

Train Examiners

4408. { Ch. Ranbir Singh;
Shri Ganpati Ram:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Train Examiners in the scale of Rs. 150—225 who qualified prior to 10th February, 1958 in the Suitability Test have been treated Senior to those who qualified subsequently on the Northern Railway;

(b) if so, whether the same has been implemented in the Delhi Division also; and

(c) whether it is also a fact that the representations of the personnel who were adversely affected have been considered and rejected by the General Manager, Northern Railway; and

(d) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). Yes, Sir.

(c) Yes, by the Chief Personnel Officer, Northern Railway.

(d) The decision to treat the persons who qualified prior to February 1958 as senior to those who qualified subsequently is applicable to all the Divisions of the Northern Railway and no exception could be made in respect of staff of Delhi Division.

दिल्ली दूग्ध योजना

४४०६. श्री प्रकाशबीर शास्त्री: क्या कृषि तथा कृषि मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दिल्ली दूग्ध योजना के अन्तर्गत जो दूग्ध दिया जाता है वह निर्धारित स्टैंडर्ड के बराबर नहीं है;

(ख) क्या उस में किसी किस्म का पाउडर (चूर्ण) मिलाया जाता है;

(ग) यदि हाँ, तो उसका क्या नाम है और वह किस मात्रा में मिलाया जाता है; और

(घ) ऐसा करने के क्या कारण हैं?

कृषि उपमंत्री (श्री मो० ब० कृष्णप्पा):

(क) जी नहीं।

(ख) से (घ) दिल्ली दूग्ध योजना ३ किस्म का दूग्ध बेचती है अर्थात् (१) भैंस (२) गाय और (३) टॉन्ड। इन किस्मों के दूग्ध का मिश्रण निम्न प्रकार है:—

दूग्ध की जैसा दिल्ली दूग्ध जैसा खुराक में किस्म योजना द्वारा मिलावट रोकने संभरण किया के अधिनियम गया में दिया है

	चरबी एस०एम०	चरबी एस०एम०
	% एक०%	% एक०%

भैंस	६.४	से ६.२	६.००	६.००
	६.५			

गाय	४.६	८.५	४.००	८.५
	से	से		
	४.८	८.७		

टॉन्ड	३.१	८.८	३.००	८.५
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जब इन किस्मों के दूग्ध में चर्बी अथवा 'चर्बी के अतिरिक्त ठोस' की मात्रा खुराक में मिलावट रोकने के अधिनियम द्वारा व्यवस्थित न्यूनतम मात्रा से कम हो तब यह आवश्यक समझा गया है कि उनको बढ़ाने के लिये ताजा क्रीम या फुवारे द्वारा सुखाया हुआ दूग्ध का चूर्ण मिलाया जाये।

Diversion of Drain No. 8 into Najafgarh Jhill, Delhi

4410. { Shri C. K. Nair;
Shri Naval Prabhakar:

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

(a) whether it is a fact that part of the drain No. 8 is being diverted into the Najafgarh Jhill which will create bigger logging problems for the State of Delhi;

(b) whether the Punjab Government consulted the Delhi Administration or the Central Government in this connection; and

(c) what steps do Government propose to take to protect Delhi area from such a menace?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) A cut with a discharging capacity of 450 cusecs as recommended by the Three-man Committee appointed by the Ministry of Irrigation and Power has been agreed to from the outfall of drain No. 8 to the Najafgarh jheel for relieving drainage congestion in Jahazgarh area, subject to the condition that the following works should be completed before the operation of the cut:—

- (i) Diversion channel from Gohana via Punjab territory to the river Yamuna;
- (ii) Najafgarh Drainage Scheme, Phase II;
- (iii) Control regulators on the proposed cut; and
- (iv) Further enlargement of Najafgarh drain.

The additional waters from the Jahazgarh area would be permitted to pass into the jheel only after the attainment of water level at R.L. 688.

(b) The drainage problem of areas adjoining Delhi and Punjab was considered at a meeting held in the Ministry of Irrigation and Power on 20th October, 1960. The representatives of the Central Government, the Delhi Administration and the Punjab Government were present. In this meeting, a three-man Committee was appointed for examining the drainage problems. This Committee's report was accepted by all concerned, and as far as the cut from Jahazgarh area to the Najafgarh jheel was concerned, the conditions indicated in reply to (a) above were stipulated.

(c) In view of (a) and (b) above, this does not arise.

Drinking water supply in Delhi

4411. { Shri C. K. Nair;
Shri Naval Prabhakar:

Will the Minister of Health be pleased to state:

(a) the name of the Ministry which is responsible for the full supply of drinking water for the city of Delhi;

(b) the schemes which are under way for ensuring the full supply of drinking water for the city within the Third Five Year Plan, and

(c) the total cost involved in these schemes.

The Minister of Health (Shri Karmarkar): (a) The Municipal Corporation of Delhi is responsible for the supply of drinking water to Delhi. The Ministry responsible for answering question in Parliament regarding water supply to Delhi is the Ministry of Health.

For giving directions to the Municipal Corporation of Delhi under Section 487 of the Delhi Municipal Corporation Act, 1957 (No. 66 of 1957), the Ministry of Home Affairs are the administrative Ministry.

(b) During the Third Five Year Plan it is proposed to increase the capacity of Water Works from 90 to 130 million gallons per day and all works to achieve this, such as raw water pumps, mains, treatment plants reservoirs, Venturi Meters, Distribution Mains etc. have been included in the Third Five Year Plan.

(c) The estimated cost of schemes approved to be included in the Third Five Year Plan is Rs. 500.32 lakhs.

Diversion of Drain No. 8 into Jamuna

4412. { Shri C. K. Nair;
Shri Naval Prabhakar:

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

(a) whether the Government have received any complaints from some

villagers in Delhi regarding the diversion of drain No. 8 of Rohtak into Jamuna through drain No. 6;

(b) steps taken by Government to rectify their grievances; and

(c) the alignment that is agreed upon between the Central and the Punjab Governments?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The reply is in the affirmative.

(b) The matter is receiving attention of technical experts of Punjab and Central Government.

(c) No alignment has yet been agreed to.

Pay scales of Surgeons in Delhi

4413. Shri S. M. Banerjee: Will the Minister of Health be pleased to state:

(a) whether new pay scales recommended by Pay Commission for the doctors both Assistant Surgeon, Grades I and II working under Delhi Administration have not yet been implemented;

(b) if so, the reasons for the abnormal delay;

(c) whether some of the doctors have been fixed in the scale of Rs. 375—800;

(d) whether this pay scale was recommended by the Pay Commission;

(e) whether non-practising allowance is paid to all doctors; and

(f) if not, whether they are allowed private practice?

The Minister of Health (Shri Karmarkar): (a) and (b). The Pay Commission's recommendations for revision of the pay scale of the posts of Assistant Surgeons, Grade II have been implemented.

The posts of Assistant Surgeon, Grade I are included in Grade V of the Central Health Service. Revised scales of pay for all the Grades of

the Central Health Service, including Grade V have been notified. Pending the formation of the Central Health Service Cadre, however, steps have been taken to prescribe revised scales of pay for individual posts including the posts of Assistant Surgeon, Grade I.

(c) and (d). No.

(e) Non-practising allowance is paid to all the doctors under the Delhi Administration except the following:—

1. Principal, Maulana Azad Medical College.

2. Additional Medical Superintendent, Irwin Hospital.

3. Medical Officers who have been declared as Authorised Medical Attendants for the treatment of Government servants and their families.

4. E.N.T Specialist.

(f) The following are allowed private practice:—

1. Additional Medical Superintendent who is holding the additional charge of the post of Staff Surgeon, Delhi.

2. E.N.T. Specialist.

3. Medical Officers who have been declared as Authorised Medical Attendants are allowed private practice among the families of entitled Government servants only.

Electrification between Sambalpur and Rourkela Stations

4414. Shri P. G. Deb: Will the Minister of Railways be pleased to state:

(a) whether any progress has been made regarding the electrification of Railway Stations between Sambalpur and Rourkela;

(b) if so, the total amounts sanctioned for the same; and

(c) when the work is likely to be completed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). Between Sambalpur and Rourkela, 5 stations namely Rourkela, Rajgangpur, Jharsuguda, Sambalpur Road and Sambalpur have been electrified at an approximate cost of Rs. 67,921. Electrification of Panposh station at an anticipated cost of Rs. 5,000 have been included in 1961-62 Works Programme.

Water Scarcity for Irrigation in Orissa

4415. Shri P. G. Deb: Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government are aware of the fact that there is a great scarcity of water for irrigation purposes during summer months in Aunli area of Sambalpur district in Orissa; and

(b) if so, the steps taken to ease the situation?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The information is being collected and will be laid on the Table of the House.

Community Blocks in Sambalpur District

4416. Shri P. G. Deb: Will the Minister of Community Development and Cooperation be pleased to state:

(a) the number of community blocks which have been opened in 1960 in the Sambalpur District;

(b) the names of the blocks and the amount spent on each block; and

(c) why no blocks have been opened in Deogarh sub-division so far?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): (a) 4 Pre-extension blocks were opened in Sambalpur District in 1960. Besides this 2 Pre-extension blocks of Maneswar and Anbabhona which were opened in the District in 1959 were also converted to Stage-I in 1960.

(b) The names of the 4 Pre-extension blocks opened in 1960, and the expenditure incurred in each of those blocks are as follows:

	Rs.
(1) Rairakhol	5,500.00 (up to Feb., 1961)
(2) Bijepur	6,947.00 (up to March, 1961)
(3) Deogarh	558.00 (up to Feb., 1961)
(4) Jujumara	991.00 (up to Feb., 1961)

(c) In Deogarh sub-division, Deogarh block was opened in October, 1960 and Barkote block in April, 1961.

Bhubaneswar-Rourkela Bus Service

4417. Shri P. G. Deb: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government are aware of the fact that people are put to great difficulty during summer by travelling in Government Buses from Bhubaneswar to Rourkela;

(b) if so, action being taken in the matter; and

(c) whether Government propose to introduce air-condition bus service during summer on this route?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The information required is being collected from the Government of Orissa and will be laid on the Table of the House as soon as it becomes available.

Bridge over River Brahmini, Orissa

4418. Shri P. G. Deb: Will the Minister of Transport and Communications be pleased to state:

(a) whether the Orissa Government had requested the Centre for construction of a bridge over the river Brahmini near Talchar and Deogarh border; and

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

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

The Orissa Government first proposed the construction of this bridge in December 1957 for being financed from the Central Fund allocations to the State. On reconsideration, the State Government modified their proposals and in their modified proposals this bridge work was not accorded a sufficiently high priority. Consequently, this bridge work could not be accommodated within the free balance in the States allocation account.

National Highway No. 6 in Orissa

4419. Shri P. G. Deb: Will the Minister of Transport and Communications be pleased to state:

(a) whether the National Highway No. 6 passing through Barkote and Sambalpur in Orissa has been completed;

(b) how much land was acquired for the purpose;

(c) whether it is a fact that Orissa Government till now have been charging and collecting land revenue from the people whose lands had been acquired for the National Highway;

(d) if so, the reason therefor;

(e) the amount of compensation paid so far to the people whose land was acquired; and

(f) whether the land revenue collected has been refunded?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The entire section of National Highway between Sambalpur and Barkote is through and traffic passes on this route unhampered. Some improvement works are, however, being carried out on this route.

(b) to (f). The required information is being collected from the State Government and will be laid on the Table of the Sabha in due course.

Fruits in Kuchanda Sub-division of Orissa

4420. Shri P. G. Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware of the fact that Kuchanda Sub-division in Orissa is famous for oranges mangoes and other fruits;

(b) if so, whether the horticulture department has any proposals to exploit fruit industry in this area; and

(c) if so, the details thereof?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) Yes.

(c) Intensive fruit production drive has been started since 1960-61 and steps have been taken to concentrate the cultivation of mango, orange and other tropical fruits in this area.

Godowns for Rice Storage in Orissa

4421. Shri P. G. Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Central Government has constructed any warehouses and godowns for rice storage in Orissa State;

(b) if so, the amount spent so far and the location of places; and

(c) whether any godowns have been constructed at Bhojpur and Barkote of Sambalpur District and kiakata and Bagdia of Dhankanal District in Orissa?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Construction of a godown of 10,000-ton capacity at Khurda Road is in progress and the expenditure so far incurred on construction is Rs. 3,17,536 against the total estimated expenditure of Rs. 17,12,373.

Construction of additional godowns of 5,000-ton capacity each at Balasore, Bhubaneshwar and Rourkela has been approved.

(c) No.

Trunk Telephone Line between Sambalpur and Deogarh

4422. Shri P. G. Deb: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government are going to have a direct trunk telephone line between Sambalpur and Deogarh in Orissa;

(b) if not, the reasons therefor; and

(c) whether it is economical to have a shorter route instead of the lines passing through Kuchinda in a roundabout way?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) No.

(b) A direct circuit is not justified.

(c) No.

Deogarh Hospital in Orissa

4423. Shri P. G. Deb: Will the Minister of Health be pleased to state:

(a) whether Government are aware of the fact that the Deogarh Hospital in Orissa is not properly staffed according to Government Regulations;

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

(c) the present strength of the Hospital staff in different sections as compared with 1947?

The Minister of Health (Shri Karmarkar): (a) to (c). Information is being collected and will be laid on the Table of the Sabha in due course.

Procedure for Supply of Timber in Orissa

4424. Shri P. G. Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware that the procedure regarding the supply of timber or bamboo for the construction of houses in Orissa is

very defective and creates difficulties for the people to get their demand; and

(b) if so, whether this procedure will be simplified to enable the people to get timber easily?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). Information is being collected and will be placed upon the Table of the House when received.

Supply of Electricity to Sambalpur from Hirakud Project

4425. Shri P. G. Deb: Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government are aware that Sambalpur area is being supplied electricity from Hirakud Dam now; and

(b) if so, why high rates are charged from the public even now when the power is being taken from Hirakud Dam?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes.

(b) General hydro-power tariff is in force in Sambalpur area since the taking over of the Sambalpur Electric Supply Undertaking by the State Government on 1st November, 1960. No higher rates are being charged.

Post Offices in Orissa

4426. Shri P. G. Deb: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Deogarh Post-cum-Telegraph Office in Orissa is not properly staffed;

(b) whether there are other Post Offices in Orissa which are also not properly staffed; and

(c) if so, the action being taken in the matter?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) No.

(b) In a few post offices there is a shortage of one or two officials.

(c) Approved candidates are being allotted for filling up the vacancies.

Gliding Club at Bhuvaneshwar

4427. Shri P. G. Deb: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any proposal to start a gliding club at Bhuvaneshwar; and

(b) if so, when?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) No, Sir, no such proposal is under consideration at present.

(b) Does not arise.

Muchkund Hydro-Electric Project

4428. Shri P. G. Deb: Will the Minister of Irrigation and Power be pleased to state:

(a) the progress made regarding the construction of Muchkund Hydro-Electric Project so far;

(b) the total amount spent so far; and

(c) when it is likely to be completed?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The Muchkund Hydro-Electric Project has been completed with the commissioning of three units of 17,000 KW each, and three units of 21,250 KW each. Out of the total generating capacity of 114,750 KW, 30% is the share of Orissa State. The Orissa State took up the construction of 132 KV transmission line from Muchkund (Duduma) to Rayagada (Stage-I), and from Rayagada to Berhampur (Stage-II) together with 33 KV and 11 KV branch lines. The Duduma-Rayagada section of the 132 KV Line and most of the 33 KV lines have been completed, while work on the Rayagada-Berhampur section is in progress.

(b) Total estimated expenditure upto the end of the Second Plan was as under:

Andhra Pradesh's share—Rs. 26.99 crores.

Orissa's share—Rs. 7.29 crores.

(c) The works in Andhra Pradesh have already been completed. Those in Orissa are likely to be completed in 1962.

Bamra-Garposh Motor Road in Sambalpur, Orissa

4429. Shri P. G. Deb: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the motor roads between Bamra and Garposh of Sambalpur district in Orissa are not being properly maintained;

(b) the total amount spent thereon in 1959 and 1960; and

(c) whether the work is being carried out through the department or by contractors?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The information is being collected and will be laid on the Table of the Sabha in due course.

उत्तर प्रदेश के डाक-तार परिमण्डल में
नये डिबीजन और सब-डिबीजन

४४३०. श्री भक्त दर्शन : क्या परिमण्डल तथा संचार मंत्री १७ अप्रैल, १९६१ के प्रतारंकित प्रश्न-संख्या ३३६७ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १ जनवरी, १९६१ से उत्तर प्रदेश के डाक-तार परिमण्डल में कुछ नये डिबीजन और सब-डिबीजन बनाये गये हैं ;

(ख) यदि हां, तो उनके क्या नाम हैं ;
और

(ग) उत्तर प्रदेश में डाक-तार विभाग के ग्रन्थ कौन से डिवीजन और सब-डिवीजन खोलने पर विचार किया जा रहा है ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर): (क) कोई नया डिवीजन नहीं बनाया गया है; किन्तु दो तार सब-डिवीजन बनाए गये हैं।

(ख) नैनीताल तथा नजीबाबाद तार सब-डिव ज्ञन।

(ग) उत्तर प्रदेश परिमण्डल में दूर संचार प्रणाली का कुछ अंशों में पुनर्गठन करने के प्रश्न की जांच की जा रही है, जिसके परिणामस्वरूप कुछ नये डिवीजन तथा सब-डिवीजन बनाये जा सकते हैं ?

Movement of Wagons Loaded with Foodgrains

4431. { Shri R. S. Kledar:
Shri Chandak:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that about a dozen broad-gauge wagons loaded with foodgrains have been standing on the goods-loading platform at Kareli Railway Station of the Central Railway for about 10 days; and

(b) if so, the efforts being made to effect their movement in order to make room for other wagons to be brought there for loading?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir.

(b) Does not arise.

New Less Noisy Telephone

4432. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a new less noisy telephone has been designed by the I.T.I., Bangalore;

(b) if so, the brief details about the telephone; and

(c) its manufacturing programme?

The Minister of Transport and Communications (Shri P. Subbarayan): (a) Yes, Sir.

(b) The new telephone has been developed with an improved telephone receiver, improved circuit and bell. The improved receiver has a very good total quality and a higher volume efficiency. A control has been provided to reduce the volume on short lines as reception could be too load. Due to high efficiency the under-ground cable conductor sizes could be reduced, thereby saving cost of cables. The volume of the bell could also be controlled by a volume control knob provided in the telephone.

(c) 10,000 telephone instruments of the new type are proposed to be manufactured during the current year. This quantity will be progressively increased during the coming years.

दिल्ली में कृषि सहकारी संस्था द्वारा देय दान

४४३३. श्री राधा मोहन सिंह : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सब है कि डिप्टी रजिस्ट्रार ने वे ४२,००० रुपये बट्टे जाते में डालने का प्रादेश दिया है जो दिल्ली प्रशासन के अधीन कृषि सहकारी संस्था द्वारा देय थे ;

(ख) यदि हां, तो क्या उसे ऐसा करने का अधिकार है ; और

(ग) यदि उपरोक्त भाग (ख) का उत्तर नकारात्मक हो, तो सरकार द्वारा इस सम्बन्ध में क्या कार्यवाही की जायेगी ?

सामुदायिक विकास तथा सहकार उप-मंत्री (श्री व० ल० कृति): (क) जी नहीं।

(ख) यह सवाल पैदा ही नहीं होता।

(ग) यह सवाल पैदा ही नहीं होता।

Loss of Files in Railway Board's Office

4434. Shri B. K. Gaikwad: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that 4 files pertaining to the Scheduled Caste Branch of Railway Board, containing references of the Members of the Parliament and All India Scheduled Castes, Scheduled Tribes, Railway Employees Association are missing; and

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

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

(b) The issues raised on the files had already been considered and appropriate action taken.

Batala and Morinda Co-operative Sugar Mills

4435. Shri Ajit Singh Sarhadi: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Batala and Morinda Co-operative Sugar Mills have been supplied the plant for manufacturing of sugar; and

(b) if not, when would the plant be supplied?

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

(a) and (b). Plant and machinery to Batala and Morinda Co-operative Sugar Mills are being supplied by Messrs. Indian Sugar and General Engineering Corporation Ltd., Yamunanagar, District Amabala. The supply of machinery to Morinda factory is expected to be completed by July, 1961 and to Batala by March, 1962.

Power Supply for Delhi

4436. Shri Ajit Singh Sarhadi: Will the Minister of Irrigation and Power be pleased to state:

(a) whether with the construction of four power plants for Delhi, the

supply of energy from Punjab and Bhakra Dam would be released; and

(b) if so, the tentative schedule of release?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No.

(b) Does not arise.

Law Inspectors and Assistants in N. and E. Railways

4437. Shri Pramathanath Banerjee: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there are only two categories of subordinate legal staff working under the Law Officers in the Eastern and the Northern Railways viz., Law Assistant, which is the higher category, and Law Inspector, which is the lower category; and

(b) whether it is also a fact that formerly the posts of law Inspectors were filled up exclusively by Advocates/Pleaders/Solicitors possessing Bachelor's degree in Law and with at least 5 years' practice in Law Courts?

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

Law Inspectors on Railways

4438. Shri Pramathanath Banerjee: Will the Minister of Railways be pleased to state:

(a) whether recently the Railway Board have changed the conditions and qualifications for recruitment of Law Inspectors;

(b) if so, what are the qualifications prescribed now;

(c) what were the qualifications prescribed before; and

(d) what are the reasons for this change?

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

(b) A degree in Law, with 3 years' standing as a Pleader at Bar.

(c) A degree in Law, with 5 years' standing as an Advocate.

(d) Difficulty was experienced in attracting candidates possessing the qualifications in force earlier.

Films on Co-operative Movement

4439. Shri Tangamani: Will the Minister of Community Development and Co-operation be pleased to state:

(a) whether there is a proposal for propogating co-operative movement through films;

(b) whether it is a fact that such a film was taken in Conjeevaram in Madras State in 1960 concerning handloom;

(c) whether it has been released; and

(d) if not, the reasons for the non-release?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) Yes, Sir.

(b) to (d). Attention in this connection is invited to the reply given by the Minister of Information and Broadcasting on Unstarred Question No. 4041 answered on 27th April, 1961.

Acquisition of Land by Railways

4440. Shri Braj Raj Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that at Etamadpur station on Tundla-Agra section some lands have been acquired to open a thoroughfare crossing the line; and

(b) if so, the reasons why the former acquired land is not being utilised for that purpose and other

land consisting of certain buildings and a temple is being acquired for the said purpose?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). There exists a level crossing right in the middle of Etamadpur Railway Yard. This interferes with the yard work and at the same time causes detention to road traffic. It has, therefore, been decided to shift the level crossing to a more suitable site for which purpose the requisite area of land is being acquired. No land was acquired for this purpose previously. No temple or other structures existed on the land being acquired. During the land-acquisition proceedings, however, the owner of the land erected a small structure and also installed an idol with the ulterior motive of obstructing the proceedings. These have been got removed by the Civil Authorities.

ठेकेदारों का जमानती धन

४४४१. श्री अर्जुन सिंह हीरिया : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) सन् १९४६ में जिन ठेकेदारों ने बी० एंड ए० रेलवे के मियालहू डिब्बीजन में भवन निर्माण के कार्यों के सिलसिले में जमानती धन जमा करवाया था क्या उन सबको वह लौटा दिया गया है ;

(ख) यदि नहीं, तो किस-किस की कितनी कितनी जमानती धन की राशि प्रमी देनी बाकी है ;

(ग) इस धन के प्रमी तक न लौटाये जाने के क्या कारण हैं ;

(घ) क्या देश के विभाजन से पूर्व भारत सरकार के पास जमा करवाये गये धन के लिये पाकिस्तान सरकार से कोई प्रमाणपत्र लेना जरूरी है ;

(ङ) यदि हां, तो पाकिस्तान के प्रतिष्ठान में धाने से पूर्व भारत सरकार से किये गये

लेन-देन के बारे में पाकिस्तान सरकार से प्रमाणपत्र लेने में क्या रुक है ; और

(च) सरकार इस प्रकार के जमानती धन को उनके मालिकों को जल्दी से जल्दी लौटाने के लिये क्या कार्यवाही कर रही है ?

रेल्व उपमंत्री (श्री शाहनवाज खां) :

(क) जी नहीं ।

(ख) अब तक इस तरह के केवल पांच मामले नोटिस में आये हैं । इन में से हर एक में जमानत की जितनी रकम जमा की गई थी और जिसे अब तक नहीं लौटाया गया है, उसका विवरण इस प्रकार है :—

- (i) सर्वश्री हरि प्रसाद चटर्जी लिमिटेड ६,००० रु० (नकद)
- (ii) सर्वश्री हाल्दर एण्ड कं० २,००० रु० (नकद)
- (iii) श्री जे० एस० मधुर, ३,२७८ रु० (नकद)
- (iv) सर्वश्री सिटी सेनिटेशन कं० ३०० रु० (नकद)
- (v) श्री चूड़ामणि मण्डल २०० रु० (ग० प्रो० नोट)

(ग) सर्वश्री हरि प्रसाद चटर्जी लिमिटेड के ६,००० रु० के सम्बन्ध में केन्द्रीय दावा संगठन ने (जिनके जरिये ऐसे दावों पर कार्रवाई की जाती है) रिपोर्ट दी है कि पाकिस्तान ईस्टर्न रेलवे ने इस रकम का सत्यापन (verification) नहीं किया है, लेकिन श्री हरि प्रसाद चटर्जी नाम के किसी आधमी की रकम सत्यापित कर दी गई है । इन तीनों नामों में बहुत थोड़ा अन्तर है, इसलिये यह पूछा जा रहा है कि क्या इसे लिखावट की भूल मान कर दावेदार को भुगतान कर दिया जाय ।

(ii) जी हाँ कि केन्द्रीय दावा संगठन ने सूचित किया है, पाकिस्तान

ईस्टर्न रेलवे ने कहा है कि विभाजन से पहले की बंगाल आसाम रेलवे के खातों में सर्वश्री हाल्दर एण्ड कम्पनी के नाम में कोई रकम बाकी नहीं है । पार्टी से कहा गया है कि रकम जमा करने की रसीद का नम्बर और तारीख बतायें ताकि आगे कार्रवाई की जाय ।

(iii) जहाँ तक श्री जे० एस० मधुर द्वारा जमा किये गये ३२७८ रु० का सवाल है, इसके बारे में ठेकेदार की विषया पत्नी से कहा गया था कि वह केन्द्रीय दावा संगठन (भारत) के जरिये दावा पेश करे, लेकिन अभी तक उनकी ओर से इस सम्बन्ध में कोई सूचना नहीं मिली है ।

(iv) वे ही कारण हैं जो उपरोक्त मद (iii) में बताये गये हैं ।

(v) श्री चूड़ामणि मण्डल द्वारा जमा किये गये जमानत के २०० रुपये नहीं लौटाये जा सके, क्योंकि इस सम्बन्ध में केन्द्रीय दावा संगठन (भारत) को पाकिस्तान ईस्टर्न रेलवे से मत्यापन-रिपोर्ट नहीं मिली है ।

(घ) जिन मामलों के रिकार्ड पाकिस्तान में सम्बन्धित अधिकारियों के पास होते हैं ; और

(ङ) उनकी जमानत की रकम लौटाने से पहले केन्द्रीय दावा संगठन के जरिये पाकिस्तान रेलवे से मूल रिकार्ड के आधार पर दावों का सत्यापन कराया जाता है । यह स्पष्ट है कि सरकार दावेदारों के कहने पर ही भुगतान नहीं कर सकती । यह बात केवल रेलवे पर नहीं, बल्कि सब कहीं लागू होती है ।

(च) (i) उपरोक्त मद (ख) में उल्लिखित भुगतान के सम्बन्ध में अन्तिम कार्रवाई तभी की जायेगी जब उपरोक्त मद (ग) (i) में बतायी गयी सूचना मिल जाय ।

(ii) दावेदारों की ओर से आगे कोई सूचना न मिलने के कारण उपरोक्त (ख) (ii) से (iv) तक के सम्बन्ध में आगे कार्रवाई करने की आवश्यकता नहीं है ।

(iii) उपरोक्त मद (ख) (v) में उल्लिखित मामले के सम्बन्ध में केन्द्रीय दावा संगठन पाकिस्तान अधिकारियों से लिखापट्टी कर रहा है ।

Wastage of Filtered water in Delhi

4442. **Shri Ram Krishan Gupta:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that over 35 million gallons of filtered water out of a total supply of 90 million gallons in Delhi is wasted every day through leakage or misuse; and

(b) if so, the steps taken or proposed to be taken to check this wastage?

The Minister of Health (Shri Karmarkar): (a) No. It is estimated that about 15 per cent of the water supplied goes to waste through leakage, misuse etc.

(b) To check the wastage, following steps are being taken by the Delhi Municipal Corporation:—

(i) Very few new public hydrants are being given now and attempts are being made to close old public hydrants wherever it is practicable.

(ii) Free washing service has been started and leaky taps

are being repaired free of cost.

(iii) Several thousand water meters have been ordered and all connections are proposed to be metered as early as possible. This will discourage people from misusing and wasting water.

Employees of State Transport Department, Orissa

4443. **Shri Kumbhar:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the services of most of the employees in Orissa State Transport Department have not been made permanent according to the Service Rules for the Government employees of that State;

(b) if so, the reasons therefor;

(c) the number of such employees grade-wise;

(d) the number of Scheduled Castes and Scheduled Tribes among them; and

(e) the nature of steps being taken by Government for making their services permanent like the services of the other employees of the same and other departments of the same State according to its Service Rules for the employees?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (e). The information required is being collected from the Government of Orissa and will be laid on the Table of the House as soon as it becomes available.

Delhi Zoological Park

4444. { **Shri Agadi:**
Shri Sugandhi:

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

(a) the estimated cost of the total lay-out of the Delhi Zoological Park;

(b) who prepared the plan;

(c) the remuneration paid to the Architect who prepared the layout plan;

(d) the estimated cost in equipping the Zoological Park as per plan; and

(e) the total estimated recurring expenditure for the maintenance of the Park?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) About Rs. 160 lakhs for completion of the project in all respects according to the present plans and designs.

(b) Mr. Carl Hagenbeck, a German Consultant employed for the purpose.

(c) An amount of 1,00,400 DM (Rs. 1,13,841.81 nP).

(d) Included in (a) above.

(e) The estimated recurring expenditure will differ from year to year. The expenditure for three years 1959-60 to 1961-62 is as under:—

1959-60 .	4,06,412 (Actual).
1960-61 .	4,60,000 (Revised Estimates).
1961-62 .	4,60,000 (Budget Estimates).

The recurring expenditure during the Third Five Year Plan is estimated at Rs. 28.05 lakhs.

Employees in C.T.O., New Delhi

4445. Shri Kumbhar: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that several telegraphists of the Central Telegraph Office, New Delhi who have put in more than 5 years service, have not been declared even quasi-permanent so far;

(b) whether it is also a fact that being not quasi-permanent they are debarred from taking up departmental examinations for promotion; and

(c) if so, the reasons for not declaring them quasi-permanent; so far?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) Only 14 telegraphists who have put in more than 5 years service have not been declared quasi-permanent so far.

(b) No.

(c) Before declaring an official quasi-permanent, certain formalities are required to be completed. Necessary action in this respect is being taken.

Research in Polio

4446. Shrimati Manjula Devi: Will the Minister of Health be pleased to state:

(a) whether any research in Polio is being conducted by the Government of India;

(b) whether the attention of Government has been drawn to the fact that a startling discovery was made by a renowned Homoeopathy Doctor in Assam for curing Polio cases; and

(c) whether certificates from the Polio patients for the successful treatment of Polio cases were sent to Government?

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

(b) The Government of India have no information.

(c) No.

Power Generation

4447. Shri Harish Chandra Mathur: Will the Minister of Irrigation and Power be pleased to state:

(a) how the power generated during the First and Second Five Year Plan periods has been distributed between

(i) rural areas and urban areas;

(ii)(a) Large scale industry;

(b) Domestic purposes;

(c) Small Scale Industry;

(d) Agriculture;

(b) the rate at which it is made available to different sectors; and

(c) how the power to be generated during Third Five Year Plan is to be distributed State-wise according to the load surveys made?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a) (i) Information regarding the exact distribution of power between rural and urban areas is not available.

(ii) (a) to (d). Statement laid on the Table. [See Appendix VI, annexure No. 60] gives the figures of consumption of energy by these classes of consumers, to the extent available.

(b) and (c). The required information is given in the two statements laid on the Table of the House. [See Appendix VI, annexures Nos. 61 and 62 respectively].

Under-Bridge at Warangal

4448. Shri Madhusudan Rao: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 2063 on the 5th September, 1960 and state:

(a) the further progress since made in regard to the construction of under-bridge at Warangal;

(b) whether the work on this project has been started; and

(c) if not, the time by which the work will commence?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The Government of Andhra Pradesh have not pursued this proposal. They have not also included this work in their schemes for over/under-bridges during the Third Plan period.

(b) No, Sir.

(c) Does not arise.

Northern Railway Employees Co-operative Credit Society, Delhi

4449. Shri Balmiki: Will the Minister of Railways be pleased to state:

(a) the reasons for the delay in deciding the claim against the present Northern Railway Employees Co-operative Credit Society, Delhi;

(b) why this case is being postponed uptill now; and

(c) the value of the claims?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The hon. Member is probably referring to the N.W. Railway Co-operative Credit Society, Delhi, which is a counterpart of the Society at Lahore. So far as the Ministry of Railways is concerned, there has been no avoidable delay in the matter relating to the settlement of the claims against the above Society. This question was under the consideration of the Ministry of Rehabilitation till February 1959, when, as a result of the discussions with that Ministry, it was suggested that further action in the matter could be pursued by the Ministry of Railways in consultation with the Ministry of Law, as the efforts made by that Ministry to get the claims verified did not fructify. In accordance with the advice given by the Ministry of Law, action was taken to liquidate the above Society and a Liquidator has been appointed by the Registrar of Co-operative Societies, Delhi in December 1960. Under the provisions of the Co-operative Societies Act, the Liquidator is empowered to call for the claims and settle them pro-rata with reference to the resources available. Necessary instructions to hasten the process of settlement have been issued to the Liquidator in this regard.

(c) The value of the claims is estimated to about Rs. 13 lakhs.

अनुसूचित जातियों के रेलवे कर्मचारियों की पवनियुक्ति

४४५०. श्री लक्ष्मणराव राय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे बोर्ड ने दिसम्बर, १९६० में एक पत्र विभिन्न रेलवे के जनरल मैनेजर्स को लिखा था कि अनुसूचित जाति के कर्मचारियों को अपने निवास स्थान से दूर नहीं भेजा जाना चाहिये;

(ख) क्या इसका पालन किया गया है ; और

(ग) इसके फलस्वरूप कितने कर्मचारियों का स्थानान्तरण किया गया है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) :

(क) जी नहीं। रेल प्रशासनों को केवल यह सुझाव दिया गया है कि जहां तक व्यावहारिक हो, अनुसूचित जाति के कर्मचारियों की बदली उनके अपने जिलों या ग्राम पास के किलों में या ऐसी जगहों में की जाये, जहां प्रशासन उनके लिए मकान की व्यवस्था कर सके।

(ख) और (ग). सवाल नहीं उठता।

Mosquito Menace in Govt. Colonies

4451. **Shri Ram Garib:** Will the Minister of Health be pleased to state:

(a) whether Government propose to take steps to remove the mosquito menace in the New Delhi Government Servants' residential colonies under the control of Delhi Municipal Corporation/New Delhi Municipal Committee; and

(b) if so, what are those steps?

The Minister of Health (Shri Karmarkar): (a) and (b). Anti-larval measures are being taken to minimise the mosquito menace in Delhi/New Delhi. These measures are further intensified during the spring and monsoon seasons.

Night Airmail Service

4452. **Shri Tangamani:** Will the Minister of Transport and Communications be pleased to state:

(a) whether there is a proposal to alter the route of the Night Air Mail Service;

(b) if so, from which date; and

(c) what air port will constitute the junction in the place of Nagpur?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Not at present.

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

Medical Education and Training in Madras State

4453. **Shri Tangamani:** Will the Minister of Health be pleased to state:

(a) whether any lumpsum is being given to Madras State for Centrally sponsored schemes under the head "Medical education and training";

(b) if so, how much is being granted during the current year;

(c) whether such grant was made to the Madras State for the Second Five Year Plan; and

(d) if so, the amount sanctioned and the amount granted and the amount spent?

The Minister of Health (Shri Karmarkar): (a) to (d). According to the revised procedure for the release of Central assistance in respect of Centrally aided and Centrally sponsored schemes, funds are being released to the State Government on monthly basis as ways and means advances, and final payment sanctions are issued towards the end of the financial year. The present year's allocation for the State of Madras for the scheme is yet to be decided. The following grants-in-aid were released to the State Government in respect of "Medical Education and Training"

during the last three years of the Second Five Year Plan period:—

1958-59	..	Rs. 10,03,500
1959-60	..	Rs. 25,84,000
1960-61	..	Rs. 37,46,000

The entire amount paid is deemed to have been spent by the State Government.

Seminar on Storage of Foodgrains

4454. **Shri P. C. Borooah:** Will the Minister of Food and Agriculture be pleased to state:

(a) what matters were discussed at the recent national Seminar on the Storage of foodgrains held in New Delhi at Vigyan Bhawan;

(b) what observations/suggestions were made in the Seminar; and

(c) what is the Government's attitude towards the same?

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

(a) 1. Storage structures and grain handling equipment.

2. Biological factors which affect the storability of grain.

3. Insect infestation in stored grain and insect control.

4. Estimation of storage losses.

(b) The following were the main observations/recommendations made by the Seminar:—

(1) That there should be an increasing awareness of storage structures which would facilitate prolonged storage and adoption of proper preservation measures;

(2) That grade specifications should be finalized expeditiously to enable storage of appropriate qualities in bulk or in bags;

(3) That an all-India survey should be carried out to bring out the relative importance of various storage pests;

(4) That the possibilities of fumigating grain in transit should be explored;

(5) That the direct mixing of synthetic insecticides with foodgrains meant for human and animal consumption should be avoided; and

(6) That the formulation and manufacture of suitable fumigants should be encouraged.

(c) The observations/recommendations are under examination.

Outlook Division

4455. **Shri P. C. Borooah:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether an "Outlook Division" is proposed to be established in the Ministry of Food and Agriculture; and

(b) if so what will be its constitution and functions?

The Deputy Minister of Agriculture (**Shri M. V. Krishnappa**): (a) For the present, work in connection with outlook studies will be undertaken in one of the existing Divisions of the Directorate of Economics and Statistics, Ministry of Food and Agriculture.

(b) Does not arise.

Vanaspati Industry

4456. **Shri P. C. Borooah:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government have of late had a proposal to change the raw material base for the vanaspati industry;

(b) if so, what are the proposed alternative raw material bases; and

(c) what is the Government's decision in this regard?

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

(a) No, Sir.

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

Delhi-Jaipur Trunk call system

4457. Shri P. C. Borooh: Will the Minister of Transport and Communications be pleased to state:

(a) whether a new trunk call system between Delhi and Jaipur has been established to cut time lag under which a subscriber in Delhi can directly dial to a Jaipur subscriber and *vice-versa*;

(b) if so, since when; and

(c) whether any other cities/towns in India are also proposed to be similarly connected and if so, what is the scheme for the year 1961-62?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) No.

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

Dysentery in Madras State

4458. Shri Narasimhan: Will the Minister of Health be pleased to state:

(a) whether it has come to Government's knowledge that a new type of dysentery is taking heavy toll in North Arcot District of Madras State.

(b) whether Medical Research Institution maintained by the Centre did or are doing any investigation concerning the diagnosis, treatment etc. of the disease; and

(c) if so, the result thereof?

The Minister of Health (Shri Kar-markar): (a) No report in regard to the outbreak of such a disease in North Arcot has been received by the Government of India.

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

Road-Tax Coupons in Delhi

4459. Shri C. K. Nair: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government are aware that in order to get road-tax coupons for automobiles people in Delhi have

to stand in queue for hours together and that also for two to three days;

(b) whether Government are also aware that the number of registered automobiles in Delhi has considerably increased during the last three years; and

(c) if so, what arrangements have been made for easy payment of road tax and immediate issue of the road-tax coupons.

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

(a) Under the new system, normally the payment of tax takes only a few minutes. After the tax has been paid, the token is issued within a short time on the same day. During the last 10 days or so of the first month of every quarter it takes a longer time when a large number of persons present applications.

(b) Yes.

(c) Wide publicity is given through the newspapers before the commencement of every quarter, that the motor tax should be paid as early as possible to avoid inconvenience to the owners. The work relating to collection of tax and issue of tokens is started about 10 days before the commencement of the quarter. The payment of tax can be made by the end of the first month of the quarter, which means that owners have 40 days within which payment can be conveniently made. Payment is also accepted on an annual basis. The Transport Department employs 6 additional cashiers, besides 8 regular cashiers, during the peak period, to cope with the work.

Delhi Milk Scheme

4460. Shri Nardeo Snatak: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that there is heavy rush of card holders registered at the Milk Booth in 'A' Block of Pandara 'E' Type Flats as com-

pared to other milk booths in the vicinity;

(b) whether it is also a fact that recently an officer of the Delhi Milk Scheme visited the colony to select a suitable site in 'B' Block for opening another milk booth; and

(c) if so when Government propose to open an additional milk booth to alleviate the hardships of the residents?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (c). A statement is laid on the Table of the House. [See Appendix VI, annexure No. 63.]

Direct Trunk Call System

4461. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) the names of places between which direct trunk call system exists at present; and

(b) the places between which this service is proposed to be introduced during the current year?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) Trunk calls between Lucknow and Kanpur can be directly obtained by subscribers at present.

(b) It is proposed to introduce a Service between Delhi and Agra in the current year.

Small-pox vaccination in Delhi

4462. Shri D. C. Sharma: Will the Minister of Health be pleased to state:

(a) the number of persons vaccinated since the pilot project campaign for small-pox vaccination started in Delhi;

(b) the number of cases of small-pox among vaccinated and unvaccinated and the deaths in each case;

(c) whether there have been any harmful after-effects, in any case; and

(d) if so, what are they?

The Minister of Health (Shri Karmarkar): (a) to (d). The requisite information has been called for from the Municipal Corporation of Delhi and will be laid on the Table of the Sabha in due course.

Vaccination in India

4463. Shri D. C. Sharma: Will the Minister of Health be pleased to state:

(a) whether any petition against the compulsory vaccination in India was received from the British Medical Practitioners during 1951-52;

(b) the action taken in the light of the facts mentioned therein; and

(c) the contents of reply sent to the petitioners, if any?

The Minister of Health (Shri Karmarkar): (a) to (c). No such petition appears to have been received.

Harmful effects of Vaccination

4464. Shri D. C. Sharma: Will the Minister of Health be pleased to state:

(a) whether any representation regarding the dangers of vaccination and its harmful effects was received from the Secretary of the Ahimsak Party;

(b) if so, the action taken in the matter; and

(c) the nature of reply sent to the Secretary, Ahimsak Party, if any?

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

(b) and (c). The Secretary of the Ahimsak Party was informed that his proposal regarding the abolition of vaccination in India could not be agreed to.

Employees of former Rationing Department, Delhi

4465. Shri Vajpayee: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the pay of all the former employees of Rationing De-

partment, Delhi, now transferred to other offices of the Government of India and Delhi Administration under C.C. S. (R.P.) Rules, 1947 has been refixed;

(b) if so, what is the actual number of those whose pay has not been fixed; and

(c) the reasons for the delay in this matter?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). No. Out of a total of about a thousand cases pay has not been fixed under the C.C.S. (R.P.) Rules, 1947 in 12 cases.

(c). The pay scales under the C.C.S. (R.P.) Rules, 1947 for the staff of the Rationing Department were notified in 1950 and the pay of the majority of the staff fixed under these rules prior to the winding up of the Rationing Department in 1954. In the case of two categories of staff—senior clerks and sub-Inspectors—the pay scales sanctioned were considered inadequate and were recommended for review. These pay scales were finally revised in 1955 in respect of senior clerks and in 1957 in respect of Sub Inspectors. The Rationing Organization had by this time been disbanded and the employees were found berths in 24 Ministries/Departments of the Government of India in offices scattered all over the country. Out of a total of 316 cases of Senior Clerks and Sub-Inspectors, 304 have since been finalised. In the 12 cases which still remain there are complications of a special nature. In many of these cases the staff were involved in disciplinary proceedings.

Plague in Madras and Mysore States

4465-A. Dr. Sushila Nayar: Will the Minister of Health be pleased to state:

(a) whether it is a fact that cases of plague have been occurring in certain areas in Mysore and Madras States;

(b) if so, the number thereof; and

(c) the steps taken to prevent spread of infection?

The Minister of Health (Shri Karmarkar): (a) to (c). The required information has been called for from the Governments of Madras and Mysore and will be laid on the Table of the Sabha in due course.

Central Health Service

***4465-B. Dr. Sushila Nayar:** Will the Minister of Health be pleased to state:

(a) whether the Central Health Service proposed some years ago has come into existence;

(b) if so, whether the list of doctors included in the initial constitution of the scheme has been issued; and

(c) if not, the reasons therefor and when it will be done?

The Minister of Health (Shri Karmarkar): (a) Not yet, Sir.

(b) Does not arise.

(c) Certain aspects of the Central Health Service Scheme have been reviewed and the Scheme, as revised, is expected to be finalised shortly.

Fire in a Depot near Ghanauli Station

4465-C. { Shri Ram Krishan Gupta:
Shri D. C. Sharma:
Shri P. C. Borooah:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that about 150 wagon loads of "bhabbar" grass stocked in a depot about 100 yards from Ghanauli Railway Station on the Nangal-Rupar section caught fire on the 18th April, 1961;

(b) if so, the loss incurred; and

(c) the cause of the incident?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Although the Ministry of Railways are not con-

cerned with the question, information available with them is as follows:—

(a) Yes Sir.

(b) Government Telegraph Department and M/s. Shri Gopal Paper Mills, Jagadhari sustained losses due to this incident to the tune of Rs. 1,000 and Rs. 75,000 respectively.

(c) A Truck utilised for transporting 'Bhadhar' Grass from the forest to the Mill Depot misfired, whereby the grass caught fire. The fire spread instantaneously due to strong wind blowing at the time.

Sugar Market in Aden

4465-D. Shri P. C. Borooah: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the attention of Government has been drawn to the news-item in the Economic Times of 23rd April, 1961 regarding the possibility of India losing her sugar market in Aden on account of irregular shipments; and

(b) if so, what steps have been taken by Government to improve the position?

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

(a) Yes, Sir.

(b) Shipments of sugar sold to Aden have been regular except for some dislocation in shipment in January last owing to the cancellation of one steamer. The cause of the delay in shipment in this particular case was explained to the buyers who agreed to extension of time. Supplies were made within the extended time.

12.05 hrs.

MOTION FOR ADJOURNMENT

MISSING I. A. F. DAKOTA AIRCRAFT

Mr. Speaker: I have received notice of an adjournment motion from Shri Braj Raj Singh:

"Reported missing of an Indian Air Force aircraft near Kumaon

Hills in the thick Terai forests. The Dakota, it is alleged, was on routine flight. It is feared that the crew and the aircraft both are not traceable. It is a matter of serious concern."

The Minister of Defence (Shri Krishna Menon): A Dakota aircraft with four air crew and five ejection crew took off from Agra at 6.45 hours on the 1st of May, 1961 on a supply dropping mission. The aircraft was reported to be missing at 12 hours because it had fuel to go till 12 hours and had not returned by that time. It was, therefore, reported missing. The full search procedure according to the regulations was put into operation and an army detachment with an ambulance proceeded to the scene after a report was received that the aircraft had been found in a particular area. It was found that these rumours and reports were not reliable. The crashed aircraft has not been located nor is there any news where the crash could have taken place. The full operation of search continues by helicopter. These operations started on the 1st of May and were continued the whole day yesterday and they are still continuing. The civilian authorities and the Army are also assisting in the search and their co-operation and their joint endeavours to locate the aircraft will continue until it is found or there is no hope of finding it.

Shri Braj Raj Singh (Ferozabad): May we be assured that it has nothing to do with our border dispute in our northern border?

Mr. Speaker: He wants to know whether there has been any action and it has been shot down and whether it has any relation to our border dispute with China.

Shri Krishna Menon: I have said that it was on a supply dropping mission and it was a transport aircraft.

Shri Tyagi (Dehra Dun): Was it provided with wireless communication facilities and, if so, until what

[Shri Tyagi]

point was contact established with that plane?

Shri Krishna Menon: It had all the usual communication facilities that a Dakota has—no more and no less. It was on a normal supply dropping mission. The information in regard to the area and other details are marked on my paper as 'classified'; so I am unable to give any more information.

Shri M. R. Krishna (Karimnagar—Reserved-Sch. Castes): May I know whether this aircraft was carrying supplies to be dropped on the border?

Dr. Ram Subhag Singh (Sasaram): That is what he said.

Shri Krishna Menon: What is exactly what I said. The information in regard to the location and direction is marked 'classified' and therefore, I am not able to give any more information at this stage.

Mr. Speaker: It was carrying supplies to those in the border. I do not give my consent to this adjournment motion.

12.09 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

POOLING ARRANGEMENTS BETWEEN THE INDIA BRITISH AND EUROPEAN SHIPPING COMPANIES

Shri Raghunath Singh (Varanasi): Sir, under Rule 197, I beg to call the attention of the Minister of Transport and Communications to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The pooling arrangements between the India, British and European Shipping Companies".

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): From information available to the Government it is understood that since

March, 1960, the Indian Lines operating liner services in the India/UK/Continent trade had been carrying on negotiations with the representatives of the concerned Conferences in order to arrive at a mutual agreement in regard to the share to be allocated in the coming years to Indian Lines of the Conferences both in the India/UK and India/Continent trades. These negotiations are reported to have resulted in the following broad agreements being reached in November 1960:—

- (1) *India/UK trade:* Indian Lines will initially be entitled to a share of 30 per cent of the money pool with an escalation increase of 1 per cent per year going upto 40 per cent in 10 years.
- (2) *India/Continent trade:* The Indian Lines will be entitled to a share of 40 per cent of the money pool.

The pooling arrangements have come into force with effect from the 1st January, 1961.

12.11 hrs.

PAPERS LAID ON THE TABLE
SHIPPING DEVELOPMENT FUND (LOANS) RULES

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, I beg to lay on the Table a copy of the Shipping Development Fund (Loans) Rules, 1961 published in the Notification No. G.S.R. 494, dated the 8th April, 1961 under sub-section (3) of Section 458 of the Merchant Shipping Act, 1958. [Placed in Library. See No. LT-2924/61].

STATEMENT re: SETTING UP OF KRISHNA-GODAVARI COMMISSION

The Deputy Minister of Irrigation and Power (Shri Hathi): Sir, I beg to lay on the Table a statement on

the setting up of Krishna-Godavari Commission. [Placed in Library. See No. LT-2924/61].

Shri Rami Reddy (Cuddapah): Sir, I want to ask a question. I want to know whether the Central Government consulted the States before the appointment of this Commission about the terms of reference.

Shri Hathi: The hon. Minister of Irrigation and Power, as the House knows, had consultations with each State that was concerned and after these discussions with them this step had been taken.

Shri Rami Reddy: My point was whether before the actual terms of reference were formulated, the State Governments were consulted about the terms of reference?

Shri Hathi: No, Sir; the State Governments are not consulted about the terms of reference but the general idea is given.

Shri Thirumala Rao (Kakinada): Who are the members of this Commission?

Shri Hathi: It is given in the statement.

Shri Thirumala Rao: I want to know whether the consent of the parties concerned had been obtained. (Interruptions.)

Some Hon. Members rose—

Mr. Speaker: Order, order.

Shri Thirumala Rao: I want to know whether the concurrence of the parties concerned has been obtained.

Shri Hathi: I shall read it if you like.

Mr. Speaker: How long is it?

Shri Hathi: It is about a page and a half.

Mr. Speaker: Yes.

Shri Hathi: The Krishna and the Godavari are amongst the major rivers of India and offer large scope for harnessing their waters for irrigation and power generation. In 1951, an assessment was made of the supplies available in these rivers after meeting the requirements of the works then in operation and of further possible uses in the light of the known new projects. Since then a number of projects on these rivers have been taken up for execution and a few more have been included in the Plans. But larger demands have now arisen. Also during the ten years that have since elapsed further data on these rivers have become available. It has, therefore, become necessary to review the position in respect of the availability of supplies in these rivers with a view to determining the extent to which further demands can be met. The Government of India have, therefore, decided to set up a Commission for the purpose. In the meanwhile work on the projects already sanctioned will not be held up and shall proceed as planned.

2. The Commission shall consist of:—

Members

- (i) Shri N. D. Gulhati, ISE (retd.) as Chairman;
- (ii) Shri D. D. Jaini, ISE (retd.) and
- (iii) Dr. R. C. Hoon, Director, C.W. & P.C.

3. The terms of reference of the Commission shall be as follows:—

- (1) To report on the availability of supplies in the Krishna on the basis of annual flows at Vijayawada and other points taking into account upstream utilisation and allowing for regeneration:—
 - (i) for 86 per cent dependability as assumed in 1951;
 - (ii) for 75 per cent dependability; and

[Shri Hathi]

- (iii) for such other criterion of dependability as may be considered appropriate.
- (2) To report on the requirements of the projects on the Krishna:—
- (i) in operation in 1951;
- (ii) as approved by the Government for India execution;
- (iii) included in the Plans but not yet approved by the Government of India;
- (iv) further proposed by the States; and
- (v) such minor schemes as may have been sanctioned upto March 1961.
- (3) To report on the availability of supplies in the Godavari on the basis of annual flows at Dowleswaram and other points taking into account upstream utilisation and allowing for regeneration:—
- (i) for 86 per cent dependability as assumed in 1951;
- (ii) for 75 per cent dependability; and
- (ii) for such other criterion of dependability as may be considered appropriate.
- (4) To report on the requirements of the projects on the Godavari:—
- (i) in operation in 1951;
- (ii) as approved by the Government of India for execution;
- (iii) included in the Plans but not yet approved by the Government of India;
- (iv) further proposed by the States; and

(v) such minor schemes as may have been sanctioned upto March, 1961.

- (5) To report on the feasibility of diverting any surplus supplies in the Godavari to the Krishna indicating the quantity to be diverted and the order of the cost involved.

4. The Commission has been asked to submit its report by the end of November, 1961.

The important thing is to divert the Godavari waters into the Krishna and augment the waters so that there will be sufficient water available. That is the basis of the whole scheme.

Shri Rami Reddy (Cuddapah): The Deputy Minister just now said that— it is practically the last sentence—the Commission has been requested to make its report by the end of November, 1961. Is it the intention of the Government to withhold the sanction of some of the projects on the Godavari and the Krishna till the Commission makes the report?

Shri Hathi: As I said, the projects which have already been sanctioned will not be withheld. About the new projects, of course, they will be, unless we know the total availability. It is a question of six months and it should not be very difficult to deal with.

Shri T. B. Vittal Rao (Khammam): May I know whether the construction of the Pochampad dam will be carried on pending this report?

Shri Rami Reddy: What about Srisailam?

Shri Hathi: Both Pochampad and Srisailam projects are yet under examination. It depends on the availability of water. So, that may not be possible. But that is being examined.

Shri Rami Reddy: What about Srisailam?

Mr. Speaker: Both of them have been just now mentioned by the Minister.

Shri Ranga (Tenali): Is it not a fact that the Pochampad project had already been before the Government for a number of years after it was sanctioned, and therefore why should it also be kept in abeyance until report is received?

Shri Hathi: Because it is a question of the who's basin of the Krishna and the Godavari and the availability of water.

Shri Rami Reddy: What about Srisailam which is essentially a power project? (*Interruptions*).

Shri Hathi: After the harnessing of the waters of the Krishna and the Godavari, we can have an overall picture of the total water available and there should be no difficulty then.

Several Hon. Members rose—

Mr. Speaker: Order, order. All this is not in pursuance of a Calling Attention Notice. The hon. Minister laid a statement on the Table of the House and he also read it. I allowed so much of opportunity to all hon. Members to put questions on the matter. If they have anything more to say or if they want to have a discussion, etc., there are other methods of drawing the attention of the House to the subject-matter. I have allowed hon. Members not only of one State but many States. Shri Shankaraiya from Mysore is also getting up now.

Shri Thirumala Rao: I want to know whether these terms of reference have been drafted with the previous knowledge and concurrence of the concerned State Governments.

Shri Hathi: I said that we had a discussion. The general plan was to determine how much water is available in the Krishna and how much more could be available; whether a

diversion is possible and, if so, to what extent and what is the cost, etc. These were the main things discussed. These terms of reference are based on those discussions. The actual words and the drafts of the terms have not been discussed. But the whole idea has been discussed.

Shri Thirumala Rao: I want to know whether there was previous concurrence and agreement. It is not a question of discussion or consultation. The question is whether the Governments concerned have agreed to these proposals. You have discussed all these things. But was there a broad agreement reached on the main principles about the replacement?

Shri Hathi: There was broad agreement on these lines. But if the question is whether each term of reference has been communicated to them, whether agreement has been obtained, etc. that is not done. But the broad principles have been agreed to.

Shri Basappa (Tiptur): The scarcity areas on the upper Krishna are on a higher level; they are higher than the works. I want to know whether the works on the Krishna and other projects under the Mysore Government will be taken in hand and whether such works already taken up will go on without any hindrance?

Shri Hathi: I have said that the requirements of the projects in operation in 1951 will also be looked into. Later on, in future, all the other projects will be looked into.

Shri T. B. Vittal Rao: Only the day before yesterday, the Minister of Public Works in that State made a statement in which he said categorically that the Andhra Pradesh Government has not agreed to any modification of the 1951 agreement. Therefore, how can the hon. Minister here say that there is agreement?

Shri Hathi: There is no question of any modification. These terms of reference do not mean or say that these things will be modified or should be

[Shri Hathi]

modified. What this Commission has to do is to find out the requirements of the projects in execution and of those which are proposed to be included in the Plan and to see how much more water from the Godavari could be diverted to the Krishna and how much of the needs of the States could be fulfilled. That is the whole thing which they are to do.

Shri Ranga: Why should they postpone the undertaking of the Pochampad project which has been hanging fire for so many years, if after all, these things are done, only the surplus waters are going to be utilised?

Shri Hathi: There is difference of opinion or what you call dispute about waters between the different States. If it is possible to carry on the work in an atmosphere of goodwill and co-operation without creating any sort of difference of opinion, it will be good. It is only a question of five to six months. Even supposing it is sanctioned, the monsoon period would not at all be convenient for any construction at all.

Shri Heda (Nizamabad): When the Pochampad project was under consideration, not only as a major project but even as a medium-sized project, only then the question of the 1951 agreement came in, and certain States raised an objection. The Central Government had been giving assurances all along that the 1951 agreement would be adhered to, but all of a sudden, with this appointment of the Commission, the decision is that the Pochampad project will not be considered till the report of the Commission is obtained. Is this not contrary to the earlier assurances?

Shri Hathi: The appointment of this Commission does not in the least mean that the 1951 agreement is to be modified or has been modified. What this Commission is to do is only to examine the possibility of supplementing the waters in the Krishna and to see what are the needs of the States and how they can be met and how the increasing needs of every State could be met.

Shri Shankaraiya (Mysore): In view of the fact that the Mysore Government was not a party to the 1951 agreement and the Mysore Government have got so many schemes in the Upper Krishna region, what is the harm in allowing the project to continue?

Shri Hathi: It is not a fact that the Government of Mysore was not a party to the agreement. The Mysore Government was also there. What the Mysore Government now says or has been saying is that they have not ratified the agreement and not that they were not a party to the agreement. That is the Mysore case.

Shri M. R. Krishna (Karimnagar—Reserved—Sch. Caste): Are we to understand that the findings of the Commission are not going to be binding on any of the three States?

Shri Hathi: This Commission is not going to give any award. In the general discussion, we had with the various States, it was suggested and we also thought that by diverting the waters of Godavari to the Krishna basin, sufficient water will be available, because Godavari water is not used and it may be possible to give even more water than needed to satisfy the needs of the States. If such a solution to satisfy the needs of all the States was available, we thought, why not have that examined.

Dr. M. S. Aney (Nagpur): Will the Commission make any enquiry about diverting the Godavari waters to meet the requirements of Maharashtra including Vidarbha before giving any finding on diverting the Godavari waters to Krishna for the purpose of the schemes proposed by the Andhra State?

Shri Hathi: The Commission will look into the needs of all the States for projects agreed in 1951, for new projects sanctioned and for other projects proposed by the States.

Some Hon Members rose—

Mr. Speaker: I am not going to allow any more questions. I have called every hon. Member who had any interest in this matter.

STATEMENT 70: ACTION TAKEN ON REPORT OF THE SCHEDULED CASTES AND SCHEDULED TRIBES COMMISSIONER

The Deputy Minister of Home Affairs (Shrimati Alva): I beg to lay on the Table a statement showing action taken or proposed to be taken on recommendations made by the Commissioner for Scheduled Castes and Scheduled Tribes in his Report for the year 1958-59. [Placed in Library. See No. LT-2930/61.]

PAPERS UNDER AIR CORPORATIONS ACT

The Deputy Minister of Civil Aviation (Shri Mohiuddin): I beg to lay on the Table—

- (i) A copy each of the following papers under sub-section (4) of Section 15 of the Air Corporations Act, 1953:—
 - (a) Annual Accounts of the Air-India International Corporation for the year 1958-59 and the Audit Report thereon. [Placed in Library. See No. LT-2926/61.]
 - (b) Annual Accounts of the Indian Airlines Corporation for the year 1957-58 and the Audit Report thereon. [Placed in Library. See No. LT-2927/61.]
- (ii) A copy each of the following papers under sub-rule (5) of Rule 3 of the Air Corporations Rules, 1954:—
 - (a) Summary of the Budget Estimates of Revenue and Expenditure of the Indian Airlines Corporation for the year 1961-62.
 - (b) Summary of Actuals for the year 1959-60, Budget Estimates and Revised Estimates for the year 1960-61 and Budget Estimates for the

year 1961-62 under Capital, of the Indian Airlines Corporation. [Placed in Library. See No. LT-2928/61.]

- (c) Summary of Budget Estimates of Revenue and Expenditure of the Air-India International Corporation for the year 1961-62.
- (d) Summary of Actuals for the year 1959-60, Budget Estimates and Revised Estimates for the year 1960-61 and Budget Estimates for the year 1961-62 under Capital, of the Air-India International Corporation. [Placed in Library. See No. LT-2929/61.]

12.21 hrs.

LEAVE OF ABSENCE

Mr. Speaker: The Committee on Absence of Members from the Sittings of the House in their Twenty-fourth Report have recommended that leave of absence may be granted to the following members for the periods indicated against each:—

- (1) Lala Achint Ram—23rd December, 1960 (Twelfth Session); 14th February to 1st April, 1961 (Thirteenth Session).
- (2) Shri B. Pocker—8th April to 5th May 1961 (Thirteenth Session).
- (3) Shri Thakore Shri Fatehsinhji Ghodasar—21st March to 4th May, 1961 (Thirteenth Session).
- (4) Shri V. N. Swami—14th February to 13th April, 1961 (Thirteenth Session).
- (5) Shri Etikala Madhusudhan Rao—14th February to 13th April, 1961 (Thirteenth Session).
- (6) Shri M. K. Jinachandran—14th February to 4th March, 1961 (Thirteenth Session).

[Mr. Speaker]

- (7) Shri Chandikeshwar Sharan Singh Ju Deo—14th February to 11th April, 1961 (Thirteenth Session).
- (8) Shri Laisram Achaw Singh—3rd December to 23rd December, 1960 (Twelfth Session).
- (9) Shri Surendranath Dwivedy—29th March to 5th May, 1961 (Thirteenth Session).
- (10) Shri Narasingha Malla Deb—14th April to 5th May, 1961 (Thirteenth Session).
- (11) Shri A. Doraiswami Gounder—15th April to 5th May, 1961 (Thirteenth Session).
- (12) Kunwarani Vijaya Raju—7th March to 4th May, 1961 (Thirteenth Session).
- (13) Shri S. R. Arumugham—14th February to 4th March, 1961 (Thirteenth Session).

I take it that the House agrees with the recommendations of the Committee.

Some Hon. Members: Yes.

Mr. Speaker: The Members will be informed accordingly.

12.23 hrs.

ARREST OF A MEMBER

Mr. Speaker: I have to inform the House that I have received the following two telegrams dated the 2nd May, 1961, from the Police Inspector, Kozhikode:—

- (1) "Shri K. P. Kuttikrishnan Nair, Member, Lok Sabha, was arrested by Circle Inspector of Police, Kozhikode, at Kozhikode, at 8-30 A.M. today, under Section 38(2) of the Kerala Police Act, while the former and six others were doing obstructive picketing in front of the Peirce Leslie Office. He did not apply for bail. He is being produced

before the Magistrate with petty case charge-sheet today."

- (2) "Shri K. P. Kuttikrishnan Nair, Member, Lok Sabha, produced with charge-sheet in Calicut Town Police Station petty case No. 199/61, before the Additional Sub-Magistrate, Kozhikode, today noon. The member is remanded for one day in the special sub-jail, Kozhikode, today afternoon."

12.25 hrs.

COAL MINES (CONSERVATION AND SAFETY) AMENDMENT BILL —contd.

Mr. Speaker: The House will now take up further consideration of the following motion moved by Sardar Swaran Singh on the 2nd May, 1961, namely:

"That the Bill to amend the Coal Mines (Conservation and Safety) Act, 1952, be taken into consideration."

Time not allotted. Time taken is one hour. How many hon. Members want to participate in the discussion?

Some Hon. Members rose—

Mr. Speaker: Let us have one hour more. Shri Braj Raj Singh may continue his speech.

श्री ब्रजराज सिंह (फिरोजाबाद) :
अध्यक्ष महोदय, कल मैं कह रहा था कि जो यह नई एक्साइज ड्यूटी माननीय मंत्री महोदय लगाने वाले हैं उनका प्रस्ताव है कि उससे ७ करोड़ रुपया एकत्र करें। इस सात करोड़ रुपये में से बहूतीन करोड़ सेंट्रल रोपवेज स्कीम के लिए लगाना चाहते हैं। जैसा कि कल मंत्री महोदय ने कहा, इस स्कीम पर कुल १५ करोड़ रुपया खर्च होने को है। मेरी समझ में यह नहीं आया कि यह १५ करोड़ रुपया सरकार प्राइवेट माइन मीनर्स की प्रार्थना पर लगाने

था रही है या अपने आप ही उनको यह सुविधा देने के लिये यह रूपया लगा रही है। जहां तक प्राइवेट माइन मीनर्स की प्रार्थना का सवाल है, मैं समझता हूँ कि उन्होंने यह कभी नहीं कहा कि उन्हें इस तरह की कोई स्कीम सरकार बना कर दे और जो स्टोइंग के लिये रेत आता है उस में सौ फीसदी सहायता दे। उन्होंने जो कुछ कहा है वह तो यह है कि उनको वैगन्स नहीं मिलते इसलिए वैगन्स की व्यवस्था की जाये, लेकिन हम यह देखते हैं कि मंत्री महोदय इस कानून के द्वारा उनको सौ फीसदी सहायता करने जा रहे हैं। मैं यह जानना चाहता हूँ कि क्या यह सहायता प्राइवेट सेक्टर की जो खदानें हैं उनको कुछ विशेष सुविधाएं देने के लिए की जा रही है या इससे कोयले के उत्पादन पर भी कोई अभाव पड़ने वाला है।

इस बात करोड़ रुपये में से चार करोड़ रूपया कोयले को पानी के जहाजों द्वारा ले जाने पर खर्च होगा। यह रूपया सहायता के रूप में दिया जायेगा। मैं ने कल भी इसके बारे में कहा था और आज फिर दुहराना चाहता हूँ। कि जब तक हम कोयला डोने की एक निश्चित नीति निर्धारित नहीं करेंगे कि जिसके मुताबिक सड़क, रेल और पानी के जहाज से कोयला डोया जाये, और उसको हर माधन में डोने के जब तक अलग अलग लक्ष्य स्थिर नहीं किये जायेंगे, तब तक मैं समझता हूँ कि कोयले को डोने का संकट देश के सामने बार बार आता रहेगा। इसलिए मैं चाहूंगा कि इस वक्त, जब कि इस बिल पर विचार हो रहा है, सरकार की तरफ से इस तरह की किसी योजना की घोषणा की जाये जिसके मुताबिक तृतीय अर्धवर्षीय योजना के अन्तर्गत कोयला डोने का संकट बचाया जा सके। विशेष तौर से मैं यह जानना चाहता हूँ कि सड़क परिवहन द्वारा कोयला डोने के बारे में सरकार की तरफ से क्या नीति अपनायी जाने वाली है। क्या इस बारे में कोई जांच पड़ताल चल रही है और अगर चल रही है तो सरकार ने सड़क द्वारा

कोयला डोने के लिए तृतीय अर्धवर्षीय योजना के अन्तर्गत कितनी रकम निर्धारित की है ?

एक प्रश्न उठाया गया बार बार इस सदन में और अभी भी उसके बारे में चर्चा हुई। माननीय मंत्री महोदय ने इस बिल को पेश करते हुए अपने भाषण में कहा कि अभी सारे देश के लिए कोयले की एक सी दर लागू करने के सम्बन्ध में वह निश्चित रूप से कुछ नहीं कह सकते, यानी वह सम्भव नहीं है। मैं जानता हूँ मंत्री महोदय की कठिनाई को। ऐसा करने से उस औद्योगिक क्षेत्र के उत्पादन पर असर पड़ सकता है जो कि कोयला खदानों के पास पास है जैसे कि बंगाल और बिहार का क्षेत्र और हमारे स्टील प्लांट जो कि उड़ीसा और बिहार में लगने को हैं और लगे हुए हैं। मैं जानना चाहता हूँ कि क्या इस प्रश्न पर केवल इसी क्षेत्र की दृष्टि से विचार किया जा रहा है या सारे देश की दृष्टि से विचार किया जा रहा है खास कर जब कि स्टील के सम्बन्ध में सरकार ने दूमरी नीति अपनायी हुई है। मैं कहना चाहता हूँ कि जिस प्रकार स्टील का औद्योगिक उत्पादन की क्षमता पर असर पड़ता है उसी तरह से कोयले का भी पड़ता है। मैं जानना चाहूंगा कि जब स्टील के बारे में सरकार ने एक नीति निर्धारित की है तो कोयले के बारे में भी वह नीति क्यों नहीं निर्धारित की जाती? मेरा निवेदन है कि सारे देश के लिए कोयले का एक सा मूल्य स्थिर करने के प्रश्न पर सरकार विचार करे जिससे कि जो क्षेत्र कोयला क्षेत्र से दूर पड़ते हैं उनको किसी तरह का डिस्एडवांटेज न रहे उन क्षेत्रों के मुकाबले में जो कि कोयला क्षेत्र के पास पड़ते हैं। अगर ऐसा नहीं किया गया और सारे देश के लिए कोयले की एक सी दर स्थिर नहीं की गयी तो जो उत्पादन क्षेत्र कोयला क्षेत्र से दूर स्थित हैं उनका उत्पादन उन क्षेत्रों से जो कि कोयला क्षेत्र के पास पास है अधिक बर्बाद पड़ेगा और उनको नुकसान होगा। इसलिए मेरा निवेदन है कि सरकार इस प्रश्न पर विचार करे कि अगर सारे देश

[श्री अजराम सिंह]

के लिए एक सी कोयले की कीमत निर्धारित कर दी जाती है तो बिहार, बंगाल और उड़ीसा के औद्योगिक क्षेत्र को कितनी हानि होगी और बाकी के क्षेत्र को कितना लाभ होगा, और इन दोनों की लाभ हानि का मुकाबला कर के देखे कि कुल मिला कर देश को ऐसा करने से लाभ होगा या हानि। मैं चाहूंगा कि इस पर भी मंत्री महोदय अपने विचार प्रकट करें।

इस बिल में रेलवेज के सम्बन्ध में जो व्यवस्था की गई है वह स्वागत करने लायक है और मैं उसका स्वागत करता हूँ। लेकिन मैं फिर कहना चाहूंगा कि एक्साईज के द्वारा इस तरीके से एक बहुत विस्तृत शक्ति सरकार को अपने हाथ में नहीं लेनी चाहिए। इस के मुताबिक जब भी वह चाहें नोटिफिकेशन के द्वारा कोयले पर जितनी चाहे एक्साईज बढ़ा दे और इस तरह कोयले की कीमत बढ़ाने की तरफ एक कदम उठाय। यह ध्यान देने योग्य बात है कि सितम्बर सन् १९५८ में अर्थात् आज से तीन साल से भी कम समय हुआ जब कोयले पर ३८ नये पैसे के हिसाब से एक्साईज ली जा रही थी और अब ८८ या ९४ नये पैसे ले रहे हैं और इस बिल के कानून बन जाने के बाद १२० नये पैसे या १ रुपया और ५० नये पैसे लेंगे। इस ढाई साल के अर्से में कोयले पर चौगुनी एक्साईज बढ़ा देना यह एक विचारणीय बात है और इस बढ़ोतरी का औद्योगिक उत्पादन पर और रेलों के परिचालन पर क्या असर पड़ेगा? इस संदर्भ में यह बात ध्यान रखने की है कि रेलवेज को जितना कोयले खोने का खर्चा दिया जाता है वह रेलवे के परिचालन व्यय से कम होता है। एक तरफ तो हम पानी के जहाजों के बास्ते जो कि प्राइवेट उद्योगपतियों के हाथ में हैं, उस इंडस्ट्री को कायम रखने के लिए एक्साईज इयूटी बढ़ा कर यह विशेष सहायता दें और दूसरी तरफ रेलवेज जो कि हमारा राष्ट्रीय उद्योग बढ़ रहा है

उसका परिचालन व्यय बढ़ायें, मैं समझता हूँ कि यह उचित बात नहीं है। सरकार को इस सारे मसले पर पूरी तरह से विचार करने की जरूरत है।

आज कोयला खोने में रेलवेज का परिचालन व्यय जितना होता है उतना किराया नहीं मिलता है। हमें देखना है कि उस को बढ़ा कर के हम उस को सहायता दे सकते हैं या नहीं दे सकते हैं। मैं मोटे अंदाजे से यह कह सकता हूँ कि ७ करोड़ रुपया जो अभी एक्साईज से आना है उस में से अकेले रेलवेज को ही १ करोड़ २० लाख रुपया देना पड़ेगा। यह हमारा राष्ट्रीय उद्योग है और जब उस को १ करोड़ और २० लाख रुपया देना पड़ेगा तो उसका नतीजा यह होगा कि रेलवे विभाग कहेगा कि अब हमें किराया बढ़ाने की जरूरत है। दूसरी परेशानियाँ पैदा होंगी। इसलिए मैं कहना चाहूंगा कि इस मसले पर गम्भीरता पूर्वक विचार होना चाहिए, सब पहलुओं पर ध्यान दिया जाना चाहिये तब एक्साईज इयूटी बढ़ाने की बात होनी चाहिए। एक्साईज इयूटी बढ़ाकर हम औद्योगिक उत्पादन में व्यय बढ़ाने में सहायता देते हैं और इस से मुद्रास्फिति बढ़ सकती है। इसलिए इन तमाम प्रश्नों पर, कानून बनाने से पहले, सरकार को बहुत ही गम्भीरता पूर्वक विचार कर लेना चाहिए और यह सोचना चाहिए कि कहीं इनका यह तो असर नहीं पड़ेगा कि मुल्क के औद्योगिक उत्पादन पर प्रतिकूल प्रभाव पड़े और मुद्रास्फिति बढ़ जाय। मैं चाहूंगा कि मंत्री महोदय इन सारे प्रश्नों पर गम्भीरता पूर्वक विचार करें। और अगर इस बिल को कानून की शकल दे दी जाती है तो उस के बाद भी नोटिफिकेशन के द्वारा कम से कम ही एक्साईज इयूटी बढ़ायें। उसको इस शकल में न बढ़ायें जिस से केवल प्राइवेट उद्योगपतियों को ही सहायता देने का हमारा काम हो जाय।

मुझे लगता है कि ७ करोड़ रुपया १ हम एक्सार्जिज ड्यूटी बढ़ाने जा रहे हैं वह प्राइवेट खदानों के मालिकों को सहायता देने जा रहे हैं या जो प्राइवेट पानी के जहाज हैं उन को हम सहायता देने जा रहे हैं। राष्ट्रीय उद्योगों से हम एक्सार्जिज ले कर के इन लोगों को पैसा दें यह मुझे मुनासिब नहीं लगता है। मैं चाहूंगा कि सरकार इस के बारे में स्पष्ट रूप से अपनी नीति की घोषणा करे।

अन्त में मैं अपनी उसी बात को फिर दुहरा-उंगा कि जहां तक कोयले के ढोने की नीति का प्रश्न है उस पर बहुत ही गम्भीरता पूर्वक विचार करने की जरूरत है। खास तौर से तृतीय पंचवर्षीय योजना में कोयले के ढोने का जो लक्ष्य रक्खा है उस को ढोने के लिये अगर हम अभी से एक सुनिश्चित योजना नहीं बनाते हैं तो उसका नतीजा यह होगा कि बारबार मुल्क में कोयला ढोने के संकट होंगे। कोयले की खदानों के पास कोयला पड़ा होगा और उस में प्राग लगने की संभावना होगी और दूसरी जगह मुल्क में औद्योगिक उत्पादन इस लिए मंद पड़ेगा और बंद हो जायगा क्योंकि कोयला वहां पर हम समय पर पहुंचा नहीं पायेंगे। इसलिए मैं चाहता हूं कि कोयले के दुलाई के रेल, रोड और सी, सब के अलग-अलग लक्ष्य निर्धारित हों जिस से हम तृतीय पंचवर्षीय योजना में जो कोयले का उत्पादन बढ़ाना चाहते हैं उस में कभी कोई संकट और बाधा पैदा न हो।

Dr. Melkote (Raichur): Mr. Speaker, Sir, it is a well known fact that during the Second Five Year Plan we have not been able to raise sufficient amount of coal that the country needed and we have not been able to meet the targets. Equal has been our difficulty with regard to transport of coal also from the pit-head to the various places where it is needed. In view of these difficulties, I welcome this Bill that has been

presented to this House by the hon. Minister.

But I have carefully read the statement he had occasion to make yesterday in this House. I had expected further clarification with regard to certain points, but they are not there. In view of that, I felt I should express my own feelings with regard to this Bill here today.

Sir, so far as giving protection to the railways in these coal mining areas is concerned, nobody has any objection; in fact, we would welcome it. But the other aspect of the question, that the excise levy is now being raised from Re. 1 to Rs. 4 is a thing which we have not been able to understand clearly. If the excise levy had been raised in previous years, the object for which it was raised was entirely different. Today we are raising it in order that more coal may be obtained from these pitheads.

Now, so far as the raising of this coal by depillaring in these coal mines is concerned, one has to understand that the present agents of the coal mine owners have not to explore whether coal is there or not. They have not to create new pitheads. Everything has been created and money spent already, and they will benefit to the extent of millions of tons of this coal. Instead of taking this levy from them for giving this benefit, the Government is trying to tax the consumer by raising the levy from Re. 1 to Rs. 4. I have not been able to understand this aspect of the question, and I personally feel that this amount of money should not go to the help of the owners, or their agents, but it should go to the benefit of the nation as such. I have, therefore, Sir, objection to this increase from Re. 1 to Rs. 4, and unless the hon. Minister gives a satisfactory answer in his reply we would not be convinced with regard to the increase in this levy.

[Dr. Melkote]

Then there is the question of quicker movement and removal of the bottle-neck in transport. The hon. Minister has said that carrying of coal by sea costs more. It is usually found that any material that is carried by sea is carried at a cheaper rate than what obtains in the railways. Here it is the question of the lead, and therefore the Minister mentioned that possibly the western coast would have to bear a heavier amount of money in this mode of transport. In order to benefit them, he said, this part of the levy may be utilised that way. Sir, places like Hyderabad, Bangalore or places in the interior have not the same advantages as the western coast areas, particularly Bombay. If this money is to be paid for industries which are already in an advantageous position, if this money is spent in order to benefit them, I would request the hon. Minister, since the money is being raised by the public, that there should be an equalisation in this price of coal, that there should be a standard price for coal all over India, whether it is Bangalore, Mysore or Madras. It is that way that industries would benefit, and there would not be this unhealthy competition; otherwise, Government would be helping a particular industry in a particular place which has greater advantages than the other. I would like to understand from the Minister as to why this is being done. So this part is objectionable to us. Thirdly, a part of this coal is being carried by sea. I welcome this. But the hon. Minister has not made it clear that this coal that has to be carried would be carried by national bottoms alone and nobody else. That would help the industry in acquiring more tonnage and give more employment to the people. Therefore, if this is to go to help other ships that are plying in our national waters, it would not be a welcome feature. I personally feel that these three aspects of the question should be dealt with by the hon. Minister and a satisfactory answer given to us.

श्री० रणबीर सिंह (रोहतक) : अध्यक्ष महोदय, कोयले पर उत्पादन-कर एक रुपया फी टन से बढ़ा कर चार रुपया फी टन करने का अधिकार सरकार ने इस विधेयक में मांगा है और मैं इसका स्वागत करता हूँ। मैं जानता हूँ कि इस मंत्रालय के पास उत्पादन कर लगाने की जितनी शक्ति अभी तक थी उसका भी पूरे तौर पर इस मंत्रालय ने इस्तेमाल नहीं किया है। अभी तक ८८ नए पैसे या ९४ नए पैसे ही उत्पादन कर लगा हुआ था। उस के पास यह अधिकार था कि वह एक तरह से १२ नए पैसे और ६ नए पैसे तक इस कर को बढ़ा सकता है। लेकिन खुशी की बात है कि मंत्रालय ने यह समझा कि देश के रिप्रिजेंटेटिव्स के पास गए बिना उस को इस अस्तित्कार का इस्तेमाल नहीं करना चाहिये। अभी मेरे माननीय सदस्य श्री बजरज सिंह जी ने सन्देश प्रकट किया है कि यह कर इस लिए लगाया जा रहा है या इसलिए बढ़ाया जा रहा है कि किसी जहाजी कम्पनी को फायदा पहुंचाना है या जो कोयले के उत्पादक हैं, जो बड़े-बड़े पूंजीपति हैं, उन को फायदा पहुंचाना है। मैं समझता हूँ कि जो इस तरह की बातें कहते हैं वे सरासर गलती पर हैं। यह शक्ति इस लिए ली जा रही है कि इस देश में कोयला अधिक पैदा करने की आवश्यकता है और कोयले का उत्पादन जब तक नहीं बढ़गा तब तक इस देश की तरक्की पूरे तौर पर नहीं हो सकती। इस वास्ते आवश्यकता इस बात की है कि कोयले के उत्पादन को बढ़ाया जाए।

भ्राएँ दिन कोयले की खानों के मन्दर एक्सीडेंट्स होते रहते हैं। उन को भी जहां तक मुम्किन हो सके रोका जाय यह भी एक इस विधेयक का उद्देश्य है। इस के अलावा कई बार ऐसा भी भी होता है कि कोयले का उत्पादन तो काफी हो जाता है लेकिन कोयले की ढोने की रेलों में शक्ति नहीं होती है और वह एक

बगह से दूसरी जगह नहीं जा सकता है । एक तरह से बाटलनेक्स पैदा हो जाते हैं, काम रुक जाता है, इस वास्ते यह आवश्यक प्रतीत होता है कि कोयले की बुलाई का कोई और भी साथ साथ प्रबन्ध किया जाए । कोयले का अन्य साधनों से ढोने का और इस काम को मुचारू रूप से चलाने का अस्तित्थार भी इस विधेयक में मांगा जा रहा है ।

अध्यक्ष महोदय, मैं जानता हूँ कि इस मंत्रालय ने जहाँ तक कोयले के उत्पादन का सम्बन्ध है, तीसरे प्लान के अन्दर ६ करोड़ ७० लाख टन उत्पादन करने का लक्ष्य रखा है । यह जो उत्पादन बढ़ेगा यह केवल प्राइवेट पूंजीपतियों द्वारा ही नहीं बढ़ाया जाएगा बल्कि पब्लिक सैक्टर द्वारा भी बढ़ाया जायगा । २०० लाख टन यानी दो करोड़ टन पब्लिक सैक्टर पैदा करेगा । अब एसी हालत में अगर कोई यह कहता है कि प्राइवेट पूंजीपतियों को बढ़ावा दिया जा रहा है तो मैं समझता हूँ कि वह सही बात नहीं कहता है, गलत बात कहता है । इस मैदान में, इस फील्ड में पब्लिक सैक्टर ने हाथ बढ़ाया है और पब्लिक सैक्टर मुबारक रूप से आगे बढ़ सके और देश की उन्नति में सहायक हो सके, इस उद्देश्य से यह उत्पादन कर बढ़ाने की शक्ति मांगी जा रही है । उत्पादन कर बढ़ाने से जो लाभ होगा उसका २५ प्रतिशत या उस से कुछ कम पब्लिक सैक्टर को पहुँचेगा । मैं श्री ब्रजराज सिंह जी की तारीफ करता हूँ जब उन्होंने यह कहा कि जहाँ आज हम यह देखते हैं कि जो अनाज है वह रेल हैड पर, हर रेलवे स्टेशन पर सरकार एक ही भाव पर पहुँचानी है, उसी तरह उसे कोयला भी पहुँचाना चाहिये । अनाज हर एक के खाने की चीज है चाहे कोई पंजाबी हो, चाहे बंगाली हो, चाहे मद्रासी हो या बम्बई वाला है, हर कोई अनाज खाता है और यह जीवन के लिये आवश्यक

वस्तुओं में से सब से आवश्यक वस्तु है । इसी तरह से कोयला भी मैं यह तो नहीं कहूँगा कि अनाज जितना ही जरूरी है लेकिन बहुत जरूरी चीज है और इसकी धोर भी आपका समुचित ध्यान जाना चाहिये । हो सकता है कि मंत्रालय के रास्ते में बहुत सी रुकावटें हों, बहुत सी मुश्किलता हों, उस नीति के निर्धारण में या उस को चलाने में लेकिन मैं चाहता हूँ कि यह मंत्रालय इस के बारे में थोड़ा सोचे क्योंकि इस देश के सभी भागों का आर्थिक विकास तभी हो सकता है जब कि देश की तरक्की के लिए, सब चीजों का और खास तौर पर कोयले का वितरण न्यायोचित ढंग से हो । यह ठीक है कि भगवान ने बिहार, उड़ीसा इत्यादि में कोयले की खाने रखी हैं और इस से उन इलाकों को फायदा पहुँचता है । एक फायदा तो कोयला निकालने से ही पहुँचता है और दूसरा फायदा कुछ कारखानों की इस वजह से स्थापना हो जाने की शकल में भी पहुँचता है । लेकिन उस फायदे को हमें इस हद तक नहीं सीधना चाहिये कि दूसरे इलाकों को गिला होने लग जाए । आप जानते हैं कि रिजनल बमिस पर विकास की हर इलाका मांग करता है और खास तौर पर प्रजातांत्रिक ढांचा जहाँ होगा वहाँ पर तो यह कुररती बात है कि हर इलाके के लोग यह चाहेंगे कि उन का इलाका भी आर्थिक तौर पर तरक्की करे और उम के लिये यह जरूरी है कि वहाँ जिन वस्तुओं की आवश्यकता है, उनको आप पहुँचायें ।

कल माननीय मंत्री जी ने बताया कि ८८ और ९४ नये पीसे की दर जो उत्पादन कर की है, उसको ज्यादा से ज्यादा वह १२० या १५० नये पीसे तक ले जाना चाहते हैं । मेरी राय है कि अगर इसको और भी कुछ बढ़ाने की आवश्यकता हो और मंत्रालय इस बात

[श्री० रणबंर सिंह]

का इतिहास कर सके कि पंजाब के अन्दर तथा दूसरे प्रान्तों के अन्दर भी जिस भाव पर कोयला बंगाल, बिहार इत्यादि में दिया जाता है, उसी भाव पर दिया जाये, तो यह एक स्वागत योग्य बात होगी। इस उद्देश्य से अग्रर इस कर को बढ़ाया जाता है तो कैसे कहा जा सकता है कि यह उद्योगपतियों के हक की बात है या किसी जहाजरानी कम्पनी के हक की बात है। उस मूरत में यह देश के लाभ की बात होगी।

इस के साथ-साथ मैं यह भी निवेदन करना चाहता हूँ कि जहां तक कोयले को रोड से ढोने का वास्ता है, अग्रर हव भी बिहार, उड़ीसा इत्यादि के आस पास के इलाकों में प्रीर हो सके तो उत्तर प्रदेश के भी कुछ इलाकों में ट्रकों से ढो कर पहुंचाया जा सके, तो यह अच्छी बात होगी। वहां जितना कोयला जाना है वह सब ट्रकों से भेजा जाये तो इसका मतलब यह होगा कि रेलों के ऊपर जो आज़ दबाव है, वह कम किया जा सकेगा। रेलवे के पास आज़ इतने वंगन नहीं हैं कि कोयले को सारे देश में ठीक तरह से प्रीर समय पर वह पहुंचा सके। मैं चाहता हूँ कि जहां थोड़ा बहुत रुपया जहाजरानी कम्पनियों पर दर को ठीक स्तर पर लाने के लिए, रेल के दर के बराबर लाने के लिए खर्च किया जाये वहां ट्रक्स के ऊपर जो थोड़ा बहुत खर्चा अग्रर फालतू होता है, तो उसको भी सबसिडाइज़ करने पर इस्तेमाल किया जाये।

Shrimati Parvathi Krishnan (Coimbatore): Mr. Speaker, the object of this Bill seems to be three-fold; firstly, to erect aerial ropeways in the Jharia and Raniganj coal fields for supplying sand to the private mine-owners for stowing in the interests of safety of life and property and also in the interests of conservation of our coal resources; secondly, to subsidise coastal shipping and, thirdly, to finance the mine-owners for the com-

pulsory execution of protective measures.

Sir, it seems that there is no quorum very early in the day.

Mr. Speaker: Those hon. Members who are interested in this Bill area all here.

Shrimati Parvathi Krishnan: It seems to be an important Bill. Coal is a very important subject.

Mr. Speaker: When other hon. Members do not take interest, that can I do?

Shri Braj Raj Singh: They are busy in the Central Hall.

An Hon. Member: We are going to be taxed for this.

Shri Tyagi (Dehra Dun): It is lunch hour.

Shrimati Parvathi Krishnan: It is not yet lunch hour. One should not be hungry before 1 o'clock.

Mr. Speaker: We are at present in the general discussion stage. When it comes to the question of voting, they will all come.

Shri T. B. Vittal Rao (Khamam): But it is a very sad that we have no quorum even before 1 o'clock.

Shri Warior (Trichur): This is not very good. All of a sudden they rush in when the bell rings and without knowing what has happened in the House they vote either 'Aye' or 'No'. There are not even half the number of hon. Members required for the quorum.

Shri Tyagi: It is lunch hour. It has been our practice that during lunch hour.....

Mr. Speaker: I know. But lunch hour is from 1 o'clock to 2.30. It is not yet 1 o'clock.

Shri C. D. Pande (Naini Tal): They have gone for an early lunch.

Mr. Speaker: I will have the bell rung. Now, there is quorum. The hon. Member may continue her speech.

Shrimati Parvathi Krishnan: This is the result of not discussing the Department of Parliamentary Affairs during the Budget debate.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I cannot bring them and keep them in my lap.

Mr. Speaker: In view of the coming elections at least, hon. Members must be present in larger numbers in the House. I propose doing one thing. I shall ask the office to take note of the number of hon. Members present and put up on the Notice Board division numbers of those hon. Members who are present from 11 o'clock to 1 o'clock, then from 1 o'clock to 3 o'clock and from 3 o'clock onwards.

Shri Tyagi: That will be too restrictive. I would beg of you not to order such a thing. It will be too restrictive.

Mr. Speaker: It is not a restriction. Whichever hon. Member is here is a representative of 8 lakhs of our population.

Shri Braj Raj Singh: Now it is 9 lakhs.

Mr. Speaker: Yes, now it is 9 lakhs. They must be here from morning till evening. I do not know what other work they do. Hon. Members should be here not only for speaking but also because there is no much of education. All that I know about the distant parts of the country is what I went on hearing here. There is nothing particular. Why should one deny oneself even the pleasure of knowing something? I would appeal to Shri Tyagi that instead of pleading for the cause of the absentee hon. Members, he should go and bring them and tell them that it is not all right. It is not all right. We are trying to set an

example. Even before 1 o'clock they are all gathering there in the Central Hall. I sometimes think that I may have a session both in the Central Hall and here simultaneously and ask the hon. Deputy-Speaker to preside over there with myself presiding over here and carrying it on.

Shri Satya Narayan Sinha: All that you have said is off the record, I suppose.

Mr. Speaker: Why? Let future generations know it. There is no harm.

An Hon. Member: There should be a penalty attached to it.

Shri Tyagi: It should be the moral duty of the Party leaders or their whips to see that their Members do not absent themselves.

Mr. Speaker: I expect that for official Bills, the official whips will see to it that there is quorum and for non-official Bills all of them together will jointly see to it that there is a quorum.

Shri T. B. Vittal Rao: Then the hon. Minister of Parliamentary Affairs will withdraw those words that he has used, namely, "I cannot bring them and keep them in my lap". It is for the second time that he has said so.

Mr. Speaker: He refers to his own Party Members.

Shri Satya Narayan Sinha: I can only appeal.

Mr. Speaker: I told them that the hon. Minister referred to his own Party Members and not to hon. Members belonging to the Opposition.

Shri Satya Narayan Sinha: Shri Vittal Rao is my counterpart on the other side, but perhaps he does not realise that sometimes none of his Party Members are there

Shrimati Parvathi Krishnan: We take it on a percentage basis.

Shri Warrior: At least one hon. Member from our Party is always here.

Mr. Speaker: Has she concluded her speech? Did she get up only for the purpose of objecting about quorum?

Shrimati Parvathi Krishnan: No, Sir, I had just started.

Mr. Speaker: Then she may continue.

Shrimati Parvathi Krishnan: According to the provisions of this Bill, if this Bill is passed, the result will be that there will be an increase in the price of coal and we will find that immediately steel, railways and so on will be the major sufferers. What I would like the hon. Minister to tell us, therefore, is this. How far is this increase going to be justified because we have seen how during the past few years many concessions, particularly with regard to price, have been given to the mine-owners? In fact, if one looks into the recent speeches of the Chairmen of the Mining Association and of the Federation at the annual meetings, one will find that there is a mention in a very appreciable manner of how these concessions have been given to them. Therefore while this increase and this concession are being given, we would like to know as to what exactly are the safeguards to make sure that the production of coal goes up and that at the same time the various other measures with regard to safety and conservation are also really adhered to by the mine-owners. This, to my mind, is one of the most important aspects of this Bill.

Secondly, we find that there is going to be a subsidising of coal that will be transported by sea. Is this the only way in which the question of transport of coal can be answered? It is true that there has been a bottleneck and a scarcity of wagons to

move the coal. Therefore it is necessary to find out other methods and routes for transporting coal from one area to another and particularly to down south. But why is it that we have to rush in to subsidise the private sector once again? I would like the Government to consider the wider aspect of taking over coastal shipping and seeing how much Government itself will bear so that it becomes a more integrated policy and integrated financial scheme of the Government itself and how far this could be taken up.

Then, with regard to the question of assistance to be given for stowing, apart from actually supplying the sand by the ropeway, we find that it is a question of the mines being in a state that is far from happy. When we read in the newspapers and also when time and again we find the question of accidents and so on being raised on the floor of the House, the question arises whether it is that no proper check and supervision is there to see as to how far the safety and precautionary measures are being taken by the various private mineowners. Under the regulations, as they exist, and under the practice it is for the Coal Board to see to it whether the stowing operations and so on are there and how far the subsidy that is given by the Government is being put to a proper use. In so doing, it is not only the question of the lives of mine workers, which is, of course, of primary importance, but it is also the question of conservation of coal and of seeing that we nurture the coal resources that exist in our country. We find that during the last so many years with all the assistance that has been given for stowing only about one-tenth of the mines have really taken up stowing. I would like the hon. Minister to clarify the difficulties that are being countered whenever this question is taken up, namely, the question of what measures Government is going to take beyond subsidising and beyond just giving the

monetary assistance that they can give. What further measures are going to be taken to guarantee that this work is undertaken in a proper manner so as to see that these accidents that have been taking place as a result of the absence of this work are rapidly brought down and are finally eliminated altogether? For instance, during last year (1960) there were a number of serious accidents. What usually happens is that only such accidents hit the public eye, or are immediately taken note of, where there is fatality. As far as the coal industry is concerned, it is necessary that we should look to the number of serious accidents which lead to serious injury. In 1960 the number is by no means a small one. The number of serious accidents was nearly 3,000 and the number of seriously injured is nearly 3,000. This is no small figure. When we are discussing a Bill that concerns the conservation and safety, we would like to know from the hon. Minister the steps that are going to be taken to see that these accidents come down. Stowing, as I said, is an important thing. We would also like to know from him what else is being done in this regard.

13 hrs.

Mr. Speaker: How many of these accidents have been due to non-stowing?

Shrimati Parvathi Krishnan: That is what we want the hon. Minister to tell us. This report gives only the whole figures and we would like to know from him, how many of these are due to non-stowing.

Again, Sir, we are told that the entire coal area of Raniganj and Jharia is becoming unsafe. Underground fires there, it is said, are widespread and the villagers are becoming panicky. We would like to know what steps are being taken by the Ministry and the Coal Board to check this, and also to tell us the exact position, so that we may know how far these reports are true and whether this panic is justified or not. There are reports that even cinema houses are being closed

down and that whole villages are wondering whether they should move or not. They do not know where to go. It is said that smoke is seen emerging from many areas and the suspicion is that there are underground fires and there are a large number of gassy mines there. What are the steps that the Ministry propose to take not only under the provisions of this measure, but also under the powers they have already to see that adequate measures are taken to prevent any major disaster in that area and the coal production that we have targeted is achieved. They should also see that the mine-owners do not play with the lives of our mine-workers, with the prosperity of our country, and with the production of coal, without taking into consideration the wider national interests, particularly when they are being given these concessions, when they are being given an increased price and subsidies by Government.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Sir, I have formed the impression that the general principles underlying this Bill are acceptable to hon. Members who have participated in the debate and I venture to reply to some of the points that have been raised in the course of the discussion.

Before I touch upon any other matter there are two points which call for a reply. More than one hon. Member has mentioned that the excise duty is being raised to help the private sector and in that connection it was said that the mine-owners in the private sector are sought to be helped; secondly that private shipping companies are proposed to be subsidised. I would like to clarify the position that neither of these two fears is correct.

There is no question of subsidising the coastal shipping companies. As a matter of fact, it is hoped that as a result of the increased traffic and assured traffic, it would be possible—at any rate it should be possible, for the coastal shipping companies to reduce their freight. Already the Minis-

[Sardar Swaran Singh]

try of Transport are carrying on discussions with the coastal shipping interests with a view to bringing down their existing tariff rates. So, there is no question of subsidising the coastal shipping by means of this subsidy.

It is a fact that transport by sea is more costly. It is anticipated that even after the efforts of the Ministry of Transport succeed in reducing the sea tariff resulting from movement by sea, still the cost of transport by sea would be higher as compared to cost of transport by rail. This is partly due to the fact that the railway tariff over longer distances happens to be already subsidised in view of the telescopic rates applicable to longer distances. Above a certain distance, the railways charge the same freight for transport of coal irrespective of the distance. That obviously means that the railways are incurring actually more costs in transporting coal over longer distances and are charging the consumer less; so an element of subsidy is already there in a way when transport by rail to longer points is involved. We have undertaken that scheme in order to help the consumer situated at a longer distance. Although there may be a slight conflict between the consumers that are located nearer the points of production and those at longer distances, still I think, that, on the whole, it is a fair decision that the entire burden of transport is not loaded on to the consumer who happens to be situated at a long distance from the point of production. Whereas a public undertaking like the railways can undertake a scheme of that type of enforcing telescopic rates where longer haulages are involved, we cannot expect the private shipping companies to undertake this part-financing of their cost of transport when long haulages by sea are involved. Therefore, in the ultimate analysis the rate of transport by sea works out to be higher than the rate which

is actually chargeable when coal is transported by rail.

It must be clearly understood that what the railways charge for these long haulages is not what the railways actually incur by way of cost. It is far from a commercial rate so far as railways are concerned. It will, therefore, not be correct to say that shipping companies as such are being subsidised. We are extending the principle that those who have to be supplied coal in this emergency by sea-route should not pay a rate which is higher than what they would otherwise pay if the transport were by rail. This little additional cost which consumers all over the country should pay is from that angle justified.

While on this, I would like to clarify one other point. The Members who come from States which are a little farther from the centres of production have urged that there should be a uniform coal price at all rail-heads whereas the Members who come from areas where coal is produced have voiced their objection to this scheme. I can understand this conflict of interests; and conscious as we are of this conflict of interests, we cannot go whole hog in making the price of coal uniform at all rail-heads. But steps such as, for instance, telescopic rates when movement by rail is involved and the element of subsidy to reduce the cost which would otherwise work out if it is transported by sea, are steps in the same direction.

I am mentioning this, because some hon. Members who on the one hand strongly advocated the scheme of enforcing uniform coal prices at all rail-heads have, in indirect manner, tried to criticise this element of subsidy to meet the additional cost of transport by sea. I feel that that criticism is not valid from those Members who have advocated a uniform price of coal at all rail-heads. It is true that we cannot accept that suggestion in its entirety. Still, when the rigour of

that is sought to be mitigated by introducing an element of concession by reducing the freight when long haulages by rail are involved, or when transport by sea has to be undertaken and the cost works out to be higher, then to bring it at a level with the cost of transport by rail, are steps in the same direction. Therefore, any criticism from those friends who are advocates of a uniform price of coal at all rail-heads, does not appear to be valid.

While on this question of movement of part of coal by sea, I would also like to touch upon another matter which has been mentioned by Shri Braj Raj Singh and also by Ch. Ranbir Singh, that is transport of coal by road. This matter has been engaging the attention of the Government, of the Coal Board, of the industry and also of the various consumers. We must clearly understand that there are certain limits with regard to the capacity of our road system and transport system to carry coal by road. It is not my intention to go into details. The present state of roads, the availability of trucks, the conditions of bridges, the over-crowding that already exists on certain sections of the road are factors with which hon. Members would be quite familiar. In spite of all these difficulties, there is at the moment a sizeable transport of coal by road. It must also be understood in this connection that movement of a commodity like coal over long distances is not feasible by road. The cost will work out so high that it will become prohibitive, and any attempt to subsidise the movement by road over long distances will land us into difficulties which it will not be easy for the coal industry and the coal consumer to bear. At the moment I think as much as roughly about 1½ to 2 million tons of coal is actually being moved by road; and the main centres of movement are the consumers in Bihar, Bengal and maybe, in certain parts of Orissa also. We have tried to help this movement as much

as we can within the physical limitations which I mentioned a moment ago. There were certain restrictions before, mainly with a view to ensuring that realisations of excise are not evaded. But we are trying to simplify that procedure so that the colliery owners may purchase their coupons for excise and when they load a truck they could issue the coupon to that person and credit the same amount. Some such simpler thing is sought to be worked out, so that difficulties in the movement of coal by road may be minimised. With all these steps that might be taken, there will always be limitations with regard to the movement of coal by road, particularly over longer distances.

Another fruitful avenue which may be thought of is the movement by rivers. In most of the other countries a good part of coal and iron ore moves by ships, by even country craft and the like, and river transport is being utilised. It is not my intention to go into the details of our transport system. But unfortunately we have inherited a transport system which paid very little attention to the utilisation of transport facilities which the rivers can provide. Surface transport has, by and large, been neglected. Now, we cannot do away with facts of geography. Our canal system, our bridges, etc. have been so designed that they have placed a physical limitation on transport of all these bulk commodities by our river system. Still, in the long range, this is a matter which requires consideration, and already some thought is being given to this aspect. But these are long-range problems.

We are faced with the immediate problem of short supply of coal at points which are situated at longer distances from the main centres of production. To supplement their requirements it is necessary to take some quick decision, and it is for this reason that we decided that the movement by sea should be stepped up. This, as I have already indicated,

[Sardar Swaran Singh]

will strengthen our coastal shipping, which is all to the good. It is likely to result in a reduction of the tariff rate of movement by sea which, again, is a step in the right direction. And, thirdly, by raising this excise duty the differential between the cost of transport of coal by sea and the cost of transport of coal by rail will be minimised to a fairly large extent and, therefore, the consumer at these distant points will not be hit. From whatever angle we may examine it, this was the most practical approach and we have, therefore, undertaken this measure.

The second count on which the additional subsidy is sought to be utilised is to finance the central ropeway scheme. Hon. Members from various parties have generally welcomed the stowing activities. That is as it should be. Both for safety in mines as well as for conservation purposes stowing is necessary. The question is to whether it should be subsidised and continue to be subsidised according to the existing system, or whether the central ropeway scheme should be adopted is a point about which there appeared to be some confusion in the minds of certain hon. Members. At the moment there are stowing subsidy schemes which have had the general approval of the House. Because of difficult mining conditions in certain areas it was found necessary, both from the angle of conservation as well as from the angle of safety, to encourage stowing. That meant additional expenditure. In a controlled commodity, when additional expenditure is involved, there should be willingness to face that in a practical manner, and we should not be carried away by sentimental ideas. If it were not a case of mineral development, then we could apply approximations, but we have to realise that mining conditions in various mines are not the same. There may be an open cast mine, there may be a deep mine, there

may be a gassy mine, or there may be a mine in which a large quantity of water may be gushing from underground strata, and so on. If we want to have some sort of a pattern of a controlled price, which appears to be the consensus of opinion in the House, then, either we take into consideration the difficult mining conditions and push up the prices of that coal also which is mined from easier areas, which may not be in the overall interest or adopt other methods; if we do the former, then the coal price has to be fixed at a level which approximates the difficult conditions in the various areas; then, certain cases would be left where the mining conditions are difficult, and these are there not on account of the creation of industry, either private or public, but on account of the freaks of nature; there can be more gas, or there can be more water, or the depth can be very much greater, or the seam may be very thin and so on. So, if we do not take into consideration these differentials, then, we should be prepared to face a situation where people will not be interested in producing coal from those areas where the cost of production comes out to be higher than the controlled price. So, other methods have to be adopted. I think the stowing subsidy is a step in the right direction.

Stowing is necessary both for the human aspect of safety as also from the angle of mineral conservation. Instead of giving a higher price for that coal, it is better that this additional expenditure is shared by others. That again is an approximation to the idea of uniform prices. So, that should be a welcome thing to those quarters which are advocates of a uniform price at all rail-heads.

If we recognise this as our basic approach, then it does not take long for us to come to the conclusion that a central ropeways scheme is more welcome than monetary help by way of subsidy. The great advantage is that sand will be conveyed over longer

leads; therefore, physically, it can be available; secondly, the administration of the subsidy may lead to some of the defects which were pointed out by some hon. Members, namely that people may make exaggerated claims, there may be malpractices and the like, but the possibility of such malpractices is very much reduced if there is a central ropeways scheme, so that we supply the thing physically rather than give monetary assistance.

So, if we recognise that stowing is a good thing, then stowing by means of a central ropeways scheme appears to be a much better proposition, as compared to administration of a monetary scheme. From whatever angle we may examine it, the scheme appears to be a reasonable one and it should be supported.

I think a fear was expressed by Shri T. B. Vittal Rao that most of the money would be consumed in this ropeways scheme or for stowing subsidy, and very little money would be left to subsidise the higher freight for haulage of coal by sea. That has been carefully looked into, and the quantum of excise duty will be so modulated that the quantum of subsidy on movement by sea will not be eaten into for the ropeways scheme. It is for that reason that an allocation of Rs. 3 crores has been indicated. But this point will be constantly kept in view, and it will be our earnest endeavour to ensure that both these things which are complementary to each other are not worked in any manner in which the one will hit the other or eat into the other.

I am grateful to the hon. Members belonging to all the parties, who have all welcomed the amendment relating to the protection of railway property.

I do not think that any other points remain. So, I commend my motion for the acceptance of the House.

Shri Braj Raj Singh: May I seek a clarification? In regard to the movement of coal by road, could not some provision be made by which, up to a specified distance from the coal mining

area, say, 200 miles or so, only movement by road would be permitted, and movement by rail would not be permitted? In this way, we could move more coal to these areas by road.

Sardar Swaran Singh: I am afraid that a general restriction of that type will not work. Let us be quite clear about one thing. Most of the big consuming centres like the steel plant at Durgapur, the steel plant of Indian Iron at Burnpur, the steel plant of Tatas, the Rourkela plant—Bhilai, of course, is at a distance of more than 200 miles—would be within 200 miles of the coal mines, and they are so organised that they will not be able to handle the trucks at all; their tippers and their bunkers are of such a type that movement by road is not possible. I can understand the suggestion for moving some quantities of coal by road for the general consumers like the industries and the like. I have already indicated that we encourage that, and the railways have put a minimum rate for movement by rail. That in itself is an indirect inhibition. We can examine this, but to apply a type of blanket restriction is not practical.

Shri Braj Raj Singh: The only point is that more coal should be moved by road, so that there might not be any crisis in the future in regard to the movement of coal.

Sardar Swaran Singh: Generally, I have no quarrel with that proposition. That is a suggestion for action which will receive our very careful consideration.

Shri Tyagi: May I seek one information? May I know whether this levy of Rs. 4 per ton is going to be levied immediately, and if not, to what extent it is going to be levied now? The shortage of coal, etc. is more on account of the shortage of wagons. The hon. Minister has not expressed any views as to whether the Railway Ministry is doing something to add to the number of wagons required. If they are not adding to the number of wagons, will that not lead to a general rise in the price of coal all over the country?

Sardar Swaran Singh: As I have indicated, there are two aspects of this additional subsidy. One is for the ropeways scheme. That is independent of movement by sea. But, still, there is a part in this additional levy which is intended to be utilised for meeting the differential between the cost of transport by sea and the cost of transport by rail. The railways are doing their best to step up the manufacture of wagons and are improving their transport capacity, but I think that for some time to come movement by sea will have to be undertaken, but I would like to repeat that the railways are trying to do their best. There are particular bottle-necks; most of this trouble has been created on account of limited capacity for movement above Mughalsarai. We have discussed that so often that I do not want to repeat it. The increase in the number of wagons will not solve that, unless other measures like additional track, etc. are there; the railways have undertaken that also, and they hope that they will be able to step up very substantially the movement even above Mughalsarai. They hope that even in July, they will be able to have 200 more wagons a day.

Shri Braj Raj Singh: That is not a very substantial increase.

Sardar Swaran Singh: When the total is 1,900 today, 200 is certainly a substantial increase as compared with 1,900. After some time, they will be able to move even more.

Shri Tyagi: Would the hon. Minister undertake to reduce the levy as soon as the ropeways are ready, and as soon as there are enough wagons, and conveyance by ship is not required? Will that levy be given back to the consumers?

Sardar Swaran Singh: That is why the power that is sought to be taken is elastic, and that incidentally answers the objection which Shri Braj Raj Singh had. This is not a revenue-earning measure. I want to clarify

that point. This is a sort of equalisation in one form or the other.

Shri Tyagi: Our experience is that once any levy is enforced, it is never withdrawn. After all this work is done, after quite a large number of wagons become available and shipping is not needed and after the ropeways are also ready, will the hon. Minister reduce it to the present level?

Sardar Swaran Singh: We will try to reduce it, and if we do not, we will ask for specific approval of the House that now it is a revenue measure and not an equalisation measure.

Shri Braj Raj Singh: I prophesy that they will not reduce it for ten years.

Dr. M. S. Aney (Nagpur): More than 12 years ago, I was working on the Standing Finance Committee for Railways. I have read that in European countries transport by water has been found cheaper than transport by rail. From that point of view, how is it that in India we are not thinking in terms of developing water-ways rather than thinking of subsidy and persisting in dependence on railways only? Is there no possibility of developing water-ways in such a way as to make them a cheaper means of transport than the railways?

Sardar Swaran Singh: I have every sympathy with that view. In fact, I said something to that effect in the course of my remarks. But history and geography cannot be rewritten so soon. As I said, we have inherited a transport system which was essentially based on railways. Historically, our railway system originated as private companies. We were under foreign domination. I think the other means of transport were suppressed as compared to the

railways. That is an unhappy memory, but there is no harm in stating it.

Dr. Melkote: A betterment levy is being imposed on land revenue for the provision of facilities of water. Here ropeways are being created. Sand is taken for stowing and the mine-owners reap all this benefit by raising coal, for which they do not spend any money. I do not understand why this amount of money should not be raised from the mine-owners themselves. Will the Minister please reply to this?

Sardar Swaran Singh: Then you will have to raise the price of coal because it is a controlled commodity and the elements that go into the cost structure are carefully examined.

Mr. Speaker: The question is.

"That the Bill to amend the Coal Mines (Conservation and Safety) Act, 1952, be taken into consideration".

The motion was adopted.

Mr. Speaker: The question is:

"That clause 2 stand part of the Bill".

The motion was adopted.

Clause 2 was added to the Bill.

Clause 3—(Amendment of Section 6)

Shri T. B. Vittal Rao: I beg to move:

Page 1, line 14, for "four" substitute "two".

By my amendment, I am seeking to reduce the amount of excise duty from Rs. 4 to Rs. 2 per ton. I do not think they require such a huge amount in the initial stages. Whenever they do require it, the Minister can come to this House and ask for an increase in the excise duty.

When I was speaking during the consideration stage, I said that the

whole Act, as it stood, required revision by means of a comprehensive Bill brought forward. Anyway, I feel that Rs. 2 per ton is sufficient to cover the expenditure this year. With the Coal Board, there are already This was at the tune of Rs. 2.76 crores. This was at the beginning of April 1960. I do not know how much it is now. But it is not going to be less.

With regard to the other aspect of the subsidy, I want that out of these Rs. 2, Re. 1 should be definitely kept apart for subsidising movement of coal to the remote regions. When I asked a question regarding the operating ratio on the Southern Railway and wanted to know why it was high, the Minister replied that they paid Rs. 65 per ton on coal as against the average of Rs. 40 per ton. The transport of coal by the rail-cum-sea route is a factor in the increased cost. The factories in the south or the West coast have to pay an addition of Rs. 26 per ton by way of freight. Then again there is this cess which will be added and which they will have to pay. Therefore, the amount of subsidy that is going to be given should be clearly mentioned.

As I said, we have got Rs. 2.76 crores at the disposal of the Coal Board, plus Re. 1 per ton excise which is already there which should be utilised for stowing purposes. The other Re. 1 out of the excise of Rs. 2 which I have proposed should be set apart for subsidising coal transported to the south and the western coast. Otherwise, the cost will be enormous. These are the figures which have been given by the Minister.

Therefore, I would strongly urge upon the Minister to see that this excise duty is reduced. If he wants more money, let him come forward with a comprehensive Bill so that we can exercise proper check and counter-check wherever we give subsidy to the mine-owners.

There is another point. I am told that a new discovery has been made

[Shri T. B. Vittal Rao]

in Poland regarding the transport of coal. They pulverise it, mix it with water and send it through pipelines. This is a new process. I am told the economics of it have been worked out and these go to prove that haulage through pipeline is less than by railway or by sea. That is their experience. Only recently I read about it in some magazine. Let the Coal Board also try to find out what this process is. There are so many delegations being sent abroad. They may go into this question also.

My suggestion regarding subsidy should be taken into serious consideration because the Minister has ruled out once and for all the suggestion that there should be uniform coal prices.

Mr. Speaker: The amendment moved is before the House.

श्री बजराम सिंह : अध्यक्ष महोदय, कल मंत्री महोदय ने जो कुछ कहा, उस से ऐसा प्रतीत होता था कि किसी भी सूरत में वे डेढ़ रुपया प्रति टन से अधिक एक्साइज ड्यूटी बढ़ाने वाले नहीं हैं, किन्तु आज जो आंकड़े उन्होंने पेश किये उन में कहा गया है कि वे ७ करोड़ रु० लेना चाहते हैं एक्साइज से। इस के बाद उन्होंने कहा कि १ रु० २० नये पैसे से ले कर १ रु० ५० नये पैसे के बीच में वे एक्साइज ड्यूटी बढ़ायेंगे। अगर इस को हिसाब में ले लिया जाय और जो आज लगी हुई है उस को भी लिया जाय तो किसी भी सूरत में एक्साइज ढाई रुपये से ज्यादा नहीं पड़ती है। मैं नहीं समझता कि जब हिसाब से ढाई रुपया ही आता है तो उसमें चार रुपये तक बढ़ाने की क्या जरूरत है। वे एक साल का हिसाब लगा रहे हैं। वे चार रुपये की व्यवस्था अभी कर लेंगे और उस के बाद सदन के सामने न आयेंगे। यह जो नोटिफिकेशन जारी होने वाला है १ रु० २० नये पैसे या १ रु० ५६ नये पैसे तक बढ़ाने का, उस के बाद सदन के सामने उन का आना उचित नहीं होगा।

हमारे मंत्री जी कहते हैं कि यह कोई पैसे लेने वाला मेजर नहीं है, कोई ऐसा कानन नहीं है जो कि बजट प्रस्तावों के अन्तर्गत आता हो। तो फिर उतनी ही व्यवस्था करनी चाहिये जितनी आवश्यकता हो। मैं समझता हूँ कि माननीय मंत्री जी ने जो चार रुपये की एक्साइज रखी है उस की इस वक्त आवश्यकता नहीं है। इस क्षिये यदि चार रुपये के बजाये दो रुपये को ही वे मान लें तो अच्छा है। लेकिन अगर वे दो रुपये न भी कर सकें तो भी ७ करोड़ रुपये जो वे इकट्ठा कर रहे हैं वह ढाई रुपये से आ जाता है ज्यादा की कोई आवश्यकता है ही नहीं। मैं समझता हूँ कि वे चार रुपये के बजाय ढाई रुपये मान लेंगे। यह एक ऐसा सुझाव है जिसे न मानने का, मैं समझता हूँ, मंत्री जी के पास कोई कारण नहीं हो सकता।

Sardar Swaran Singh: There is a distinction between the quantum of levy that is sought to be imposed and the ceiling that is sought to be raised. I have already indicated that the intention is not to utilise this measure for raising revenue. The specific purposes have also been indicated by me; and I would like to repeat them. They are:—

- (1) to try to subsidise the movement by sea; and
- (2) an effort to finance the rope-way scheme.

I do not want to elaborate these points. Therefore, there should be no apprehension in the mind of the hon. Member that Government will utilise this for raising revenue.

I have every sympathy with the view that was put forward both by Shri Braj Raj Singh and by Shri Vittal Rao that there should be some quantum of subsidy. It is precisely for that purpose we do this. But it may not be wise to earmark any specific part of it to subsidise the move by sea.

As regards the general question that he has raised that there should be a quantum of subsidy when haulages over longer distances are involved, I would like to re-state what I mentioned a moment ago that already we are attempting to subsidise the movement of coal over longer distances. That is there in the freight structure of the Rail movement of coal itself. We do not want to hit any person who happens to be using coal which is moved by sea. So, it is a very simple measure. Whereas in the case of Railways, being the public exchequer, we could bear that burden and the Railways could be asked to give that concealed subsidy, we cannot do that in the case of the shipping companies. Therefore, this is the specific purpose for which this additional excise will be raised.

As regards the general question which Shri Vittal Rao raised namely that there should be a general amendment of the Act and that we should have a second look at the Act, I can assure him that this matter is engaging our attention. There are two ways. One is to wait for a general overhaul and keep this as part of that. But this was a specific measure and I wanted the sanction of the House—and the reactions of the House—with regard to this specific measure. This does not mean that by voting this you will be depriving yourselves of the opportunity of having a look at the legislative measure as a whole. We are examining the provisions and it may be necessary to undertake comprehensive legislation. But, this being a specific purpose and a sort of a taxation, it was necessary for me to come before the House and to ask for this relaxation.

There is no risk in giving this ceiling. But, with this assurance that the actual quantum will be changed from time to time in such a manner that it is utilised for this specific purpose—unless I come to the House and say that it is for another purpose—with this assurance, I hope the House

House would agree to the ceiling as provided in this measure.

Shri Tyagi: Will the hon. Minister see to it that there is no speculative rise in the general price of coal to consumers on account of this?

Sardar Swaran Singh: Actually, it is the other way round because the movement of coal will increase; and at the points where there is shortage, on account of this element of subsidy, the price will remain low.

Shri Tyagi: The experience of the country has been that whenever there has been a tax levy, whether logically the prices are to be raised or not, the psychology is to start raising the prices saying that because of the levy the prices have gone up. That is what the speculators do. You must have some power to control speculative rise in prices.

Sardar Swaran Singh: Luckily, this being a controlled commodity, that type of speculation is not likely to be there. Secondly, it is a commodity which has to be moved before it is utilised. So, these are the two powerful instruments of control, and I do not anticipate any speculative tendencies in this.

Mr. Speaker: Now, I will put the amendment to the House.

The Question is:

Page 1, line 14,—

for "four" substitute "two". (1).

The motion was negatived.

Mr. Speaker: Now, I will put all the clauses together, clauses 3, 4, 5 and 1.

The question is:

"That Clause 3 to 5, Clause 1, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clauses 3 to 5, Clause 1, the Enacting Formula and the Long Title were added to the Bill.

Sardar Swaran Singh: Sir, I beg to move:

"That the Bill be passed."

Mr. Speaker: Motion moved:

"That the Bill be passed."

Shri T. B. Vittal Rao: What I want to impress upon the Minister is this. The Coal Board is constituting so many committees like the Technical Committee, the Advisory Committee, the Stowing Committee and various other Committees. In these committees, generally, the representatives of the workers are not at all included. We are coming to a stage where there should be full participation of labour in management at all stages. So, I would request the Minister to see that the representatives of labour are included in these committees which are constituted, because those who are actively connected with production will be able to give some advice which will be useful. If they want technical men, the workers' representatives will send technical men.

13.47 hrs.

[SHRI JAGANATHA RAO in the Chair]

Our thinking has changed so much that what was not thought of a few years ago is going to be done now. A few years ago we were urging about Worker Inspectors as in the United Kingdom. Everybody used to think that these workers' representative; were not technically qualified and so how could there be Worker Inspectors. Government is now suggesting that there will be Worker Inspectors and the Mines Act is going to be amended. For the success of the Stowing and various other committees of the Coal Board, there should be full association of labour.

Now, we have armed the Minister with a piece of legislation which is going to give him a fund of Rs. 20 crores or a little more because our production is going up. We have set for ourselves a target of 97 million tons during the Third Plan. Many of us still feel that that target is not sufficient. Whatever it is, the Planners and the Government have put it down at 97 million tons. I want that steps should be taken to achieve

this target in physical production, not as the Minister says in this House, 'We have achieved the rated capacity.' That is not the way we should talk of achieving our targets. For example, in the NCDC whenever we ask for the achievement of physical targets, we are told that we have achieved the rate of production. Let the hon. Minister see that the 97 million tons which has been set as the target for the Third Plan is really achieved. Not only that, he should also see that this target is surpassed.

With these words I support the Bill.

श्री बजरंग सिंह : मैं केवल दो आश्वासन चाहूंगा माननीय मंत्री महोदय से। एक तो यह कि जब वह एकमात्र की दर १ रुपया २० नये पैसे या १ रुपया ५० नये पैसे से अधिक बढ़ायेंगे, जैसा कि उन्होंने कहा था, तो वे इस सदन के सम्मुख सदन की प्रतिक्रिया जानने के लिए आवेंगे, और इस साल इससे ज्यादा दर नहीं बढ़ायी जायेगी, और दूसरे यह कि जो कोयला क्षेत्र के २०० मील के भीतर के स्थान हैं उन स्थानों पर जहां भी संभव हो सके, सरकारी कारखानों को छोड़ कर जहां कि यह सम्भव नहीं है, कोयले का यातायात सड़क से किया जायेगा और अभी अगर सड़क द्वारा १५ या २० लाख टन कोयला ढोया जाता है तो उसे बढ़ा कर ४०-५० लाख टन करने का प्रयत्न किया जायेगा।

Sardar Swaran Singh: The suggestion that the viewpoint of the workers should be ascertained is a welcome one. It is not quite clear to me as to how we should do that. But that is a good suggestion and it will be my endeavour to devise some method under which it may be possible to derive benefit from the experience of the workers. I have every hope that the leaders connected with the various unions would co-operate with us. The object is non-controversial; what is the best way of stepping up production? That type of spirit would be brought about in the discharge of this heavy

responsibility. There are a large number of committees of various types and I am not quite clear as to whether any fruitful purpose would be served by associating the workers' representatives in all of them. I agree in principle that there should be some method of ascertaining the viewpoint of the worker. Some method can be easily thought of by inviting them or by having discussions so that their viewpoint may be known. The endeavour is a common one.

There was this question about the realisation of the targets. We are at the commencement of the Third Plan. With all the shortfalls, we should have a little greater confidence. It is true that physically we have not been able to produce throughout the twelve months a rate of production which would give about 60 million tons. But there is the fact that during the last quarter, every month, we have been producing a quantity of coal which, if multiplied by 12, would give you that rate which is much more than the capacity. That is to say, the physical production of coal was that much in the last three months. Therefore, we should have greater confidence that we can go up to that level of production. It is no doubt correct that our tasks in the Third Plan are much larger if we are to go up to 97 million tons. That means that in a period of ten years, we are planning to step it up three times. When we imagine the level of production at the commencement of the Second Plan and when we take into account that the level at that time was achieved after a period which extended to over a century, we will know the magnitude of the task. We are now attempting, in ten years, to step up the production by three times of what it was at the commencement of the Second Plan. It is a very huge task. But I think the steps that we have taken, organisational, training and the like, should create confidence in this House that given the requisite

support the NCDC as also the private industry are well set to achieve this target which we hope to finalise, so far as the Third Plan is concerned.

There was reference to the movement of coal by road. I have already said that we will try to see that as much coal as can possibly be moved by road is moved by road. With regard to the other points, I may say this. Certainly whenever there is an increase in the excise duty, the notification will be placed on the Table of the House and the hon. Members who want to raise a discussion would be most welcome.

Shri Braj Raj Singh: Within a year you will not raise it beyond Rs. 150 nP.

Sardar Swaran Singh: I can say that. During the next year our intention is that; it may actually turn out to be less than that sum of Rs. 150. This is the maximum that is contemplated for the next year.

Mr. Chairman: The question is.

"That the Bill be passed."

The motion was adopted.

13.55 hrs.

DELHI SHOPS AND ESTABLISHMENTS (AMENDMENT) BILL

Mr. Chairman: We will take up the next item.

Shri Braj Raj Singh (Ferozabad): How much time?

Mr. Chairman: Three hours.

The Deputy Minister of Labour (Shri Abid Ali): It may not take more than thirty minutes.

Shri T. B. Vittal Rao (Khammam): But Shri Banerjee is there.

Shri Abid Ali: He is welcome to speak.

Sir, I beg to move:

"That the Bill further to amend the Delhi Shops and Establishments Act, 1954, as passed by

[Shri Abid Ali]

Rajya Sabha, be taken into consideration."

The purpose of the Bill has been fully explained in the Statement of Objects and Reasons. Since the present law fixes the opening and closing hours of shops and establishments in Delhi rather rigidly, it has been causing inconvenience and representations have been received for making a change in the existing position. It is being provided in the Bill that the opening and closing hours of shops and commercial establishments will be fixed by Government after holding a proper enquiry. This new provision will make it possible to have different hours for different types of establishments or different areas or for different times of the year, if necessary. This will introduce an element of flexibility to suit local conditions and make it unnecessary to bring up amending legislation every time there is need for changing these hours. Opportunity has also been taken to make certain amendments of a clarificatory or consequential nature. I hope that the hon. Members will appreciate the advantages of the proposals contained in the Bill and approve of them.

Mr. Chairman: Motion moved:

"That the Bill further to amend the Delhi Shops and Establishments Act, 1954, as passed by Rajya Sabha, be taken into consideration."

श्री स० मो० बनर्जी (कांगपुर) : सभापति महोदय, दुकानों और कार्मिथियल इस्टैब्लिशमेंट्स में जो कर्मचारी काम करते हैं उनके काम के घंटे निर्धारित नहीं हैं। और उनके वास्ते भी कोई ताल्लूबक फानन ऐसा पास किया जाय जिससे कि उनको कोई राहत मिले।

सभापति महोदय, यह बिल या उसके पीछे जिस तरीके से लोग सोचने की कोशिश

करते हैं यह कर्मचारियों की समस्या केवल दिल्ली की ही नहीं है। आखिर यहाँ बाजार कर्मचारी तकरीबन ७ लाख हैं। उनकी तरफ से भी बहुत से मेमोरंडम और अपीलें पालियामेंट के मेम्बरों को और मैं आशा करता हूँ कि मन्त्री महोदय को भी दी गई हैं।

सतत यह था कि उनके काम के घंटे किस तरीके से नियत किये जायें? मन्त्री महोदय ने जो बिल के स्टेटमेंट और प्रोजेक्ट्स एण्ड रीजन्स पढ़े उसमें उन्होंने कोई ऐसी चीज नहीं लिखी गई है। बिल में भी कहीं पर उनके काम के घंटे निर्धारित नहीं किये गये हैं। बिल में पुराने सैक्शन १५ की जगह एक नया सैक्शन रक्खा जा रहा है जिसके कि मुताबिक चीफ कमिश्नर को यह पावर दी जा रही है कि वह इनक्वायरी करने के बाद उनके काम के घंटे निर्धारित करेंगे। फर्ज कीजिये कि दिल्ली के किसी एरिया में कारीबधाग, जगध या कुछ दूसरी जगहों के दुकानदार काफी शक्तिशाली हैं और उनका असर भी है और हो सकता है कि उनके द्वारा कमिश्नर पर कुछ असर डाला जाय। मैं यह नहीं कहता कि कमिश्नर का असर में आ ही जायेंगे लेकिन उन दुकानदारों की कोशिश तो यह जरूर होगी कि वह काम के घंटे इस तरीके से निर्धारित करें जिससे दुकानदारों को तो सहूलियत हो और वहाँ पर जो कर्मचारी काम करते हैं उनको सहूलियत न मिल पाये। इसलिये मैं समझता हूँ कि इस बिल को माने वा जो अश्लील मतलब था वह शायद हासिल नहीं हुआ है।

बिल में कहा गया है कि कमिश्नर इनक्वायरी करेगा। अब इनक्वायरी उसके सामने क्या होगी? कर्मचारी जाकर कहेंगे कि हमारे काम के घंटे जाड़े के दिनों में १० बजे से लेकर शाम के ७ बजे तक हों और गर्मियों के दिन में ८ बजे सुबह से रात के बजे तक हों, १२ घंटे या ११ घंटे ह। अब कमिश्नर

साहब किस चीज की इनकवायरी करेंगे ? क्या वे इस चीज की इनकवायरी करेंगे कि ८ बजे के बाद कोई कस्टमर आता है कि नहीं ? मेरी तो समझ में नहीं आता कि किस चीज की इनकवायरी करेंगे ? प्रसन्नता यह तो हो सकता है कि सरकार अपनी तरफ से कर्मचारियों के लिये काम के घंटे नियत कर दें और यह प्रोवाइड कर दे कि ८ घंटे या ९ घंटे के बाद भी जो कर्मचारी काम करें तो उनको ओवर टाइम मिले, अतिरिक्त पैसा मिला । अब एक छोटा दुकानदार है और वह एक से ज्यादा कर्मचारी अपनी दुकान पर नहीं रख सकता है तो मैं इस चीज को मानता हूँ कि उस दुकानदार के लिये शायद यह मुमकिन न हो कि अपने कर्मचारी को सुबह ९ बजे से ५-६ बजे तक काम लेने के बाद छुट्टी दे दे क्योंकि उस हालत में दुकान में कौन काम करेगा । इसके लिये मैंने बतलाया कि सरकार द्वारा नियत घंटों से जो भी कर्मचारी अधिक काम करे उन्हें ज्यादा पैसा दिया जाय ।

14.00 hours.

जहाँ पर एक से अधिक कर्मचारी काम करते हों वहाँ काम के घंटों को स्टैगर किया जा सकता है । ९ बजे आने वाले कर्मचारी को ५ या ६ बजे छुट्टी दी जा सकती है और दूसरा कर्मचारी १ बजे दिन में सकता है और वह रात के ९ बजे तक काम कर सकता है और इस तरह से काम के घंटों को स्टैगर करके दुकानदार का काम भी चल जायगा और साथ ही कस्टमर्स को भी कोई असुविधा नहीं होगी । मेरे खयाल में इन चीजों की तरफ कम ध्यान दिया गया है । मुझे खुशी है कि सरकार को कम से कम इस बात का एहसास हुआ कि जो सात लाख कर्मचारी दिल्ली में हैं और लाखों कर्मचारी हिन्दुस्तान के दूसरे शहरों में हैं भले ही वे कानपुर में हों, बम्बई में हों, मद्रास में हों या दूसरी जगहों पर हैं, उनके लिये भी

कुछ होना चाहिये । एक मेमोरेण्डम नई दिल्ली ट्रेड एम्प्लायीज एसोसियेशन की तरफ से आया है और उसकी एक कॉपी मेरे पास है और इसमें उन्होंने यह कहा है कि यह घंटों का ही खयाल नहीं है या इतना खयाल ही नहीं है कि कमिश्नर साहब के सुपुर्न इस मामले को कर दिया जाए और वह इनकवायरी करने के बाद काम के घंटे निर्धारित कर दें वल्कि श्रम मन्त्री जी को यह भी देखना है कि वहाँ पर जो लोग काम करते हैं, उनकी हालत क्या है । खयाल उठ सकता है कि उनकी हालत को सुधारने के लिये पैसा की जरूरत है और दुकानदारों के पास पैसा नहीं है । मैं मानता हूँ कि जो छोटे दुकानदार हैं या जो पुरुषार्थी भाई हैं जिन्होंने अपने तूते पर, अपनी ईमानदारी का खयाल रक्ख, अपने बाल बच्चों को काम में लगा कर किसी तरह से अपने आपको दिल्ली शहर में या दूसरे शहरों में आबाद कर लिया है, फिर से बसाने की कोशिश की है और उसमें वे काम-याब भी हुए हैं, उनके पास पैसा नहीं है, लेकिन जो बड़े बड़े दुकानदार हैं, क्या भाई में उनके पास भी पैसा नहीं है, क्या बाकी में वे भी इस स्थिति में नहीं हैं कि उनकी हालत को सुधार लें ? इन लोगों ने अपनी डिमाण्ड में कहा है कि टर्म प्राफ एम्प्लायमेंट कानून होगा, इस पर भी विचार होना चाहिये । आज किसी भी दुकान में प्राफ भले जाइये, प्राफको मासूम नहीं होगा कि वे जहाँ पर काम करते हैं, उनकी जो आज नीयरी है, वह कल रहेगी भी या नहीं । उसके बाद वे फिर कॉन्सिडरेशन बांड के पास जायें, मुकदमा करें, हज़ारों रुपया खर्च करें और मुकदमे में अगर जीत जायें तो जो शालिक लोग हैं, वे हाईकोर्ट और सुप्रीम कोर्ट में चल जायें

Shri Abid Ali: I may clarify the position, if the hon. Member would like me to do it. The working hours are fixed. There is an Act existing in Delhi.

Shri S. M. Banerjee: It is not uniform.

Shri Abid Ali: We are not extending the working hours. Within the working hours fixed in the Act, there is elasticity for different areas and different seasons.

Shri S. M. Banerjee: I am coming to that. Actually, I have got these appeals which I received from the New Delhi Trade Employees' Association, and also from another association to which I shall refer later. This appeal speaks of non-observance of regular working hours, as are already prescribed under the Delhi Shops and Establishments Act, 1954.

Shri Abid Ali: We will have to see that these hours are observed.

Shri S. M. Banerjee: My submission is this. In the present Act which was passed in 1954 certain hours were fixed, but the complaint of the employees is that these hours are not observed. My contention is only this: it is not a question of non-observance alone. Before bringing in this legislation the Government should have thought of bringing in a comprehensive legislation governing the service conditions of those who are working in Delhi and New Delhi shops and establishments whose total number is more than seven lakhs. That would have been an ideal, model Bill for the other State Governments to follow and observe. There is no question of these things being applied to those working in the Union territory of Delhi only. Of course, Delhi has the fortunate position of being under the Central Government and having this Parliament here who are all responsible for the welfare of the people of Delhi. Or, I do not know whether the Delhi people are really fortunate in this respect; they may feel that they are unfortunate in not having any legislation of their own. It may also be that way. But my only point is this. A comprehensive legislation should have been brought in, wherein the terms of employment of these employees, the question of leave and holiday, the question of retirement

benefits and other things could have been considered and provided for. This particular legislation gives a free hand to the Commissioner of Delhi to make necessary enquiries and fix the working hours, within the 1954 Act and within the prescribed working hours.

Now, what will happen? The shopkeepers in Delhi are influential; there are big shopkeepers who are very influential. If they are able to influence the Commissioner, what will be the position of the employees *vis-a-vis* the shop-keepers? Supposing I am working in a big shop in Connaught Place. Of course, it is very easy for those like me, or say, the Members of Parliament, to enter a big shop in Connaught Place because we are generally clothed nicely. I think twice whether a shopkeeper would attend to me or not before I leave for a shop. There are shops in Delhi which follow such practices. On the other hand, take a poor employee getting Rs. 50 or Rs. 60 a month. When he goes to the Commissioner and complains, first, he has to sit outside and wait for the Commissioner. Sometimes, when they make a request to the Commissioner to grant an interview, the Commissioner says: "Please see me afterwards" and so on. But the big shopkeeper comes in a nice car, and he sits in a cosy room and the Commissioner talks to him. So, what is the protection offered to the employee? I want a clarification from the hon. Minister as to what will be the method of enquiry of the Commissioner, and how both the parties will be heard. As it is, I am sorry to say that this enquiry will have no meaning, and it will be no more than— I am sorry to use the expression— whitewashing.

There was another resolution which was passed by the Delhi Pradesh Traders Committee. They have also issued an appeal to various Members of Parliament including the hon. Deputy Minister. It is dated 20th February, 1961 and they passed a resolution on 21st March, 1959. It reads as follows:

"We the representatives of the various Trade Associations of

Delhi are of the opinion that the time has come when a change in the opening and closing hours in respect of shops and establishments be made. At present the opening and closing hours in summer are from 7 A.M. to 10 P.M. and in winter 8 A.M. to 9 P.M. That is, the shopkeepers are to work for 15 hours a day in summer and 13 hours in winter. In addition to this they are to spend about 2 hours in coming and going. These long hours are too taxing and detrimental not only to the health of businessmen but to the health and happiness of their family members as well. Lakhs of these people are left with practically no time for rest nor any time for participating in city's social life.

To give relief to traders and the shop assistants the opening and closing hours should be reduced to 11 hours in summer and 10 hours in winter and be fixed as 9 A.M. to 8 P.M. in summer and 10 A.M. to 8 P.M. in winter. A change in the Delhi Shops and Establishments Act, Section 15, be made accordingly."

This is from the Delhi Pradesh Traders Committee. They also say further as follows:

"The Committee also met all the five Members of Lok Sabha from Delhi, convinced them of the reasonableness of the demand of the traders and they signed our memorandum in support of the demand."

I am really surprised to see that all these five Members who signed this memorandum are missing from this House today, when this Bill is being discussed.

Shri Abid Ali: They have met us and discussed with us, very much in detail, all that the traders have represented.

Shri S. M. Banerjee: I am not holding any brief for anybody. But they are all answerable to the electorate. They are not here now; I tell you it is bad. It may or may not go to the press. They have signed the memorandum of the traders, who wanted certain hours to be fixed. Today, they are not here to support their own memorandum.

My submission is that the question of dearness allowance, the question of provident fund, the question of old age pensions, etc., have to be considered.

There is also another problem facing the shop assistants and that is regarding the lunch hour. Supposing, I am residing in Chandni Chowk or Kamla Nagar. Kamla Nagar is actually seven miles from any New Delhi shop in Janpath. I come to the shop at 7 o'clock and open it. Then, if the Commissioner so desires that the shop should be closed for four hours during summer, I close the shop at 12 o'clock, and then I will again open it at 4 o'clock. Within this period of four hours, where should I go and take rest? I cannot obviously go back to Kamla Nagar which means travelling again for seven miles, and it is not possible to do so for two reasons. One is, I have no money to travel daily like this; secondly, it is impossible for anyone during the months of May and June in Delhi to travel like this in a bus which has no regular service during these hours as such—to go to Kamla Nagar at noon and again come back before 4 o'clock. So, I suggest that the lunch hour should be one hour and the period of working hours should be so spread that I am actually not allowed to work for more than 10 hours a day. The ideal should be eight hours. I know that it is not possible for them to do it immediately because there is no capacity to do so. So, the working hours should be fixed at ten hours and the lunch hour should not be more than one hour in any case. If the shopkeepers can provide shelter for the employees, food for them and other amenities, it may be

[Shri S. M. Banerjee]

possible for them to fix a greater number of working hours. But it is impossible for the employees to travel as they do now.

Certain people who come from Gaziabad to work in Delhi shops met me and they told me a sad story about their daily journey. They say, "During winter months, we have to open the shops at 7.30 or 7 and we start working immediately. We take our meals at 5 o'clock in the morning; we start from Gaziabad, take the first train and come here. When we return to Gaziabad or Gurgaon, it is actually dark. The history of the daily passengers is well-known. In Calcutta, there is a story prevalent. Somebody asked a daily passenger, "What about your son? He must have grown up". He said, "Yes; he has grown this much" and spread his hands. He sees his son in a sleeping condition at 5 in the morning and when he goes home at 8 in the night, his son is asleep. So, he can measure his son like this only in the sleeping condition. This is the story of the daily passengers. (*Interruption*). I was also employed in a factory and I know what the duty hours mean to an employee.

This particular Bill should be considered in a more humanitarian and compassionate way. Giving all powers to the Commissioner without deciding anything is not proper. The employees themselves have said that there is non-observance of the 1954 Act. So, this will not help the employees, and will not have the desired effect.

Another very significant question was raised by the citizen of Delhi or Kanpur, viz., why should Sunday be closed? Sunday is the only day when these people who are working in various offices can go to the market and purchase things. This question was discussed at length and they said, "If we do not close on Sunday, we cannot have social contacts. We cannot have holiday on Monday, when everybody goes to work". While deciding this matter, we should see that the city is

divided. There is division in Kanpur and there is division in Delhi also. For instance, Karol Gagh shops close on one day and Janpath shops close on another day. This is also a matter which should be considered to suit the convenience of the public.

The representatives of the employees' association, specially the New Delhi Trade Employees' Association, have given a charter, which should also be considered. I am sure the Deputy Minister will assure this House that a comprehensive legislation embodying all their demands and discussing their service conditions fully will be brought before this House. I, therefore, request him to throw some more light on this matter and not to depend too much on the Commissioner, who has very little time to enquire into these matters. He will just depute some of the inspectors or honorary magistrates. So, the lot of the employees should not be sealed in the hands of the Commissioner.

With these words, I support the substance of this Bill and the principle of this Bill. But I am surprised that after such long discussions, after so much of thought and discussion with everyone, only this piece of legislation has come. I am really sorry for this and I would request the hon. Minister to bring forward another comprehensive legislation which will satisfy all the employees.

Shri Tyagi (Dehra Dun): I lend my full support to the Bill. I do **not** agree with my hon. friend who thinks that this Bill will not go sufficiently long. I hope it will go a long way and many of his points will be met. I heard him with rapt attention. I respect him for his views and his sincerity. He always expresses what he feels and he has been very consistent in his views. I think whatever he desires is amply met in this Bill and there is nothing that cannot be done under the measure which is proposed.

I have to make some comments about the over-all position of labour.