलेगा तो कैसे होगा । मैं रेलवे बोर्ड से और मंत्री महोदय से कहूंगा कि यद्यपि ये छोटी छोटी बात हैं लेकिन अगर इन पर ध्यान दिया जाये तो देश की बहुत बड़ी सम्पत्ति बच सकती है ।

लोग कहते हैं कि बिना टिकट सफर करने में पहले से कमी हुई है । मैं भी यह मानने को तैयार हूं लेकिन मैं कहूंगा कि बिना टिकट सफर करने का एक मुख्य कारण यह है कि आपके रेलवे स्टेशनों पर जो फेंसिंग है वह ठीक नहीं है । उसमें मे लोग निकल जाते हैं, उनको प्लेटफार्म से होकर निकलने की जरूरत ही नहीं पड़ती । वे लोग बैंक साइड से निकल जाते हैं । जो आपकी रेलवे प्रोटेक्शन फोर्स है वह देखा करती है । इनको यह रोकने की कोई जरूरत नहीं । उन्हें तो आठ घंटे पूरे करने हैं और अपनी तनख्वाह लेनी है । इसलिये सबसे बड़ी बात यह है कि रेलवे स्टेशनों पर ठीक प्रकार के फेंसिंग होने चाहिये । जो लोग आदी हैं वे तो रुपया दां पया देकर निकल जाते हैं, उनमें यह नहीं पूछा जाना कि तुम कहा से आ रहे हो दिल्ली में या बम्बई से । अगर आपका फेंसिंग ठीक होगा तो उनको मेन गेट से आना ही होगा और अगर वे दो एक बार निकल भी जायेंगे तो अन्त में अवश्य पकड़े जायेंगे । तो इसकी बहुत आवश्यकता है ।

इसके अलावा जो रेलवे में निर्माण के काम चल रहे हैं उनकी भी बहुत बारीकी से देखभाल होनी चाहिये । मैं यह नहीं कहता कि आप अपने इंजिनियरों के परसेंटेज पर निगाह रखें, क्योंकि उसको तो भगवान भी शायद बन्द नहीं कर सकता । लेकिन फिर भी यह तो देखना चाहिये कि सीमेंट आदि चीजों का उचित मात्रा में उपयोग किया जाय । मैं देखता हूं कि टेंडर किसी चीज के लिये जाते हैं और लगायी दूसरी चीज जाती है । मैं खुली बात कहता हूं । बिना सेंट्रल रेलवे स्टेशन पर टेंडर तो बिना

गया ठीक बुझ का और लगायी गयी साखू की लकड़ी। अब आप देखें कि ठीक का भाव है ११ या १२ रुपया प्रति फुट जब कि साखू का भाव है साढ़े चार पाच रुपया। इसकी रेलवे बोर्ड की तरफ से जाच भी हो रही है। तो मैं समझता हूँ कि निर्माण के काम की काफी देखभाल होनी चाहिये और मैं समझता हूँ कि अगर इस तरफ ध्यान दिया जाय तो इसमें काफी बचत की जा सकती है। यह तो खुली बात है कि ठेकेदारों के परसेटेज बंधे रहते हैं। और यह मानी हुई बात है कि इमको रोकना बहुत मुश्किल बात है। लेकिन जो चीज मैंने बतलायी है उसको रोका जा सकता है।

दूसरी बान में यह कहूंगा कि जो आपने हर जोन में विजिलेंस विभाग बनाया है उसमें आपने वही लोग लिये हैं जो पुराने घाष हैं। वे जानते हैं कि रिश्वत किस तरह खायी जाती है और किस तरह से पकड़ से बचा जा सकता है। मैं चाहता हूँ कि इसमें उत्साही आदमी लिये जाने चाहिये जो कि बदमाशों को पकड़ना जानते हों न कि ऐसे आदमियों को जो कि बदमाशों को प्रोत्साहन दे और लोगों को तरकीब बतलायें कि किस तरह से बचा जा सकता है। तो मैं अर्ज करूंगा कि इस काम के लिये आप उत्साही आदमी लें, चाट्टे वें पब्लिक वर्कर्स हों या दूसरे लोग हों लेकिन उनका ध्येय यह हो कि हमको इस देश को बनाना है और देश में से भ्रष्टाचार को दूर करना है।

लोग कहते हैं कि खांये हुये सामान का मुआवजा बहुत बढना जाता है। कभी यह घट भी जाता है। लेकिन इतने सामान के खाने का कारण क्या है। इसका मुख्य कारण यह है कि आपके स्टाफ के लोग ही गेगो के लोगों से मिले रहते हैं। छोटे छोटे गैंग होते हैं जो कि सामान ले जाते हैं। मैंने देखा है कि ग्वालियर स्टेशन के पास झोपड़ियों में हल्दी, किशमिश, बादाम आदि चीजें शहर से भी सस्ते भाव पर मिल सकती हैं। ये सब खोये हुये सामान की चीजें होती हैं जो कि इस तरह

से बेची जाती हैं। मैं कहूंगा कि इस तरफ आपको बहुत ध्यान देने की आवश्यकता है। आप ऐसे लोगों पर कड़ी निगाह रखिये जो कि आपके आदमी हैं पर जिनकी आत्मा ठीक नहीं है।

जो बातें मैंने आपसे कही वे आपकी इनकम बढ़ाने वाली हैं। आप इनको छोटा न समझें। इस ओर ध्यान दिया जाना चाहिये।

तीसरी बात मैं रिक्लूमेंट के बारे में कहना चाहता हूँ। अभी हमारे एक साथी ने कहा कि शिड्यूल्ड कास्ट के रिक्लूमेंट में बड़ी धाघली होती है। मेरा इस विषय में ज्ञासी का अनुभव है। बहा पर डिवीजनल सुपरिण्डेंट का आफिस है। बीच में मुझे ज्ञासी जाना पडा। मैं एक गरीब आदमी के यहा ठहरा था, उसने बताया कि बहा पर क्लाम ४ के कर्मचारियों के रिक्लूमेंट के लिये बोर्ड बना है लेकिन एजेंट चारों तरफ घूमते हैं और एक एक जगह के लिये दो दो और चार चार सौ रुपया लेकर लोगों को भेज देते हैं और उनका रिक्लूमेंट हो जाता है, बाकी एप्लीकेशन्स हजारों मांगी जाती हैं और हजारों लोग एप्लीकेशन्स भेजते हैं लेकिन वे सब बेकार होती हैं। इस तरफ भी आपको ध्यान देना चाहिये। यह तो ठीक है कि बोर्ड बना हुआ है लेकिन बहा क्या काम होता है इस पर भी तो ध्यान दीजिये।

अब मैं अपनी कास्टीड्यूएँसी के बारे में कुछ कहूंगा। मैंने पिछले साल भी अर्ज किया था कि आप दिल्ली से आगरा तक जो फास्ट पैसिजर चलाते हैं उसको ज्ञासी तक कर दिया जाय। आप देखें कि दिल्ली में आगरा तक कितनी गाडिया चलती हैं। और मथुरा तक तो बहुत ज्यादा चलती हैं क्योंकि उधर से बम्बई जाने का रास्ता है। लेकिन ज्ञासी को मेल और जनता को छोड़ कर एक पैसिजर दिन में जाती है और एक रात को। अगर किसी गरीब आदमी की एक पैसिजर छूट जाये तो उसे दूसरी गाड़ी के लिये १६ या १७ बंटे तक रुकना पड़ता है। इसलिये मैं चाहता हूँ कि

[श्री सूर्य प्रसाद]

आप जो फास्ट पैसिंजर दिल्ली में आगरा तक चलाते हैं उसे ज़ांती तक कर दिया जाये। इसमें गरीब आदमियों को बहुत सुविधा हो जायेगी। आप तोमरे दरजे वालों की सुविधायें बढ़ाने के लिये कहते तो बहुत कुछ हैं। आपको उनके लिये कुछ करना चाहिये।

इसके बाद मैं यह कहना चाहता हूँ कि हमारे यहाँ कुछ खिलौना गाड़ियाँ चल रही हैं। ग्वालियर में ग्वालपुर कला, ग्वालियर में भिड़ और ग्वालियर से ग्वालपुरी तक छोटी लाइन जाती है। आप देखिये कि इन गाड़ी की रफ्तार क्या है। नाम की वह ट्रेन है, लेकिन वह साइकिल और पैदल आदमियों में भी कम रफ्तार में चलती है। ग्वालियर में भिड़ ४८ मील है, लेकिन उस फामले को तय करने के लिये साढ़े चार घंटे लगते हैं। ग्वालियर में ग्वालपुर कला १२० मील है और उसमें १४ घंटे लगते हैं। मैं उस गाड़ी में बैठा हूँ। सड़कें छः बजे वह चलती है और रात को ना बजे वह पहुँचती है। मेरी समझ में नहीं आता कि इस साइकिल ट्रेन या इस खिलौना गाड़ी में आखिर क्या लाभ है। मैं जानता हूँ कि दमको हटाने में दिक्कत होगी, लेकिन दम में रिकार्म करने का तो प्रयत्न करना चाहिये। आप कहते हैं कि वह डेफिमिट में चल रही है। वह डेफिसिट में क्यों न चलेगी? जब एक व्यक्ति रोडवेज में चार घंटे में पहुँच सकता है, तो वह आप की गाड़ी में चौदह घंटे क्यों लगायेगा? मैं यह कहना चाहता हूँ कि या तो इस गाड़ी को ठीक ढंग से चलाया जाय और या फिर इसको उखाड़ कर अलग कर दिया जाय। आप गुड्ड ट्रेन चलाइये, लेकिन पैसिंजर ट्रेन को ज्यादा डील मत कीजिये और इस समय को कम करने की कोशिश कीजिये।

मेरे पास बात तो कहने की बहुत थी, लेकिन चूँकि अब समय खत्म हो गया है, इस लिये मैं समाप्त करता हूँ।

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 Bez-wada.

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 moves from 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 make out 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 Bez-wada to Waltair, they stop the train at Gopalapuram, 1½ miles from Waltair and they take their own time to receive the train at Waltair station. I do not understand why people should wait. The train comes at about 11 o'clock. It is only 1½ miles from Visakhapatnam. Because of zonalism, the people have to

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. Vedakumari: 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)

श्री म० ल० द्विवेदी (हमीरपुर): श्रीमान्, मैं व्यवहार प्रक्रिया, संहिता १९०८ अर्थात् कोड आफ सिविल प्रोसीड्यर १९०८

में कुछ संशोधन करने के लिए एक विधेयक प्रस्तुत करने की इजाजत चाहता हूँ।

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a bill further to amend the Code of Civil Procedure, 1908."

The motion was adopted.

श्री म० ल० द्विवेदी: श्रीमान्, मैं विधेयक को प्रस्तुत करता हूँ।

INDIAN PENAL CODE (AMENDMENT) BILL

(Insertion of new Section 124B)

Shri Raghunath Singh (Varanasi): Sir, I beg to move:

"That the Bill further to amend the Indian Penal Code, 1860, be taken into consideration."

उपाध्यक्ष महोदय, हिन्दुस्तान की आजादी के बाद इंडियन पीनल कोड में कुछ संशोधन की आवश्यकता है और इस लिए संशोधन की आवश्यकता है कि जब इंडियन पीनल कोड भारतवर्ष का कानून बना था, उस वक्त हम आजाद नहीं थे, हम पराधीन थे। लेकिन अब आजादी प्राप्त करने के बाद हमारे दृष्टिकोण में भी अन्तर आ गया है और अपराधों में भी अन्तर आ गया है। इंडियन पीनल कोड का चैप्टर ६, धारा १२१ से १३० तक आफेंसिबल अगेनेस्ट स्टेट के विषय में है। चूँकि उस वक्त हम एक पराधीन मुल्क थे और विदेशी शासकों का यहाँ पर अपनी सत्तनत कायम रखनी थी, लिहाजा उन्होंने इस देश में कानून इस दृष्टि से बनाए कि कैसे एक पराधीन-मुल्क को अपने अधीन रखा जा सके। उन्होंने कभी इस की कल्पना भी नहीं की थी कि हिन्दुस्तान में सेडिशन होगा या ट्रिजन होगा। लेकिन इस के पहले चूँकि १८५७ में राज-विद्रोह हो चुका

[श्री रघुनाथ सिंह]

था, लिहाजा चैप्टर ७ में स्पूटिनी के आफ़ेन्सिज का वर्णन पावेंगे, लेकिन राज्य के विरुद्ध जो आफ़ेन्सिज एक आजाद मुल्क में होते हैं, उन का वर्णन इस पीनल कोड में नहीं है।

राज्य के विरुद्ध चार प्रकार के अपराध होते हैं जिन को अंगरेजी में ट्रीजन कहते हैं, ट्रेचरी कहते हैं, सेडीशन कहते हैं और (Mutiny) राज-विद्रोह कहते हैं। जहाँ तक सेडीशन का ताल्लुक है, उपाध्यक्ष महोदय जैसा कि आप जानते हैं, १२४ धारा का अमेंडमेंट उस वक्त हुआ, जब कि बाल गंगाधर तिलक के खिलाफ़ एक स्पीच देने के सम्बन्ध में एक केस चला। उस वक्त सेशन जज, स्ट्रेची, ने यह फैसला दिया कि इंडियन पीनल कोड में सेडीशन के लिए कोई सजा नहीं है, लिहाजा लोकमान्य को उस अपराध से छोड़ दिया गया और फिर इस सेशन में संशोधन किया गया। और उसी सेशन के अनुसार हिन्दुस्तान के बहुत से महानुभावों को सजाये हुई हैं। लेकिन जहाँ तक कि ट्रीजन और ट्रेचरी का सम्बन्ध है, इसका कहीं भी जिक्र इस इंडियन पीनल कोड में नहीं है। आप दुनिया की कांस्टीट्यूशंस को देखें। आप सोवियत संघ तथा चाइना को छोड़ दे क्योंकि वहाँ पर बहुत ही सख्त कानून इस सम्बन्ध में हैं। लेकिन जो डेमोक्रेटिक नेशंस हैं, जैसे इंग्लैंड और अमरीका हैं, उनकी कानून में आप पावेंगे कि इसके लिए बहुत सख्त सजा रखी हुई है। इंग्लैंड में पहले पहल ट्रीजन एक्ट १३५१ में बना था, उसके बाद १७०० में बना, फिर १८४८ में बना और अंतिम ट्रीजन एक्ट जो है वह १९४५ का है। इसी प्रकार से अमरीका का जो कोड है, उस कोड के सेशन २३८१ में आप पावेंगे कि इस ट्रीजन को उन्होंने डिफ़ाइन कर दिया है और इसके लिए सजा रखी है। वहाँ ट्रीजन के माने यह दिये हैं :—

"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.

ट्रेचरी की डेफिनिशन भी आप अमरीकी कोड में पावेंगे और इंगलिश ला में भी। इंग्लैंड में ट्रेचरी एक्ट सन् १९४० में पास हुआ था। उसके सेशन ४ में इसको डिफ़ाइन किया गया है। अमरीकी कोड में २३८१ के बाद इस सम्बन्ध वाले धाराओं में यह कानून है।

यहाँ पर भी १९३९ में डिफेंस आक्ट इंडिया एक्ट बना था। इसके अनुसार जो रूल ३४ व रूल ३५ बनाये गये थे उनसे हम सभी लोग परिचित हैं। यहाँ पर आप यह कह सकते हैं कि यह जो एक्ट बना था यह उस वक्त बना था जबकि हम आजाद नहीं थे और इस समय कौन सा संकट हमारे सामने उपस्थित है। क्या कारण है कि मैं आपके सामने इस संशोधन को उपस्थित कर रहा हूँ। मैं आपको बतलाना चाहता हूँ कि आजादी मिलने के बाद काश्मीर में एक आर्डिनेंस निकाला गया था और यह उस समय निकाला गया था जब कि शेख अब्दुल्ला वहाँ के प्राइम मिनिस्टर थे। इसका नम्बर ८ था और इसको संवत् २००५ में इकू किया गया था। संवत् २००५ इसलिए लिखा गया क्योंकि वहाँ पर विक्रमी संवत् ही चलता है। इसके सेशन ३ से यह जाहिर होता है कि आजादी मिलने के बाद हमारे सामने कौन कौन सी समस्याएँ उपस्थित हो सकती हैं और उन समस्याओं का हम कानून द्वारा किस तरह से सामना कर सकते हैं। आज वही शख अब्दुल्ला कहते हैं कि वह एक ब्लक एक्ट है। उन्होंने इसको पास करवाया

या और आज वही इसको ब्लैक एफ्ट की संज्ञा देते हैं।

मैं ने जो बिल रखा है वह एक सिम्पल सा बिल है और छोटा सा बिल है। आप पूछ सकते हैं कि आखिरकार इसकी आवश्यकता क्यों महसूस हुई है। इसकी आवश्यकता इसलिये महसूस हुई है कि आज भारतवासियों के सम्मुख तीन प्रकार की समस्याएँ हैं और उनका सामना हमको करना है यदि हम अपनी आजादी की रक्षा करना चाहते हैं। पहली तो यह है कि यूनिटी आव इंडिया की रक्षा करनी है, दूसरी यूनिटी आव दी स्टेट को बनाये रखना है और तीसरे यहाँ पर सिक्योरिटी बनाये रखना है। इन सब चीजों की हिफाजत करने के लिये हमारे पास कोई पैगा कानून होना चाहिये जिस से कि हम भारतवर्ष के हित में कार्य कर सकें और यहाँ पर स्थिति सामान्य बनी रह सके। आप कह सकते हैं कि होस्टिलिटी तो है नहीं, तो फिर इस बिल को क्यों पेश किया जा रहा है। मैं कहता हूँ कि अब भी होस्टिलिटी है, विदेशी फौजे आज भी हमारी जमीन पर मौजूद हैं। अभी भी एग्रेसर की फौजे हिन्दुस्तान के एक भूभाग पर यानी काश्मीर में मौजूद है। जब तक पाकिस्तान की फौजें हमारे किसी भाग पर मौजूद रहेगी, होस्टिलिटी बनी रहेगी वह सीज नहीं हो सकती है। दो तरह के आफेंसिव स्टेट के अग्रेसट हो सकते हैं। एक तो ये आफेंसिव इंडियन सिटिजन्स के द्वारा हो सकते हैं और दूसरे एलियंस के द्वारा हो सकते हैं। जो मेरा बिल है वह कहता है कि चाहे कोई इंडियन सिटिजन हो या एलियन हो, अगर वह भारतवर्ष की यूनिटी के खिलाफ या भारतवर्ष की सुरक्षा के खिलाफ, या भारतवर्ष की आजादी के खिलाफ कोई कार्य करता है तो उसको सजा देने का पूरा हक सरकार के पास होना चाहिये।

अभी तीन दिन की बात है कि मेजर जनरल अकबर खाँ ने लाहौर में ४-३-५८ को तकरीर करते हुये कहा था :

"The immediate duty of every Pakistani is to create and support a strong internal movement in India."

इस तरह की बातों को हिन्दुस्तान के खिलाफ कहा जा रहा है और बड़े जोरों के साथ कहा जा रहा है। अलामा मशरकी सहाब ने थोड़े दिन हुये कहा था कि 'हमें लोगों को हथियारों के द्वारा, अस्त्र शस्त्र द्वारा काश्मीर के उस भूभाग को अपने हाथ में ले लेना चाहिये जो कि इस समय भारत के हाथ में है।' इसका साफ अर्थ यह है कि वे लोग भारतवर्ष की आजादी के लिये एक खतरा उत्पन्न करना चाहते हैं और हमारे इस कथन की कोई परवा नहीं करते हैं कि हम पीसफुल नेशन हैं, पंचशील में हम विश्वास करते हैं और किसी पर आक्रमण हम करना नहीं चाहते। वे लोग एक्सटरनली और इंटरनली, दोनों तरह से विद्रोह की अग्नि पैदा करना चाहते हैं। उस अग्नि से हमको अपनी आजादी की रक्षा करनी है।

शेख अब्दुल्ला ने २१-२-५८ को अपनी एक स्पीच में कहा है :

"If you are afraid of the police you cannot achieve your objective."

मृदुला साराभाई की तरफ से भी हम सब मੈम्बरों के पास बहुत सा साहित्य आता है और आप लोगों ने उसको पढ़ा भी होगा। इसके बाद शेख अब्दुल्ला ने दो तीन दिन पश्चात कहा "क्या दी ट्रेटर्स"। काश्मीर में कौन ट्रेटर है ? इसके मानी यह है कि काश्मीर में जो राज सत्ता कायम है और जिन्होंने वहाँ पर हुकूमत की बागडोर सम्भाली हुई है वे ट्रेटर हैं, हम लोग जो कि पार्लियामेंट के मੈम्बर हैं, ट्रेटर हैं। इसके बाद वह कहते हैं "स्पिट आन वेयर फेसिस्त"।

[श्री रघुनाथ सिंह]

अगर पुलिस मारे तो उसके मुंह पर धूको । इस प्रकार की जो स्पीचिज उन्होंने दी है वे हमारे सामने आ रही है - इसके बाद बन्सी साहब को वह कहते हैं कि वे आर इंडियन जेंट्स । जो पैम्फलेट जारी होते हैं उन्होंने में से मे ये सब बातें कह रहा हूं । इसके साथ ही साथ वह कहते हैं कि तीन पार्टियां हैं, एक पाकिस्तान, दूसरा भारत और तीसरा काश्मीर । यही उनकी ध्युरी है । इसका मतलब यह है कि काश्मीर के बारे में हमारी जो पालिसी है, काश्मीर को जो कि भारत का एक हिस्सा है, उसको वह हिन्दुस्तान से अलग समझते हैं । जो मेरा बिल है वह उन लोगों के साथ पूरी तरह से डील करने के उद्देश्य से लाया गया है जो हिन्दुस्तान के किमी भूखंड के लिये आजादी की मांग करते हैं ।

आज आप जानते हैं कि यहा पर तीन बार मूवमेंट्स चल रही हैं । एक मूवमेंट बिहार में शुरू की गई है जिसका नाम है "भारत राज आन्दोलन" । इसका मतलब यह है कि जो पहाड़ी लोग हैं उनके लिये एक अलग राज्य हिन्दुस्तान के अन्दर कायम हो अर्थात् स्टेट अंडर स्टेट । इस भारत राज मूवमेंट के बहुत से लोग अभी हाल ही में एरेस्ट हुये हैं ।

कुछ माननीय सदस्य : बिहार में कहां ?

श्री रघुनाथ सिंह : पालामू मे यह हुआ है । आप अखबार मे देख सकते हैं । वहां बहुत से लोग गिरफ्तार हुये हैं । उन लोगों का यह कहना है कि उनके लिये एक अलग से छोटा सा राज्य हिन्दुस्तान के अन्दर होना चाहिये । वहां पर जो स्पीचिज हुई उनमे उन्होंने कहा है कि पुलिस वाले अगर आबे तो उनका सामना करना चाहिये । पुलिस का कैसे सामना करना चाहिये यह सिखाने के लिये उन्होंने जंगल में ट्रेनिंग देना शुरू कर दिया है । इसके आधार पर बिहार गवर्नमेंट ने उसके बहुत से लोग एरेस्ट कर लिये हैं ।

एक मूवमेंट और शुरू हुई है जिसका उद्देश्य यह है कि तमिलनाडु और लंका को मिलाकर एक राज्य बना दिया जाए । लंका के साथ हमारी दोस्ती है । यह किस तरह की फ्रीडम आफ स्पीच हुई, यह मेरी समझ में नहीं आया । इसका कही न कही तो अन्त होना चाहिए ।

तीसरी मूवमेंट और शुरू हुई है और वह नागा प्रदेश में शुरू की गई थी । कुछ लोग भाग करके हिन्दुस्तान से बाहर चले गए और अब वे हिन्दुस्तान में आना भी नहीं चाहते और कहते हैं कि हम तो वही रहेंगे । मे आपसे यह कहना चाहता हूं कि इस प्रकार की आज देश में जो भंयकर अवस्था उत्पन्न होती जा रही है, उस से अपने देश को मुक्त करना है और हम को अपने फ्रेडरेशन और अपने संघ की रक्षा करनी है । अगर हम अपने संघ की रक्षा नहीं करेगे तो अमरीका के समान हमारे देश में भी सिविल वार हो सकती है । आज इंडो-नीशिया का क्या हाल है । सीमा पर स्थित कोई टापू कहता है कि वह संघ से अलग रहेगा, हर एक आदमी और छोटे छोटे राज्य जैसे नागा लोग नागस्तान अलग बना ले, कड़गम पार्टी अलग राज्य बना ले, सीलोन और लंका अलग राज्य बन जाय, और काश्मीर अलग हो जाय तो हिन्दुस्तान कहा रहेगा और भारतवर्ष कहा रहेगा और हिन्दुस्तान का संघीय शासन कहां रहेगा । इस संघीय शासन की रक्षा करने के वास्ते हमको निहायत लाजिमी है कि हम एक ऐसा कानून बनाये जिससे कि भारतवर्ष की रक्षा हो सके । आप कहेंगे कि इसी वक्त इसकी क्या जरूरत थी । मे आप के सामने दो, तीन आंकड़े रखना चाहता हूं । पश्चिमी बंगाल मे पाकिस्तानियों की तरफ से ६ महीने के भीतर १० बौर्डर रेड्स हो चुके हैं । उन के लोग यहां आते हैं और उन के साथी यहां पर मौजूद हैं । वे हमारी गांव, बाँधों,

धीरतों और बच्चों आदि को लेकर चले जाते हैं। इस तरह की बातें नहीं होनी चाहियें।

इसी के साथ आप देखेंगे कि यहाँ ६ महीने के भीतर ३२ बम विस्फोट हुए जिसके कि परिणामस्वरूप ६ आदमी मारे गये और १७ घायल हुए। ४ पुल तोड़े गये, एक गुरुद्वारा नष्ट किया गया और १ मंदिर नष्ट किया गया। १७ पाकिस्तानी एजेंट जो कि हिन्दुस्तान में रहते थे उनको गिरफ्तार किया गया और उनके ऊपर मुकद्दमा चल रहा है। २१ आदमी ऐसे गिरफ्तार हुए जिनके कि पास बम थे और इस आशय क वैम्फलट थे कि हिन्दुस्तान क विरुद्ध बग़ावत की जाय। ३८ केस ऐसे हैं जिनमें बाम्बू एक्सप्लोजस हुए हैं और २० केस ऐसे हैं जिनके कि पास बम एक्सप्लोजिब्ल्स थे और जो कि कहीं न कहीं सेबोटैज करना चाहते थे। ऐसी अवस्था मे मेरी आपसे प्रार्थना है कि अगर हिन्दुस्तान के संघ की रक्षा करनी है तो हमें ऐसे उपाय का आश्रय लेना होगा और ऐसा कानून बनाना होगा जो कि देश की रक्षा कर सके। इस के साथ ही साथ आपने अलबारी में पढ़ा होगा कि कुछ पार्टियाँ और राजनैतिक तत्व हमारे देश में ऐसे विद्यमान हैं जो कि हमारे राष्ट्रीय झंडे का जो कि हमारे राष्ट्र की एकता का प्रतीक है और जिस की शान और मर्यादा की रक्षा के लिए हमारी फ़ौज जान तक देने को सदा तत्पर रहती है उस झंडे को एक आन्दोलन के नाम पर मार्सजनिक् तौर पर अपमान किया गया और उस को जलाया गया। हमारे उन देशवासीयों को राष्ट्रीय झंडे का अपमान करते और जलाते लाज नहीं आता। ऐसी घटनाओं को देश में होने से रोकने के वास्ते मेरी आप से यह प्रार्थना है कि इस प्रकार के कानून की बनाने की निहायत आवश्यकता है। लोग कहेंगे कि इंडियन फिल कोड में

ट्रजन और ट्रचरी के लिये कानून है। मैं इस सम्बन्ध में अपने २५ वर्ष के तजुबों के आधार पर यह चीज कह सकता हूँ कि इंडियन फिल कोड में ट्रचरी, ट्रजन और फलैनी के वास्ते कोई सजा नहीं है। जिस वक़्त यह कानून बना था उस वक़्त हिन्दुस्तान एक पराधीन देश था। मैडिशन और म्यूटिनी के वास्ते चैप्टर ६ और ७ है जो कि उस में सजा देता है लेकिन इन चीजों के वास्ते इस में कोई सजा नहीं है। इस वास्ते मेरा आप से यह निवेदन है कि सरकार इस महत्वपूर्ण विषय पर अच्छे तरीके से ध्यान दे और विचार करे कि हमें एक ऐसे कानून का आश्रय लेना चाहिये, एक ऐसा संशोधन उपस्थित करना चाहिये जिस से इस प्रकार के लोगों को हम दंड दे सकें।

रज़ाकार मूवमेंट के बारे में सब लोग परिचित हैं ही कि रज़ाकारों ने हैदराबाद में कितना अत्याचार और अन्याय किया था और जिस को कि उस समय भारत सरकार ने बड़ी कुशलता से दबा दिया था। आज हैदराबाद में वही रज़ाकार मूवमेंट फिर से रिआगेंनाइज हो कर दूसरे नाम से प्रकट हुआ है। तीन, चार रोज़ हुए काश्मीर में उस का मगठन हो रहा है। मैं पूछना चाहता हूँ कि यह मगठन क्यों हो रहा है और यह किम के खिलाफ़ किया जा रहा है? यह ब्रिक्कुल स्पष्ट है कि यह हिन्दुस्तान की आजादी के खिलाफ़ मगठन किया जा रहा है ताकि हिन्दुस्तान फिर से गुलाम बने चाहे किन्हीं विदेशी फ़ौज से या किसी विदेश। मत्ता से, इस का प्रयास बड़े जोरों के साथ किया जा रहा है। ऐसे कुप्रयास का आज रोकना हमारे लिये बहुत ज़रूरी हो जाता है। मेरा संशोधन विषयक बहुत छोटा सा है।

"Commits an Act towards harming the independence of India, unity of the Indian Union, its States or Security of its territory."

[श्री रघुनाथ सिंह]

इस के द्वारा हम चाहते हैं कि हमारे राष्ट्र की एकता बनी रहे और हमारे देश की वह अवस्था न हो जो बर्मा की हुई है। आज वहा की क्या अवस्था है? बर्मा भी हिन्दुस्तान की तरह से एक यूनियन है, ६ स्टेट्स मिल कर के बर्मा की यूनियन बनी है। इंडोनेशिया भी एक प्रकार की यूनियन है। आज बर्मा में गाड़ी पर आप चल नहीं सकते, नाव पर चल नहीं सकते। रंगून से ४० मील के बाहर कोई शासन नहीं है और वह इस कारण है कि उन्होंने दुकता से काम नहीं लिया। उन्होंने अपने यहाँ कोई कानून ऐसा नहीं बनाया जिस से कि भड़कती हुई विद्रोह की अग्नि पर मिट्टी डाली जा सके अथवा पानी डाला जा सके। यह तो स्पष्ट बात है कि अगर जब भड़कती है और वह दबाई नहीं जाती तो वह किसी न किसी को तो भस्म करेगी ही, अब चाहे वह हमें भस्म करे और चाहे विद्रोहियों को भस्म करे। हम इस अग्नि को भड़कने नहीं देना चाहिये। इस विषय में अब्राहम लिंकन ने ठीक ही कहा है कि अमेरिकन सिविल वार केवल गुलामी को हटाने के लिये नहीं है। यह सिविल वार हम इस वास्ते लड़ रहे हैं कि अमरीका की फेडरेशन बरकरार रहे और फेडरेशन की शक्ति बनी रहे और फेडरेशन ने जा कानून बनाये हैं उन कानूनों का साउथ और नार्दन दोनों स्टेट्स ठीक से मानते हैं कि नहीं। इस चीज के लिये वहाँ पर सिविल वार लड़ी गई। आज भी हम कहते हैं कि हमारा जो कानून है उस कानून को सब स्टेट्स मानती हैं वी नहीं मानती हैं और अगर कोई भी स्टेट नहीं मानती है तो हमें आवश्यक कदम उठाना होगा ताकि वह भी सघीय कानून को माने। इस के लिये आप को अपने को शक्तिवान और समर्थ रखना होगा। जाहिर है कि अगर आप ने सक्ती नहीं की और अगर आप के पास समुचित कानूनी व्यवस्था नहीं हुई तब तो कोई भी व्यक्ति खड़ा हो कर यह

कह सकता है कि हम हिन्दुस्तान से अलग हैं, आप को जो करना हो कर लीजिये। मैं ने इस अमेडिंग बिल को इस सदन के सामने प्रस्तुत किया है और मैं समझता हूँ कि सरकार उस पर बड़े गौर से ध्यान करेगी। मेरी यह मशा नहीं है कि मैं इस बिल को इस सभा के द्वारा पास कराऊँ या इस बिल की पास कराने के लिये आतुर हूँ लेकिन मैं सरकार में कहना चाहता हूँ कि आज हमारे देश के सामने एक भयानक स्थिति मौजूद है और उस की तरफ आप का ध्यान जाना चाहिये। आप इंडियन पिनल कोड को इस तरह से अमेड कीजिये ताकि आप ऐसे दारारती और विरोधी तत्व जोकि देश में अराजकता फैला रहे हैं उन को बखूबी डील कर सकें और समुचित सजा दे सकें। और मृदुला साराभाई हर राज काश्मीर के आर्डिनेंस का काला कानून बह कर कड़ेम कर रही है। व्कि आप के इंडियन पिनल कोड में इस तरह के अपराधों के लिये सजा देने का कोई प्राविजून नहीं है इसलिये आप इस आर्डिनेंस के द्वारा काश्मीर में रूल करते हैं। मेरा कहना है कि आप मेरे इस बिल को स्वीकार कर या इसके आधार पर कोई अमेडमेंट करेताकि दुनिया का यह कहने का मौका न हो कि काश्मीर में आर्डिनेंस रूल चल रहा है। आप ऐसी समुचित कानूनी व्यवस्था कर लें ताकि अगर देश में कोई अवाछनीय स्थिति उत्पन्न हो जाय तो आपको आर्डिनेंस, इस एस काले कानून बनान की आवश्यकता न हो बल्कि देश का जो साधारण कानून है उस कानून के अनुसार आप ऐसे विरोधी और दारारती तत्वों को सजा दे सकें और अपराधों की रोकथाम कर सकें। आज हमें हिन्दुस्तान की रक्षा करनी है और अपनी आजादी की रक्षा करनी है। जब तक हमारे देश की एक इंच जमीन पर भी पाकिस्तान की फौज रहेगी तब तक हम लोग कभी इस बात को नहीं मान सकते कि हिन्दुस्तान में होस्टिलिटी सीज हो चुकी है। होस्टिलिटी

तब तक सीख नहीं होगी जब तक कि हमारे हिन्दुस्तान में एक भी पाकिस्तानी सिपाही रहेगा। आज आप पाकिस्तान का बजट देखें तो आपको पता लगेगा कि पाकिस्तान बजट का ७० फीसदी खाली डिफेंस के ऊपर खर्च किया जा रहा है। उनकी नैवी हमारी नैवी से ज्यादा शक्तिशाली है। अभी सात दिन हुये पाकिस्तान को तीन कुजर्स अमरीका से प्राप्त हुये हैं। जहां एक तरफ इतनी ज़ोरों से सैनिक तैयारियां चल रही हो, वहां हमारे देश में लोग चुपचाप हाथ पर हाथ धरे बैठे रहें, यह उचित और वांछनीय नहीं है। हमको भी अपनी सुरक्षा की चिन्ता करनी चाहिये और उसके लिये आवश्यक कदम उठाने चाहिये। हम यह कभी बर्दाश्त नहीं कर सकते कि पाकिस्तान एजेंटों के द्वारा चाहे वे इंडियन नेशनल हो अथवा पाकिस्तानी नेशनल हो, हमारे गुस्ठारों और मदिरों को डाय़ा जाय और नष्ट किया जाय।

हम आजादी के बाद इस बात को नहीं महन कर सकते। इस वास्ते मैं सरकार मे कहता हूं कि वह इस पर ध्यानपूर्वक विचार करे और एक सुन्दर सा कानून इस सभा में उपस्थित करे ताकि हमारे देश की रक्षा के वास्ते आवश्यकता पडने पर उम का उपयोग हो सके।

14 56 hours.

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?

श्री श्री० चं० शर्मा (गुरदासपुर): यह अख्ये फौजदारी के वकील है।

Mr. Deputy-Speaker: Has the hon. Member moved it? May I place it before the House.

Shri Naushir Bharucha (East Khandes): 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 Chakravartty: 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 Chakravartty (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 man-slaughter 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. If the

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 loses 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 order to be applicable in certain districts. In that year they also

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

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

[Shri P. R. Patel]

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 also—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

[Shri Achar]

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 allow 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 licence 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 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 Sarhadh (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 Govern-

ment 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

[Shri Ajit Singh Sarhadi]

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

[Shri Datar]

that there has been a change after 1947. 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 negatived

**CODE OF CRIMINAL PROCEDURE
(AMENDMENT) BILL**

(Amendment of sections 516A and
517)

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 So 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 appealable 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.

[Shri Subiman Ghose]

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. E. 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. E. 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

[Shri Subiman Ghose]

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]

Barua, Shri Hem
Bharucha, Shri Naushir
Chakravarty, Shrimati Renu
Chavan, Shri D. R.
Dige, Shri

Achar, Shri
Ayyakkannu, Shri
Barupal, Shri P. L.
Basappa, Shri
Bhargava, Pandit Thakur Das
Chaturvedi, Shri
Chettiar, Shri R. Ramanathan
Daljit Singh, Shri
Das, Shri Ramdhani
Dasappa, Shri
Dessai, Shri Moaraji
Deshmukh, Shri K. G.
Dwivedi, Shri M. L.
Gandhi, Shri M. M.
Hem Raj, Shri
Jagan Singh, Shri

Galkwad, Shri B. K.
Ghose, Shri Subiman
Gounder, Shri Shanmuga
Nair, Shri Vasudevan
Panigrahi, Shri

Jogendra Sen, Shri
Kailwal, Shri
Keshava, Shri
Mafida Ahmed, Shrimati
Maiti, Shri N. B.
Mandal, Shri J.
Mehta, Shrimati Krishna
Naldurgker, Shri
Nehru, Shrimati Uma
Pahadia, Shri
Palchoudhuri, Shrimati Ila
Raghunath Singh, Shri
Ramanand Shastri, Swami
Ramaswami, Shri S. V.
Rameshwar Rao, Shri
Ranbir Singh, Ch.

The motion was negatived.

Shri Subiman Ghose: Yes.

Mr. Chairman: The question is:

"That the Bill further to amend the Code of Criminal Procedure, 1898, be taken into consideration." Those in favour will say "Aye".

Some Hon. Members: Aye.

Mr. Chairman: Those against will say "No".

Some Hon. Members: No.

Mr. Chairman: I think the "Noes" have it.

Shri P. R. Patel: The "Ayes" have it.

Shri Raghunath Singh (Varanasi): The "Noes" have it.

Mr. Chairman: Division has been claimed by the Opposition. Let the lobbies be cleared.

Shri M. B. Thakore (Patan): We are in a majority.

16.52 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

The Lok Sabha divided.

Ayes 15; Noes : 47

16.53 hrs.

AYES

Patel, Shri P. R.
Sonule, Shri H. N.
Thakore, Shri M. B.
Warior, Shri
Yadav, Shri

NOES

Rao, Shri D. V.
Reddy, Shri Viswanatha
Roy, Shri Bishwanath
Sahu, Shri Rameshwar
Samanta, Shri S. C.
Samentanbar, Dr.
Sambandam, Shri
Sarhadi, Shri Ajit Singh
Selku, Shri
Serval, Shri Vairava
Sharma, Shri D. C.
Siddanappa, Shri
Siva, Dr. Gangadhara
Subbarayan, Dr. P.
Umrao Singh, Shri

INDIAN PENAL CODE (AMENDMENT) BILL

(Omission of section 497)

Shri Raghunath Singh (Varanasi):
I beg to move:

"That the Bill further to amend the Indian Penal Code, 1860, be taken into consideration."

हमारे यहाँ यह जो इंडियन पीनल कोड १८६० का है उसमें जहाँ तक एडल्टरी का कानून का सम्बन्ध है यह एक बहुत छोटा सा मसौदा है।

Shri Naushir Bharucha (East Khadesh): 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 उसमें धारा ४९७ में हमने एक छोटा सा मसौदा उपस्थित किया है। उस मसौदा का अर्थ यह है कि आजकल के जमाने में जब कि माने विश्व में हमारी जो बहिनें हैं सब बात में कटती हैं कि हम पुरुषों के बिल्कुल बराबर हैं, सब बात में ईक्वालिटी चाहती हैं, तो मैं यह कहना चाहता हूँ कि कानून में भी उनकी ईक्वालिटी चाहिये। कानून में दो दृष्टियाँ नहीं होनी चाहिये। जो दृष्टि कि पुरुषों के लिये हो वही दृष्टि स्त्रियों के संबंध में भी हो। तो जब कि हमारी बहिनें लोग बड़े जोरों के साथ कहती हैं कि ईक्वालिटी ईक्वालिटी, ईक्वालिटी, तो हम पुरुष लोग भी बड़ी विनम्रता से कहते हैं कि अगर ईक्वालिटी है तो कानून में भी ईक्वालिटी हो।

जहाँ तक एडल्टरी का संबंध है, इंडियन पीनल कोड के चैप्टर २० में उसका क्रिक

है और धारा ४९३ में "एडल्टरी" की डेफिनीशन दी गई है। मेरा संशोधन धारा ४९७ के विषय में है। इस धारा का अर्थ यह है कि अगर कोई विवाहित स्त्री किसी पुरुष के साथ व्यभिचार करती है, तो पुरुष को तो सजा हो जाती है, लेकिन स्त्री को सजा नहीं होती है। उसका एक दूसरा रूप यह है कि अगर कोई स्त्री किसी पुरुष को बहका कर ले जाय और व्यभिचार करे, तो उसको क्या न सजा दी जाय? इस लिये मेरे संशोधन का आशय यह है कि जहाँ तक एडल्टरी का संबंध है, पुरुष और स्त्री दोनों के लिये बराबर अधिकार और बराबर कानून होना चाहिये। अगर हमें पुरुष के लिये सजा हो, तो स्त्री के लिये भी होनी चाहिये।

Shri Naushir Bharucha: Very un-chivalrous.

श्री रघुनाथ सिंह: ठीक है, लेकिन जहाँ तक कानून का संबंध है, वह सब के लिये बराबर होना चाहिये। बहुत से ऐसे केसिज देखे गये हैं...

उपाध्यक्ष महोदय: उनकी भी पच्चीस साल की प्रेक्टिस है। इसी लिये वह यह कह रहे हैं।

श्री रघुनाथ सिंह: बहुत से केसिज ऐसे देखे गये हैं कि स्त्रियाँ भी पुरुषों को बहका कर ले जाती हैं।

श्री डी० चं० शर्मा (गुरदासपुर): क्या बात कह रहे हैं।

पंडित ठाकुर दास भार्गव (हिसार): क्वेस्चन।

श्री रघुनाथ सिंह: अगर कोई पुरुष किसी स्त्री को बहका कर ले जाता है, तो उसको सजा दी जाती है। उसी तरह अगर कोई स्त्री किसी पुरुष को बहका कर ले जाये, तो उसको भी सजा होनी चाहिये। यह मेरा छोटा सा संशोधन है, जिसको मैं इस सदन के सामने उपस्थित करना चाहता हूँ। इस बिल

[श्री रघुनाथ सिंह]

को पहली पार्लियामेंट में हमारे एक दोस्त ने उपस्थित किया था, लेकिन तब यह इस स्टेज पर नहीं आया था। उन दोस्त ने हम से यह अनुरोध किया था कि इस बिल को हम फिर इस पार्लियामेंट में मूव करें।

उपाध्यक्ष महोदय : क्या वह पार्लियामेंट के मेम्बर नहीं रहे ?

श्री रघुनाथ सिंह : जी हा, वह मेम्बर नहीं रहे।

उपाध्यक्ष महोदय : ऐसा खतरा आप के लिये तो नहीं है।

श्री रघुनाथ सिंह : इस लिये मैंने इस बिल को आपके सामने उपस्थित किया है और मुझे पूरी उम्मीद है कि जितने पुरुष लोग यहाँ पर बैठे हैं, वे अपने अधिकारों की रक्षा के लिये मेरे इस बिल का समर्थन करेंगे।

Mr. Deputy-Speaker. Motion moved:

"That the Bill further to amend the Indian Penal Code, 1860, be taken into consideration".

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

17 hrs.

**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

**Salaries and Allowances of
Members of Parliament
(Amendment) Bill** 3748

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.

Friday, 7th March 1958

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730	Purchase of Railway Stores	3537-39
731	T. B. Cases among P&T Employees	3539-40
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706	Price of Rice in Delhi
710	Inauguration of Electric Train Service at Howrah
711	Kalka-Simla Railway
713	Babool Bark
716	Training of T. B. Workers
719	Slums in Delhi
720	"Vegetarian Eggs"
722	Foodgrain Import from U.S.A.
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727	Training of Civil Pilot

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745	Bombay-Ahmedabad Janata	3558-59
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749	Teak Plantation in Andhra	3560-61
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895	Quarters for Port Employees, Calcutta	3564
896	School for Port Workers' Children	3564-67
897	Western Shipping Corporation	3567
898	"G.M.F." Campaign in Rajasthan	3567-68
899	Warehouses	3568
900	N.E.S. Blocks in Punjab	3569
901	All India Transport Users' Conference	3570
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905	Development of Madras Port	3572-73
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928	Suicide by Railway Official . . .	3585
929	Mail Robberies . . .	3585
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931	Aerodrome Colonies . . .	3586
932	Railway Crossing near Annamalai University . . .	3586-87
933	Public Call Office at Sankarapuram (Madras) . . .	3587
934	Adulteration of Food Stuffs . . .	3587
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954	Level Crossing at Gudur Railway Station . . .	3599
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956	Foreign Shipping Trade . . .	3600-01
957	Import of eggs from East Pakistan . . .	3601
958	Foot-over Bridge at Sonapur . . .	3601-02
959	Assistant Commercial Inspectors on the N.E. Railway . . .	3602
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961	Bridge on River Digaru . . .	3603
962	Dairies in Delhi . . .	3603-04
963	Thefts on Railways . . .	3604-05
964	Dadar Railway Station . . .	3605-06
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966	Goods-shed and Platform at Charkhi Dadri Station . . .	3606-07
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968	Ticketless Travel . . .	3607-08
969	Air-conditioned Bogies . . .	3608
970	Ganga Barrage Project . . .	3608
971	Offences under Forest Act in Tripura . . .	3608-09
972	Telephone Facilities in Assam . . .	3609
973	Diesel Trains . . .	360
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Subject		
U.S.Q. No	COLUMNS	
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983 Shed and Platform at Malout Station	3614	
984 Electric Supply in Delhi	3615	
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995 Bridge at Daryabad	3620	
996 Jodhpur Railway Workshop	3620-21	
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BILL INTRODUCED	3623	
The Appropriation (Railways) Bill, 1958.		
DEMANDS FOR GRANTS—RAILWAYS	3623-87	
Further discussion on Demands for Grants in respect of Railways continued. The discussion was not concluded.		
PRIVATE MEMBERS BILLS INTRODUCED	3687-88 3746-48	

The following Bills were introduced :

- (1) The Code of Criminal Procedure (Amendment) Bill 1958 (Amendment of section 42 and 562 by Shri Raghunath Singh).

PRIVATE MEMBERS BILLS COLUMN INTRODUCED—contd.

Subject	
(2) The Code of Civil Procedure (Amendment) Bill, 1958 (Omission of section 87B) 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	
BILL UNDER CONSIDERATION	
Shri Raghunath Singh moved that the Indian Penal Code (Amendment) Bill (Insertion of new section 124B) be taken into consideration. The discussion was not concluded.	
PRIVATE MEMBERS BILL WITHDRAWN	3701-10
Shri Subin Ghose moved for the consideration of the Indian Penal Code (Amendment) Bill (Amendment of section 304 A). The Bill was withdrawn by leave of Lok Sabha.	
BILL NEGATIVED	3711-42
(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 Subin 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	
PRIVATE MEMBERS BILL UNDER CONSIDERATION	3743-46
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	
Consideration and passing of the Appropriation (Railways) Bill 1958 and also passing of the Demands for Grants on Account in respect of the General Budget for 1958-59.	