



Monday
1st March, 1954

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

(Part I- Questions and Answers)

VOLUME I, 1954

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**PARLIAMENT SECRETARIAT
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THE
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Monday, 1st March, 1954

The House met at Two of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

CALCUTTA TELEPHONE EXCHANGE

*498. **Shri Bahadur Singh:** Will the Minister of Communications be pleased to state whether any foreign engineers have been asked to help in the Calcutta Telephone Automatisation Scheme?

The Deputy Minister of Communications (Shri Raj Bahadur): The answer is in the affirmative.

Shri Bahadur Singh: May I know what amount is going to be spent on this scheme, and how much time is likely to be taken for its completion?

Shri Raj Bahadur: To begin with, this scheme had to be prepared through a group of consultants, who were brought from U.K. They were paid an all-inclusive sum of Rs. 25,000 for the purpose. Then we got five engineers—officers of the British Post Office—and paid them emoluments ranging from Rs. 2,400 per mensem down to Rs. 1,800 per mensem. These five officers also have retired, and with effect from 15th January 1954, we have got four other officers who have been brought under the Commonwealth Technical Co-operation Scheme under the Colombo Plan. For them, we would not have to pay salary or passages. We only incur on them expenditure in connection with office ac-

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commodation, travelling allowance, suitable accommodation for residential purposes and medical facilities.

Shri Bahadur Singh: May I know whether the telephone automatisation scheme is going to be started in some cities other than Calcutta?

Shri Raj Bahadur: Many towns have the automatic telephone system even now. For our future programme to begin with, we have proposed that all capital cities in various States should be provided with the automatic telephone system.

श्री एम० एल० द्विवेदी : मैं यह जानना चाहता हूँ कि इस टेलीफोन एक्सचेंज में जो सामान के कलपुर्ज इस्तेमाल होंगे भले ही वह हिन्दुस्तान में बनें, लेकिन हम को उनके दाम वही देने पड़ेंगे जो उनके दाम इंग्लैंड में होंगे। अगर ऐसा है तो क्यों ?

श्री राज बहादुर : बहुत सी चीजों की कीमत कम होगी। कुछ आइटम्स ऐसे होंगे कि जिन की मैन्युफैक्चरिंग कास्ट यहां ज्यादा है।

श्री एम० एल० द्विवेदी : क्या आपका ए० टी० ई० के साथ ऐसा एग्जीमेंट हो चुका है कि जो लंदन में कीमत होगी वही यहां होगी ?

श्री राज बहादुर : जो ए० टी० ई० के दाम हैं वही देने पड़ेंगे।

PLATFORM TICKETS

***499. Th. Lakshman Singh Charak:**

(a) Will the Minister of Railways be pleased to state whether it is a fact that the Zonal Railway Users' Consultative Committee, Madras has suggested reduction in the price of platform tickets from two annas to one anna?

(b) What action have Government taken on this and other recommendations made by the Committee?

(c) What is the total income from the sale of the platform tickets in India for the year 1952-53?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Yes, Sir.

(b) Government have decided not to reduce the price of platform tickets from two annas to one anna. A statement showing the action taken on other recommendations of the Committee is placed on the Table of the House. [See Appendix III, annexure No. 1.]

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

Th. Lakshman Singh Charak: May I know what is the difficulty in the way of Government accepting this recommendation to reduce the cost of the platform tickets from two annas to one anna?

Shri Shah Nawaz Khan: The difficulty is mainly financial.

Th. Lakshman Singh Charak: What would be the total loss to Government if this recommendation is implemented?

Shri Shah Nawaz Khan: About Rs. 32 lakhs.

Sardar Hukam Singh: May I know whether complaints have come to the notice of the Railway Ministry that these automatic machines for vending platform tickets have not been honest enough to deliver the platform tickets

as soon as they devour the two-anna piece?

Shri Shah Nawaz Khan: No, Sir. That complaint has not come to our notice.

Shri M. L. Dwivedi: Is it a fact that by taking a one-anna platform ticket a passenger can travel from Old Delhi to New Delhi or any other station, but that a passenger cannot do so with a two-anna platform ticket, and that is why the two-anna platform ticket has been necessary?

Shri Shah Nawaz Khan: That is quite right.

वन अनुसंधान संस्था, देहरादून

***५००. श्री एम० एल० द्विवेदी :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि वन अनुसंधान संस्था, देहरादून का प्रधान, विशेषज्ञ नहीं है ;

(ख) यदि वह विशेषज्ञ नहीं है, तो इसका क्या कारण है ;

(ग) क्या सरकार इस पद पर एक विशेषज्ञ रखने का विचार कर रही है ;

(घ) यदि हाँ, तो इस विशेषज्ञ के कब तक नियुक्त किये जाने की आशा है ; और

(ङ) क्या इस पद का नाम बदलने का विचार है ; यदि हाँ, तो यह क्या होगा ?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The President, Forest Research Institute is a Specialist, being a member of the Indian Forest Service.

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

(e) No, the second part does not arise.

श्री एम० एल० द्विवेदी : क्या मैं यह जान सकता हूँ कि आप की जो एस्टीमेट्स कमेटी की रिपोर्ट है उस में यह बतलाया गया है कि गवर्नमेंट आफ इंडिया का यह विचार है कि एक्सपर्ट रखा जायगा और जो मौजूदा आदमी हैं वह बदल दिया जायगा ?

डा० श्री० एस० बेसमुख : हम को एस्टीमेट्स कमेटी ने अपनी रिपोर्ट भेजी है, मगर जैसा आप बतलाते हैं ऐसी राय हम ने नहीं दी है। यह हो सकता है कि फिलहाल जो प्रेसीडेंट हैं वह शायद कुछ दूसरा काम करें मगर दूसरा आदमी यहां लाया जायगा। मगर जहां तक नाम का ताल्लुक है नाम वही रहने का अन्देशा है।

EMPLOYEES' STATE INSURANCE CORPORATION

***501. Sardar Hukam Singh:** Will the Minister of Labour be pleased to state:

(a) whether it is a fact that the Employees' State Insurance Corporation has approved of a plan to set up hospitals and special medical treatment centres for insured workers; and

(b) if so, the number of beds that would be provided in the new hospitals and in the special centres respectively?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). The Employees' State Insurance Corporation has generally agreed that where the existing hospital beds are not enough to meet the requirements of insured persons under the Employees' State Insurance Act, 1948, arrangements should be made for providing sufficient number of beds either by constructing independent hospitals or annexes to existing hospitals. To enable a final decision to be taken in the matter, the Corporation is conducting a survey to find out the existing facilities for indoor treatment including those for T. B. patients available in all industrial centres in different States.

Sardar Hukam Singh: What were the compelling circumstances in which the

implementation of this scheme was unduly delayed and the expectations of the workers were not fulfilled?

Shri Abid Ali: I do not think that the implementation of the scheme has been unduly delayed.

Sardar Hukam Singh: Even where the scheme has been implemented, may I know whether it is a fact that the quality and standard of the medical treatment has not been adequate?

Shri Abid Ali: I do not think it is inadequate. The workers much appreciate this scheme, and the feeling is that it is giving them much better facilities. Wherever the scheme has not been implemented, there is a demand from the workers that it should be implemented. It is quite evident that the scheme is doing much good to the workers.

Shri Venkataraman: May I know whether the doctors to be appointed under these schemes are to be whole-time servants of the Corporation, or are the Government drawing up a panel system?

Shri Abid Ali: We can have both systems and it is proposed to have panel systems as far as possible. Where it is not possible, we will have the service system.

Dr. Ram Subhag Singh: May I know whether the Employees' State Insurance Corporation has prepared a scheme to construct a hospital in Bombay and, if so, how many beds would be provided in that hospital and at what cost?

Shri Abid Ali: We are expecting about Rs. 45 lakhs from the Gandhi Smarak Nidhi for a hospital in Bombay for about 300 beds.

Sardar Hukam Singh: May I know whether these hospitals are meant to treat only the T.B. patients or any other diseases of the workers also would be treated?

Shri Abid Ali: Other diseases also.

HOMOEOPATHY

***502. Sardar A. S. Saigal:** Will the Minister of Health be pleased to refer to starred question No. 1178 answered on the 21st December, 1953 and

state what action Government have taken on the recommendations of the *ad-hoc* Committee appointed by them to consider the recommendations of the Planning Commission on the Homoeopathic system of medicine?

The Deputy Minister of Health (Shrimati Chandrasekhar): A statement containing the required information is laid on the Table of the House. [See Appendix III, annexure No. 2.]

Sardar A. S. Saigal: May I know whether the homoeopathic system of medicine is cheaper and more useful than the allopathic system?

Shrimati Chandrasekhar: It is a question of opinion.

Shri A. M. Thomas: May I enquire whether the Government has taken any steps in the direction of standardising and upgrading of any homoeopathic teaching institution and, if so, what steps have been taken?

Shrimati Chandrasekhar: So far the proposal is to upgrade one of the three institutions in West Bengal and a research institute to be established in Bombay.

श्री एस. पी. सामन्त : क्या मैं माननीय मंत्री जी से जान सकता हूँ कि इस एड हाऊ कमेट्री की कुल सिफारिशें हेल्थ मिनिस्टर कान्फ्रेंस के सामने रखी गयी थीं या नहीं ?

स्वामी बन्नी (राजकुमारी अमृत कौर) : जी हाँ, रखी गयी थीं और जहाँ वहाँ के हेल्थ मिनिस्टर की काउंसल ने निश्चय किया है उस के ऊपर गवर्नमेंट आफ इंडिया कार्यवाही कर रही है ।

TRANSPORT OF COAL

*503. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state:

(a) whether the difficulties in the transport of brick-burning and coking coal to North Bihar have been eased to any extent, during the year 1953; and

(b) if so, to what extent, and if not, why?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Brick burning coal is despatched to North Bihar from Bagrakote collieries and from the West Bengal and Bihar coalfields and coking coal (namely, soft coke) is despatched from West Bengal and Bihar coal-fields. Despatches of brick burning coal from Bagrakote to North Bihar amounted to 1144 metre gauge wagons during 1953 as compared with 1096 wagons during 1952 or an increase by 48 wagons. With regard to the movement from West Bengal and Bihar coalfields, separate figures for despatches to North Bihar are not available but for destinations in Bihar State as a whole, the despatches of brick burning coal in 1953 amounted to 1,73,619 tons as compared with 1,09,178 tons during 1952 and of coking coal, i.e., soft coke, 1,38,841 tons as against 1,10,732 tons in 1952 or an increase of 64,441 tons and 28,109 tons respectively during 1953.

Shri Jhulan Sinha: May I know if the difficulties still existing in North Bihar are so acute that the Minister for Civil Supplies in Bihar saw the hon. Minister only the other day regarding this very problem?

The Minister of Railways and Transport (Shri L. B. Shastri): It is true that the Bihar Transport Minister came here day before yesterday and met me. I may inform the hon. Member that he has gone back quite satisfied with what we have done.

Shri P. C. Bose: May I enquire whether the figures just now given relate to the whole of Bihar or only to North Bihar beyond the river Ganges?

Shri Alagesan: It is for the whole of Bihar.

RAILWAY TELEGRAPH INSPECTORS

*504. **Shri Muniswamy:** (a) Will the Minister of Railways be pleased to state whether it is a fact that higher grades have been sanctioned to certain

telegraph inspectors doing block signal maintenance on Signal and Telecommunication department of the Southern Railway?

(b) Are the Ministry of Railways aware of the representations from the Southern Railway telegraph inspectors on this matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes; five temporary posts of Telecommunication Inspectors in the grade of Rs. 360-500 have been sanctioned on the Southern Railway for a period of one year. The duties of these Telecommunication Inspectors include the maintenance of all telecommunication equipment including block instruments.

(b) Representations have been received by the Southern Railway Administration from Inspectors belonging to Telegraph Branch and the Wireless Branch, each claiming that the posts should be open exclusively to their branch.

Shri Muniswamy: May I know whether the grievances represented in their memorandum were concurred in by the Government, and if so, what action was taken?

Shri Alagesan: As I said, each branch wants these posts to be reserved exclusively for itself, but both the branches will have an opportunity now for being selected.

Shri Muniswamy: Are the Government aware that the grades sanctioned for the Southern Railway are going to be given only to the wireless communication inspectors, ignoring the claims of the telegraph inspectors who are much senior and doing more responsible work?

Shri Alagesan: Candidates from both the branches will be taken into consideration and they will be fitted in as per merit.

Shri Muniswamy: May I know whether any distinction is shown between telegraph inspectors and wireless inspectors, and if so, why?

Shri Alagesan: No, Sir. They are treated alike.

CENTRAL PHOSPHATIC POOL

***505. Shri Nanadas:** Will the Minister of Food and Agriculture be pleased to state the reasons for the closure of the Central Phosphatic Pool and its effect on the production of superphosphate in the country?

The Minister of Agriculture (Dr. P. S. Deshmukh): The Pool was discontinued from August 1952 as with substantial improvement in supplies, there was no further necessity for controlling distribution of superphosphate.

Although there was a fall in the production during 1952, there was an increase in 1953. As such, it is difficult to attribute the fall in production in 1952 to the discontinuance of the Pool.

Shri Nanadas: May I know, Sir, whether there was any difficulty in having this pool?

Dr. P. S. Deshmukh: There was no difficulty, but we thought that the purpose of the pool was served.

Shri Nanadas: May I know whether any organisation like the National Fertilisers' Association will be formed in place of this pool?

Dr. P. S. Deshmukh: I would like to have notice.

Shri T. N. Singh: May I know the difference in price between imported superphosphate and that produced here, and also the actual extent of the gap?

Dr. P. S. Deshmukh: I am afraid I have not got the information.

Shri Nanadas: May I know whether the Government is thinking of de-linking ammonium sulphate from superphosphate?

Dr. P. S. Deshmukh: There is no such proposal at the moment.

RICE RATIONING

***506. Shri Dabhi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Deputy Food Minister in an interview with the Free Press of India on the 28th December, 1953 has stated that

rationing of rice could be removed by June, 1954, as the rice situation has considerably improved all over India; and

(b) if so, whether the ban on inter-State movement of rice will also be removed by June, 1954?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No, Sir. The Deputy Minister had only said that coarse grains would be decontrolled from the 1st January, 1954. On being asked about decontrol of rice, he, however, added that if the South West monsoon in June next proved to be normal, the Government might have to consider the question of retention or otherwise of control on rice.

(b) Does not arise.

Shri Dabhi: In which areas of the country rationing of rice is still in force?

The Minister of Food and Agriculture (Shri Kidwai): In Calcutta, Travancore-Cochin and in the city area of Bombay.

Shri Dabhi: May I know in which of these areas both ration shops as well as fair price shops are being run?

Shri Kidwai: That is in Calcutta area. In Travancore-Cochin also, rice is available in the open market, but in Bombay it is available only in ration shops.

Shri Dabhi: May I know whether in view of the fact that the Deputy Minister of Food and Agriculture stated a few days ago on the floor of the House that there is no short supply of rice in the country, there is justification for continuing the rice ration?

Shri Kidwai: We are procuring and we are also importing rice. I think in a few days' time I would be able to announce in the House the new policy that we are going to follow about rice.

Shri Raghuramajah: May I know whether the attention of the hon. Minister has been drawn to a newspaper report that in view of the satisfactory position of rice in the country, it is proposed to stop procurement and instructions are being issued to States accordingly?

Shri Kidwai: Wherever the procurement prices were high, we have already stopped it because we do not need high price for rice in ration shops, and our deficit areas are disappearing. Even Bengal has now announced that they are not going to import any rice for distribution in the State.

The only two States which still require rice are Travancore-Cochin and Bombay and their requirements are much below what we are going to procure or have already procured. Therefore, it is Government's policy to build up stocks and then take the risk.

Shri Amjad Ali: Is the hon. Minister in a position to testify to the fact that rice from the ration shops at Delhi is unfit for human consumption?

Shri Kidwai: I do not know what is the standard of the hon. Member. But if he goes and sees what people are eating in non-rationed areas, then he will not declare it unfit for human consumption.

MINOR IRRIGATION PROJECTS

***508. Dr. Ram Subhag Singh:** Will the Minister of Food and Agriculture be pleased to state the total amount so far sanctioned as loans to various State Governments for small-scale irrigation projects since the commencement of the year 1953-54?

The Minister of Agriculture (Dr. P. S. Deshmukh): Rs. 1430.55 lakhs.

Dr. Ram Subhag Singh: May I know whether Government receive any reports from the States to which loans are advanced about the progress of the irrigation projects?

Dr. P. S. Deshmukh: Yes, Sir. We get very regular reports and if we do not get them we send our own officers to see the progress.

Dr. Ram Subhag Singh: Which are the States to which loans have been advanced?

Dr. P. S. Deshmukh: The complete list which I have got is a very long one.

Shri K. K. Basu: May we know the amount advanced to the State of West Bengal?

Dr. P. S. Deshmukh: Rs. 58.80 lakhs.

Shri L. N. Mishra: Have the Government of Bihar been able to utilise the amount granted under this head?

Dr. P. S. Deshmukh: I could not say at the moment.

Shri Heda: In regard to these projects while certain State Governments have asked for some contribution from the people towards the project, the others have not done so. Have Government formulated any policy or issued any directions to the State Governments in this matter?

Dr. P. S. Deshmukh: I do not think my hon. friend is correct in saying that contributions are asked under the GMF scheme. There is some levy and the amount is recovered in fifteen years. I think the schemes where contributions are asked are different.

Shri S. N. Das: Have Government taken, or do they propose to take, any steps to ascertain whether the loans granted for the purpose have been utilised for that purpose?

Dr. P. S. Deshmukh: We try to find out. We have not got the officers, or the machinery to pursue every scheme. We rely upon the State Governments to perform their duties, and on the whole they have done well.

SUGAR

***509. Shri K. P. Sinha:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government decided to release for free sale all the sugar produced by the sugar-factories up to 15th December, 1953;

(b) the total quantity of sugar produced during the year 1953 upto 15th December; and

(c) whether by the release for free sale of all the sugar produced till

15th December, 1953 sugar was available in market at the previously controlled price to the consumer?

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

(b) 1.04 lakh tons.

(c) There was no control on price of sugar produced in the year 1952-53, except for a certain quantity requisitioned at a price of Rs. 27/- per maund. There is no control on price of sugar produced during the current season either. The regional ex-factory controlled prices during 1951-52 varied from Rs. 29/12/- to Rs. 34/14/- per maund. The ex-factory prices for Northern India Mills were quoted from Rs. 28/12/- to Rs. 32/- per maund in December, 1953 and January, 1954.

Shri K. P. Sinha: May I know the total quantity of sugar that is going to be produced in the season and the quantity required for consumption during this period?

The Minister of Food and Agriculture (Shri Kidwai): It is difficult to say what quantity will be produced but we may produce about 12.00 lakh tons and as I have already said in this House, we may import upto 15 lakh tons to meet consumption in this country.

Shri K. P. Sinha: May I know what steps Government is taking to do away with imports?

Shri Kidwai: There are only two ways of doing away with imports: not to deration but ration again and give a fixed quantity so that nobody can consume more; or, to have a little more of imports.

Shri Jhulan Sinha: May I know if the Government is aware that even in spite of imports, sugar is selling at the rate of fourteen annas per seer in the open market and that the Members of Parliament have to purchase it at that rate still?

Shri Kidwai: You cannot reduce the price of sugar. In Delhi it includes a municipal tax of Rs. 1-8-0 per maund. Therefore, sugar will get its own price if people want to coat it. There is no

control of price and if we resort again to control of the prices, in some factories the price will be Rs. 27-8-0 while in factories like those in South Bihar or East Punjab or Rajasthan, the price will be about Rs. 33.

RAYAGADA RAILWAY COLONY

***510. Shri Sanganna:** Will the Minister of Railways be pleased to state whether the plant for the supply of water to the Rayagada Railway Colony from the Kiajholla Spring in the Koraput District (Orissa), is being installed?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): Yes, Sir.

Shri Sanganna: May I know when the scheme will be implemented fully?

Shri Shahnawaz Khan: It will be completed in the next three months.

Shri Sanganna: What is the daily out-turn of the plant?

Shri Shahnawaz Khan: Two and a half lakh gallons a day.

WIRELESS PLANNING AND CO-ORDINATION BRANCH

***511. Shri S. C. Samanta:** Will the Minister of Communications be pleased to state:

(a) how many medium-wave broadcasting services have been brought up-to-date by the Wireless Planning and Co-ordination Branch;

(b) whether monitoring facilities have been established to select frequencies free from international interference; and

(c) if so, in how many places and how they are working?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The hon. Member presumably means frequencies; 30 new frequencies have been brought into use for the medium wave broadcasting service (band 535-1605 kc/s.)

(b) and (c). Skeleton monitoring facilities are being established in the

W.P.C. Branch; proposals have been worked out to establish six fully equipped stations forming a monitoring network in the country, work on which is expected to commence during the financial year 1954-55.

Shri S. C. Samanta: May I know whether the frequencies mutually allotted to different countries are furnished to all countries who follow the international obligations?

Shri Raj Bahadur: This is contained in what is known as Atlantic City Table of Frequency Allocation which was settled at an international conference known as the Extraordinary Radio Administrative Conference, held in Geneva in 1951.

Shri S. C. Samanta: Is it a fact that for the medium wave broadcasting service at Delhi, some new machines have been brought and if so, whether Government intend to set up also such machines where there are monitoring services with a skeleton staff?

Shri Raj Bahadur: So far as the requisition of new machines for broadcasting in Delhi is concerned, I would request the hon. Member to refer it to the Ministry of Information and Broadcasting.

FOREIGN TOURIST

***512. Shri P. C. Sharma:** Will the Minister of Transport be pleased to state:

(a) the number of foreign tourists who visit Amritsar annually; and

(b) what facilities have been provided there for foreign visitors?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) The number was 230 in 1953.

(b) The State Government have recently opened a Tourist Information Bureau to furnish necessary information to intending visitors.

Shri D. C. Sharma: May I know if the abolition of first class travel on the Railways has affected the inflow of these tourists adversely?

Shri Shahnawaz Khan: We do not think so.

Shri D. C. Sharma: May I know if there is a proposal to set up retiring rooms at the Amritsar railway station to help these tourists?

Shri Shahnawaz Khan: Perhaps the hon. Member is not aware of this fact. There are already three very good retiring rooms at Amritsar railway station.

Shri D. C. Sharma: May I know if the hon. Minister is making any distinction between waiting rooms and retiring rooms?

Shri Shahnawaz Khan: I am referring specifically to retiring rooms.

Shri D. C. Sharma: May I know if the hotel facilities for the accommodation of these tourists have been investigated?

Shri Shahnawaz Khan: Yes, Sir. We have thoroughly exhausted all the possibilities and there is no really good hotel.

RAILWAY CATERING

***514. Shri Hem Raj:** Will the Minister of Railways be pleased to state what decisions, if any, have been taken by the National Railway Users' Consultative Council regarding the present system of catering by contractors?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): The Council took no specific decision regarding the present system of catering by contractors. It was, however, urged that suitable measures for greater vigilance and strictness in dealing with contractors whose services were found unsatisfactory should be enforced.

Other suggestions made included the increasing of the tenure of contracts from 3 to 5 years and placing of some limitation on the number of stations to be allotted to individual firms of contractors.

Shri Hem Raj: Is it a fact that the contract system is one of the main causes for the corruption on the railways?

Shri Shahnawaz Khan: No, Sir.

Shri Hem Raj: May I know whether a representation has been received from the vendors of the Northern Railway that the licences may be given direct to them?

The Minister of Railways and Transport (Shri L. B. Shastri): Yes, we have received a representation like that. But, as I told the House sometime back, the old method is being looked into by a sub-committee which was appointed by me recently, and I hope the committee will be able to submit its report early.

Shri T. K. Chaudhuri: May I know if there were any specific complaints against the firm of Messrs. Vallabhdas and Co. who are contractors for a large number of Railways; if so, what was the recommendation of this Council with regard to that?

Shri Shahnawaz Khan: Messrs. Vallabhdas and Co. are caterers over a very large number of railway stations and occasionally we get some complaints against them which are entered in the complaint book. Proper action is taken on the nature of the complaint after proper investigations.

Shri T. K. Chaudhuri: I wanted to know whether there was any specific complaint made in the meeting of the National Railway Users' Consultative Council—not in the complaint book.

Shri Shahnawaz Khan: The Consultative Council did not meet to go into cases of individual complaints against contractors; and as far as I remember, there was no such thing brought up.

GOSADANS

***515. Shri K. C. Sodhia:** Will the Minister of Food and Agriculture be pleased to state:

(a) the total number of 'Gosadans' opened Statewise upto date;

(b) the total number of cattle in them; and

(c) what expenditure has been incurred on these during the year 1953?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (c) A state-

ment is laid on the Table of the House.

STATEMENT

Expenditure of Gosadans and expenditure on them during 1953

Sl. No.	Name of States	No. of Gosadans already opened	No. of cattle in Gosadans	Expenditure sanctioned during 1953-54†	
				Total cost	Central Govt. share
1	2	3	4	5	6
				Rs.	Rs.
1	Bihar	2	407	48,600	24,300
2	Uttar Pradesh	2	226	30,000	15,000
3	Bhopal	1	61	31,100	31,100
4	Tripura	1	36	18,300	18,300
5	Vindhya Pradesh	1	200	52,918	52,918
		7	930	*1,80,918	*1,41,618

* Figures of actual expenditure incurred during 1953-54 are not yet available.

† Separate figures for the calendar year 1953 are not available.

Shri K. C. Sodhia: What are the reasons for our lagging behind the target in this respect?

Dr. P. S. Deshmukh: There are many difficulties. The proposals have to come from the State Governments. They have to find the necessary amount of land and then take up the proposals. It is likely to be speeded up a bit hereafter.

Shri K. C. Sodhia: I find that the number is so small in each *gosadan*. May I know the reason for this?

Dr. P. S. Deshmukh: As the hon. Member asked me what are the difficulties, there are the difficulties which I mentioned, and that is why the number is small.

सेठ गोबिन्द दास : क्या यह बात सही है कि प्लानिंग कमीशन ने यह सिफारिश की थी कि २६० गोसदन खोले जायें और क्या यह बात भी सही है कि अभी जितने गोसदन खोले गये वह शायद केवल ६ या ८

हैं, अगर इतनी संख्या कम है तो यह २६० नम्बर पहुंचने में कितना समय लगेगा ?

लास तथा कृषि मंत्री (श्री किशबई): मेम्बर साहब को यह बात मालूम है कि प्लानिंग कमीशन ने क्या कहा, अभी यह भी बताया गया कि कुल कितने हैं लेकिन जितने अभी तक कायम हुए हैं उन्हीं का कोई इस्तेमाल नहीं हो रहा है। ज्यों ज्यों इन का इस्तेमाल बढ़ता जायगा, वह खोले जायेंगे और स्टेट्स गवर्नमेंट इन को खोलने को तैयार है।

सेठ गोबिन्द दास : काय माननीय मंत्री यह भी बतायेंगे कि यह जो इस्तेमाल कम हो रहा है इस का क्या कारण है ?

श्री किशबई : इसका कारण यह है कि लोग जानवरों को वहां पहुंचाना पसंद नहीं करते, खेतों में छोड़ देते हैं।

सेठ गोविन्द दास : क्यों ?

श्री किदवई : आदत की बात है ।

DETENTION OF LOCOMOTIVES BY PAKISTAN

*516. **Shri Dhusiya:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some locomotives were detained and released by the Pakistan Government in 1953;

(b) if so, what was the total number;

(c) the grounds on which they were detained; and

(d) the dates of detention and release ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Yes; 20 locomotives have been detained in Pakistan and are still there.

(c) The ex-B.A. Railway had, at the time of partition, certain number of locomotives taken over from the War Department after the war, or purchased directly by the Railway Department in addition to the locomotives borne on its authorised stock; 20 of these locomotives were due to be returned to India as its share as per the decision of the Indo-Pakistan Stores Sub-Committee taken in February 1949. These locomotives have remained with Pakistan, as no agreement could be reached regarding the movement of assets belonging to one country but held up in another.

(d) The Indo-Pakistan Stores Sub-Committee decided in November, 1953, that the 20 locomotives will be returned by the E.B. Railway (Pakistan) to Indian Railways as per agreed programme which is awaiting implementation.

श्री धूसिया : बाकी जो इंजन अभी तक नहीं आये हैं उन के कब तक आने की सम्भावना है ?

Shri Alagesan: As I said, we hope to receive it. I cannot indicate any time limit.

श्री धूसिया : इस के लिये गवर्नमेंट ने जो करेस्पान्डेन्स की है, उस से कुछ अन्दाजा मिलता है या नहीं ?

रेलवे तथा परिवहन मंत्री : (श्री एल० बी० शास्त्री) : अगर अन्दाजा मिलता तो आने में आसानी होती ।

श्री धूसिया : जो भी इंजन उन्होंने वापिस किये हैं क्या उन में कुछ ऐसे पुर्जे मिले हैं जो कि आब्सोलीट किस्म के हैं और नये बदल लिये गये हैं ?

श्री एल० बी० शास्त्री : अगर आब्सोलीट पुर्जे लगे हुए भी मिल जायें तो भी कोई हर्ज नहीं है, मिलें तो सही ।

चितवड़ागांव में टेलीफोन एक्सचेंज

*५१७. श्री आर० एन० सिंह : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चितवड़ागांव के व्यापारियों ने वहां टेलीफोन एक्सचेंज बनाने के लिये एक प्रार्थना पत्र दिया है; और

(ख) यदि हां, तो क्या इस संबंध में जांच पड़ताल पूरी की जा चुकी है ?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) Yes, and the opening of a Public Call Office has been sanctioned.

श्री आर० एन० सिंह : आफिस कब तक खुल जायगा ?

श्री राज बहादुर : आशा की जाती है कि अगले दो महीनों में खुल जायगा ।

श्री आर० एन० सिंह : इस में विलम्ब होने का क्या कारण है ?

श्री राज बहादुर : सामान का न मिलना।

TELECOMMUNICATIONS IN PUNJAB

*518. **Shri Ram Dass:** Will the Minister of Communications be pleased to state :

(a) the number of places in the Punjab from where requests have been received for opening of sub-post offices; and

(b) whether all the police stations in the Punjab have been telegraphically connected with the district headquarters?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) 15; out of which 7 Sub Post Offices were opened, 4 were not justified and 4 are under examination.

(b) 61 Stations remain to be connected.

Shri Ram Dass: May I know whether applications for starting sub post office and telegraph office have been received from Noor-per-Bedi in Hoshiarpur district?

Shri Raj Bahadur: In all we got fifteen applications out of which, as I have just submitted, seven were accepted, four were rejected and four are pending. Apart from that there were forty-four applications for converting branch offices into sub offices. Of these, sixteen were accepted, six were rejected and twenty-two are pending.

Shri Ram Dass: The point is whether any application has been received from Noor-per-Bedi?

Shri Raj Bahadur: I would like to have a specific question about that particular place.

JUTE SEED ACTS

*521. **Shri L. N. Mishra:** Will the Minister of Food and Agriculture be pleased to state the steps taken so far in pursuance of the recommendation of the Expert Committee, to provide retting facilities to jute

growers and also enactment of Jute Seed Acts?

The Minister of Agriculture (Dr. P. S. Deshmukh): Construction of 130 new retting tanks and re-excavation of 130 old ones has been taken up in West Bengal and is likely to be completed within the current financial year. Bihar has decided to construct 1,000 retting tanks in 1954-55. Assam has taken up excavation of 60 new tanks and re-excavation of 120 old ones. In Orissa, survey work in 10 major jute growing areas is over and excavation of 200 new tanks and re-excavation of 150 old ones are likely to be completed in the current financial year. U.P. has decided to excavate 20 new retting tanks in the current financial year.

The question of enacting Jute Seed Acts in Assam, Bihar, West Bengal and U.P. is under consideration of the State Governments. Orissa does not contemplate enacting such legislation at present.

Shri L. N. Mishra: May I know how these tanks are to be excavated: whether at Government cost or partially by the Government and partially by the peasants?

Dr. P. S. Deshmukh: It is almost wholly by Government.

Shri L. N. Mishra: May I know what amount is allotted to the State of Bihar under this head?

Dr. P. S. Deshmukh: I have not got the figure here. In respect of some States I have got them.

Shri L. N. Mishra: May I know the object behind the proposed Jute Seed Act?

Dr. P. S. Deshmukh: In order to see that purity and high quality are maintained and other inferior seeds are not allowed in that area. This is done with regard to other crops also like cotton wherever there are protected areas.

Shri Sarangadhar Das: May I know what reason Orissa Government has

given for not enacting the Jute Seed Act?

Dr. P. S. Deshmukh: The reason so far as I know is that they are surveying. At present, they have surveyed ten major jute growing areas and therefore they do not feel the need for this Act from the point of view of having evolved any such variety which requires protection.

Shri T. K. Chaudhuri: May I know if there is any proposal for opening chemical and mechanical retteries?

Dr. P. S. Deshmukh: I require notice

Shri L. N. Mishra: May I know whether as a result of this enactment of the Jute Seed Act, cultivation of inferior quality jute will be prohibited?

Dr. P. S. Deshmukh: In that area, it would be.

INDIAN DAIRY RESEARCH INSTITUTE,
BANGALORE

*522. **Shri Thimmalah:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government propose to shift the Indian Dairy Research Institute from Bangalore to some other Centre in Northern India; and

(b) if so, the reasons therefor?

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

(b) In 1944, the Indian Dairy Research Institute took over from the Ministry of Defence its Agram Farm, with an area of 488 acres. This land was used for growing fodder and the Institute was thus able to build up a large herd of pedigree cattle. The Farm had to be returned to the Ministry of Defence in 1953. Efforts were made to get suitable land in and near Bangalore, but it was not possible to get it. The maintenance of this herd has consequently become very expensive and it is, therefore, proposed to find some other suitable place where adequate and suitable land for growing fodder for the herd of the Institute will be available. An expert Committee has been appointed to

examine the question and suggest a suitable place for the Institute.

Shri Thimmalah: May I know whether the Central Government has made any efforts with the Mysore Government to get the land required for the Institute?

The Minister of Food and Agriculture (Shri Kidwai): Yes, Sir.

Dr. P. S. Deshmukh: For the last 2½ years.

Shri Thimmalah: In view of the fact that this Institute is very essential for improving the cattle and also many of the workers will be thrown out of employment if it is shifted, will the Government reconsider this question of shifting the Institute to some other place?

Shri Kidwai: There is no question of unemployment. It is only a question of shifting it to some other place where the employment will continue and the breeding also will continue.

Shri Venkataraman: May I know whether the Estimates Committee is examining this question? Will the Government take any decision before the Committee reports?

Shri Kidwai: I do not know how far the Estimates Committee has to deal with it. We are considering it independently.

Shri Venkataraman: Is it not a fact that a special pedigree called Red Sindhi has been developed in that area and that by the transfer of the Institute from that area, that breed will be affected?

Shri Kidwai: We tried our best to get suitable land from the Government of Mysore. When that was not possible, we tried in the neighbouring States. Wherever suitable land is available, it will be shifted.

Shri Thimmalah: What is the reply given by the Mysore Government when the Central Government asked for land?

Shri Kildwai: They tried to find some land. But, the land that they offered was not sufficient in area for our requirements.

LOCOMOTIVES

***523. Shri G. P. Sinha:** Will the Minister of Railways be pleased to state the total number of locomotives in India at present?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): 8426 Locomotives were in service on Indian Railways on 31st December 1953.

Shri G. P. Sinha: What was the strength of locomotives just after partition?

Shri Shahnawaz Khan: I shall require notice for that.

Shri G. P. Sinha: May I know the number of locomotives imported in 1953 and what target figure has been fixed for the immediate future?

Mr. Speaker: Does he mean target for imports?

Shri G. P. Sinha: Yes.

The Deputy Minister of Railways and Transport (Shri Alagesan): All this information is given in the various pamphlets that have been circulated to the hon. Members along with the Budget papers. All this information is given there.

Shri G. P. Sinha: May I know how many locomotives have been manufactured in India and how many centres for manufacture of locomotives are working here?

Shri Alagesan: More than hundred in Chittaranjan and 50 in TELCO.

Shri T. B. Vittal Rao: How many overaged locomotives have been put off the rails during the year 1953 and scrapped.

Shri Alagesan: I should like to have notice.

F.A.O. CONFERENCE

***524. Shri M. S. Gurupadaswamy:** Will the Minister of Food and Agriculture be pleased to state:

(a) what recommendations have been made by the F.A.O. Conference which met recently in Rome; and

(b) whether Government have accepted any of those recommendations?

The Minister of Agriculture (Dr. P. S. Deshmukh): A copy of the Provisional Report of the Seventh Session of the F. A. O. Conference, containing the resolutions passed, is already available in the Library of the House for reference purposes.

The recommendations mainly relate to the programme of work of the Organisation for the year 1954-55 and action will be initiated by the Organisation itself. Recommendations where national action is called for are being examined by the Government of India.

Shri M. S. Gurupadaswamy: May I know whether the Government of India has accepted any recommendations made by the F.A.O. in the past?

Dr. P. S. Deshmukh: Generally speaking, the recommendations are acceptable to Governments.

Shri M. S. Gurupadaswamy: May I know who represented the Government of India in this conference?

Dr. P. S. Deshmukh: I am one of those who went

If he wants the other names also, I can give.

Shri M. S. Gurupadaswamy: Yes, I want them.

Mr. Speaker: Next question.

TUNGABHADRA BRIDGE

***525. Shri Gadilingana Gowd:** Will the Minister of Transport be pleased to refer to the reply given to starred question No. 175 asked on the 21st November, 1953 and state:

(a) whether the Government of Andhra have taken a decision regarding the construction of a Road Bridge

over the Tungabhadra River near Kurnool;

(b) if so, when the work is likely to commence; and

(c) if the answer to part (a) above be in the negative, whether Government propose to construct a bridge over the Tungabhadra River near Madhavaram?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). The Government of Andhra have proposed that the Banaras Cape-Comorin Road (National Highway No. 7) should be taken *via* Kurnool instead of *via* Raichur. The proposal is under examination. A bridge over the Tungabhadra near Kurnool will be constructed if it is decided finally that the National Highway should be taken *via* Kurnool.

(c) A bridge will be constructed near Madhavaram if the National Highway is to be taken *via* Raichur but, as stated in reply to part (a), the question of alignment is still under consideration.

Shri Gadilingana Gowd: May I know if the estimates have been prepared?

Shri Alagesan: They have been asked to prepare estimates for the different alignments that they have proposed and send them for scrutiny.

Shri Raghavachari: How long will this consideration take?

Shri Alagesan: It is always a question which is rather difficult to answer. We have asked the State Government to provide further information. We are awaiting it.

HOSPITALS IN COMMUNITY PROJECT AREA

***526. Shri Sivamurthi Swami:** Will the Minister of Health be pleased to state:

(a) the number of new hospitals that have so far been opened in the Community Project areas; and

(b) the amount spent by the Central Government on medical aid under such village development schemes, in the year 1953?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) During the period from October, 1952 to September, 1953, 31 Primary Health Centres with 2 mobile dispensaries and 2 Sub-centres, 2 Secondary Health Centres with 1 Dispensary extension and 72 Maternity Centres were started in Community Project areas.

(b) The total expenditure on Health and Sanitation in the Community projects during the period from October 1952, to September, 1953, was Rs. 14.66 lakhs.

Shri Sivamurthi Swami: How many new hospitals are to be opened to meet the target fixed in the Five Year Plan?

Shrimati Chandrasekhar: I have not got the figure.

Shri Nanadas: May I know the number of personnel employed in the hospitals newly opened in the Community Project areas?

Shrimati Chandrasekhar: I have not got the information.

Shri N. L. Joshi: May I know how much money was actually spent on medicine?

The Minister of Health (Rajkumari Amrit Kaur): The expenditure on medicines naturally depends on the number of people who come to the hospitals, and those figures would be with the States. I cannot possibly give that information.

LOANS FOR PURCHASE OF FERTILIZERS

***528. Shri L. Jogeswar Singh:** (a) Will the Minister of Food and Agriculture be pleased to state whether any State Governments have approached the Government of India for loans for purchase of fertilizers in 1954?

(b) If so, which are those States?

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

(b) So far, Madhya Pradesh, Madras, Punjab, West Bengal, Hyderabad,

Madhya Bharat, Mysore, PEPSU, Rajasthan, Ajmer, Bhopal, Kutch and Vin-dhya Pradesh, have specifically indicated the loans required by them.

Shri L. Jogeswar Singh: May I know the amount of loan to be advanced to each of these States?

Mr. Speaker: The hon. Minister has mentioned a number of States, and therefore it will mean a long time.

Shri L. Jogeswar Singh: I want to know the total amount.

Dr. P. S. Deshmukh: The total amount would be in the neighbourhood of Rs. 7.5 to 8 crores.

Shri L. Jogeswar Singh: May I know whether it is a fact that a large quantity of fertilizers has accumulated at Sindri, and if so, the steps taken for early disposal of these stocks?

Dr. P. S. Deshmukh: There has been some accumulation, but we are doing our best to remove it, and we are proceeding fairly well.

Shri K. K. Basu: What is the amount of loan asked for by the West Bengal Government, and what portion of the same has been granted by the Central Government?

Dr. P. S. Deshmukh: Generally we grant the full quantity they want. For 1954-55, I think they have asked for 197.70 lakhs of rupees.

Shri Nanadas: May I know whether the Andhra Government have intimated their intention to take any loan for purchase of fertilizers from the Central Government?

Dr. P. S. Deshmukh: I would require notice for that.

Shri L. Jogeswar Singh: May I know how the agriculturists are benefited by such loans, and to what extent?

Dr. P. S. Deshmukh: The use of fertilizers is most beneficial to agriculture, and every good agriculturist knows it.

IMPORT OF FOODGRAINS

***529. Shri Veeraswamy:** Will the Minister of Food and Agriculture be pleased to state whether private merchants will be allowed to import foodgrains from abroad or the import of foodgrains will be completely stopped in 1954?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): Private merchants are already allowed to import rice for sale in the non-rationed areas. The question of allowing them to import other foodgrains especially wheat is, however, under consideration. It is not contemplated to stop import of foodgrains in 1954.

Shri Veeraswamy: May I know whether the Tamil Nad merchants have approached the Central Government for licence to import foodgrains?

Shri M. V. Krishnappa: All the merchants have approached, and those that had sufficient resources have been allowed to import.

Shri Velayudhan: May I know whether the import of foodgrains under the recent deal between Burma and India will be given to private parties?

The Minister of Food and Agriculture (Shri Kidwai): The imports will be by Government. As to how it will be distributed, I will not be in a position to state now. After the negotiations have been completed, I will be able to make an announcement in this House.

P. & T. QUARTERS (HYDERABAD CIRCLE)

***530. Shri T. B. Vittal Rao:** Will the Minister of Communications be pleased to refer to the answer to part (a) of unstarred question No. 286 regarding quarters for Hyderabad circle employees, asked on the 3rd December, 1953 and state:

(a) whether the three sets of quarters for P. and T. employees said to be under construction in Hyderabad Circle have since been completed;

(b) if not, when they are likely to be completed;

(c) the number of employees to whom each set of these quarters will be allotted; and

(d) the places where these are being constructed?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) No. One quarter is under construction and the work on others will start shortly.

(b) During 1954-55.

(c) One set will be allotted to one official only.

(d) One at Gulbarga and two at Secunderabad.

Shri T. B. Vittal Rao: May I know the number of employees who have not been provided with quarters?

Shri Raj Bahadur: It is a large number, but the problem is essentially restricted to cities with a large population.

Shri T. B. Vittal Rao: May I know whether Government propose to accelerate the construction of houses in view of the acute shortage of housing in Secunderabad and Hyderabad?

Shri Raj Bahadur: There is not only housing shortage, but shortage of accommodation for post offices and telegraph offices also.

KHARAGPUR RAILWAY STORE

***531. Shri N. B. Chowdhury:** Will the Minister of Railways be pleased to state:

(a) whether any enquiry has been instituted into the recent out-break of fire in the Kharagpur Railway Store-yard;

(b) if so, what was the cause of the fire; and

(c) the estimated loss in this connection?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes. Sir.

(b) It was held that the fire was probably due to a live match or the end of a cigarette or biri thrown by

someone carelessly on the heap of the straw in the vicinity of Stores building.

(c) Rs. 3,22,000/- approximately.

Shri N. B. Chowdhury: May I know. Sir, whether Government had no evidence to the effect that interested persons were implicated in the matter just to avoid detection of thefts from the yard?

Shri Shahnawaz Khan: An inquiry by administrative officers was ordered and a detailed report is awaited. We have not yet received it.

RAILWAY WAGONS AND COACHES

***532. Shri Jethalal Joshi:** (a) Will the Minister of Railways be pleased to state the total number of coaches and wagons which require to be rehabilitated or replaced?

(b) For how many new coaches and wagons have Government placed orders with foreign firms during the year so far?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) On 1st April, 1953 about 7,500 and 40,000 respectively.

(b) Coaches and Wagons ordered, since 1st April 1953, from abroad are:—

Coaches	—	124.
Wagons	—	5616.

Shri Jethalal Joshi: How many coaches and wagons are expected to arrive during the current year under some sort of aid from foreign countries?

Shri Alagesan: In the next year's programme, we expect to get 5,000 wagons under aid programmes.

Shri T. B. Vittal Rao: How does the price of imported wagons compare with that of wagons of indigenous manufacture?

Shri Alagesan: I do not have the correct price difference now. But I can supply it to the hon. Member.

TRANSFER OF RAILWAY EMPLOYEES

***533. Shri Frank Anthony:** (a) Will the Minister of Railways be pleased to state whether it is a fact that the transfer of a railway servant cannot be resorted to as a punishment?

(b) Are there any rules or conventions laid down by the Administration in order to minimise the hardships caused by transfers particularly in view of the non-availability of quarters?

(c) Have complaints been received against frequent transfers, particularly on the Southern Railway?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) Transfers have to be ordered in the interests of administrations and most of the essential staff are provided with railway quarters at the places to which they are transferred.

(c) Yes, Sir.

Shri Frank Anthony: Is it a fact that complaints have been received, particularly from the local staff on the Southern Railway, about unnecessary transfers to places where no quarters are available?

Shri Alagesan: I answered the question in the affirmative.

Mr. Speaker: Complaints have been received.

Shri Alagesan: Yes.

Shri Frank Anthony: Have any instructions been issued to General Managers to try to minimise unnecessary transfers owing to the non-availability of quarters?

Shri Alagesan: When I said complaints had been received, that did not mean that transfers are made unnecessarily or to cause harassment to anybody. But all these transfers were justified.

PASSENGER CENSUS

***534. Sardar A. S. Saigal:** (a) Will the Minister of Railways be pleased to state whether it is a fact that on the

ex-B. N. Section of the Eastern Railways, a census of passengers was taken four times in 1953?

(b) What were the reasons for taking the census?

(c) For how many days was a census taken on the main line and on the branch line?

(d) Is it a fact that during the period of census, there was no checking of tickets on the trains?

(e) In how many districts was the census taken?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes.

(b) The census was taken in order to obtain a precise appreciation of the trend of passenger traffic by particular trains and to adjust train services in accordance with traffic requirements.

(c) For a total of 20 days on the main line, and 10 on the branch lines.

(d) No.

(e) Six.

सरदार ए० एस० सहगल : क्या यह सच है कि मर्दुमशुमारी के कारण रेलवे को क़रीब क़रीब एक लाख रूपये का नुक़सान हर ज़िले की हद में होता है जब कि मर्दुमशुमारी जी जाती है ?

श्री शाहनवाज़ खां : इस की मर्दुमशुमारी के बारे में मुझ कोई मालूमात नहीं है ।

सरदार ए० एस० सहगल : क्या मंत्री महोदय इस बात का पता लगायेंगे कि जो बीस दिन बड़ी लाइन पर और दस दिन छोटी लाइन पर मर्दुमशुमारी ली जाती है, उस से क्या नुक़सान होता है ?

श्री शाहनवाज़ खां : जी, पता नहीं लगायेंगे बल्कि पता लगा चुके हैं, त़क़रीबन दस हजार का नुक़सान हुआ है ।

Shri Muniswamy: May I know, Sir, whether the Minister could tell us the proportion of the density of population between 1951-52 and 1952-53?

Shri Alagesan: How does it arise out of this, Sir?

Mr. Speaker: He refers to the question about census. What is the density of population where? In that particular zone?

Shri Muniswamy: In 1952.

Mr. Speaker: We will go to the next question.

सरदार ए० एस० सहगल : क्या यह सच है कि जब गाड़ियां स्टेशन पर खड़ी हो जाती हैं और जब पैसंजर उतर जाते हैं, उस के बाद सेंसस ली जाती है, जबकि सेंसस लेने के लिये गाड़ी को बीच में खड़ी कर के सेंसस ले सकते हैं ?

रेलवे तथा परिवहन मंत्री (श्री एल० बी० शास्त्री) : इतने डिटेल की जानकारी तो मुझे नहीं है, लेकिन मैं यह समझता था कि सेंसस ट्रैफिक के फायदे के ख्याल से ली जाती है और इसलिये ली जाती है कि उस से मालूम हो सके कि वहां पर ट्रेन्स बढ़ाने की जरूरत है या ट्रेन्स को एक्सटेंड करने की जरूरत है या नहीं। इसी ख्याल से यह सेंसस ली गई और इस के डिटेल मेरे पास हैं। माननीय मेम्बर देखना चाहें तो देख सकते हैं और उनको मालूम हो जायगा कि इस की वजह से कितनी ट्रेनों को बढ़ाया गया है और कितनी को एक्सटेंड किया गया है।

RAILWAY CORRUPTION ENQUIRY COMMITTEE

*535. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state the progress so far made by the Railway Corruption Enquiry Committee?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): The Committee has so far held three meetings.

They have issued a questionnaire and the replies received are being collated.

Shri Jhulan Sinha: In view of the necessity of eliminating corruption as soon as possible, may I know whether Government are taking any steps to expedite the submission of the report?

Shri Shahnawaz Khan: I am sure the Committee and its President in particular are as keen as any other hon. Member here to deal with this matter as expeditiously as possible.

Shri T. B. Vittal Rao: May I know if this Committee has visited any other place; and if so, how many places has it visited so far?

Shri Shahnawaz Khan: The Committee has visited Allahabad only so far, but later on it is intended that the Committee will tour almost throughout the country.

Shri T. B. Vittal Rao: May I know the circumstances which led this Committee to visit Allahabad first?

Shri Shahnawaz Khan: Because in Allahabad there was a large number of pilgrims expected, it was considered that it would be a very good place to see if there was any corruption indulged in by the Ticket Collectors or Ticket Examiners.

SUGAR POSITION IN MADRAS

*536. **Shri Muniswamy:** Will the Minister of Food and Agriculture be pleased to state—

(a) whether it is a fact that a consignment of 7,500 tons of sugar arrived at Madras port during the second week of December, 1953;

(b) how the consignment was distributed in the State; and

(c) whether the supply position of sugar in the Madras State is satisfactory?

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

(b) The consignment was distributed in accordance with the normal practice of sale to the co-operative Societies and merchants of the State by inviting tenders.

(c) Yes.

Shri Muniswamy: May I know whether any request was made by the Madras Government, and if so, for what quantity?

The Minister of Food and Agriculture (Shri Kidwai): I am not aware of any request. It might have come later. I will find out.

Shri Muniswamy: May I know wherefrom this sugar was imported?

Shri Kidwai: Sugar is imported from wherever it is available. In this particular case, I am not in a position to say wherefrom it was imported.

KHADI UNIFORM

***537. Shri Dabhi:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that Government propose to use khadi for uniforms supplied to the Posts and Telegraphs employees; and

(b) if so, at what stage is the matter?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) The staff entitled to uniforms in all administrative offices are being supplied with uniforms in Khadi since 1950. Regarding the other staff the implementation of the policy is entrusted to a Committee appointed by Works, Housing and Supply Ministry in which the P. & T. Department is also represented. The Committee are examining the availability of suitable substitutes, the extent of price preference to be given, and whether any relaxations would be necessary in respect of standard specifications.

Shri Dabhi: May I know how many employees were given this khadi uniform and how many rupees worth of khadi is likely to be required?

Shri Raj Bahadur: The increase in the cost of khadi uniforms will come to about Rs. 8 lakhs, and our present consumption is about Rs. 10 lakhs worth. So, on a rough estimate, the

total may be about Rs. 18 lakhs worth of khadi.

Shri Dabhi: How many employees will be getting this khadi uniform?

Shri Raj Bahadur: The exact number, I cannot give.

HONEY

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

(a) the quantity of honey produced annually in the different States of India; and

(b) what efforts are being made to make India self-sufficient in honey?

The Minister of Agriculture (Dr P. S. Deshmukh): (a) No Information is available.

(b) In almost every State production of honey on a Cottage Industry basis is being encouraged. In some States Co-operatives and private agencies are also resorting to bee-keeping. Under Government auspices, research is also being conducted on various aspects of honey production.

Shri D. C. Sharma: May I know if the representations and resolutions submitted by the All-India Bee-Keepers' Association have been examined by Government, and if so, what action is proposed to be taken on them.

Dr. P. S. Deshmukh: I would like to have notice of the question. I think some action is being taken.

Shri D. C. Sharma: May I know if anything is being done to encourage bee-keeping, specially in the hill districts of India?

Dr. P. S. Deshmukh: Very great efforts are being made.

Shri Heda: The hon. Minister said figures are not available. Do Government contemplate to find out how much honey is being produced in India and how much honey is being imported?

Dr. P. S. Deshmukh: I do not know whether it would be worth while to do so, but without committing myself, I

may say that we will examine the matter.

Short Notice Question and Answer

DAKOTA CRASH NEAR DELHI

SNQ3. Shri Kasliwal: Will the Minister of Communications be pleased to state:

(a) the number of occupants—passengers and staff—in the Dakota Plane of the Indian Airlines Corporation which crashed near Delhi on the 25th February, 1954 at 11 A.M.

(b) the number of casualties therein;

(c) the causes of the crash; and

(d) how much loss the Corporation has sustained thereby?

The Minister of Communications (Shri Jagjivan Ram): (a) There were 3 occupants in the aircraft, 2 of whom were crew and the third an observer from the Civil Aviation Department.

(b) All the three were killed.

(c) The accident is under investigation.

(d) The Corporation has sustained no financial loss as Government had under-written the risk in respect of the aircraft.

Shri Kasliwal: May I know if it is a fact that there was a difference of 400 running hours between one overhauled engine and the other?

Shri Jagjivan Ram: Yes, there was.

Shri Kasliwal: Has the Government ever instituted a technical enquiry into the proper synchronisation in the running of such engines as have not been overhauled simultaneously?

Shri Jagjivan Ram: Sir, the experts do not think that there is any defect in the existing arrangement so long as the engines are air-worthy and are not exhausted. After an engine is overhauled it does up to 800 hours before it is again sent for overhauling.

Sardar A. S. Saigal: Is it a fact that every pilot's certificate is renewed

every month but in this case, this was not done?

Shri Jagjivan Ram: I do not think it is renewed every month.

Sardar A. S. Saigal: May I know if the pilot certificate was renewed or not?

Shri Jagjivan Ram: It was; and both of them were very good pilots with long experience.

Sardar A. S. Saigal: May I know if the engine was examined before the plane took off?

Shri Jagjivan Ram: Yes, it was.

Shri Sarangadhar Das: May I know if this plane and other planes of the Airlines Corporation are insured, against partial or total loss, with any insurance company?

Shri Jagjivan Ram: All the aircraft used to be insured. This year, after the Corporation has been started, we decided to create an Insurance Fund of the Corporation itself and we have insured only a certain percentage of the aircraft and not all of them.

श्री आर. एन. सिंह : क्या मैं जान सकता हूँ कि ८-५-५३ के बाद से जब से यह बिल पेश किया गया है, ऐयरक्राफ्ट के कितने ऐक्सीडेंट्स हुए ?

श्री जगजीवन राम : छोटे छोटे ऐक्सीडेंट्स के हमारे पास आंकड़े नहीं हैं, जहाँ तक बड़े बड़े ऐक्सीडेंट्स का ताल्लुक है हम सभी जानते हैं कि पहले दिल्ली में हुआ, फिर नागपुर में हुआ और अभी तीसरा यह है ।

Shri Raghuramaiah: May I know whether the Aviation Regulations require that each of the two engines should be able to lift the plane up in the case of failure of the other and whether our planes satisfy that regulation; and whether the Government have satisfied themselves on the point?

Shri Jagjivan Ram: Yes, they did satisfy themselves; but, as the Press Note says, after the report of the Court of Enquiry on the Nagpur accident was

out, it was decided to test the Dakotas regarding their performance under various conditions and what could be the maximum load which they can carry even in the case of failure of one engine. Therefore, all these tests are being carried out.

Shri T. B. Vittal Rao: May I know if it is a fact that a schedule of experimental flights is drawn by the Director of Civil Aviation and, if so, had they the approval of the technical experts of the ICAO?

Shri Jagjivan Ram: As has been mentioned again in the Press Note, after the Nagpur accident and the Enquiry Committee's recommendation we took up these test flights and what should be the nature of the tests was decided by the experts of the Indian Airlines Corporation and the experts of the Civil Aviation Directorate.

Shri T. B. Vittal Rao: May I know if it is not necessary that a representative of the manufacturers should be present when these experimental flights are being carried out?

Shri Jagjivan Ram: I don't think it is necessary.

Shri Ramachandra Redd rose—

Mr. Speaker: I don't propose to allow any further questions.

Shri Ramachandra Reddi: I am not asking a question, but I wish to make a submission.

Mr. Speaker: Afterwards.

WRITTEN ANSWERS TO QUESTIONS

RAILWAY RUNNING STAFF

***497. Shri Frank Anthony:** Will the Minister of Railways be pleased to state whether it is a fact that the hours of work for running staff are calculated from the starting and the terminating of a train and not from the actual time of the staff signing on and signing off?

The Deputy Minister of Railways and Transport (Shri Alagesan): No. The hours of work for running staff

are calculated from the time they 'sign on' to the time they 'sign off'.

FAMILY PLANNING

***507. Shri Gidwani:** Will the Minister of Health be pleased to state:

(a) what is the total amount of money provided in the revised Five Year Plan for family planning work; and

(b) what measures are being adopted to implement it?

The Minister of Health (Rajkumari Amrit Kaur): (a) Rs. 65 lakhs.

(b) The Government of India have opened three Family Planning Centres in India to conduct pilot studies in the "Rhythm" method of family planning. As a result of the recommendations recently made by the Family Planning Research and Programmes Committee, the question of granting subsidies to States and private Family Planning Clinics, for family planning services to the public, is under consideration.

LONG AND MEDIUM TERM LOANS

***513. Pandit D. N. Tiwary:** Will the Minister of Food and Agriculture be pleased to state the amount given to Bihar Government for the grant of long and medium term loan to agriculturists in 1952-53 and 1953-54?

The Minister of Food and Agriculture (Shri Kidwai): No amount has been given so far.

VIJAYAWADA AERODROME

***519. Shri Gopala Rao:** Will the Minister of Communications be pleased to state whether Government are re-considering the re-opening of the Vijayawada Aerodrome for regular air service?

The Deputy Minister of Communications (Shri Raj Bahadur): Experiments made in the past of operating air services to Vijayawada showed that the traffic potential of Vijayawada was very low. The Indian Airlines Corporation who are now responsible for the operation of all internal scheduled air services examined again

the possibility of bringing in Vijaya-wada along with a few other towns on a suitable air route, but found that such operation would be very uneconomic.

RICE PRODUCTION

***520. Shrimati Renu Chakravartty:** Will the Minister of Food and Agriculture be pleased to state the estimated production of rice in the year 1954?

The Minister of Food and Agriculture (Shri Kidwai): Final Estimates of production of rice for 1953-54 are not yet available.

रेलवे से दावे

***५२७. श्री रघुनाथ सिंह :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि १९५१-५२ में रेलवे से ११.२८ करोड़ रुपये के दावे किए गए थे;

(ख) १९५२-५३ में कितने दावे किए गए और उन की कुल राशि कितनी थी; और

(ग) उपरोक्त वर्षों में, चोरियों तथा गुम हुए माल के सम्बन्ध में अलग अलग कितने दावे किए गए ?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) This information is not available as statistics of the amount of claims preferred by claimants are not maintained.

(b) The number of claims received, including those which were re-opened, during 1952-53 was 352,672. The value of these claims is not available for reasons furnished in reply to part (a) of the Question.

(c) The numbers of claims paid on account of goods stolen and goods lost during 1951-52 were 60,737 and 34,641 and during 1952-53 were 70,847 and 30,222 respectively.

CHAMPION REEF GOLD MINES

***539. Shri Gopala Rao:** Will the Minister of Labour be pleased to state:

(a) whether Government are aware that 12,000 workers of the Champion Reef Gold Mines, Kolar, struck work on the 10th December, 1953;

(b) if so, the reason for that strike; and

(c) the steps taken by Government to see that the workers' demands are met?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). About 9,600 workers of Champion Reef and Mysore Gold Mines observed a hartal on the 10th December, 1953, following the break-down of negotiations between the Mines management and the workers on the following three issues:—

(i) revision of wages and dearness allowance;

(ii) retirement gratuity; and

(iii) bonus for 1952.

(c) The Chief Labour Commissioner (Central), conciliated in the dispute and succeeded in narrowing down the differences between the parties to a considerable extent. There was agreement in regard to two issues, namely, revision of wages and dearness allowance and retirement gratuity, but no agreement could be reached on the question of the quantum of bonus. While a number of unions were anxious for settlement on agreed issues, two unions would not have a partial settlement. Having regard to the special circumstances of this case it was considered that it would be in the interest of the workers to make further attempts for an amicable settlement of the dispute. The workers' unions were informed accordingly through the Chief Labour Commissioner.

POST AND TELEGRAPH OFFICES IN JAMMU AND KASHMIR

***540. Th. Lakshman Singh Charak:** Will the Minister of Communications be pleased to state:

(a) the number of new post offices and telegraph offices opened in the

Jammu and Kashmir State since 1947 up to the end of 1953; and

(b) whether the staff working in the post offices in that State have been granted the Central Government pay scales?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Total number of Post Offices and Telegraph Offices opened since 15-8-47 up to 31-3-53:

Post Offices	Telegraph Offices
142	Nil

(b) Yes.

गन्ने के मूल्य का न बुकाया जाना

*५४१. श्री रघुनाथ सिंह : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) कितनी चीनी मिलों ने १९५३-५४ में गन्ना उत्पादकों को गन्ने की कीमत समय पर नहीं दी है ; और

(ख) सरकार ऐसी मिलों के विरुद्ध क्या कार्रवाही करने का विचार कर रही है ?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). The required information is being collected.

EXPLORATORY TUBE-WELLS IN MANIPUR

*542. **Shri L. Jogeswar Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government propose to drill exploratory tube-wells in Manipur State; and

(b) if the answer to part (a) above be in the negative, whether Government have any other scheme for irrigating high-lying lands in the valley?

The Minister of Food and Agriculture (Shri Kidwai): (a) The suitability of the State for tube-wells is under investigation of the experts of the Geological Survey of India. The

question of exploratory wells can be considered only after the results of these investigations are available.

(b) Arrangements have been made for the purchase of seven pumps for irrigating high-lying lands in the State.

R. M. S. VANS

*543. **Shri T. B. Vittal Rao:** Will the Minister of Communications be pleased to refer to the answer to part (b) of starred question No. 1006 regarding R. M. S. Vans, asked on the 16th December, 1953 and state:

(a) the number of new mail vans that have been added on the ex-Nizam State Railway system during 1953;

(b) the number of vans that are actually required and the number provided at present; and

(c) by what time Government propose to meet the demand of mail vans in full on this sector with a view to relieving the hardship experienced by the sorters?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) No mail vans have been added during the year 1953.

(b) The number of mail vans required is 22(17 for regular service and 5 for emergencies) against which we have 13 mail vans in stock.

(c) The demand is expected to be completely met by 1956-57 by adding three mail vans each year.

TOURIST TRAFFIC

*544. **Dr. Ram Subhag Singh:** Will the Minister of Transport be pleased to state:

(a) the total number of foreign tourists who visited India during 1953; and

(b) whether Government propose to take any additional measures for improving tourist traffic in this country?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) 28,060

(b) Yes, the measures, *inter alia*, include opening of new Tourist Offices abroad and in India, bringing out better and more publicity material and better arrangements for its distribution abroad.

LICENCE FEES FOR RAILWAY STALLS

***545. Shri Veeraswamy:** Will the Minister of Railways be pleased to state:

(a) whether licence fees for non-vegetarian Restaurants, Fruit and Tea Stalls on the Southern Railway stations are fixed on the basis of sale proceeds of each or on tenders;

(b) whether it is a fact that a number of complaints have been made by these stalls to the Railway Board regarding the abnormal rate of licence fees; and

(c) if the answer to part (b) above be in the affirmative, what action the Railway Board has taken or proposes to take in this regard?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Licence fees for Non-vegetarian Refreshment Rooms, Fruit Stalls and Tea Stalls on the Southern Railway have been fixed in some cases on the basis of sale proceeds and in some others on the basis of highest offers received for the running of the contract.

(b) Some representations have been received.

(c) The matter is under examination.

KANDLA PORT

***546. Shri Jethalal Joshi:** Will the Minister of Transport be pleased to state what expenditure has been incurred on the construction of the Kandla port upto December, 1953?

The Deputy Minister of Railways and Transport (Shri Alagesan): Nearly Rs. 2:52 crores.

PRESIDENT OF U. K. MEDICAL COUNCIL

***547. Shri Muniswamy:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that the President of the General Medical

Council of the United Kingdom visited India during December, 1953;

(b) if so, the purpose of the visit; and

(c) how many places were visited by him?

The Minister of Health (Rajkumari Amrit Kaur): (a) The answer is in the affirmative.

(b) The purpose of his visit was to examine the facilities for medical education in the Indian Universities, with a view to the recognition of Indian qualifications for registration in the United Kingdom Medical Register and also to discuss other allied problems with the Medical Council of India.

(c) He visited seven places viz., Bombay, Madras, Mysore, Calcutta, Delhi, Agra and Gwalior.

हड़डी और हड़डी का खाद

***५४८. श्री रघुनाथ सिंह:** क्या खाद तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५२ में कितनी हड़डी विदेशों को भेजी गई और हड़डी की कितनी खाद विदेशों से भारत मंगाई गई; और

(ख) इस समय भारत में हड़डी का चूरा बनाने वाले कितने कारखाने काम कर रहे हैं ?

The Minister of Food and Agriculture (Shri Kidwai): (a) In 1952, a total quantity of 74,576 tons of crushed bones of the size between 3/32" and 2" was exported. There was no import of bone-meal.

(b) 71.

GRAND TRUNK ROAD

***549. Shri L. Jogeswar Singh:** (a) Will the Minister of Transport be pleased to state whether Government are aware of the deplorable condition of the portion of Grand Trunk Road lying between Howrah and Burdwan?

(b) What steps have so far been taken to improve this portion of road?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Excepting the 53rd and 54th miles from Howrah on which some repair works are being carried out, the road is in good condition, though the section between Howrah and Serampore is very congested.

(b) It is proposed to construct a bye-pass to avoid the congested section between Howrah and Serampore and the survey work in this connection is already in progress.

LABOUR TRIBUNALS

***550. Th. Lakshman Singh Charak:** Will the Minister of Labour be pleased to state:

(a) what are the industries for which Tribunals have already been appointed for adjudication of disputes; and

(b) those for which such Tribunals are proposed to be appointed?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). So far as the Central Government is concerned, two one-member standing tribunals have been set up at Dhanbad and Calcutta, for adjudicating industrial disputes in undertakings which come within the Central sphere. Besides, *ad hoc* tribunals are also set up as and when necessary. No standing Tribunal has been set up for any specified industry. A three-member Tribunal was appointed in the year 1952 for the adjudication of industrial disputes concerning banking Companies, and another three-member Tribunal has been set up recently for the adjudication of disputes in the coal industry.

WELFARE INSPECTORS (SOUTHERN RAILWAY)

***551. Shri Veeraswamy:** Will the Minister of Railways be pleased to state:

(a) whether the posts of Welfare Inspectors on the Southern Railway are filled by selection or by seniority;

(b) the qualification required for these Inspectors;

(c) whether any such posts were recently filled on the Southern Railway; and

(d) if so, how many and what is the number of Scheduled Castes among them?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) By selection from among serving railway staff.

(b) The duties of Welfare Inspectors have been laid down and the candidates should have an aptitude for the work which is of an outdoor nature. They should have knowledge of the basic conditions of service and be able to move freely with staff.

(c) Yes, in August 1953.

(d) Seven. None of them belongs to Scheduled Castes.

KUMBH MELA

***552. Dr. Ram Subhag Singh:** Will the Minister of Railways be pleased to state the total amount of money spent by the Railways on the Allahabad Kumbh Mela operations for handling additional traffic?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): The actual expenditure incurred is not known as returns have not yet been received but a total expenditure of about 45 lakhs of Rupees has been provided for in the Revised Estimate for works for Kumbh Mela.

BOTANICAL DRUGS

67. Dr. Amin: Will the Minister of Health be pleased to state:

(a) the quantity and value of crude botanical drugs produced annually during the last five years;

(b) the quantity and value of such drugs exported annually in this period;

(c) the quantity and value of such drugs consumed annually by the indigenous pharmaceutical industry; and

(d) the quantity and value of such drugs consumed annually by the foreign pharmaceutical firms established in India?

The Minister of Health (Raj-kumari Amrit Kaur): (a), (c) and (d). No information is available.

(b) The figures of export of crude botanical drugs is not shown separately in the Customs' returns but is lumped together under 'Drugs and Medicines'.

Information which is available, in respect of certain drugs only, is as follows:—

Drugs and Medicines	Quantity in cwts.									
	Value in '000 Rs.									
	1949-50		1950-51		1951-52		1952-53		1953-54 April-December.	
	Qty.	Val.	Qty.	Val.	Qty.	Val.	Qty.	Val.	Qty.	Val.
(i) Asafoetida .	880	171	556	116	670	149	2180	248	495	137
(ii) Nux Vomica	18066	209	34061	507	49687	1102	17961	354	5777	440
(iii) Senna .	37421	978	40403	1566	45040	2832	40883	1775	37794	1191

CENTRAL TUBE-WELLS SUB-DIVISION

68. Shri Karni Singhji: Will the Minister of Food and Agriculture be pleased to state:

(a) how many tube-wells have been constructed by the Rajasthan Underground Water Resources Board for private parties in Rajasthan, during the last two years ending December, 1953; and

(b) the total cost of the wells recovered from private parties during the above period?

The Minister of Food and Agriculture (Shri Kidwai): (a) Two new tube-wells were constructed and 20 open wells deepened by the Rajasthan Underground Water Board, Jodhpur, during the two years ending December, 1953.

(b) Rs. 46,485.

टेक्निकल तथा व्यावसायिक ट्रेनिंग केन्द्र

६९. डा० सत्यबाबी : क्या अन्न मंत्री यह बताने की कृपा करेंगे कि :

(क) पंजाब में व्यावसायिक ट्रेनिंग के लिये उम्मीदवार चुनने वाले बोर्ड के दस्य कौन कौन हैं ;

(ख) क्या इस बोर्ड में अनुसूचित जाति के सदस्य भी हैं, यदि हा, तो उन के नाम क्या हैं; और

(ग) क्या यह बोर्ड हर साल नया बनाया जाता है ?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). A statement relating to the Session 1953-54 is placed on the Table of the House. [See Appendix III, annexure No. 3.]

The names of the Scheduled Caste members are underlined.

(c) Yes, before every session. The representation of various interests on the Selection Committee remains the same but the personnel may differ for different sessions.

RAILWAY ACCIDENTS

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

(a) the details of all Railway accidents which have occurred since the beginning of 1954 till today;

(b) the dates on which these happened and how;

(c) the places of occurrence;

(d) the number of injured and dead in each case;

(e) the loss of property of (i) the Railways and (n) public in each case;

(f) the causes of these accidents;

(g) the results of enquiries, if any; and

(h) the precautions taken to avoid recurrence of such mishaps?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (g). Information is furnished in the attached statement. [See Appendix III, annexure No. 4], in respect of all serious accidents, i.e. accidents to trains attended with loss of human life and/or grievous hurt and/or damage to Railway property to the value of approximately Rs. 20,000 or over in each.

(h) The precautions taken include:—

Effective disciplinary action against railway staff held responsible for accidents.

Systematic examination of the working of stations.

Frequent and intensive inspections of permanent Way and rolling-stock etc.

Provision of certain mechanical devices in the structure of the permanent Way, so as to make tampering with track difficult.

More intensive patrolling of selected lengths of the Permanent Way in consultation and collaboration with State Governments, where necessary.

Grant of special priority for works required to enhance the margin of safety.

Education of staff in the safety rules through periodicals, circular letters etc.

Tightening up of supervision and control.

Frequent warnings to staff to remain vigilant and cautious and making them more safety-minded.

Provision of refresher courses at Training schools at regular intervals.

Provision of mechanical devices to minimise failure of the human element, such as, inter-locking the Block Instruments with Signals; replacing Paper Line Clear System of working, especially on the Metre Gauge sections, by Token Working with Block Instruments; Lock and Block Instruments on double line sections; conversion of 'Free' Block Instruments into Lock and Block Instruments, and so on.

RAILWAY ROLLING STOCK

71. { **Sardar Hukam Singh:**
Seth Govind Das:

(a) Will the Minister of Railways be pleased to state the number of (i) Wagons, (ii) Locomotives and (iii) Coaches which were made by Indian manufacturers during 1953?

(b) What was the number of each of this item which was imported during the same period?

(c) What is the programme of manufacture for 1954?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Including output from Railway workshops, the production was:—

Wagons . . .	6564
Locomotives . . .	73
Coaching Vehicles . . .	785

(b) Wagons . . .	1328
Locomotives . . .	112
Coaching vehicles . . .	217

(c) The numbers expected to be delivered in 1954 are:—

Indigenous.

Wagons . . .	8500
Locomotives . . .	116
Coaching Vehicles . . .	1050

Imported.

Wagons . . .	8900
Locomotives . . .	256
Coaching Vehicles . . .	475

COTTON

72. **Shri S. N. Das:** Will the Minister of Food and Agriculture be pleased to state:

(a) the total expenditure so far incurred by the Indian Central Cotton Committee on the various schemes to increase the yield per acre in India;

(b) the results of the experiments for the evolution of better yielding varieties by selection and by hybridisation and for better agricultural practices; and

(c) how the present yield of cotton in India compares with that in U.S.A. and Egypt?

The Minister of Food and Agriculture (Shri Kidwai): (a) Indian Central Cotton Committee Schemes do not always have increase in yield per acre as their only object and therefore no separate figures on this account can be furnished. However, the total expenditure incurred upto 31-3-1953 on the various schemes designed to produce varieties of cotton of better quality and higher yield is Rs. 1,15,26,000.

(b) A statement is placed on the Table of the House. [See Appendix III, annexure No. 5.]

(c) The average yield per acre of cotton lint in 1952-53 was about 90 lbs. in India, against 283 lbs. in U.S.A. and 480 lbs. in Egypt.

रेल दुर्घटनाएं

७३. श्री एस० एन० दास : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) १९५३ में विभिन्न रेलों में यात्री तथा मालगाड़ियों की कितनी बड़ी दुर्घटनाएं हुईं;

(ख) इन दुर्घटनाओं में यात्रियों की जान और माल और रेलवे सम्पत्ति की कितनी हानि हुई; और

(ग) रेलवे को कितने मामलों में क्षतिपूर्ति देनी पड़ी और क्षतिपूर्ति की कुल राशि कितनी थी?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The number of major accidents, i.e., accidents which have resulted in the death of a number of persons in each case which occurred on the Indian Railways during the year, 1953 was six, viz., five to trains carrying passengers and the other to a goods train.

(b) 90 persons died and 201 were injured.

The approximate cost of damage to railway property was about 4,94,000. The extent of loss of passengers' property is not known.

(c) Out of 129 claims which have been preferred, the railways had so far to pay compensation in 86 cases. The amount of compensation paid so far is Rs. 1,45,570.

This information refers to claims arising from accidents to passenger trains only. Information in respect of the accident to goods trains is not available and will be placed on the Table of the House.

RAILWAY USERS' CONSULTATIVE COMMITTEE

74. **Shri Krishnacharya Joshi:** Will the Minister of Railways be pleased to state:

(a) whether a meeting of the Divisional Railway Users' Consultative Committee was held at Secunderabad in the last week of December, 1953; and

(b) if so, the important decisions arrived at?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, on 23-12-1953.

(b) The important matters which were discussed and the action taken

thereon are shown below in juxtaposition:—

Subject discussed	Action taken.
(i) Provision of additional bogies for 3rd class long distance passengers between Secunderabad and Bombay and reservation of seats for such passengers.	From 1-3-54 the under-mentioned accommodation is being set apart for reservation by 3rd class passengers in the through coaches running between Secunderabad and Bombay. 11/329 64 seats Dn. & 12/330 Up 9/101 48 seats Dn. & 10/102 Up
(ii) Provision of covering over platforms and extension of existing cover of main platform at Hyderabad station.	The work is being included in the List of works to be placed before the Passenger Amenities Committee, which will meet in May 1954 for selection of works to be included in the 1955-56 Works Programme.

SUPPLY OF FOODSTUFFS TO ANDAMAN AND NICOBAR ISLANDS

75. **Shri S. C. Samanta:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the quantity of foodstuffs supplied to the Andaman and Nicobar Islands in the year 1953;

(b) the quantity of foodstuffs produced during the above period in the Islands;

(c) whether the production of foodstuffs has increased in comparison with the previous three years;

(d) if so, how much year-wise; and

(e) what is the quantity of imported foodstuffs supplied?

The Minister of Food and Agriculture (Shri Kidwai): (a) 2,103 tons composed of 1,044 tons of rice and 1,059 tons of wheat.

(b) 1,805 tons in 1952-53.

(c) and (d). Production of rice in Andaman and Nicobar during the three previous years was as under:—

1949-50	1,400 tons.
1950-51	2,050 tons.
1951-52	1,488 tons.

(e) 1,913 tons composed of 854 tons of rice and 1,059 tons of wheat.

INDIAN FOREST COLLEGE, DEHRA DUN

76. **Shri K. P. Sinha:** Will the Minister of **Food and Agriculture** be pleased to state how many students in the Indian Forest College at Dehra Dun are Indians and how many are foreigners?

The Minister of Food and Agriculture (Shri Kidwai): 66 Indians and 3 foreigners (2 from Ceylon and 1 from Nepal).

EMPLOYMENT EXCHANGES

77. { **Shri D. C. Sharma:**
Shri K. P. Sinha:

(a) Will the Minister of **Labour** be pleased to state the number of persons who sought employment assistance at the Employment Exchanges during the months of October, November and December, 1953 and January, 1954?

(b) For how many of them was employment secured?

(c) Is it a fact that there is a shortage of qualified persons in certain categories?

(d) If so, what are those categories?

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

Month	No. registered for employment	No. placed in employment
1953--		
October	1,08,738	12,038
November	1,07,077	12,703
December	1,25,817	15,215
1954--		
January	1,16,269	13,606

(c) and (d). Yes, a number of Employment Exchanges have reported a shortage of stenographers, typists, trained teachers, overseers, qualified draughtsmen, experienced engineers, compounders, nurses, doctors, electricians and road roller drivers.

POTATOES

78. **Shri N. M. Lingam:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total annual production of potatoes in India (Statewise);

(b) the estimated consumption thereof;

(c) the quantity of potatoes imported annually; and

(d) the countries from which import is being permitted?

The Minister of Food and Agriculture (Shri Kidwai): (a) A statement giving the required information for 1952-53 is placed on the Table of the House. [See Appendix III, annexure No. 6.]

(b) No authentic information about consumption of potatoes in the country is available.

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

(d) These are generally imported from Burma and Netherlands.

HILL STATIONS

79. **Shri N. M. Lingam:** Will the Minister of **Transport** be pleased to refer to the answer given to starred question No. 1203 asked on the 21st December, 1953 and state:

(a) the names of hill stations on which guide books, pamphlets, posters etc., have been prepared;

(b) the names of hill stations on which documentaries have been prepared; and

(c) whether any local tourist advisory committee has applied for subsidy from Government?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Kangra-Kulu Valley, Darjeeling, Dalhousie and Kashmir.

(b) Kashmir, Kulu Valley, Spiti and Kamaon Hills.

(c) Yes.

SUGAR ANALYSIS

80. **Shri K. C. Sodhia:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total number of sugar samples analysed and the total number of cases in which sugar standards were enforced during the year 1953;

(b) the method adopted for their enforcement; and

(c) the factories concerned in this analysis?

The Minister of Food and Agriculture (Shri Kidwai): (a) to (c). During the year ending 31st December, 1953, 551 samples of sugar were drawn from 96 sugar factories, for analysis. Out of these 232 were found to be correct and 328 not conforming to the Indian Sugar Standard grades as declared by the factories. The factories whose samples were found not in conformity with the specifications, were informed of mis-grading and asked to correct the grades on the bags at the time of delivery of sugar.

A list of sugar factories whose samples were analysed is attached. [See Appendix III, annexure No. 7.]

रबी की फसल

८१. श्री बाल्मीकि : क्या संसार मंत्री यह बताने की कृपा करेंगे कि :

(क) कौन कौन से राज्यों में इस जाड़े में काफी वर्षा हुई; और

(ख) इस वर्ष रबी की फसल कैसी होने की आशा है ?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Rain-fall during the current winter season has so far been normal or in excess of normal in the following States, namely, Sub-Himalayan, West Bengal, Bihar, Uttar Pradesh, Punjab including Delhi, PEPSU and Himachal Pradesh, Rajasthan including Ajmer, Madhya Bharat and Bhopal, Vindhya Pradesh, West Madhya Pradesh, Saurashtra and Kutch, Konkan in Bombay State, Mysore and Coorg, Madras, and Travancore-Cochin.

(b) The Rabi crops are expected to be satisfactory this year.

CALCUTTA TELEPHONE DISTRICT

82. Shri T. K. Chaudhuri: Will the Minister of Communications be pleased to state:

(a) the total strength of the clerical cadres in the Calcutta Telephone District Administrative Office;

(b) how many of them are selection grade posts;

(c) whether there is a rule that the ratio of selection grade posts to the strength of ordinary clerical posts should be one selection grade post for every ten clerks;

(d) the standard for selection to the selection grade posts;

(e) whether any examinations are held for recruitment to these grades; and

(f) the number of graduates amongst the present incumbents of selection grade posts in the above office?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) 611.

(b) 31.

(c) No, but as a guiding principle one lower selection grade clerk is generally sanctioned for every ten upper and lower division clerks, excluding leave reserve.

(d) The posts are not filled by selection but on the principle of seniority subject to the rejection of the unfit.

(e) No.

(f) 3.

IRON-ORES

83. Shri Deogam: Will the Minister of Railways be pleased to state the quantity of Iron Ores despatched by each mine-owner together with the name of each actual mine-owner from Badampahar and Kuldia stations from January 1953 to 31st March, 1953?

The Deputy Minister of Railways and Transport (Shri Alagesan): Details of iron ore despatched by each mine-owner together with the name of each actual mine-owner from Badampahar and Kuldia stations from January 1953 to 31st March 1953 are not available. However, information is available in respect of the names of the consignors and despatches of iron ores by them for this period and a statement is attached herewith. [See Appendix III, annexure No. 8.]

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

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HOUSE OF THE PEOPLE

Monday, 1st March, 1954

The House met at Two of the Clock

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

3-05 P.M.

STATEMENT RE U.S. MILITARY
AID TO PAKISTAN

The Prime Minister and Minister of External Affairs and Defence (Shri Jawaharlal Nehru): Mr. Speaker, Sir, I am grateful for this opportunity to make a statement in regard to a matter which is no doubt in the minds of most Members of this House as well as many people in the country. This relates to a recent letter which I received from the President of the United States of America, together with a copy of a statement which was issued by him. I received the letter on the 24th February, and both that letter and the statement, I believe, appeared in the public Press on the morning of the 26th February. Hon. Members have seen those and I do not propose to read them, but for facility of reference, I am placing copies of that letter and that statement, as well as

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a copy of my reply, on the Table of the House.

Letter from the President of the United States of America to the Prime Minister of India delivered on February 24, 1954.

"My dear Mr. Prime Minister,

I send you this personal message because I want you to know about my decision to extend military aid to Pakistan before it is public knowledge and also because I want you to know directly from me that this step does not in any way affect the friendship we feel for India. Quite the contrary. We will continually strive to strengthen the warm and enduring friendship between our two countries.

Our two governments have agreed that our desires for peace are in accord. It has also been understood that if our interpretation of existing circumstances and our belief in how to achieve our goals differ, it is the right and duty of sovereign nations to make their own decisions. Having studied long and carefully the problem of opposing possible aggression in the Middle East, I believe that consultation between Pakistan and Turkey about security problems will serve the interests not only of Pakistan and Turkey, but also of the whole free world. Improvement in Pakistan's defensive capabilities will also serve these interests and it is for this reason that our aid will be given. This Government's views on this subject are elaborated in a public statement I will release, a copy of which Ambassador Allen will give you.

[Shri Jawaharlal Nehru]

What we are proposing to do, and what Pakistan is agreeing to, is not directed in any way against India. And I am confirming publicly that if our aid to any country, including Pakistan, is misused and directed against another in aggression, I will undertake immediately, in accordance with my constitutional authority, appropriate action, both within and without the United Nations to thwart such aggression. I believe the Pakistan-Turkey collaboration agreement which is being discussed is sound evidence of the defensive purposes which both countries have in mind.

I know that you and your Government are keenly aware of the need for economic progress as a prime requisite for stability and strength. This Government has extended assistance to India in recognition of this fact, and I am recommending to Congress a continuation of substantial economic and technical aid for this reason. We also believe it in the interest of the free world that India have a strong military defense capability and have admired the effective way your Government has administered your military establishment. If your Government should conclude that circumstances require military aid of a type contemplated by our mutual security legislation, please be assured that your request would receive my most sympathetic consideration.

I regret that there has been such widespread and unfounded speculation on this subject. Now that the facts are known, I hope that the real import of our decision will be understood.

I am, my dear Mr. Prime Minister,

Sincerely,

DWIGHT D. EISENHOWER".

*Statement made by President
Eisenhower*

"On February 19, Turkey and Pakistan announced their intention to

study methods of achieving closer collaboration on various matters, including means designed towards strengthening peace and security. This Government welcomed this move and called it a constructive step towards better ensuring the security of the whole area of the Middle East. The Government of Pakistan has now asked the United States for grant of military assistance.

I have said repeatedly that regional groupings to ensure security against aggression constitute the most effective means to assure survival and progress. No nation can stand alone today. My report to the Congress on June 30, 1953 stated that we should strengthen efforts towards regional political, military and economic integration. I, therefore, under the authority granted by the Congress, am glad to comply with Pakistan's request, subject to the negotiation of the required Mutual Defence Assistance Program agreement. This Government has been gravely concerned over the weakness of the defensive capabilities in the Middle East. It was with the purpose of helping to increase the defense potential in this area that Congress in its last session appropriated funds to be used to assist those nations in the area which desired such assistance, which would pledge their willingness to promote international peace and security within the framework of the United Nations, and which would take effective collective measures to prevent and remove threats to peace.

Let me make it clear that we shall be guided by the stated purposes and requirements of the mutual security legislation. These include specifically the provision that equipment, materials or services provided will be used solely to maintain the recipient country's internal security and for its legitimate self-defense, or to permit it to participate in the defense of the area of which it is a part. Any recipient country also must undertake that it will not engage in any act of aggression against

any other nation. These undertakings afford adequate assurance to all nations, regardless of their political orientation and whatever their international policies may be, that the arms the United States provides for the defense of the free world will in no way threaten their own security. I can say that if our aid to any country, including Pakistan, is misused and directed against another in aggression, I will undertake immediately, in accordance with my constitutional authority appropriate action both within and without the United Nations to thwart such aggression. I would also consult with the Congress on further steps.

The United States earnestly desires that there be increased stability and strength in the Middle East, as it has desired this same thing in other parts of the free world. It believes that the aspirations of the peoples in this area for maintaining and developing their way of life and for realizing the social advances close to their hearts will be best served by strength to deter aggression and to reduce the fear of aggression. The United States is prepared to help in this endeavor, if its help is wanted."

My reply has not yet been published. It is a relatively brief reply and so I shall read it out to the House.

"Dear Mr. President,

I thank you for your personal message which your Ambassador in Delhi handed to me on February 24th. With this message was a copy of your statement in regard to the military aid being given by the United States to Pakistan. I appreciate the assurance you have given. You are, however, aware of the views of my Government and our people in regard to this matter. Those views and the policy which we have pursued, after the most careful thought, are based on our desire to help in the furtherance of peace and freedom. We shall continue to pursue that policy."

That is the reply. I should like to add a few more words in regard to

this matter. In his letter, President Eisenhower, as the House knows, gave certain assurances, and stated what his objectives or motives were. I have at no time in this House challenged any individual's or any country's motives—I cannot go behind their motives. We have to consider facts as they are. So far as President Eisenhower is concerned, on my part I am convinced that certainly he bears no ill-will to India; he wishes well of India, and that he would not take any step to injure India. It is not a question of motives, but rather of certain results which inevitably follow certain actions, and it has seemed to us in regard to this matter of military aid to Pakistan, that the results were bound to be unfortunate. It is stated that the aid is merely meant to strengthen Pakistan so that it can defend itself against aggression, and also to ensure security and peace. It is not clear to me what kind of aggression and from what quarter it is feared. I am unable to see any danger of aggression on Pakistan from any quarter; but perhaps to throw light on this question, the Pakistan delegate to the United Nations, Mr. Ahmed Bokhari, only a day or two ago spoke in New York, and made it clear as to what his fears were. He said: "We want the guarantee that the two biggest countries in Asia will leave us alone." He referred to China and India. Now, it is not again clear to me how China is going to invade Pakistan,—whether it is going to come over the Karakoram Pass into Pakistan, or how it is going to get there. As for India, it is not necessary for me to remind the House as to what our attitude has been. I may say a little about it later.

So far as ensuring security and peace are concerned, one need not go into any argument about it. It is a fact that since this aid has been announced there has been greater insecurity and greater tension. Whatever, as I said, the motives may be, the result, the fact, is there—that there has been in India, in Pakistan, an upsetting of things as they were and a sense of

[Shri Jawaharlal Nehru]

insecurity. In other countries in Asia, West and other, there has also been a sense of the situation becoming, if I may say so, "fluid", and a certain apprehension as to what the consequences might be.

Now, so far as India is concerned, the House will remember that for the last three years we have repeatedly offered a No-war Declaration to Pakistan. A No-War declaration is what is called in perhaps more precise language a Non-Aggression Pact. Now we have offered that repeatedly and Pakistan has been repeatedly rejecting that for whatever reason it may be. If there had been such a No-War declaration or Non-Aggression Pact, obviously that would have eased tension between the two countries and in surrounding areas and produced a greater feeling of security in both countries. It would have helped us to solve the problems that face us. Now it is in the context of this rejection of our proposal for a No-War declaration that we have to view this military aid from the United States to Pakistan. I venture to say that it is not easy to even imagine any aggression on Pakistan as things are, either from that great country China, or from India, regardless, I say, of motives about it. I am looking at the barest physical possibilities of the matter.

How then does this question of aggression arise and is made a pretext for this kind of military aid being given, from Pakistan's side? I am wholly unaware of any possible reason which I can understand. For my part, I would welcome the strengthening of Pakistan, economically, even militarily, in the normal sense,—if they build themselves up I have no complaint. But this is not a normal procedure. This is a very abnormal procedure, upsetting normality, and in so far as it upsets normality it is a step away from peace.

Now, the President of the United States has stated that if the aid given

to Pakistan is misused and directed against another in aggression he will undertake to thwart such aggression. I have no doubt that the President is opposed to aggression. But we know from past experience that aggression takes place and nothing is done to thwart it. Aggression took place in Kashmir six and a half years ago with dire consequences. Nevertheless, the United States have not thus far condemned it and we are asked not to press this point in the interests of peace! Aggression may take place again and be denied, as the previous aggression was denied till it could not be hidden. If conditions are created for such an aggression to take place it may well follow, in spite of the desire of the United States to prevent it. Later long arguments will be carried on as to whether it was aggression or not. The military aid given by the United States to Pakistan is likely to create the conditions which facilitate and encourage aggression.

The President of the United States has been good enough to suggest that he would consider sympathetically any request from us for military aid. In making this suggestion the President has done less than justice to us or to himself. If we object to military aid being given to Pakistan, we would be hypocrites and unprincipled opportunists to accept such aid ourselves.

As I have said repeatedly, this grant of military aid by the United States to Pakistan creates a grave situation for us in India and for Asia. It adds to our tensions. It makes it much more difficult to solve the problems which have confronted India and Pakistan. It is vitally necessary for India and Pakistan to solve these problems and to develop friendly and co-operative relations which their geographical position as neighbours as well as their long common history demand. These problems can only be solved by the two countries themselves and not by the intervention of others. It is, indeed, this intervention of other countries in the past that has come in the

way of their solution. Recently a new and more friendly atmosphere had been created between India and Pakistan, and by direct consultations between the two Prime Ministers progress was being made towards the solution of these problems. That progress has now been checked and fresh difficulties have arisen.

The military aid being given by the United States to Pakistan is a form of intervention in these problems which is likely to have more far-reaching results than the previous types of intervention.

At the present moment there is a considerable number of American Observers attached to the United Nations team on either side of the "cease-fire" line in the Jammu and Kashmir State. These American Observers can no longer be treated by us as neutrals in this dispute, and hence their presence there appears to us to be improper.

I have referred previously to the wider aspects of this aid, aspects which may affect that whole of Asia. Many countries in Asia have recovered their freedom after long years of colonial subjection. They prize their freedom, and any intervention which lessens their freedom is considered by us to be harmful and a step away from both freedom and peace.

Recently, on the 26th of January the Assistant Secretary of State in the United States, Mr. Walter S. Robertson, made a statement to the House Appropriations Sub-Committee of the Congress of the United States of America. Now, I have no official record of the statement. The statement was made on January 26th. It was released, I believe, on February 23rd or 24th. I have to rely on Press reports on which I have two, which are not identical though the meaning perhaps is much the same. One Press report states that he told the House Appropriations Sub-Committee of the Congress that the U.S.A. must dominate Asia for an indefinite period and pose

a military threat against Communist China until it breaks up internally. Another report says that the US must hold a posture of strength in Asia for an indefinite period till those results follow. Whether it is a posture of strength or clear domination,—I do not know what the exact words were,—the idea behind it appears to be much the same. This testimony, as I said, was made public about five days ago. It is known that India's policy in regard to the People's Government of China differs from that of the U.S.A. We have recognised this Government in China and have friendly relations with it. Our two policies, therefore, in this respect are wholly opposed to each other. What is more important is that a responsible official of the US should say that it is their policy that the U.S.A. must dominate Asia for an indefinite period. Whatever the objective may be, the countries of Asia, and certainly India, do not accept this policy and do not propose to be dominated by any country for whatever purpose. It is in this wider context that we must view these recent developments and more especially the military aid to Pakistan.

The Prime Minister of Pakistan has stated that by the receipt of this military aid, a momentous step forward has been taken towards the strengthening of the Muslim world and that Pakistan has now entered a glorious chapter in its history and is now cast for a significant role in world affairs. It is not for me to criticise what the Pakistan Prime Minister says, but I have endeavoured to understand how the Muslim world is going to be strengthened through arms supplied by a Foreign Power, and how any country is going to play a significant role in world affairs relying on military aid from another country.

The Prime Minister of Pakistan has also stated that this military aid will help to solve the Kashmir problem, that is an indication of the way his mind works and how he thinks this military aid might be utilised. Military aid is only utilised in war or in a threat of war.

[Shri Jawaharlal Nehru]

There is another aspect which I should like to mention. These separate pacts between countries take place, some of them in the nature of military alliances. It is for us and others to consider how far they are in consonance with the spirit of the U.N. Charter, even with the letter, I might say. But, I am not for the moment speaking in legal or juristic terms. The United Nations was formed for a particular purpose and the Charter lays down that purpose. I would like the House to consider—this is not the time to discuss this matter—how far those purposes are being furthered by all these developments that we see in regard to countries linking up militarily against other countries, both sides often being represented in the United Nations.

Also it is becoming rather significant how discussions on particular vital matters affecting world peace are avoided in the United Nations General Assembly, and when something is discussed, previous decisions have been taken which almost appear to be imposed upon the United Nations in the General Assembly. That, I submit, is not the way either to work the United Nations to fulfil the purposes of the Charter or to remove the tensions of the world.

The world suffers today from an enormous amount of suspicion and fear. And we have to judge every matter from this point of view as to whether it adds to suspicion and fear or lessens them. Can there be any doubt that the recent step taken in regard to military aid being given to Pakistan is a step which adds to suspicions and fears and therefore the tensions of the world, instead of bringing about any feeling of security?

There is another small matter—not a small but relevant matter—relating to Kashmir. The House will remember its long history and how for the last two years among the questions being discussed has been the quantum of forces to be left in Kashmir with a

view to having afterwards a plebiscite; that is, a reduction of forces—sometimes it is called demilitarisation. There has thus far been no agreement on that issue. Now the whole issue has to be considered from an entirely different point of view when across the border, across the “cease-fire” line on the other side, large additional forces are being thrust from outside in Pakistan and put at the disposal of Pakistan. It does make a difference. I said some time back, that this military aid was changing the balance of things in India and Asia. I was not thinking so much of the relative military strength of Pakistan or India, although that of course is a relevant matter, but I was rather thinking of all these other upsets, to some of which I have drawn the attention of the House.

India has no intention of surrendering or bartering her freedom for any purpose or under any compulsion whatever.

In this grave situation that has arisen this House and the country will, I have no doubt, stand united. This is no Party matter, but a national issue, on which there can be no two opinions.

Dr. Lanka Sundaram (Visakhapatnam): May I make a submission to the Leader of the House? In view of the historic statement just made by the Prime Minister, may I request him through you to put a motion on the Order Paper for discussion of this matter in the House, so that the world can be informed that the House is entirely with him on this matter?

Mr. Speaker: I shall have to consider this matter before I say anything.

Shri Ramachandra Reddi (Nellore): Amongst the papers that have been supplied to us on Saturday last, there is an item, viz. “Discussion on the Report of the Industrial Finance Corporation Enquiry Committee” put down for tomorrow. The time allotted for general discussion of the Railway Budget is only three days, and that will be about less than 12 hours.

If we have two hours cut off from that period of 12 hours it will be a great handicap to the House. I would, therefore, request you to tell the House whether compensatory time will be allotted on another day, or whether this item could be postponed to the end of the week.

Mr. Speaker: Instead of deciding this matter just now, let us proceed with the discussion. Let us see how we go, how many points are being made in the discussion, whether it is necessary to continue it for all the three days, and then we will decide. If necessary we might sit for some longer time. If necessary we can drop the question-hour. There are so many methods of doing it. We will see later on.

Shri T. K. Chaudhuri (Berhampore): Apart from that, may I make a submission, through you, to Government to make more copies of the Report of the Industrial Finance Corporation Enquiry Committee available to Members, because only five copies were supplied to the Library and they have all been issued?

Mr. Speaker: Will the Minister, Mr. Guha, just attend to this matter? The hon. Member wants more copies of the Report to be supplied. Only five copies were placed on the Table.

The Deputy Minister of Finance (Shri A. C. Guha): I have just now received a letter from him. I think it will take some time. I do not know whether it will be possible today. Just now I have received this letter from him. I am trying to contact the Office to send the copies as soon as possible. If the hon. Member wants, I can give my personal copy on loan.

Mr. Speaker: It is not a question of supplying a copy to an individual Member. As the report is printed, I presume there must be a larger number of copies.

Shri A. C. Guha: Yes, surely.

Shri S. S. More (Sholapur): It may be circulated to Members.

Mr. Speaker: It is not necessary to circulate to all the five hundred Members. The only thing is that every one of those that want it should get a copy. (*Interruptions.*) Those who want should get a copy.

Several Hon. Members: All of us want a copy.

Mr. Speaker: The hon. Minister may see and then say whether he can supply copies by this evening. Will he?

Shri A. C. Guha: I shall try my best. I am trying to contact the office now, and I think it may be possible.

RAILWAY BUDGET—Contd.

Mr. Speaker: The House will now proceed with the general discussion of the Railway Budget. I might state that according to the usual rule that we have followed, there will be a time-limit of fifteen minutes for each individual Member, and about twenty minutes to leaders of parties. That is the time-limit within which the discussion may be carried on.

Shri Ramachandra Reddi (Nellore): There are no two opinions, generally speaking, that the Budget that has been presented by the hon. Minister of Railways has been fairly satisfactory, especially when he dealt with the amenities that he has provided for third class passengers and also for the improvement in the welfare of railway workers. The promise, or assurance, of continuing the same policy of progressive help to these sectors is very welcome.

I do not want to deal with the smaller details in the Budget, but I would only touch upon a few important points relating to the Budget as a whole. For a long time, I have been wondering why there should be a separate Budget for the Railways. The Railways being a national enterprise, they could have been treated like other similar national enterprises that are under the

[Shri Ramachandra Reddi]

control of Government, and the Railway Budget could have been incorporated in one single budget for the entire nation. A separate Budget for the Railways is not justifiable according to me, especially when all the railways have been incorporated under Government, and private enterprises have been completely cut off after 1950. It is therefore necessary at this stage that Government should pay a greater attention to the question of having a combined budget presented to this House, not exclusively for the Railways, but for the entire nation. If for any reason it is not possible to have one single budget for the entire nation, it might perhaps be useful and possible to have a budget for the Railways, the Posts and Telegraphs Department, and other similar national enterprises, like the Sindri Fertiliser Factory and other production enterprises.

Some progress has been indicated with regard to the advantages that accrued from the regrouping of Railways, but the advantages that we see are not clear, and we could only see the repetitions of those that have been promised hitherto in the present Budget speech even. We were, at any rate, expecting that further regrouping might be possible in the interests of economy, and perhaps a more efficient running of the administration.

I have in mind the increasing of the zones by one more zone and to have its headquarters either at Nagpur or at Hyderabad so as to include a portion of the Central Railways, the Andhra system and the Hyderabad system. This matter may have to be examined sooner or later with a view to improve the administrative efficiency of these Railways.

[MR. DEPUTY-SPEAKER in the Chair]

It has been pointed out in the course of the Minister's speech that the Waltair-Madras section is a most heavily worked section. I would suggest with a view to decrease the congestion on

that particular railway the project of having a double line all through from Waltair to Madras will have to be considered sooner or later. It might be said that a huge amount of money is necessary not only for laying a second line but also for improving the existing bridges so as to hold two lines. I do not suggest that the entire line should be taken up in one year or that a provision for that should be made in one year's budget. The policy might be adopted after due consideration without further delay and in each year's budget a few miles of a second line might be provided for. In the absence of that, I am afraid the Railway department themselves are suffering a huge loss because they are now forced to send a large quantity of their coal supplies by sea rather than by rail. Probably nearly a crore of rupees can be saved on that account every year; and not only out of that saving, but also by providing from the general revenues, a few miles can be added every year with a view to cover the entire line within the course of five or six years.

From a report of the survey of railways, we find that a number of railway lines have been surveyed upto 1930 or 1931, but subsequently further survey has been stopped, except in small places where a diversion here or an improvement there has been thought of. I would desire that the hon. Minister for Railways should earnestly consider the possibility of giving an opportunity of Andhra, especially the interior portion of Andhra, being opened up with a view to develop not only the resources of that particular area, particularly the famine-stricken Rayalaseema, but also to improve the amenities of that particular area. I am sure any line between Nellore right up to Cuddapah, or any other line which would cover up that portion of unattended Nellore to the Rayalaseema area, should be most welcome. At this stage, I am not in a position to recommend or suggest any particular line; it must be left to the department themselves to find out the most suitable and useful line. But I may assure the Government that any line in this

direction would be certainly more paying and more useful than the Aran-thangi line (Tanjore district) or the Hassan-Mangalore line. I am told that a line suggested between Hassan and Mangalore will be a very heavy one, and very difficult one also, with the result that it may not be paying adequate returns for the amount of money that is going to be spent upon that. By this I do not suggest that the idea of having these lines opened up should be completely abandoned. I only plead for priority to be accorded, according to necessity and utility. I must congratulate the Government not only for appointing an Anti-corruption Committee but also for securing the assistance and active guidance of my revered friend, Mr. Kripalani. I should think that no special committee is necessary because the department knows the methods of corruption and every public man knows in what way corruption is practised in the Railway department. Only the department officials must come forward to find out ways and means to remove this corruption. I am sure that this Committee would not be able to secure all the information that is necessary to effectively report which suggesting ways and means to remove corruption from the Railways. I think the Committee is a "packed" body mostly with Congressmen and the Presidentship or Chairmanship of Mr. Kripalani may not be helpful to himself. I would not be surprised if the minute of dissent of the Chairman himself will be longer than the report itself. At any rate, I would only suggest that the report should be expedited and that it should be attended to and implemented in the best way possible by the Government without any delay. At any rate, let it not be an eyewash or white-wash.

I may point out to you, Sir, that ticketless travelling has been on the increase in spite of all the measures that have been taken by the Government. That section of travellers is becoming more and more adamant and they are also preventing law from taking its own effective course. I suggest

that special attention will have to be paid to that particular aspect not only to see that the department does not lose any more money on that account but also to ensure discipline among the travellers. In certain quarters for certain reasons. I know that people think that they have got a right to travel without ticket and it is not possible as it is today for the department to enforce law with a view to avoid that kind of trouble.

I am informed that even after the regrouping of these Railways, the officers cadre is treated separately and differently. If there is any truth in that information, I would only desire the hon. Minister for Railways who is expected to be very just, to take up the matter immediately in his hands and find out that all zones, rather all the officers working in all the zones, are treated on a par. If there is a difference in the scales of pay, or if there is a difference in the rules that prevail with regard to the promotions. I should like the hon. Minister to see that the matter is not allowed to develop still further, and that early steps are taken to remove these discrepancies. I do not want to go into further details about this, but I will find an occasion some time later to clearly indicate to him the circumstances under which such differential treatment is being encouraged in this department.

It is not known, Sir, why the coach factory attached to the Hindustan Aircraft Factory in Bangalore is not allowed to grow. In my recent visit to that factory I found that lesser attention is being paid to the development of that factory. Also, the allotment of money for that purpose is not very encouraging. If it has been doing good work and if the methods of working are satisfactory, I do not see any reason to discourage that particular branch of the Hindustan Aircraft Factory. I find that the coaches that are manufactured there are good enough and probably they compare very favourably with the foreign coaches that are imported. The integral coach factory that was thought of in Perambur is still arranging itself.

[Shri Ramachandra Reddi]

would like to be assured by the Minister, within what period it will be able to settle down for development and work. The people are fondly hoping for an early manufacture in that enterprise, and it will also go a great way to ease the wagon situation in this country.

Shri S. V. Ramaswamy (Salem): Mr. Deputy-Speaker: Sir, the Indian Railways have registered yet another year of impressive steady progress and the Railway Ministry must be congratulated for the able and business-like manner in which they have managed the affairs of this, the biggest State concern of the nation. The citizens of India are the sole share-holders of this great concern worth more than Rs. 867 crores, and they have been given a dividend of 5.5 per cent. 0.5 per cent. more than the revised estimate. That itself is very commendable, but the way in which the funds have been utilised for the improvement of railways, for the improvement of amenities to the passengers, is even more commendable. Everywhere we go, we see improvements allround. Platforms have been covered. There is cement surfacing of platforms. There are improved facilities for staying, for refreshments and for supply of water—this, that and the other. It is an all-round attack upon the discomfort of the passengers, and it must be said to the credit of our Railway Administration that they are very earnest about it and they have effected a considerable improvement.

But this is not to say that the Railway Administration is not open to criticism in some matters. For instance, it might be pointed out that although the Railways are to spend about Rs. 400 crores during the period of the first Five Year Plan, they have spent only some Rs. 200 crores during the first three years, and Rs. 200 crores still remain to be spent during the remaining two years. It might be said that the spacing has not been correct. But whether the spacing has been correct or not, what I am interested in seeing is that the full amount should be spent before the five years

are over, and while the remaining amount of Rs. 200 crores is to be spent during the next two years, I would urge upon the Railway Minister to allot a considerably greater sum for the restoration of dismantled lines and the construction of new lines.

The restoration of dismantled lines is to the extent of about 400 miles, and still some 300 miles have to be restored and reconstructed. Some new lines have been taken up and some surveys have also been made, and it must be admitted that in assigning priorities, the Railway Ministry has been quite fair. The Mangalore-Hassan Railway, for instance, has received priority, but what I would urge is that when surveys have been made, priority should be given for the completion of the lines that have been surveyed, and for other railways also surveys must be ordered.

I have in mind the case of the Bangalore-Salem link-up. It is not wholly the restoration of a dismantled railway. It is partly restoration and partly new construction. From Dharmapuri to Hosur, it will be restoration, but the link-up between Salem and Dharmapuri, and from Hosur to Bangalore, will be new construction. I submit that topmost priority should be given in the next year for this link-up. In this connection, I shall read one passage from the booklet, *The Progress of the Five Year Plan on Indian Railways*. On page 33, it says in regard to the Khandwa-Hingoli line as follows:—

“This line will provide the necessary arterial link between the Northern and Southern M. G. systems and avoid expensive ferrying of M. G. stock. It will also accelerate all North-South movement of food, raw materials and industrial products along the M.G. route. The line is an operational necessity and will eliminate BG-MG transshipments, thus cutting down delays in the transit of goods.”

Word for word comma for comma, full stop for full stop. I would apply

these considerations to the case of the Bangalore-Salem link.

The reason is this. From an operational point of view, it is a necessary corollary to the Khandwa-Hingoli link-up. Even if that line is completed, there will still be difficulty in transshipment from the western and northern sectors of the M.G. to the eastern and southern sectors. As it is, the whole of the traffic from the north and the west passes to the south and the east along the Dharmavaram-Pakala route. From the operational point of view, therefore the M.G. link-up of Bangalore with Salem is urgently called for.

There is another ground too, namely, commercial advantage. The M.G. line goods are locked up and there is enormous delay in those goods being moved from the south to the north. This, I would submit, is the first stage in the development of the south. I would urge upon the Railway Minister to extend this line from Salem to Dindigul, so that there may be almost a straight line connection between Salem and Madurai due south. I urge this to be taken up as the second stage. This is a necessary link-up to move all the goods from the south to the north, and if this line is laid, then the Punjab will get linked with Travancore-Cochin by a very short cut.

I urge this on the third ground of strategic importance also. The Bangalore-Trichinopoly link-up was thought of twenty-five years ago as of strategic importance, because there is the cantonment at Trichinopoly. There is also another one at Bangalore, with headquarters at Poona. Therefore, from all these points of view, I earnestly trust that top priority will be given to this line, so that at least next year it may be taken up. I would earnestly request the Railway Minister to give an assurance on the floor of the House not merely to the people of Salem District but to the people of the entire south, as this line will help the entire economic prosperity of the south let it not be

forgotten that this link-up will help the movement of lignite, which is going to be exploited in the Neyveli mines. You can move this valuable stuff to industrial Mysore and other places. I request therefore once again that this assurance may be given.

The other point that may be urged is this. Looking into the accounts, I am rather pained to see that the compensation that is being paid by way of loss of goods during transit or during storage or damage to consignments is distressingly high. While we have increased the amount spent on the watch and ward staff from about Rs. 2.10 crores in 1951 to nearly Rs. 3 crores in 1953, the compensation that has been paid seems also to have increased from what it was last year. During the last four years, I find that nearly Rs. 14 or 15 crores have been paid by way of compensation for damages to consignments etc. Last year, it was Rs. 2.91 crores but this year it has increased to Rs. 3.89 crores. I do wish that the Railway Administration will direct its attention with a view to bringing down this compensation to a very low figure commensurate with the amount that we are spending on the watch and ward staff.

The third point that I would urge is the one relating to the speeding up of trains. On an average, I find that a mail train travels at a speed of about 25 miles, the passenger train at about 15 miles and the goods train at a speed of between 9 and 10 miles. This is really low. In these days of air traffic, when we have to compete with other modes of transport, the Railways will have to suffer by way of loss of income unless they speed up their trains. People generally want to rush through and they prefer other modes of conveyance. They should not be given that opportunity or even choice, and that is why I urge that as far as possible the railway trains must be speeded up. At any rate, our mail trains seem to be going at a very slow rate as compared to mail trains in the West.

[Shri S. V. Ramaswamy]

4 P.M.

The other question is about over-bridges. It is a pity that more money is not being allotted for this purpose. In every town and city, you find that the level crossings are causing great inconvenience to people involving loss of time. The rules seem to have been made long ago and I urge the Railway Administration to revise those rules and to see that they do construct the over-bridges wherever the railway line is causing this obstruction. It is again a question of money, but then this must be balanced by the other question of convenience to the general public and the saving of national time. I submit this also will receive due consideration.

With regard to punctuality also, efforts must be made to see that the railway staff do not waste time, especially engine drivers and guards. When the whistle is given, it must be seen that the trains are started as quickly as possible and they must show greater amount of efficiency and see that the percentage of punctuality is not 81, but almost 99. Then only can we be impressed with the efficiency of the staff.

Sir, the railway administration must also impress upon the lower grade staff, the porters and others responsible for transshipping goods and carrying them from one place to another, that they should realise their responsibility and see that nothing is lost or broken. Otherwise, it is a national loss. A high sense of responsibility must be inculcated in them, so that we may bring down this national loss to the absolute minimum. Not merely do we lose the goods themselves, but we pay compensation. At that rate, it works at a greater figure than the actual figures given in the accounts.

I would, therefore, urge that the railway administration should pay their attention to all these matters that I have submitted. In conclusion, I submit, I welcome the suggestion of an

efficiency bureau. I do not know, when the Anti-corruption enquiry will be completed. But, I must impress one thing; there are lots of complaints about corruption in the railways. The Ministry has not appointed this Committee one day too soon and I do hope the report will be expedited and everything possible done to put down corruption. I hope the other Committee with regard to efficiency also will function and step up the efficiency of the Railway administration so that the Indian railways may earn the name that they are the best in the world.

Shri Natesan (Tiruvallur): Sir, I rise to congratulate the hon. the Railway Minister for having presented a realistic budget. It is not spectacular, but it is modest and solid. It breathes a new spirit of sincere zeal for the rehabilitation of existing lines and provision of increased amenities for both labour and the travelling public. Of course, this is a matter for some satisfaction, but we also find that the budget reveals certain—I would not say disquieting—trends which we have to watch carefully. The passenger earnings for the past 4 years are as follows. I am not dealing with upper class passengers but I am dealing with third class. In crores of rupees, they are—

in 1950-51	84.00
in 1951-52	96.25
in 1952-53	88.42 and
for 1953-54 (revised)	89.86,

so it is a bit disquieting to see that the passenger earnings are going down.

The Ministry has taken credit for Rs. 25 lakhs in earnings from third class traffic in South India in view of the favourable monsoon this year. Sir, unlike other countries, we, in India, do not travel for pleasure; we cannot afford it. Railway travel is an absolute necessity. There is no alternative transport system in this country. The commodities have to be moved to very long distances before they actually reach the consumer and, ultimately, it is the consumer, the last man

who has got to bear the brunt of the price of the commodities. Therefore, I welcome the Minister's assurance about the adjustment of railway fares and freights in the interests of what he calls "developmental economy". It is essential that the rates for passenger and goods traffic should be studied from time to time. In fact, I was thinking that probably a small reduction of one pie per mile in the third class fare would be of some benefit to the masses. But, I find that one pie's difference in third class fare comes to as much as loss of Rs. 17.5 crores to the Railway administration. And naturally I have not the heart to tell the Railway Minister that at least one pie reduction should be given for third class. To make up that loss of Rs. 17.5 crores, it looks as if 28 lakhs of passengers have to come, which is, roughly, 25 per cent. more than the present number of passengers. Sir, there is a cry that third class rates must be brought down, but it looks as if it is not possible at all for the Railway administration to take that into consideration. Some economies have to be effected. There should be scope for economy in construction, repairs and maintenance etc. Formerly, we had a certain amount of conflict; different companies were running the system in different manners. Now, all these conflicting interests are gone. I really think that this re-grouping of railways should facilitate easy and economic operations. The hon. Minister himself is not in a position to say what the effect of this re-grouping is, and he himself observes that these have to be looked into and that he is not in a position to say anything as to the effect of re-grouping.

The hon. Minister has pointed out that under the Five Year Plan, the railways have actually spent Rs. 131.04 crores and a sum of Rs. 77.88 crores is likely to be spent during the current year. This leaves a balance of Rs. 191.8 crores, out of the Rs. 400 crores allotted.

Sir, the Railway Minister himself has said that arrangements are being

made to step up the expansion programme. I would like to refer to the overcrowding of third class compartments. Although the seats are arranged and it is said that only a certain number of passengers can sit in a compartment, still we find the compartments terribly overcrowded. But, I am happy to note the Minister's statement that he is trying to reduce, as far as possible, the difference that exists today between the higher and lower classes and that amenities are being provided for the lower class passengers.

Then the Minister has observed that they are trying to find out how far the idle capacity in the private engineering industry can be used. I have no doubt that the Minister will get full co-operation from the Indian industrialists, if only they are made to know the particular requirements.

I am surprised to see an observation here that the scheme for the electrification of the Tambaram-Villuppuram line is "receiving attention" still. This has been a matter of agitation in South India for a number of years. I want to read something from *The Hindu* and *The Mail* which fairly represent the views of South India. I also know that a number of papers in the regional languages have also brought this to the forefront. I will just read a little portion from *The Hindu*. This is what it says:

"The Railway Minister has not, however, recognised the urgency of extending the electrification of the line from Tambaram to Villupuram, the plans and estimates for which have been lying with the Railway Board for years. Mr. Shastri said this project was one of the six or seven new constructions in regard to which surveys were being undertaken. Decisions regarding the construction of these projects, he added, must be deferred till all the survey reports have been received and examined."

In the same way, *the Mail* has said that it is rather disappointing to find

[Shri Natesan]

that it is yet in this stage. My point is that the scheme is before the Railways and the surveys have already been completed. It ought to be easy now with the availability of materials and of money under the Plan to go ahead with the scheme at once. For one thing, it is a paying line; for another there is an urgency for this more especially because Madras is getting congested and people have got to move out of Madras. Even if that is not possible. I request the Railway Minister that the Tambaram-Chingleput line at least be taken up which is barely 22 miles and it ought to be easy for this line to be taken up. The electric power is available in Madras and the machinery is also available. There cannot, therefore, be any reason why this should be held up for long.

About the speeding up of the Madras-Bombay Express and the Grand Trunk Express, I wish to say that with the return to normal conditions, it should be definitely possible to speed up these two express trains. I took up this matter in the Zonal Committee, of which I happen to be a member, but there, the technical people come and say that it is not possible to do so. Why it is not possible to speed these up, I cannot understand. The Bombay-Madras Express was first introduced nearly 20 years ago. It left Madras at 8-30 A.M. and reached Bombay at about 10-30 A.M., taking in all 26 hours. Now it takes two hours more. If it was possible to do the journey in 26 hours before the war, I cannot now understand why it is impossible now. There is a general feeling—whether it is right or wrong—but it is certainly a feeling of discontent prevailing in South India that only North India gets everything.

Shri Bhagwat Jha Azad (Purnea cum Santal Parganas): So is the feeling in North India.

Shri Natesan: I am only expressing the feelings of the people of South

India. There is this feeling and I can go on further illustrating how, South India has been neglected of all the areas. Take the Punjab Mail, which used to reach Bombay in the afternoon. It is now arriving Bombay at 10.30 or so and the track is at least as difficult as the Madras-Bombay track. If a distance of 790 miles could be covered in 26 hours before the war, I cannot understand why, in spite of the advancement in engineering, etc., these trains cannot be speeded up now.

Mr. Deputy-Speaker: Is it not a benefit for the traveller to travel in the train for a longer number of hours for the same money?

Shri Natesan: Naturally everybody would like to go as quickly as possible and particularly so in the case of people who come from Madras to Delhi, for instance. I do not want to sit in a compartment, although I am enabled to travel in an air-conditioned compartment, longer than is absolutely necessary. It is very necessary that these trains ought to be speeded up. If I were in the Railway administration I would certainly see that the Grand Trunk Express comes probably 12 hours earlier than what it is doing now.

So far as the overbridges in Madras City are concerned, of course, my hon. friend mentioned something, but I was not clear on it. Year after year, we find in the Budget that a provision is made for this purpose, but the Corporation of Madras has also to find the necessary funds. The matter has been made very clear and the hon. Deputy Minister, while speaking in the other House the other day, has said that the Railway Administration has asked the Planning Commission to give public bodies one crore of rupees as loan. I do hope that the Corporation of Madras will apply for some loan, because it is a standing disgrace to the Madras city that a number of over-bridges should be held up for want of funds. So far

as the Railway is concerned, they say they are prepared to help but it is the Corporation of Madras which is not able to do it. There is such a noise made in Madras that nobody attends to the over-bridges. May I take the opportunity of telling the Madras people to agitate in Madras and not come over to the Railway Ministry.

Then, about air-conditioning, this is a special business, of course. We have got air-conditioning equipment on certain Railways, which are all done by foreigners. I cannot understand why, with our intelligence, we should not be able to develop air-conditioning in this country. If you offer, say, Rs. 50,000 for inventions in the field of air-conditioning, I am certain that a number of people will come forward. I would draw your attention in this connection to the speech made by the General Manager of Central Railway when the hon. Deputy Minister of Railways, Shri Alagesan, opened the Barkhera-Budni rail link.

I wish to say something about the administration, that is, about our own officials. The General Manager of the Central Railways has said that the entire equipment was designed by the Central Railway Workshop and this was the first time, he observed, that equipment of this kind has been designed and manufactured in India. When some of our people can do this, is it very difficult for them to put up some plant so that the second class compartments also are air-conditioned. In that way, there will be a definite saving in air-conditioning provision.

Shri K. K. Basu (Diamond Harbour): Partial air-conditioning?

Shri Natesan: I have disposed of bridges and air-conditioning. I find that lignite deposits in South India are not being exploited as soon as possible. I am told that the use of lignite char as fuel for the locomotives or the lignite oil in the boilers will relieve congestion of transport of coal from Northern India. That is a

thing which the Railway Ministry should follow up, and make available the necessary funds for the improvement or exploration into the use of lignite.

I hope that the Railways are able to economise in all ways just as any business concern and I have the greatest praise for the officers themselves, because I have come across a number of officials in Southern Railway and I know they are doing their very best on behalf of the Railway Ministry.

I do hope that the Railway Ministry will be able to give us better figures on the next occasion.

Shri T. B. Vittal Rao (Khammam): Our Railway Budget, according to the Plan, has been one of only rehabilitation and very little of development. Last year when some criticism was levelled, we were told that during the first two years of the Plan, naturally the progress would not be much but it will gain momentum and will be accelerated during the third year. What do we find now and what are the reasons for not making any progress? One important thing for not making any progress is that we are dependent on foreign countries. We have indented for many locomotives and wagons from outside, but we are not able to get them in time. It not only affects our factories and workshops, but also the manufacture by other indigenous factories. I would only cite one example. We have indented for underframes from Belgium at a huge cost. The cost of that underframe is nearly twice that of an underframe manufactured by Tata Iron Ltd., and yet we are not able to get it. What is the result? The Hindustan Aircraft Factory at Bangalore could easily produce about thirteen coaches a month and its capacity could be increased to fifteen coaches a month, that is one hundred and eighty coaches a year. But it is not even able to produce one hundred and twenty coaches a year because of the short supply of underframes. While

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the cost of a coach that is manufactured at the Hindustan Aircraft Factory comes to only about Rs. 1,30,000, the landed cost of an imported coach is about Rs. 2,60,000. But instead of learning any lessons from all this, our Minister has indented for locomotives and coaches from abroad. It seems a global tender was invited and tenders were received from West Germany, Italy, Austria and Japan. But, just compare the quotations. A locomotive manufactured at Chittaranjan costs something like Rs. 4 lakhs to Rs. 4½ lakhs, but the locomotive that we are going to import from Japan, Austria or Italy will cost us about Rs. 5½ lakhs. And from our past experience, we do not know whether deliveries of these coaches and locomotives will be made in time at all. We all know what is happening in Italy. I do not for a moment want to enter into their politics. But we know that they have got no stable Government. We know what is happening in Germany; West Germany and East Germany could not even sign a treaty. By placing orders on such countries, we are not going to get our requirements to rehabilitate our railways.

Sir, I find from the Budget speech that a drive is going to be launched for conservation of our stores. The purchase of stores by the railways has been subjected to severe criticism not only in this House for a number of years, but also by the Shroff Committee. While in 1949 we had indented only for Rs. 7 crores worth of foreign stores, in 1952-53 we imported Rs. 8 crores worth of stores from abroad. This is how our self-sufficiency drive is working. Moreover, I have been repeatedly urging in this very House about a formula being evolved for the maintenance of the value of stores balances. But even to this day that formula has not been evolved. Now what do we find? According to the Railway Minister himself the value of the stock of stores balances on the 31st March 1954 will be Rs. 52.20 crores and it is likely to

be reduced by another Rs. 4 crores. Assuming our consumption to be about one hundred crores rupees worth of stores, we will still be having a surplus of Rs. 8 crores.

I really feel that there should be some serious effort made to economise stores. But even though we are living in a period of planning, in this matter we are becoming anarchic. What has been done in the railways in the name of conservation of stores? Essential items are found in short supply. For example, there is a shortage of a common item like hose pipe, with the result that the hose pipe used in an incoming train has to be removed and fitted for the use of an outgoing train. Fuel oil is also in short supply.

Then I come to another important matter, namely the transport of coal. In the year 1952 the average number of wagons daily made available to the Bengal and Bihar coal fields worked out to 3,144, whereas in the year 1953 it comes to 3,112, that is there was a short supply of 32 wagons a day. There has been a crying demand that the supply position of wagons should be improved. But in spite of repeated assurances the wagon position has not improved. Not only that, so many factories have been closed down for want of coal. Several questions have been asked in this House about the closing of factories on account of short supply of coal. When we are not able to transport coal even for our locomotives, I do not know how we are going to feed the factories. Evidently our Railway Minister forgets that charity begins at home. The hon. Minister said that the railways would not mind making some sacrifices. But all the same I find that the bottleneck in the transport of coal continues and do not know when it will be removed.

One of the serious bottlenecks, so far as the South is concerned is Bezawada. The hon. Minister has made a provision of Rs. 80 lakhs for the improvement of the yard, construction of looplines and other things in Bezawada.

But I doubt whether the construction of a loopline would go to any great extent in removing this transport bottleneck. Unless and until there is a double line between Bezwada and Madras, this difficulty is likely to continue. Construction of loop lines is only tinkering with the problem. Until a second line is laid, there is no solution to this problem. Today, on account of this bottleneck coal is being shipped to factories in the South. The other day I read a statement, in the course of speech, of the Chairman of the Board of Directors of the Dalmiapuram Cement Works. He said that coal shipped from Bengal for consumption in Dalmiapuram costs him Rs. 70 per ton. It is a matter of common knowledge that coal accounts for 30 per cent. of the cost of production of cement. So, in the interest of the industries of the South, it is high time that the transport bottleneck between Bezwada and Madras should be removed. Sir, Bezwada is the common line of communication from Calcutta to the South, from Delhi to the South and from Hyderabad to the South. This bottleneck therefore should be removed at once.

Then again, in 1952-53 from coal freight alone the railways earned as much as Rs. 22 crores. But in spite of it the Railways are not able to cater to the needs of the industry with the result that the coal industry has to restrict its production for want of wagons.

Wheel sets are being indented for from Italy. It could be easily manufactured in the Tata Iron Works. During war-time we had manufactured them in the various ordnance factories. I was really surprised when I saw these things, keeping in view the text of the speech of Minister introducing the Budget in which he said: "I have found that the Moolgaonkar Committee have found that there are surplus engineering capacities and I am trying my best to utilise it". Here, at the same time, we find that even wheel sets for carriages, locomotives, and wagons are being indented for from Italy at a

price twice as much as we can get them here. Wheels at Tatas could be got at Rs. 690 whereas wheelsets from Italy cost us Rs. 1600 f.o.r. India.

This will be the final year when the general convention would be in operation. A Committee will be appointed to go into the finances of the Railway and as the Minister has said, it would be a Parliamentary Committee—I hope it is so. I would like the hon. Minister to widen the terms of reference of this Committee because there are so many things to be looked into. The whole financial structure and even certain other things connected with Railway revenue like rates and freights, etc. are to be looked into. I would very strongly request the hon. Minister to widen the terms of reference of this Committee which will go into the general convention.

The time is short; many matters have to be dealt with. I would make a passing reference to the development fund here. On looking into the Budget of last year, I thought that there was a provision of only ten lakhs of rupees for the Hingoli-Khandwa link; because it was a beginning year but this year also another sum of Rs. ten lakhs only is provided; that is, as against the anticipated cost of 7.50 crores of rupees, we are going to get for the linking of this Hingoli-Khandwa Railway a very meagre sum.

Another point which my friends were telling me to put before this House—I do not expect any favourable reply from the hon. Railway Minister; I will receive a reply after eight months from the Railway Board about the suggestions that we make regarding the Railway in this House—was linking of Bombay-Mangalore section. *Bharat Jyoti*, in its editorial, has written urging this construction immediately. How this area came to be neglected? Because British Government wanted to help the British shipping industry this portion was neglected and there was

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no urgency for it. Chamrajnagar-Satyamangalam has not been taken up. This was decided by the Central Board of Transport in the year 1952—which met before provisional budget which came before this House—it was clearly mentioned that this Chamrajnagar-Satyamangalam link will be taken up in the year 1954-55 subject to finances. This is the railway for which the people of Mysore have been agitating for the last 30 years and suddenly the Minister, for reasons otherwise, wants to have another link. That is very good; we welcome the Hassan-Mangalore link. At the same time we earnestly urge that these three links should be taken up.

Now, I come to labour welfare. The other day I saw a statement given in reply to a question that there are about 1,300 Railway employees who are affected by T.B. Government said that hospitals with 300 beds will be provided. They have changed their mind after two years for they are going to have annexes attached to the sanatorium and I do not know how many beds would be provided. For the whole Railway we have got about 2689 beds and in the Western Railway, I do not know why there are relatively less number of beds compared to other zones. When we have got Railway employees who have been affected by T.B. to the tune of 1300, you can imagine how having annexes and in hospitals with 2689 beds is going to help our employees. There is very urgent need for constructing more hospitals and spending more on the social security.

Now, I come to housing, a very important thing. At the rate of 8000 or 9000—we are having 8000 or 9000 probably by the end of the Budget year—if we go, I do not know when every Railway employee will have a quarter.

Shri Namblar (Mayuram): Hundred years.

Shri Bhagwat Jha Azad: By then, you will come there.

Shri T. B. Vittal Rao: At least 75 to 80 years. The other day when I saw Railway Minister's speech delivered last year, I thought the Minister of Railways was quite earnest. He said: "I visited the Delhi quarters and it pained me....". I was really thinking that he was really interested. What do we find? The quarters are not being improved. Twenty lakhs of rupees are spent on the construction of a Railway Station for the fast developing metropolis. It is nice that we should have a twenty-lakhs Railway Station. You do have it, not twenty lakhs but forty lakhs, but show some consideration for the Railway employees. There are quarters at Delhi—I am not talking about quarters elsewhere—opposite the Old Delhi Station. During rainy season all the rain water collects there and people who are living in those quarters have to wade through knee-deep water. There is not a single window provided for these class IV staff—not a single window provided. During the summer of Delhi, how do you expect people to live there? They have not requested for other quarters, not even for alteration. They simply wanted one electric connection so that they could utilise fans and lights. That should be done.

About the temporary staff, I remember the hon. Minister said that they would be confirmed at the rate of 5,000 per month—I again repeat—the rate of confirmation is not at 5000. Even now there are nearly a lakh of temporary staff excluding workshops. Now recently an order has been issued by the Railway Board asking them to confirm those who have put in three years of service and over. This applies only to workshops and this at least should be extended to all categories of staff.

***Shri Kandasamy (Tiruchengode):** Mr. Deputy-Speaker, Sir, I thank you

*Original speech in Tamil.

very much for granting me the facility of delivering a speech in the House in my mother tongue Tamil, as I am not acquainted with the English language or with Hindi language. I am sure that this facility need not be given always but only on rare occasions. The budget speech as delivered by the hon. Minister for Railways discloses a surplus in all respects but when taken to individual cases of certain railways after re-grouping I find that all is not well and that special attention is all the more needed in the intensity.

Sir, I am coming from Tiruchengode Constituency and in the third class compartments, the passengers are hurdled like inanimate objects without knowing the capacity of the compartment. Even the monkeys are allotted two feet space in the wagons and other compartments intended for carrying them but so far as human beings are concerned not even six inches are given for their spacing within the compartment. I wish that the Ministry would see that the capacity of each compartment should in no case be exceeded even by one passenger. There should be a train conductor for each compartment or each rake so that the conductor shall look to its capacity or prevent the excess of passengers getting into the particular compartment. After the compartment is full there should be a board indicating "Full" to be hung at the doorway. Even in the buses carrying twenty to thirty passengers, there is a conductor and it is bad that the whole train with eleven or twelve compartments is given only two conductors to look after the needs of the passengers. It is ridiculously low and it should be revised in the manner I have suggested.

As regards opening of new lines, I shall be permitted to say that the Salem line shall be linked with Trichinopoly touching Musiri, Tottiyam and Namakal and other important places. A survey may be ordered to study this proposal.

I am very sorry to say that after re-grouping the disposal of the correspondence takes longer time than needed and so it should be expedited.

The allowances given to the Guards, T.T.R. and Conductors are very meagre and they should be given consistently with the expenditure of their journey.

As regards employees of the IV Grade, I wish to say a few words. I want them to discharge their duties properly and honestly and I want the Government to give them extra pay and other amenities to stimulate their enthusiasm so that their services are towards the national cause.

Shri Radhelal Vyas (Ujjain): Does not the hon. Member know English?

Mr. Deputy-Speaker: He could not express himself so well in English.

• **Shri Kachiroyar (Cuddalore):** Sir, the Railway Budget for 1954-55, though considered as fairly satisfactory in certain respects, is very disappointing so far as the interests of South India and particularly of Madras State are concerned. It clearly indicates to a certain extent the step-motherly treatment which the South is receiving at the hands of the Central Government. During the first three years of the Five Year Plan, which professes to make the country developed all round, not even a single new major work has been started in the South, especially in any part of Madras State.

As in other parts of the country, there are several places in the South which are badly in need of railway facilities and which would give better returns if their needs are attended to. Even in the Budget estimate for 1954-55 not even a single new work has been included, though certain works have been proposed to the Railway Board. For instance, as the hon. Member on the other side pointed out just now the work of

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electrification of the line from Tambaram to Villupuram has not been included, though the necessary plans and estimates have been with the Railway Board for several years. The hon. Minister has simply said that the question of the electrification of this line is receiving the attention of Government and that it will be considered along with other similar works when the complete survey report has been received and examined. But the statement of the hon. Minister looks rather strange in view of the fact that this scheme has been before the Government for several years and the scheme is of a highly remunerative character, apart from the fact that it will provide greater facilities to the public. However, in view of the assurances given by the hon. Minister that if finance and materials were available he would not hesitate to come to the House with a supplementary demand for starting construction of new lines, it is hoped that the Tambaram-Villupuram scheme will be worked out in the near future.

About a little more than one crore tons of coal are being consumed every year by all the Railways. Out of this total requirement only 24 per cent. is being supplied by the railway collieries, the rest being supplied from outside. In spite of the fact that such a huge quantity of coal is being consumed every year by the Railways, the Central Government have not so far paid any keen attention to the lignite mine at Neivell in South Arcot, where different types of coal and several other by-products are said to be abundant in a fairly wide area. It is also said that if this mine is worked out satisfactorily there is every chance of setting up several industrial projects in the South and thus the economic condition of the South will be improved to a certain extent. At present a pilot scheme is working there with very few implements which are very old and worn out, and it is said that they will become out of use very soon if they are not renewed immediately,

for which a large sum will be required. The exact position of the present working of the scheme was explained to the hon. Minister for Production during his recent visit to the mine. But I do not know what action he has taken so far in this direction. The Madras Government is now in charge of this work, with its meagre means. If the Central Government, for various reasons, are not in a position to attend to this work, they should place full grants and loans at the disposal of the Madras Government so that the work may be carried on satisfactorily.

The hon. Minister has stated during the course of his speech that according to the instructions issued by the Railway Board all Railways have been asked to purchase their requirements of certain articles such as bed-sheets, table covers, dusters, hand towels and *durries* in *khadi* only and the Railways have readily adopted the use of *khadi*. Only last year an Act was passed to raise funds by levying an excise duty on mill cloth mainly for the purpose of developing *khadi* and other handloom industries. The funds so raised are to be utilised for improving the patterns, finding suitable markets etc. for the cloths produced in these industries. One of the ways of finding suitable markets for them is the purchase of the handloom produce by the Government for the use of their departments, institutions etc. But if *khadi* alone is to be preferred, what will happen to the handloom industry which is our ancient and major cottage industry and to which lakhs and lakhs of people are wedded for their occupation and living? Thus, if the Government go on saying one thing and doing another thing, our country will never prosper and there will be no chance of our people to be better off.

The general public of the South desire that the name of the railway station Dalmiapuram on the Villupuram-Trichy chord line should be changed into Kallakudi for the main reason that the station is situated in the

revenue village of Kallakudi and Dalmiapuram is only the name of the colony which has sprung up recently. I also understand that hon. Minister has received several representations in this matter. I also hope that the House and the hon. Minister are aware of the recent agitation of the public in this connection. I do not clearly understand the reasons for the Government not having taken any steps so far to change the name. I also do not understand the reasons for this reticence on the part of the Government from condescending to concede to the request of the public.

Now I come to passenger amenities. In spite of the systematic policy adopted and special attention devoted by the Railways for several years to provide full amenities for passengers, the work has not yet been completed. Though financially or otherwise, the Government are not able to provide facilities in all the stations, at least the important and big stations where large number of people gather, necessary amenities may be provided. Stations like Chidambaram, Cuddalore Junction, Vallampadukai etc., require immediate attention. Chidambaram is both a pilgrim centre and an education centre. To the west of the station is the great temple of Shri Nataraja and to the east is the Annamalai University at a distance of about one mile. Students coming from the University and the people coming from the villages to the east of the station, are put to much inconvenience before coming to the station on account of the crossing of lines. There is also no provision of a covered shed over the platform. Then again, there are no improved latrines. If a foot-overbridge is constructed, it will, to a great extent benefit the travelling public. Similarly, Cuddalore Junction also requires covered platforms and improved latrines. The station at Vallampadukai needs to be completely modified and necessary amenities provided as the present one is not catering to the needs of the public. This station when compared to the other stations on the section, is a very good earning one. There is

good passenger, sugarcane, plantains, bricks, rice and paddy traffic and it is getting an income of about more than two lakhs of rupees every year. To this effect, a representation was also made to the hon. Minister, for providing necessary facilities.

It is gratifying to note that an outlay of Rs. 41,000 has been provided in the Budget for providing covered sheds over platforms and for extending foot-overbridge to the other side at the Cuddalore N.T. Station. I request.....

The Deputy Minister of Railways and Transport (Shri Alagesan): It has been provided.

Shri Nambar: Not yet fully.

Shri Kachiroyar: I am coming to that. I request the hon. Minister, as represented personally to the hon. Deputy Minister during his last visit to Cuddalore, to construct another booking-office on the eastern side of the station so that it may be helpful for the passengers coming from eastern parts of the town, and they may not be put to inconvenience due to the level-crossing at a distance of a few yards to the south of the station which is located on an island platform.

As regards train services I have got something to say. Some years back one Janata Express was running from Madras to Tiruchirapalli on the main line, but somehow or other it was diverted to chord line from Villupuram to Tiruchirapalli. As there are only very few through trains running on the main line, people are suffering very much to go to Madras. Further, all the trains running from Cuddalore in Cuddalore-Vriddhachalam Chord line stop at Vriddhachalam and start back from Vriddhachalam and they have no connection with trains that are running on the Villupuram-Tiruchirapalli line. People who live in the south-western parts of South Arcot district which extends as far as Ariyalu are experiencing much inconvenience to come to and go from the District headquarters at Cuddalore. Therefore, I request the hon.

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Minister to restore the running of the Janata Express on the main line and extend the running of the trains between Cuddalore and Vriddhachalam up to Ariyalur or at least up to Pennadam.

Shrimati Tarkeshwari Sinha (Patna East): Mr. Deputy-Speaker, Sir, let me at the outset congratulate the hon. Minister for the commendable speech that he presented to the House. I am not merely congratulating him for the facts that are stated in his speech, but also for the manner in which he presented them. There is an undercurrent of sincerity, modesty, and a growing awareness of devotion to duty.

Now let us come to the facts that have been presented before this House and examine them and see for ourselves as to what we have been able to realise during the last year. We all know, that in the preceding two decades, Railways had generally not been able to sustain their normal expenditure on maintenance and renewals. During the depression of the 'thirties', the problem was primarily a financial one, as the decline in railway revenue imposed considerable restrictions and difficulties on the outlay required for re-equipment and renewal. In the period of war, as well as in the post-war years, though there was a plentiful supply of funds, the severe shortage in the supply of specialised railway materials and equipment greatly curtailed our procurement programme, and at the same time, we all know that there was an unabated and unprecedented increase in the volume of traffic. From the figures we can see that the passenger traffic rose to over two and a half times the pre-war level. On Class I railways the figure increased from 17,780 million in 1938-39 to 39,780 million miles in the war years. The position was further complicated by the large releases of assets which the railway had to make in order to meet the strategic re-

quirements in the Middle-East during the last war. Over eight per cent. of metre gauge locomotives, fifteen per cent. of metre gauge wagons, four thousand miles of track and four million sleepers were sent overseas.

Partition brought in its train so many other problems. The main was, the emerging of Eastern Punjab and Assam Railways in the Indian Union. And they were without repairs, while the Assam Railway was left without any link with the rest of the Indian railways. The pattern of traffic was severely affected by the loss of Karachi and the consequent diversion of traffic to Bombay at a time when it had already reached saturation point. The major concern was, therefore, rehabilitation and re-equipment to meet the new needs. Attention had to be given as much to renewal of rolling stock, as to the track on which the traffic was carried. About one-third of the locomotives and coaching vehicles and one-fourth of the goods wagons on list as in April 1951 had already attained their normal age. The volume of traffic waiting to be moved had increased from 58,000 to over 106,000 wagon loads by the middle of 1951. Speed restrictions prevailed over 3000 miles of the line thus creating severe bottlenecks. In addition there was the public demand for the restoration of dismantled lines. Improvements in signalling and inter-locking had to be carried out in order to meet the requirements in the interest of safety and speed. Better passenger amenities had also to be provided and urgent measures put through for the welfare of staff. In these circumstances, if we judge the achievements of the railways, we cannot help in saying that they have been remarkable.

Let us take the case of passenger traffic. Are not the improvements in amenities remarkable? What was the fate of passengers a few years back? I think it was a well-known fact that there were passengers belonging to six classes and not four.

The last two classes of passengers were foot-board passengers and 'on top of the roof' passengers. But, are they to be seen now? We can hardly see travellers on the top of the roof. Even at the time of Kumbh Mela conditions were very good. My friends from the Opposition will jump and say: "what about the three or four persons who were killed?" I know that. But, the Kumbh Mela crowd was not a normal one; it was a crowd unprecedented in the history of India, and we can say that the railways have done a remarkable job in carrying their burden. Any man who has any sense of patriotism, who has any sense of truth and fairness in him, must congratulate the Railway administration for the huge traffic that they have carried and the burden of responsibility they have shouldered. As we find from the Railway Minister's speech, they have run 327 or so special trains and 500 shuttle trains, and have not spared either effort or time in making the necessary adjustments to provide transport facilities. Now if we compare our past experience in the handling of overcrowding, what do we find? It was never as colossal as the Kumbh Mela crowd. It was even surprising for us Members of Parliament who had to come over to Delhi only a few days after the main day of the Kumbh Mela, that is, after the 3rd of February, we had expected that we shall be received by a big waiting crowd. What did we find? When we reached Allahabad, only the normal traffic was there. It was a wonderful thing that the passengers who had taken first class or second class compartments were even able to sleep in the compartments. There were hardly four or five passengers in the compartments. This is how the Railways have borne the responsibility for the abnormal traffic in the Mela.

5 P.M.

What is the condition of normal traffic at present? When we talk of over-crowding, we are not talking about the present. We talk about

the past and perhaps it is fashionable for my hon. friends in the Opposition to talk about the past and the future, they go on lamenting over the past agony.

In other respects also, there has been a marked improvement. I come from an area which, has a large rainfall. In most of the lines, the stations were without coverings. During the last one year, they have put up covering on many of the stations. Water facilities, lighting facilities and flooring have been improved. It was surprising that in many of the stations *matti* had been provided for washing hands and even in some stations they had provided *datuns* as well. Though it is a very minor thing, I am mentioning this because it shows the earnestness of the Railways to look to the amenities of the passengers.

But the most striking improvement that one feels is in regard to the behaviour of the Railway officials towards the passengers. There is now no more the *burra sahib* mentality of the olden days. The whole conception of the behaviour of these officials towards the passengers has undergone a vital change and that a wonderfully refreshing.

Now, let us come to the financial position of the Railways. Last year, when the Budget was discussed, the Members in the Opposition thought that the budget was far from reality, and that it had no relationship with the facts. They said that there has been depression or rather a recession and that there has been an acute fall in agricultural and industrial production and forecasted that the estimated earnings would not be available, and feared that the proposed gross earning would not be realised. But, I am sure that they would be happily surprised that the estimates were accurate almost to a rupee. I myself was surprised whether any estimate of that type could ever be formulated. For the information of the House I must tell the House that

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for the year 1952-53, the revised estimate of the gross receipts was Rs. 269.55 crores and the realisation was Rs. 270.56 crores. As regards working expenses, the revised estimate was Rs. 188.85 crores and the actual expenses were Rs. 187.96 crores. The estimate under surplus was Rs. 9.48 crores and the actuals came to Rs. 13.19 crores. So, I think that my hon. friends will have to agree that the Railway administration made a more or less correct estimate in this field and that their fears that there would be a fall in agricultural production and industrial output, and that there would be a fall in the earnings of the Railways were baseless.

Coming to the year 1953-54, so far as gross estimates were concerned, the figure was Rs. 272.28 crores. The revised estimate was Rs. 272 crores. That is to say, it was less by a sum of Rs. 28 lakhs. But, even there, the explanation shows that the difference was due more to a different method of accounting than to actual loss. As regards working expenses, they have increased. The estimate was Rs. 190.90 crores and the actuals were Rs. 197.63 crores. But even this little difference is due to certain events that took place after the budget was presented and brought about by the circumstances, which are well known. I need not repeat all that.

So far as the figures for 1954-55 are concerned, I think there is reason to be a little more optimistic than the figures presented to the House appear to show. The Railway Minister has rather been over-cautious. Any one who is conscious of the growing economic activity will certainly say that the earnings for the year 1954-55 will be even a little higher than the budget proposals are inclined to show. According to the budget proposals, the passenger traffic earnings will be Rs. 101.55 crores and I think we have no special reasons to expect a substantial increase so far as the passenger traffic is concerned. But, so

far as goods traffic is concerned, I feel I must say that though the estimated income is Rs. 148.6 crores, we are likely to get something more, if not appreciable, something more than what is indicated in the budget proposals. Even in passenger traffic, I feel that the earnings can be increased, because, more than the economic factors acting as a damper on passenger receipts, it is the leakage in revenue which is responsible for this state of affairs. I think that this question requires immediate and continuous attention by the Railway Board. For this purpose, it is necessary to examine how the present conditions facilitate entry of ticketless travellers into trains and their exit from the stations. Also, the arrangements for the issue of tickets at all stations have to be looked into. Only in a few stations are the booking offices regularly opened and closed. In most of the smaller stations, hardly the booking offices are opened. The train comes, and even then, the booking office is closed. The train leaves the station. Almost 99 per cent. of the passengers get into the train without tickets. If this state of affairs is allowed to go on, we can never expect to increase the earnings from passenger traffic. This has to be checked. Of course, the Railway Minister has given assurances on this matter. But, I think the matter requires more vigilance than what they are showing now. I also feel that stimulants for encouraging travel by the offer of concessions in fares will increase our Railway earnings to a great extent.

Now, I come to a few suggestions that I want to make to the Railway Minister, I hope that he will look into the matter and give due attention to these suggestions. The first is about the coordination of transport as a whole. In economically advanced countries, which have a well-developed transport system, the emphasis in the problem of coordination is on the aspect of inter-carrier competition and its regulation. In countries like

ours with an under-developed transport system, the problem in the words of the report of the Inland Transport Committee of the ECAFE's second session in January 1953 is "one of utilisation in the most economical manner of the existing transport capacities and to a large extent that of overall planning of transport development on a rational basis, to augment transport capacity in the most suitable form". Now the question is whether the Five Year Plan for Railways and Transport is built on the solid foundation of such a coordination. Though the Planning Commission fully appreciates the importance of coordination and observes that "different forms of transport are parts of an integral system" which cannot be considered in isolation, it seems that the Plan itself has not been drawn on the basis of the total need of the system, but it is drawn on the basis of the individual requirements of the each transport system. The Plan, therefore, should be revised in the light of the blue print and the main objectives which have to be aimed at may be summed up as follows. Firstly, the different means of transport should be so integrated and worked as to provide in combination, through traffic facilities from one place to another through different means of transport. Secondly, as a corollary to this is the provision of adequate facilities of through booking between various forms of transport. Thirdly, arrangements should be made to provide suitable dual purpose equipment and vehicles, etc., to facilitate through transport from one means of transport to another. I also feel that a necessary pre-requisite for this is the setting up of a suitable organisation. The Planning Commission itself has stated that it is necessary that all central plans for the development of transport should be reviewed by a central body in the interest of overall co-ordination. Such an authority should be small high-power committee, representative of the various forms of transport which should bring to bear on the question before them, in the words of Mr. Herbert Mor-

rison, not a "Railway mind", "an omnibus mind", but "a transport mind", in drawing up the Plan and also in allocating finance for developments and new projects.

There is another small point that I would request the hon. Minister to make a note of, and that is, though Railway transport is predominantly a service, sale of this service by its providers is based on certain commercial principles. The capital at charge is over Rs. 850 crores and the solvency of the Indian Railway system can be ensured only by strict adherence to these principles. The responsibility of a welfare State owning and managing such a large undertaking is particularly onerous and they require very intimate consideration on a financial and commercial basis without hampering the convenience of the passengers or the goods that are to be carried. The users of the Railway transport, for conveyance of agricultural produce or raw materials for industrial use or external export have to keep the cost of transport within reasonable limits, so that its incidence may not be felt on the price of the commodities which are going to be consumed by the consumers because they are already poor. So, the charges on the goods carried, should be based on certain basic principles. At present the Railway Administration is charging on the principle of "what the traffic can bear". I do not understand the reason for this. The interests of the providers of transport and those of the users must be co-ordinated in this respect. The present principle is very cumbersome from the point of view of the producers who send goods as well as the consumers because in the long run they have to pay for the price charged on these goods that are carried.

Next to the method of charging is the safety of the articles entrusted to the Railways for carriage and the mounting claims. The reason for anxiety is the mounting claims for compensation. Day by day the claims for loss, theft, damage etc., are going up

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and up. They are not decreasing, they are rather increasing. This problem is of great complexity because the State is the sole guardian of the life and property of its citizens, and Railways being managed by the State they have a double responsibility of safeguarding the property of the individual. The security measures now taken by the Railways have till now hardly proved effective. In the U.S.A. where all the Railways are company-owned and in the U.S.S.R. where all the Railways are State-owned as in our country, all the risks are taken on Railway account. They are on Railway risk. But here we have two classifications, owner's risk as well as Railway risk. This state of things does not help traffic much. The modern conception is to accept all articles on Railway risk and not on owner's risk, as they are doing in the U.S.A. or in other advanced countries of the world. So long as this is not done there will be difficulties and there will be dissatisfaction among the Railway users. The ideal therefore should be that articles should be accepted at Railway risk. But I appreciate that at present we cannot hope for this because it requires larger responsibility on the part of the Railways as well as larger financial burden. But I should like to suggest that as early as possible this should be accomplished and all articles should be carried on Railway risk and not on owner's risk.

Another point I would like to suggest which is of considerable importance to the Railway as well as to the users is the condition of packing for carriage imposed under section 74-A of the Indian Railways Act. All articles tendered by goods and passengers trains have these specific packing conditions from August 1, 1950. Soon after the Act was amended in 1949, the Indian Railway Conference Association, New Delhi, proposed these conditions without actual test for want of time. So sometimes they are very cumbersome for the persons who send goods by passengers

or goods trains. Then also the methods of handling at terminal points or at stations are largely by manual labour and until mechanical handling is done, the strain caused by handling has to be taken into account. Further, the possibilities of introducing in proved methods of handling, such as Palletisation at terminal points, remodelling of goods sheds with conveyers for moving articles etc., have to be considered if we want to avoid the difficulties which passengers have to face. This is a problem that concerns the providers of the facilities, i.e., the Railway Administration, as well as its users. So this problem should be discussed in consultation with the Railway users. Also I would like to suggest that there should be consultation with the Indian Standards Institution also. I may observe in passing that the British Transport Commission in U.K. collaborates with the British Standards Institution. So, the Railway Administration should also have the full co-operation of the users and the Indian Standards Institution.

Finally, the need for remodelling of wagons is also a problem because it will be a preventive measure for the losses that Railways have to bear. The wagons as they are now fabricated are liable to structural defects. Their doors do not close tightly, and it is very easy for the culprit to insert a sharp instrument from outside and bleed the goods that are in the gunny bags. In my constituency of Mokameh, most of the theft is committed in this manner. The wagons seem to be in order, but when opened, the gunny bags are found to be empty. This may be a minute matter, but this requires immediate attention. It is inconceivable that our engineers so far have not been able to model a wagon that can eliminate such interference from outside.

Before concluding my speech, I would like to say something about the Ganga bridge over Mokameh.

It is a happy news that the work has been started in right earnest. This will be an outstanding achievement of the Indian Railways in the whole world, because the bridge proper is estimated roughly at Rs. 7 crores and the guide and protection works required to stabilise the mighty Ganga at the site of the crossing will cost another Rs. 8 crores approximately. The high approach banks, specially on the north side, the new transshipment yard, the various diversions and flying cross-over lines and numerous other connected works may cost in all about Rs. 16 crores. It is stated that nothing on this scale has been attempted in the way of taming and controlling a river, in India or in the whole world so far. So in order to maintain the highest efficiency, the Railway Administration should take an all-India team together with experts of foreign repute.

But here, one thing requires the serious consideration of the Railway Ministry. When the land for the proposed Ganga bridge was acquired, the Railway Ministry had given an informal assurance to the people who had become landless as a result of the acquisition of land, that they would be provided with alternative employment. And now when the opportunity has arrived the results are very disappointing. The appointments are being made by the Zonal Selection Board which has its office at Calcutta. It is really surprising that not a single Member from the State of Bihar is included in that Board when there are already Members representing West Bengal and Assam. I do not know why this step-motherly treatment is meted out to Bihar especially when it has a larger area and a bigger population than the other two States concerned. This has caused severe disappointment and dissatisfaction among the people there. I represent that area and I have received hundreds of letters complaining about this, stating that no consideration is being shown to them, that their applications go to the waste paper basket, they are not considered at all. I have not

brought those letters here, but the whole file has become a huge one. I had a talk with the hon. Railway Minister, and when I asked him why a representative of Bihar was not included in that Board he said that at this stage, it could not be done. Why cannot a representative of Bihar be included in that Board, I really cannot understand? Unless this state of affairs is put an end to, there will be widespread dissatisfaction, and it will go on growing in the future. I must warn the Railway Ministry about this matter, because day by day it is becoming very serious. Hundreds of people have been thrown out of employment, and in these days of unemployment, when so many persons have become landless, if Government are not coming forward to provide them with alternative employment.

Mr. Deputy-Speaker: Are there no Members of Parliament in that Board?

Shrimati Tarkeshwari Sinha: The result will be frustration. I am very sorry to say that I could not raise this matter in the consultative committee, because that committee does not deal with appointments or dismissals of railway staff. That is why I had to raise this matter in the House.

Now it is my earnest request to the hon. Minister of Railways and the Railway Board to reconsider their decision about co-opting of a representative from Bihar. I am not saying this with any black heart or with any grudge, but it is my earnest request that when the appointment letters are issued, they should be sympathetic towards these landless persons. It is not that I want any favour from the railway administration, but these persons have been thrown out of employment, and they are getting frustrated day by day. In order to save their lives and existence, I would request the Railway Minister to reconsider this matter in right earnest, and do whatever is required in this matter.

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With these few words, I thank the House for the indulgence shown to me, and I thank you for having given me an opportunity.

Shri Bhagwat Jha Azad: May I know whether the time-limit has been extended to twenty-five minutes?

Mr. Deputy-Speaker: Fifteen minutes.

Shri C. D. Pande (Naini Tal Distt. cum Almora Distt.—South West cum Barielly Distt.—North): It was for the lady.

Dr. Lanka Sundaram (Visakhapatnam): No chivalry left in this House, a matter of shame!

Mr. Deputy-Speaker: The time-limit is fifteen minutes.

Shri Bhagwat Jha Azad: I find myself in a difficult position as to which class I should put myself into. There have been two types of speakers before me, one type consisting of persons who were over-conscious of the other side, and therefore charged the hon. Railway Minister from the very start with a hundred years' plan and said that the hon. Railway Minister would not consider their claims with due respect, and the other type consisting of persons who started with the words 'proud', 'thanks', 'congratulations', etc. I do not know to which category I belong, and it is for the House to decide it, after I have finished my speech.

Shri Bansal (Jhajjar—Rewari): We have decided already.

Shri Bhagwat Jha Azad: It is surprising that Shri T. B. Vittal Rao started the attack on the Railway Ministry with a very weak point, viz., locomotives. When we had been to Chittaranjan along with our friend Shri Nambiar—who is not here now—he was pleased to say that it is a very fine institution, because the locomotive produced by the Chittaranjan Factory is only about Rs. 1 lakh more costly than the foreign one which is

landed at Calcutta. Even this extra Rs. 1 lakh is met by loans given by the Central Government, and it is hoped that these loans will be repaid to the Central Government by Chittaranjan in their heydays.

I now come to the Budget proper, which has some inspiring features, in my opinion, though according to my hon. friend opposite, it is very pessimistic. I feel that one satisfactory point of the Budget for the coming year is the allocation of Rs. 95 crores for works, machinery and rolling stock. It is a good investment on which we can expect a reasonable return, because it will provide the country with proper communication facilities, thereby adding to the general economic activities in the country.

The hon. Minister has assured us that arrangements are being made to step up expenditure on construction works also, and we hope that the conditions in the country will become more prosperous in the future. From the speech of the hon. Minister, we also find that he is striving his best to procure the necessary rolling stock from outside the country. In pursuance of this policy, we find that in the coming two years, 16,000 wagons and 830 locomotives will be purchased. Though this unusually heavy procurement is being made in a very interesting and encouraging manner, I feel rather doubtful whether these things will be procured. Out of these 16,000 wagons, only 10,000 can be produced inside the country. There is still a gap of 6,000 left. Indigenous manufacturers and other engineering industries, which according to the Mulgaonkar Committee's report are having a large part of their capacity lying idle, can fill this gap.

The estimates for the year 1954-55 anticipate a surplus of Rs. 5.14 crores as compared with a surplus of Rs. 3.18 crores according to the revised estimates as against Rs. 9.31 crores according to the original estimates for the current year. During the year 1952-53, the anticipated surplus was

Rs. 23.47 crores according to the original estimates, while that according to the revised estimates was only Rs. 9.48 crores. So I am not very optimistic like the lady Member who has gone out, that the financial position of the Railways is a happy one. This clearly indicates that the biggest nationalised undertaking in the country which has been enjoying a monopolistic position is fast falling a prey to the law of diminishing returns. The Central Government are pumping in more and more money into the undertaking, but the return is becoming less and less. So, I am very apprehensive of the financial position, and I do not know how far the returns will diminish. So it is very necessary that this fall in returns should be checked soon. Viewed against this background, the surplus of Rs. 5.14 crores is not a very impressive one. In my opinion, the railway authorities might consider themselves fortunate if they are able to balance the budget at the close of the year.

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

I feel these estimates are based on certain assumptions which are widely open to question. The first of these assumptions is that the gross receipts in the coming year will increase, and this point has been supported by one of the previous speakers. But I feel these assumptions are open to question. The gross receipts are expected to increase as a result of an increase in the passenger and goods earnings. But I do not expect the passenger earnings to increase, because there is a fall in the prices of primary products, even though the agricultural prospects in the country are favourable. Secondly, we find there is also a fall in the operational efficiency. This has been responsible for a number of accidents in the last few months. The hon. Railway Minister has given us an assurance that "these accidents should not cause any undue apprehension or alarm." And that a committee has been set up to report on these accidents, and to recommend measures for ensuring safety. But I

doubt whether these reports and recommendations can remove the defect, unless Government are determined to check the same.

I am sorry to say that from the budget speech, I do not find there is any determination on the part of the Government to improve this operational efficiency which is going down very fast. I feel that the appointment of a Committee and reference in the budget is more a routine work than any serious effort on the part of the Government to reduce these accidents which are fast taking place in the country, thereby causing apprehension in the mind of the common man. Not only that. There is a sentence in the Budget speech which says that "the implications and practicability of certain suggestions for adjustment in freights and fares are being considered." Though the Railway Minister himself has said that there has been a halt in the downward trend of passenger earnings, he is proposing another thing which, in my opinion, is not a wise move. So due to these four conditions which I view from my point of view, I do not think there will be any increase in the earnings from passenger traffic.

So far as earnings from goods traffic are concerned, I feel that though there is removal of control, there is better freedom in movement, still the optimism of the Railway Minister might be shattered due to the reason that though there is increased industrial activity in the country, the turnover of the goods is not very heavy. It is not so rapid, because I find that the wagon shortage is still there, and though we have very reassuring promises from the hon. Minister in his budget speech, I feel that in spite of the best efforts to increase the number of wagons up to 16,000—because only 10,000 will be produced in the country—the supply cannot catch up with the demand in the next two years. Therefore, the wagon shortage will continue and I feel that there will be no increase in the traffic earnings

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as well. Viewed from all these points of view, I feel that the surplus of Rupees five point odd crores in the budget for 1954-55 is not very impressive and it will be a fortune for the authorities if they close this financial year with a surplus budget. Therefore, I disagree with my friend here that they may get increased receipts.

The hon. Minister has circulated a pamphlet showing the effects of regrouping. Very rightly. We demanded it last year and it has been given to us. I have gone from page to page and line to line of this pamphlet looking for the advantages of regrouping. The advantages written under the heading 'Advantages from regrouping' are: that there has been removal of some administrative and mechanical units here and there, there has been abolition of junction points for the through trains and there has been elimination of certain other small things. These are the advantages mentioned in that pamphlet. I am sorry, Sir, in my opinion the effects of regrouping are not worth the paper it has been written on because, to quote the Minister's own words, 'the data available are only for a limited period and do not permit a reliable comparison being made'. It is, therefore, strange, shocking and surprising that the Railway Ministry has miserably failed in assessing the effects of regrouping, even though two years have already passed. Therefore, I say if the effects of regrouping are very good, then we offer our thanks; but if they are not, let us be bold enough to review the situation.

In the first three years of the Plan, the Railway Ministry has spent about Rs. 200 crores, only half of the amount of Rs. 400 crores to be spent in the full period of the Five Year Plan. That means that Rs. 200 crores are still left to be spent and the hon. Minister says that in the coming two years our development expenditure will be to the tune of Rs. 97 crore and Rs. 98 crores respectively. But the Minister says again that the prospect of getting the finance is not so bright within the

Ministry itself. The Minister has drawn attention to the prospect of a short-fall of Rs. 60 crores in the financial resources. But I go a bit further, and my grounds are: that the working expenses are rising, the surplus is progressively diminishing, the balance in the development fund is dwindling and not much can be expected of the inflated mileage, and we cannot hope to get more rates and fares, as I have already said. Therefore, I feel that under these circumstances it is not possible to spend Rs. 200 crores in the coming two years and the financial aspect, so far as the Five Year Plan for the Railway Ministry is concerned, is none too bright.

The Railway Minister reports about the development programmes taken up in the country. I see these with an eye of satisfaction in the sense that some new lines have been constructed, some dismantled lines are being restarted and there are proposals also for taking up other lines. But I feel in this vast country we are not progressing with the same speed as we are expected to, because if you want to keep the level of industrial activity of the country, of which you are very optimistic, you have to provide the wagons, you have to provide quick transport facilities to increase the turnover and you have to give more facilities to those areas where you expect good returns. That we are not getting in the plan. For example, I may mention, this by the way, will be a reply to my friend, Mr. Netesan, who has charged the Ministry for being very partial to North India. I belong to an area, the district of Santal Parganas, with a population of 25 lakhs. I am giving an instance of this very lopsided development. I do not find any reference in this plan to that backward area where Adibasis as well as non-Adibasis are living far away from the light of civilisation. There was a survey made years ago of this area. But the then Deputy Commissioner said: 'Do not commit this mistake. Do not give anything to Santal Parganas. The people there

are Adibasis'. So the proposal was dropped. So a big area still lies with no line of communication and no method of approach. There is one line in the north which goes straight to Calcutta; on the south also there is a line which goes to Calcutta, and in between there is this big area of Santal Parganas with no communications, no facilities—nothing of the sort. I made a proposal to connect Pirpainti on the E.R. loop to Dumka via Godda and to extend it to Deoghar. The nearest railway station even to Dumka, the Headquarter of this District is now about 45 miles away.

So this is the way development is going on, without a balanced view. I suppose that this is an instance of gross negligence and indifference shown by the Railway Ministry. On two occasions in my speeches I called upon the Minister to have this area surveyed in the name of justice and fair-play. If you claim that development is not lopsided but on an equal basis, let this area be surveyed. If not now, let this area get a chance at least in the next Plan.

The Minister says that so many things have been added to the stations—better lighting, drinking water and all those things. True. I have gone through these stations in the North. I do not know much about the South. But I have seen that only such stations are provided with better lighting arrangements etc. as have got the prospect of being visited by the Minister or the 'bosses'. Small wayside stations like Pirpainti and others are still waiting for these 'Shastri' facilities. In my first budget speech, I had mentioned about the inadequate facilities at Pirpainti. I was immediately given a big paper showing what have been available in my own station, a station which I am seeing from the age of five, saying that all these facilities have been available to this station. What I mean is the way of dealing by Government. This Parliament whose single day's sitting costs thousands of rupees is my forum and after I speak for fifteen minutes. I

am given a long list of amenities provided, which are false, malicious and what not. They refer to the provision of a III Class waiting room. It is not a waiting room. It is just a small space for people to pass through. So, there is no waiting room. Then they refer to provision of drinking water facilities. There is nothing of the kind. The well dries up in summer season. There is no lavatory, and ladies and gentlemen coming from long distances have to suffer. Whether you give the public these amenities and facilities, or you do not give them these amenities and facilities, it matters less for me. To me, what matters is the way in which you deal with the matter.

I made a speech during the Railway Budget in Parliament last year and the year before last. I was given in reply a long list of items, which means nothing. It is useless: this piece of paper is nothing. I speak here as a Member of Parliament and people feel that perhaps I am talking for a very long time, but in spite of my speech, I find that there is nothing doing. Still the officers go on in the same routine way. I have seen the Station Master in one place collecting, not bribes, but *bakshish* from the passengers. Of course, for development you require money but in spite of your efforts to remove corruption, the officers go on in the same way. They take money in the face of the passengers for booking goods.

So, I feel that in spite of the reassuring promises and all kinds of contemplated development and the march of progress, things are no good. I have spoken about the sort of things that exist both in my preliminary remarks and subsequently. I think the Railway Ministry should put in better efforts and they should give more time to small things which do not cost money but which only require the sincerity of the officers and other friends who say that so long as there are friends in the offices, they will supply us rotten rice, they will supply us stale meat, and yet we cannot do

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anything with them. If the hon. Minister knows these things, if he sees these things, if the officers know these things, if they are sincere, if they want to implement these things, then something should be done. Every time this question arises in my mind and every time I express it, but I get no answer.

Shri Raghavachari (Penukonda): I had an opportunity of speaking on the Railway Budget in the first year of this Parliament, and we are now in the third year and I shall be here for a few more years. I suppose, every year we shall go on saying something, they will listen to it, and in the end we shall find that the problems remain, so that we stand up to complain about them. That, unfortunately, is the kind of feeling that I have. I was one of those who said to the Railway Minister on the first occasion that I would wait and see the sincerity of purpose of the Administration and see whether they translate into action what they say before I would congratulate him. Now, I find that Member after Member rises from the other side to congratulate the hon. Minister. I do not wish to congratulate him, but I only wish to say that there are certain things which have happened in the usual course which must happen. It is not this Government or this Minister that is responsible for them. These are not things for which either they can expect that we should congratulate them, or that we should satisfy ourselves that we have done our duty by congratulating them.

What is it that we find? Year after year, the income is decreasing. The finances are not expanded and the discomforts and inconveniences suffered by the people remain there, although to a lesser degree. Therefore, it becomes painful to stand up and say something again and again. But still, as this is the only way of getting on in a democracy, I have to repeat the same thing a number of times.

One thing I wish to know. There has been a lot of criticism that there has

been no policy in the matter of extension of these lines, and there has been a fund created for that purpose. Things that take precedence now are not the things which ought to take precedence in a planned expansion. But there have been additional political forces and other considerations. In the Budget, we find that some lines have been extended because they must remove the congestion; they must therefore develop the lines and spend a few crores. Big cities and suburbs must be electrified, and therefore a few crores are taken away. Then there is another consideration; there is a new capital and some diversion must take place. So, all kinds of considerations come in. We have a Five Year Plan; and the Minister, I read, stated in the other House, that they have been extending the line by about 150 miles a year. I should expect that there should be a plan to extend by at least 250 miles a year, and, in that plan, there must be one consideration that areas which are not covered and served at all by this convenience must be considered first. In my first speech, I referred to a line connecting Rayadurg and Tumkur. The department, evidently, took a mistaken name and they could not find the mistaken name anywhere on the map of India. It appears they wrote to the Geological department and the Survey department and, finally, after a number of months of correspondence, a gentleman came to me and asked where this place was. If they had referred to me in the first instance it would have saved a lot of trouble. At last I got the reply that it was uneconomic. Economic convenience should not be the only consideration for a plan of extension. You must give these facilities to all parts of the country. In the Posts and Telegraphs Department, some standards have been fixed, that there shall be a post or telegraph office within a radius of so many miles. Similarly, the railways may at least say that a passenger need not walk more than 60 or 75 miles to catch a train; that would be something. As I said the other day, there are places

where people have to walk more than a hundred miles to look at a train; they have not seen an engine or a train. They are not desert tracts like Rajasthan: they are in Rayalaseema and Andhra.

Then, we come to the statement that they have provided some facilities for removing overcrowding. I was happy to read one sentence and that is the truth. The removal of overcrowding is not due to facilities alone but it is due also to the lessening passenger traffic. That is true; and, to that extent, we must thank them. It is also true that they have extended a few trains and added a few more; decrease in traffic is also one of the causes that have come to the rescue. Regarding this overcrowding, I want to say one thing. It is most unfortunate that this railway system is the monopoly of the Government. There is no law to prevent or punish overcrowding. If the owner of a bus or a taxi takes in more than the fixed number of passengers he is charged; but, in the railway there is no such thing. There is no doubt the initiative for the passenger is there and what should he do? He must pull the chain every time a person over the required number gets in. Who could do that? Therefore, it is the responsibility of the Government because it is their monopoly and they must necessarily see that overcrowding is prevented. How can it be done is the only point. They have no doubt added a few more trains and so on. They say they have abolished the first class and that must necessarily have added to the space of the third class passengers. Is it that every first class compartment has been replaced by a third class one? No. My impression is that it has not led to the increase in the accommodation for third class passengers. Strictly, more third class compartments could have been added and there will then be some more convenience. The engines can certainly pull some more load.

There is the question of long-distance passengers. There is a long-distance compartment and a few long-distance passengers get into it at the

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starting station. But, afterwards, there is no check; everybody gets into the compartment—whether long-distance or short-distance. There is a train conductor; God knows where he will be. It was once a problem to get out of a compartment; it was so overcrowded and a lot of luggage was packed that it was impossible for a man to get out. There is only one way of escape for about 28 passengers. These conductors must be told that they should really enforce the restrictions about long-distance travelling. Certainly, it would add somewhat to the convenience of the passengers and avoid overcrowding.

Coming to amenities, you have spent, according to the budget, some crores of rupees on water, platform extensions, station covering and all that. I have seen some stations on which thousands of rupees have been spent and a covering erected. The covering would save the people either from the sun or from rain. In our parts, rain is a rarity and, therefore, it serves only to give shade. I would suggest that instead of these coverings, trees might be planted over the Station platforms.

They have in the report stated somewhere that universally or uniformly the platform would be made pucca and with cement. Very few people have stumbled, broken and injured themselves, and it is unnecessary to make a pucca floor at every station. So far as amenities are concerned, my submission is that things should be so done that it will be a little more beneficial.

Bangalore-Guntakal and Dharma-varam-Pakala lines were laid as early as 1880 or so and there are old stations on these lines and not a brick has been added. In fact, many bricks have gone out.

Shri K. K. Basu: Perhaps ancient monuments.

Shri Raghavachari: This year they have improved a few stations. Particularly, I would refer to Anantapur station. I found that a new station

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was opened up there and they must have spent Rs. 60,000 or Rs. 70,000—I am not perfectly sure about the expenditure incurred. The very first thing I noticed was that the floor was full of cracks. It was opened only one month ago, but the walls have developed cracks. I asked the station-master the reason, but he simply said that the cracks are there. Who is responsible for this? Is there any supervision? Thousands of rupees are spent and new buildings opened, and immediately for maintenance purposes a few hundreds of rupees are required. What is the use of providing amenities at public cost which are done in this way, the whole thing adds to the waste? In the same station, there are station staff. Their houses are not enlarged, provided with electricity and they are living in the old rooms. It is all very well that they have provided for a second class passengers' gate, but the gate is always locked because there are not staff enough to keep it open.

Mr. Chairman: Thirteen minutes are over and there are only two more minutes.

Shri Raghavachari: There is some need to make these amenities a little more carefully and see that the money that is spent is well spent.

About the reduction of fares, there was a sentence in the Minister's speech which made us feel that there is the risk of the fare being increased, but later on the officials explained that it does not mean that. It is to that satisfactory extent, I would suggest that in respect of fares, there need not be a flat rate, but for distances beyond 700 or 1,000 miles, there may be telescopic rates as they will certainly encourage traffic; and again in these days when people have relations from one end to the other, it will add to some convenience for them.

About corruption, there has been a committee for this purpose and it

takes its own time to submit its report and it will take considerable time to take decision upon it; my fear is that it will take one or two more years and by the time it has been decided to put its recommendations into operation, the term of this Parliament will be over and corruption will continue to prevail as before.

Then, Sir, about catering, I wish to say a few words. The Deputy Minister said that this requires to be examined. While on the Southern Railway we find that meals are cheap, and at the same time good and well serviced, on the Northern Railway it is the other way about—bad and at the same time more costly. In the same station while one caterer charges a rupee and two annas another man charges a rupee and twelve annas for the same stuff. Catering contracts are either sold or sub-let to small contractors. This is a matter which should be carefully looked into and the standard of catering must be brought at least to the level of the Southern Railway.

The other crying need so far as Railways are concerned is the reduction in expenditure. Crores and crores of rupees are being spent. Why should not the Railway administration instead of placing orders for sleepers in foreign countries purchase wooden sleepers in India. I find from reports supplied to us that about 38 per cent of the metre gauge sleepers are still iron and not wooden. There are so many forests which would be in a position to supply wooden sleepers for our railways; there are workshops and idle engineering capacity which they want to utilise. These things can easily be done and industries encouraged in India. But all this requires some drive. It is not a matter of spending so many crores within a particular period. By placing orders for locomotives and wagons because we should have them within a stipulated period, the foreigners alone will benefit.

The other phenomenon that we notice in the Budget is an increase in expenditure. I should not be misunderstood by anybody here. Of all the services in India we find that it is the railway service which is most coveted. Because there are so many conveniences provided everybody wants to enter the railway service. But are they turning out the minimum quantum or standard of work expected of each man in the workshops? This is unfortunately not the case. By all means give him (an employee) all the conveniences, but get as much work out of him as possible. That is very essential.

As regards regrouping the hon. Minister himself has admitted that efficiency has not increased. In justification it was said that efficiency has not decreased. There being no decrease in efficiency is not a factor in favour of regrouping. There has not been any reduction in staff. All sections of the House have urged that regrouping requires re-examination and I hope the hon. Minister will do it.

Shri M. Khuda Baksh (Murshidabad): Sir, whenever I have had occasion to speak in this House, it looks as if it is your eyes alone that I succeed in catching. For one in my position Sir, it would perhaps be the accepted thing to paraphrase the Railway Minister's Budget speech and perhaps sing praises of it. But I shall try and place before the House my reactions such as they are and I am afraid my remarks will, therefore, be a melange of bouquets and brickbats.

The picture that emerges from the Railway Minister's speech, if not absolutely gloomy and bleak, certainly is not very bright. Dwindling surplus, steep fall in passenger earnings, a short fall of about Rs. 80 crores towards the contribution to the Five Year Plan and also the possibility of the dubious method of charging inflated mileage, these are the highlights of the Railway Minister's speech.

6 P.M.

He has gone on to say that expenses have increased and he has said that the fuel bill accounts for an increase of about seven crores. Now that we are faced with a recession, almost a slump, hon. Members had said that the Government would be lucky if they had a surplus towards the close of the year. I also subscribe to the apprehensions and views placed before us by those Members who are not over-optimistic about the Railway's finances. Therefore, we should now try and explore avenues for augmenting the revenue. Last year, when I spoke on the Railway Budget I said in all humility, that the return tickets and other concessions that we give to passengers should be re-introduced in an attempt to seek more passengers. We must attempt a little more to make travel the attractive and try to attract more passengers to use our Railways. From the Minister we have heard that for the same number of passengers we have given more coaches that is increased passenger accommodation. There was a time when we wanted to restrict travel on account of paucity of accommodation. When that objection does not prevail any more, I do not see the reason why we should not now resort to the reintroduction of other concessions. He has mentioned about the introduction of some concessions and I shall come to that later.

Coming to this fuel bill, I would like to say that this also includes surreptitious sale of engine coal by drivers. I shall relate to this House a personal experience of mine in the station that I come from my home station. The loss accruing to the Railways is of the order of Rs. 20,000 per annum. It is a very small station, only a watering station, a wayside station of no importance at all except that it is a watering station. I brought this matter to the knowledge of the Deputy Chief Mechanical Engineer or probably the Superintendent of power I forget his designation; any way he has his offices in the Divisional Headquarters Sealdah. I explained to him that this matter was rather becoming

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personally awkward for me; I happen to be a Member of Parliament and I had taken public notice. I also told him that I am a member of the National Railway Users' Consultative Council so that he would better concentrate on that particular station and make a beginning with it. I received all kinds of assurances but nothing has been done yet and the thing is merrily going on as ever. The name of the station I may tell you is Beldanga.

The Railway Minister has said that it is his intention to step up production in Chittaranjan Locomotive Workshop. It is a very commendable move. I have heard uninformed criticisms in this House—hon. Members perhaps do not know that Locomotives manufactured in Chittaranjan cost more. We shall certainly have to be self-sufficient in everything that we need and locomotives are certainly an essential commodity and we shall try and build as many locomotives as we can—out saying that we spend more money on foreign imports, particularly locomotives, I thought, was certainly not based on facts and figures.

It is heartening that the Railways propose to increase the number of wagons by about 16,000. Certainly, it will go a long way to make up the deficiency but the apprehensions expressed by an hon. Member are true that since a portion of this is coming from abroad we cannot be too certain that deliveries will be effected, especially now that war clouds are gathering in the horizon and we are going into uncertain times; therefore, we should concentrate especially on these and we should try to be self-sufficient as much as we can. We have heard from the hon. the Railway Minister that no further orders for coaches are being placed abroad. That is very good. But we have also to see what has happened to the orders already placed abroad, what is the progress, how far the shipments are being adhered to and how much exactly we have still to get from them, especially from the Swiss concern Schlierens.

About the new projects, they have taken up the electrification of the suburban services in the Calcutta area. I should have been happier if something had been said about the circular railway that the West Bengal Government have proposed and about which they are so very keen. I am very happy and I congratulate the Minister, coming from Bengal as I do, for having decided to undertake the Teldanga-Khajuria-Maida project. This shortens the distance and removes avoidable inconvenience as it short-circuits it by about one hundred and twenty-miles. If I have to go from Calcutta to Malda I have to undertake a detour, an unnecessary travel of about one hundred and twenty miles. Therefore it has come not a day too soon and I congratulate the Minister for having included this project.

The Minister has said that the Railways pay 4 per cent. as dividend to general revenues, and it would be interesting for the House to know how it compares with the Posts and Telegraphs. I am reminded, in this connection, of the opening speech of an hon. Member from the other side of the House who was suggesting that there should be an amalgamation of all these budgets into one budget. I am not of that opinion, for obvious reasons. I, as a layman and as one not having any great grasp over economic matters, would welcome if not only the Railways and the Posts and Telegraphs but all other government undertakings were split up and separate budgets provided in respect of each of them as it would enable us to understand their working in a better manner.

The hon. Minister has said that he is "examining in the above context"—that is, in the context of development, etc.—"the implications and practicability of certain suggestions for adjustments in our fare and freight rate structure" which, it is claimed "are necessary for a developmental economy". From this statement one hardly understands anything. But when this was supplemented by the

press conference given by the Financial Commissioner of Railways it appeared to us that the Financial Commissioner was thinking of lowering the rates of certain commodities and, in order to avoid an overall loss to the railway revenues, he was thinking of increasing the rates of certain others. It appears to me to be perilously like robbing Peter to pay Paul. Why should there be any necessity to reduce the freights of one and to offset the loss incurred on that account, to raise the freights of another? Particularly dangerous to me would appear the novel proposal of the Railway Ministry to charge on the basis of inflated mileage. What the Railway Minister, in essence, proposes to do is to charge me for five miles when I have actually travelled, let us say, three. That means charging in excess of the quantity sold. It is clearly an offence against the Weights and Measures Act. I wonder whether the Minister has examined the legal implication of his novel proposal. Charging on the basis of inflated mileage is charging for a quantity not sold. This should be obvious to them. The Railway Minister in some desperation says: how are these going to be financed? He is in need of money. I appreciate his difficulties. We are all in need of money! But, when we launch into an ambitious programme of this kind with deficit financing, I should have thought that this, which is clearly bad in law, should not have been proposed. He should certainly have thought of being above board and charging, if he felt that these could not be sold for any price lesser than what he proposes to take. He should have been clear about it. Even that to my way of thinking, would be improper for a monopoly undertaking. He should have certainly thought twice before coming before this Parliament with a proposal which attracts the provisions of some law in India.

Coming to the punctuality of trains....

Kumari Annie Mascarene (Trivandrum): Always late.

Shri M. Khuda Bakhsh: The trains are eighty per cent to time. But, when I tell the House that all these trains have an inordinately long time to play with and even then it is only eighty per cent to time, this is certainly not anything to feel flattered about.

Sir, coming to amenities, I have always thought that we should strike a balance in providing new amenities and restoring old amenities. I have particularly one thing in my mind. After the abolition of first class travel the seating accommodation in the second class compartments has been lessened. That means, a coupe which, before the abolition of first class, was meant to carry three sitting passengers, is now meant for four. Therefore, the space allowed per passenger has been lessened. Now he has to accept the conditions of being sandwiched between passengers and he has to give up a certain amount of space which he used to have, to other passengers. Therefore we must strike a balance. I appreciate the Railway Minister's anxiety for providing sheds, raising of platforms, providing cold water, and improving station buildings. We must also try to give the passengers what they used to have. Now, when the first class travel has been abolished there is always a rush for the old converted first class compartments, only because the old compartments are still provided with certain fittings which the administration has not been able to provide in the new second class compartments. Therefore, I feel, and it is my suggestion, that the administration should try and divide their budget in such a manner as to provide new amenities and to restore old amenities which the passengers used to have.

About pilferage and thefts, I am very happy that the administration are trying to devise ways and means to eliminate them. The claims that have been preferred against the railways on this account, I understand, is of the order of Rs. 3 crores. It would be advisable and profitable for the administration, when they are going into this question, to see how much of

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it is due to the collusion of officers with the miscreants.

Mr. Chairman: The hon. Member has already taken 15 minutes, ordinarily allotted to Members.

Shri M. Khuda Baksh: I shall finish in two minutes, Sir. I come to the Committee that is going into the question of corruption. I have also been given a questionnaire by this Committee. It appears to me that the questionnaire makes the scope of the investigation by the Committee too narrow. They have only taken the Traffic department into their purview. But, what is more important and what we must apply ourselves to is the rooting out of corruption that prevails among the Railway officials themselves. At some stage or other, in the long run, the public are involved in this because, to reimburse himself or recoup the bribes that the railway man has had to pay to the superior railway officials, he has to realise it from the public. I want an assurance from the Railway Minister that this enquiry covers all kinds of corruption that exist in the Railways. My opinion is that the terms of reference have been made very narrow and it may not be possible for the Committee to take the entire field of corruption that exists in the Railways into their purview for examination.

Mr. Chairman: The hon. Member need not touch all matters under the sky. If he takes up a new subject, he will take another two minutes on that.

Shri M. Khuda Baksh: One minute, Sir. One humble suggestion about circular tours. I am sure this will prove very popular, and it will certainly augment the Railway finances. My suggestion is that in making the itinerary, the Railway Administration should prepare a special one which covers all the development projects and national undertakings and the tickets should be issued at even lower rates than have been suggested by the Railway Minister. I would like also to make

another suggestion that such tickets should be made available to the Members of the legislatures, if not free, at even lower rates. I do not want to take more of the time of the House.

Mr. Chairman: I have to make an announcement.

A certain number of copies of the report of the Industrial Finance Corporation Enquiry Committee have been received from the Ministry of Finance, twenty copies out of which have been placed in the Library for the use of Members. The remaining copies have been placed in the Notice Office and can be obtained by Members on request.

श्री राधा रक्षण (दिल्ली नगर) : समा-
पति जी, मैं, रेलवे मिनिस्टर साहब ने अपनी
स्पीच में जिन बातों की तरफ हमारा ध्यान
खींचा है उन के सम्बन्ध में, दो, चार बातों
को ले कर अपने विचार प्रकट करूंगा। मैं
जानता हूं कि समय का ध्यान रखते हुए उन
सब बातों पर, जिन को कि मिनिस्टर साहब
ने अपनी स्पीच में रखा है, विचार प्रकट
करना बहुत मुश्किल है।

सब से पहले मेरा यह ख्याल है कि जब
हम इस सदन के सदस्य की हैसियत से कुछ
बातें करते हैं तो हमें इस बात का ध्यान रखना
होता है कि हम अपने मिनिस्टर की निन्दा
न करें और न अपने वजीर की तारीफ ही
करें। हकीकत की तरफ हमारा ध्यान ज्यादा
जाना चाहिये। मुझे कुछ स्पीचों के सुनने का
मौका मिला और मैं ने यह देखा कि बहुत कुछ
जो कहा गया वह इन दोनों से रंगा हुआ था।
मेरी यह कोशिश होगी कि मैं हकीकत की
तरफ अपने मिनिस्टर साहब का ध्यान दिलाऊं
और यह उम्मीद करूं कि जहां वह निहायत
ही जाफिशानी से, निहायत कोशिश से और
निहायत ही मेहनत से इस मिनिस्ट्री के,
कार्य का सम्पादन कर रहे हैं, उस को बला

रहे हैं, और पिछले एक साल में जहां उन्होंने ने इस विभाग में बहुत कुछ सुधार किये हैं, उन्नति की है, वहां जो बाकी बातें रह गई हैं उन की तरफ वह और भी ज्यादा गौर करेंगे, ताकि हिन्दुस्तान में यह एक बहुत बड़ा विभाग, जिस पर हमें फरब्र है और रहेगा, ज्यादा से ज्यादा अच्छा बन सके और दुनिया के रेलवे के महकमों में सब से अग्निल नाम पा सके।

मुझे इसके कहने में जरा भी शुबह नहीं है कि जब से हमारे वजीर, लाल बहादुर शास्त्री जी ने रेलवे का काम संभाला है उस वक्त से अब तक रेलवे में कुछ ऐसे सुधार हुए हैं जिन पर हमें संतोष हो सकता है। पूरा संतोष भले न हो, लेकिन यह कहना बिल्कुल मुनासिब होगा कि उन्होंने ने इस महकमे को अपने हाथ में लेने के पश्चात् बहुत काफ़ी वक्त देकर और तकलीफ़ उठा कर जो मुनासिब कार्रवाई कर के उस में सुधार करने थे उन को करने की कोशिश की है और उन की स्पीच से यह साफ़ टपकता है कि एक साल में जो उन्होंने ने किया है वह सराहनीय है। मगर साथ साथ यह भी हमें मानना पड़ेगा कि आज जो रेलवे की अवस्था है वह ऐसी संतोषजनक नहीं है कि जो इतने बड़े आजाद देश के लिए, जिस में कि हम रहते हैं, बहुत अच्छी कही जा सके। इसलिए मैं जहां वजीर साहब को उन कामों के लिए जो उन्होंने इस साल में किये हैं मुबारकबाद दूंगा और जो उन्होंने ने आगे के लिए हम को उम्मीदें दिलायी हैं उन सब के लिए भी वह मुबारकबाद के मुस्तहक हैं, मगर मैं यह भी कहूंगा कि अभी बहुत कुछ काम करने को बाकी है और वह काम जल्दी से जल्दी करने चाहियें।

एक माननीय सदस्य : वह काम जल्दी ही होगा।

श्री राधा रमण : मेरे भाई कह रहे हैं कि वह काम जल्दी ही होगा। इस में शक नहीं

कि जिस आदमी में नेकनीयती होती है, मेहनत करने का जज्बा होता है और वह रात दिन एक कर सकता है, अखिर कार वह कामयाब होता है और मुझे इस का यकीन है कि लाल बहादुर जी जिस तरह इस काम पर जुटे हुए हैं उससे वह हमारी उन उम्मीदों को पूरा कर सकेंगे जो आज हम उन से वाबस्ता कर रहे हैं। मगर मैं चन्द बातों की तरफ़ उन का ध्यान जरूर दिलाना चाहता हूं। मैं समझता हूं कि शायद वह चीजें उन के ध्यान में भी जरूर होंगी लेकिन अगर और ज्यादा गहराई से वह उन पर ध्यान दें तो जनता को उस से और भी सन्तोष हो सकता है।

पहली बात इस सिलसिले में मुझे यह कहनी है कि साल के शुरू में ही रेलवे विभाग में कुछ ऐसी दुर्घटनायें हुई थीं कि जिन की वजह से सारे हिन्दुस्तान में एक ऐसा ख्याल फैल गया था कि रेलवे के एडमिनिस्ट्रेशन को जितना अच्छा कहा जाता है उतना वह है नहीं। लेकिन यह एक बड़ी खुशी की बात है कि मिनिस्टर साहब ने इस बात की ग्रहमियत को समझते हुए फौरन एक एन्क्वायरी कमेटी बिठायी है और उस ने अपना काम करना भी शुरू कर दिया है। मुझे यकीन है कि इन दुर्घटनाओं से हमारा रेलवे विभाग अपने आप को बहुत ज्यादा सम्बन्धित रखेगा और इस इन्क्वायरी कमेटी की रिपोर्ट बहुत जल्द हमारे सामने आयेगी और उस के परिणाम-स्वरूप मुझे उम्मीद है कि हम उन दुर्घटनाओं को अपने मुल्क में आगे बिल्कुल खत्म कर सकेंगे। मिनिस्टर साहब ने अपनी स्पीच में यह जिक्र किया है कि उन्होंने ने स्टूडेंट्स के लिए, टूरिस्ट्स के लिए और ऐसे लोगों के लिए जो कि ग्रामदोरफ़्ट के जरिये अपने ज्ञान को बढ़ाना चाहते हैं उन रियायतों को जो अब तक थीं और बढ़ा दिया है। मैं उन को मुबारकबाद देता हूं कि उन्होंने ने यह कदम उठाया जो कि

[श्री राधा रमण]

हमारे मुल्क में आज से बहुत बरस पहले उठना चाहिए था। लेकिन मैं एक बात जरूर कहूंगा कि उन्होंने ने इस को यहां तक ही रखा है कि जो स्टूडेंट या टूरिस्ट पहले १२ की तादाद में जाते थे उन को जो रियायत मिलती थी वह अब उन को मिलेगी जो चार की तादाद में जायेंगे। हमारा मुल्क बहुत बड़ा है और बदकिस्मती से कहिये अभी हमारे मुल्क वालों में टूरिस्ट ट्रैफिक के मुतालिक बहुत ज्यादा चाह पैदा नहीं हुई है। जरूरत इस बात की है कि हम अपने इतने बड़े मुल्क की खूबसूरती को और यहां की अच्छी अच्छी इमारतों को अपने उन नौजवानों को दिखलायें जो अपने आप को आने वाले हिन्दुस्तान के लिये तैयार कर रहे हैं। इस के लिये अगर हम उन को ज्यादा से ज्यादा सहूलियत दे सकें तो बहुत अच्छी बात है। मेरा ऐसा यकीन है कि इस में रेलवे का कुछ नुकसान भी नहीं होगा। मैं समझता हूं कि अगर ऐसी ऐसी संस्थाओं के सदस्यों को, जो कि हमारे देश के एक कोने से दूसरे कोने तक फैली हुई हैं और बहुत अच्छा काम कर रही हैं, एक्जिटेटेड सरटीफिकेट पर सिंगल मैन के लिए भी यह कनसेशन दिया जाय तो इस से हमारे नौजवानों में बहुत जाग्रति पैदा होगी और वह देश के कोने कोने में जा कर उन चीजों को देखेंगे जिस से उन के दिल में देश में काम करने की, उसको उन्नत बनाने की स्वाहिश पैदा होगी, और उन के अन्दर देश की खिदमत करने का जज्बा उभरेगा। मुझे मालूम है कि इंगलैंड में यूथ होस्टल की एक संस्था है और उस संस्था की मेम्बरशिप दुनिया के सभी सभ्य देशों में फैली हुई है। वह अपने सदस्यों को एक कार्ड देते हैं और उस के जरिये किसी भी सभ्य देश की रेलवे, जहां कि वह संस्था काम करती है, उन की आवा भाड़ा ले कर देश के एक कोने से दूसरे कोने तक जाने देती है। यहां पर इस सिलसिले

में वजीर साहब का और रेलवे मिनिस्ट्री का ध्यान खींचा गया था लेकिन अभी तक इस का कोई नतीजा नहीं निकला है। मैं इस चीज को वजीर साहब के सामने रखना चाहूंगा कि ऐसी संस्थायें हमारे मुल्क में हैं, बहुत से नौजवान इन संस्थाओं के मेम्बर हैं और वह बहुत अच्छा काम कर रही हैं। अगर रेलवे मिनिस्ट्री ऐसी संस्थाओं के नौजवानों को, जिन के पास एक्जिटेटेड कार्ड हो, यह सुभीता दे दे कि वह अकेले सफर में भी रियायत पाकर एक कोने से देश के दूसरे कोने तक जा सकें तो इस से बहुत लाभ होगा और वह नौजवान जो इतना खर्च कर के गुबंत की वजह से या किसी और वजह से, अपने देश को नहीं देख पाते हैं वह उस को देख सकेंगे। ऐसा करने से इन को बहुत सुभीता मिलेगा। इसलिये मैं इस और अपने मिनिस्टर साहब का ध्यान दिलाऊंगा।

एक बात जो मिनिस्टर साहब ने कही उस से मुझे बड़ी खुशी हुई। वह यह कि रेलवे में काफ़ी करप्शन है। यों करप्शन तो हिन्दुस्तान के सारे महकमों में है और उस के खिलाफ़ आवाज भी बहुत बुलन्द की जाती है, शिकायत भी ऊपर से नीचे तक काफ़ी की जाती है। हम यह नहीं कह सकते हैं कि हमारे वजीरों में इस करप्शन को कायम रखने की स्वाहिश है या वह इसे दूर करना नहीं चाहते मगर कुछ ऐसी उलझनें हैं कि जिन के मातहत वह उस को दूर करने में कामयाब नहीं हो पा रहे हैं और वह उन की समर्थ के बाहर माना जाता है। मैं समझता हूं कि हम की इस तरफ़ जल्द से जल्द कोई बहुत बड़ा कदम उठाना पड़ेगा क्योंकि इस की वजह से मुल्क बहुत ही नीचे की तरफ़ जा रहा है। लेकिन आज हम रेलवे मिनिस्ट्री की बात कर रहे हैं इसलिए हमें यह बात जान कर निहायत खुशी हुई कि मिनिस्टर साहब ने आचार्य कृपलानी की अध्यक्षता में

एक ऐसी कमेटी का आयोजन किया है जो कि रेलवे डिपार्टमेंट में जितना करप्शन हो रहा है उस की छानबीन करे। मैं समझता हूँ कि कृपलानी जी बहुत योग्य आदमी हैं और उन की ज़बान से हम करप्शन के बारे में ज्यादा से ज्यादा सुनते भी हैं। मुझे इस बात का यकीन है कि वह इस मसले पर बहुत ध्यान देंगे और मेहनत से कोई ऐसी मैशिनरी स्थापित करेंगे कि जिस की रेलवे से शुरुआत हो और दूसरी मिनिस्ट्रीज़ के अन्दर भी उस को कायम किया जा सके और मुल्क में से करप्शन जल्द से जल्द दूर हो सके।

एक बात में आखिर में और कहना चाहता हूँ। वक्त कम है इसलिए दो चार बातों की तरफ़ ही मैं ध्यान दिला सकूंगा। मैं यह कहना चाहता हूँ कि अपनी स्पीच में मिनिस्टर साहब ने आफिसर नम्बर १ और आफिसर नम्बर २ के मुतालिक कुछ अपना ब्याल जाहिर किया है। यह एक ऐसी बेइन्साफी है कि जिस के मुतालिक उन से पिछले साल भी कहा गया था और इस साल भी कहा गया है और इसलिये उन्होंने उसकी तरफ़ इशारा भी किया है।

लेकिन मैं उन से सिर्फ़ इतना ही कहना चाहता हूँ कि यह मसला हमारी गवर्नमेंट के सामने कई वर्षों से चला आता है और यह एक ऐसी बेइन्साफी है कि जब हम इस बारे में मिनिस्टर साहब से अकेले में बात करते हैं तो वह कहते हैं कि क्या करें, यह क्लास १ और क्लास २ लड़ाई के जमाने में बने बें। अच्छे एक्स्पिरियन्सड अफसरों की जरूरत थी इन्हें सोभर ग्रेड स्टाफ से प्रमोट किया गया था। इस तरह से क्लास १ और क्लास २ अफसर बना दिये गये। क्योंकि अब वह जमाना पलट गया और हिन्दुस्तान आबाद हो गया। हम अब क्लासलैस और कास्टलैस सोसायटी और समानता आदि की बहुत सी

बातें सामने रखते हैं। मगर छोटी छोटी बातों में हम यह देखते हैं कि हम इन तफरीकों को मिटाने में समर्थ नहीं होते तो फिर बड़ी बातों को करने में हम कैसे सफल होंगे, हमें इन छोटी छोटी तफरीकों को दूर होते न देखने में बड़ा आश्चर्य और अफ़सोस होता है। बाद में हम इस बड़े मसले को कैसे हल कर सकेंगे जिसे कि हम तमाम हिन्दुस्तान पर लागू करना चाहते हैं और तमाम हिन्दुस्तान में बैलफेयर स्टेट को कायम करना चाहते हैं।

इस सिलसिले में मेरे पास बहुत से मेमो-रैंडम हैं और बहुत मेरे पास खतोकिताबत भी मौजूद है। सभापति महोदय, मैं आप का ध्यान इनमें से कुछ की तरफ़ दिलाना चाहता हूँ जिस से जाहिर हो जायगा कि यह बेइन्साफी कितनी गहरी है और हम को कितनी जल्द इस को दूर करना चाहिये। बावजूद इस के कि हमारे मिनिस्टर साहब ने अपनी स्पीच में कहा है कि मैं इस को देख रहा हूँ और जल्द अज जल्द इस तफरीक को दूर करने की कोशिश करूंगा, मुझे इस का यकीन नहीं होता कि वह इस को जल्द दूर कर सकेंगे और यह तफरीक जल्द खत्म हो सकेगी। मैं तो इसलिये उन का ध्यान इस की तरफ़ दिलाना चाहता हूँ और कहना चाहता हूँ कि इस तफरीक को एक साल में नहीं, बल्कि एक दो महीने में ही दूर कर देना चाहिये। यदि वह इसे इतनी जल्द दूर कर सकें तो यह एक ऐसी चीज़ होगी जिस से बहुत बड़े स्टाफ को सन्तोष मिलेगा और जनता में भी इस से बड़ी क्रूर बढ़ जायगी। तो मैं अर्ज करना चाहता हूँ कि इस में "लॉग स्टैंडिंग इनजस्टिस सफ़र्ड बाई रेलवेमैन", मैं यह लिखा है :

"Long-standing injustice suffered by Railwaymen.

"In his budget speech in Parliament in February 1953, Shri Lal Bahadur Shastri, the hon'ble

[श्री राधा रमण]

Minister for Railways and Transport announced that the ratio set aside for promotion of Class II and Class III officers to Class I Service (the Superior Railway Services) had been increased to 33½ per cent. of the actual annual recruitment. From the year 1949, it had been fixed at 25 per cent. and before that it was 20 per cent. Actually nothing approaching these percentages has ever come to this body of officers and a check-up of the figures from the year 1942 onwards alone shows that they have been deprived of no less than 145 promotions which should have been made from amongst their ranks. Moreover since the Class II service is fed from Class III, it is estimated that at least 1000 staff on class III during the same period have been deprived of the permanent promotion to the successive grades above the lowest in class III, which they would have received if their seniors had been promoted in the chain of the 145 persons entitled to promotion to class I. The following facts are expressive of the position....."

Mr. Chairman: Order, order. Is it a long document? If it is a long document, he can pass it on to the hon. Minister.

Shri Radha Raman: What I am saying is....—१,१२

Mr. Chairman: It is already late.

श्री राधा रमण : मैं इस को ज्यादा नहीं पढ़ता। यह चीज मैंने आप के सामने रख दी। यह कागजात मुझे मिले हैं, इन से आप को सारी बात का पता लग जायेगा। मैं चाहता हूँ कि आप सको देखें, आप देख भी रहे हैं। इसलिये मैं आप से यही इत्तिजा करूँगा, कि इस सिलसिले में फूड मिनिस्ट्री ने एक कदम उठाया था, उस को कुछ ही भरसा

हुआ है, और उस का बड़ा अच्छा नतीजा भी निकला है। अगर आप की मिनिस्ट्री भी इस तरफ़ कदम उठाये और इन लोगों के साथ जो बेइन्साफी हो रही है उस को हमेशा के लिये खत्म कर दें तो वह हमारे लिये एक बहुत ही अच्छी बात होगी।

अब और बातों का ज्यादा जिक्र न करते हुए और बैठते हुए आखिर में आप से यही कहूँगा कि हमें पूरा इत्मीनान है कि हमारे वजीर साहब पूरे दिल से और लगन से उन तमाम मसलों को जो हमारे मुल्क में रेलवे से ताल्लुक रखते हैं, हल करने की कोशिश में लगे हुए हैं। लेकिन आज यह कह देना कि हम ने बहुत कुछ कर लिया है और हमारे बहुत से मसले हल हो गये हैं, यह बात नहीं है। आज भी हमारे सामने बहुत से मोटे मोटे मसले हैं, मसलन् यह.....

Mr. Chairman: Order, order. I would request the hon. Member to conclude. It is already late. Yet he is going on. He has already taken more than the usual time.

Shri Radha Raman: Only one minute more. I wish to refer to a local matter. In one minute I shall conclude.

Mr. Chairman: But the 'one minute' is unending.

Shri Radha Raman: It won't be more than one minute and then I will close.

मैं यह अर्ज कर रहा था कि दिल्ली पहले तीन चार लाख की आबादी का शहर था, आज उस की आबादी करीब करीब बीस लाख है। लेकिन आप जरा नज़र डालें तो आप को पता लगेगा कि दिल्ली में जितने स्टेशन, तीन या चार, जो पहले थे, उतने ही आज भी हैं। उन की वृद्धि कुछ बढ़ गयी,

यह भी नहीं है। यह बात कही गयी कि नयी दिल्ली का स्टेशन बढ़ाया जायेगा। लेकिन मैं आप से यह कहूंगा कि इस शहर में जहां कि पॉलियामेंट लगती हो, जहां कि मिनिस्ट्री खुद रहती है, वहां इस तरह की हालत हो यह ठीक नहीं है। यहां आस पास छोटे छोटे टाउन-शिप्स स्टेशन की बात चली थी, पहले इस बात का ख्याल भी किया गया था और एक कमेटी ने इस पर शोर भी किया। लेकिन आखिर में यह समझा गया कि डी० टी० एस० बस सविस से काम चल जायेगा और रेलवे की जरूरत नहीं है। मैं समझता हूं कि यह ख्याल ठीक नहीं है और इस बात की निहायत जरूरत है कि इस तरह से बढ़ते हुए शहर में ज्यादा स्टेशन कायम किये जायें जिस से यहां की भ्रामद रफ्त में ज्यादा सहूलियत हो।

मैं आप का बहुत शुक्रिया अदा करता हूं कि आप ने मुझे इतना वक्त दिया।

Shri R. K. Chaudhuri (Gauhati): I am grateful to you for giving me this opportunity to speak on one of the most favourite themes, viz., the Railway Budget. I do not know whose face I saw this morning to entitle me to get this opportunity. But, I can assure you with all the emphasis that I can command that my room was lived in by myself alone and the empty bed by my side was littered with parliamentary papers and nothing else. It is, perhaps, on account of the reverent glance at those parliamentary papers which had put me in this fortunate position today. In days gone by, I used to revel in some sort of amusement in describing the ludicrous state of things in our railways. But, due, I must say, to the able administration of the railways during the last few years, some wind has been taken out of my sail and what I shall now speak would, I am afraid, not be delectable to the hon. Members of this House.

At the outset, I wish to express my gratitude to things which have been

actually happening in Assam. My hon. friend, the lady Member here, said that Bihar was being treated in a step-motherly way. If the treatment which Bihar is getting now is due to a step-motherly affection of the Railway Administration, I should have liked to have said—if I did not conform exactly to the strict truth—Assam was treated with step-step-motherly affection. I am very glad that survey has recently been ordered to be taken of a route between the plain districts of Assam and Garo hills. This is a very important step. Lots of minerals are there, and, on account of the absence of proper communications between Garo hills and the rest of Assam, that district has remained still in an undeveloped condition. I believe it augurs very well that steps are being now taken to have rail communication between Garo Hills and Assam. It will be possible to give a better account of that State in producing more cement, coal and other mineral products.

In this connection, I should also like to draw the attention of the hon. Railway Minister to the urgent necessity of having a connection between Silchar and Lushai Hills. I do not say that immediately the rail link would be making good earnings there, but, railways in Assam should not be looked upon on considerations of rupees, annas and pies, which the Railway Administration gets, but for considerations of the safety of India itself. Lushai Hills and Garo Hills are very near Pakistan, and Pakistan has adopted such a stubborn attitude on account of the encouragement given by the Americans that it is highly necessary for us to have as much railway communication as possible in between the districts of Assam and also the districts outside Assam.

The North East Frontier has practically gone out of our hands. If it has not gone already, it is going to get out of our hands. Let us not look like ostriches for a moment, closing our eyes in the sand, but let us realise the whole position. We must not lose our sense of safety or

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security in the North-East Frontier by neglect, by only counting the number of passengers, by counting the luggage and goods that we send. Let us not merely think of profit, but think of safety not only of Assam, but the whole of India. If you take that view, it will be well worth to reconsider the whole scheme of re-grouping and to think whether it would not be in the best interests of India to have a separate headquarters in Pandu as we had before. I am not saying this in a sense of carping criticism. As a matter of fact, I protested against this re-grouping before, but I have seen some good points of the re-grouping also. I am not entirely saying that re-grouping of railways has been a source of loss or inconvenience to India, but I would say that in the interests of broader affairs in future, this question is well worth looking into again. We were told that there will be a high-powered officer in Pandu. I am afraid that promise has not been put into action as yet, with the result that the R.T.O. there is absolutely in a helpless position when important matters are concerned and he has got to frequently refer to the headquarters in Gorakhpur. I consider that a lamentable state of affairs, and I would ask the hon. Minister to take Assam as a different unit altogether and try to develop the railway administration there as far as possible. I would say that there has been a birth of railway administration in Assam only about four years ago. We had lost our communication through the Parbatipur line, which was a much easier communication. In those days people could travel from Assam to Calcutta in 18 hours. Now, the distance has been elongated to such an extent that we cannot reach Calcutta from Gauhati by rail in less than 42 hours, according to scheduled time. When one undertakes a journey of 42 hours or so, naturally a certain percentage of delay would also occur. Therefore, normally speaking, one cannot reach Calcutta from Assam in less than 46 hours. This is very lamentable, but the fault is not ours at all. I had

suggested at some time that if Pakistan is really serious about a compromise with India, why not initiate the talk on this basis. Let them hand over to us the administration of the railway between Ranaghat and near-about Karimganj. Actually it is running at a loss and the passengers that come over this line are bound for Assam. The passengers and goods within that area are for Assam, and naturally on account of dislocation and traffic being diverted through this line, they have lost their revenue altogether. If there is still any hope that India and Pakistan may come to a compromise in certain matters, let them hand over that railway line to us and we shall give them a certain percentage of the profit every year. Whether we have profit or not—though I hope we shall have profit—we shall give them a percentage. Otherwise, that line is being ruined and neither Pakistan nor India stands to benefit by it. I suppose, Sir, the hon. Minister will give serious attention to this proposal which I am making. Alternatively we can run our service from Assam to the Pakistan area only halting at certain watering stations, not interfering with their affairs at all. We can halt at certain watering stations and carry our goods from Assam to Calcutta. Pakistan may agree to this, if there is a genuine desire on her part to come to terms.

Shri Sarangadhar Das (Dhenkanal-West Cuttack): Good for them.

Shri R. K. Chaudhuri: It will be good for us also. If they forcibly take away, I cannot say.

Now, Sir, I want to come to another matter, which was foremost in my mind—in fact I should have taken it first. Those of my hon. friends like you who have the charity to invite me to dinner or lunch—a thing which has been entirely going out of our memory during the last two or three years—will notice the avidity with which I take my food. I am not ashamed to admit that it still persists.

And when I am travelling in a train that appetite seems to sharpen. I do not know whether it is due to the smell of the coal or due to constant movement. I feel more hungry than I usually do at home. Naturally my attention is diverted to the Indian catering. I prefer Indian catering to soups and fish and all those kinds of things. It is more spicy and more tasty. But looking through a pamphlet of foolscap size which was supposed to have been presented to the National Railway Users' Committee, or something like that, I was simply startled to find that in Departmental catering the Railways were suffering heavy losses from year to year. The loss in one particular year—the hon. Minister will correct me if I am wrong came to the extent of nearly Rs. 3 lakhs. So, I was wondering how the private caterers were managing. Even now we find that certain private Indian caterers use ghee and do not use vegetable ghee. That is an advantage which you cannot enjoy now-a-days even in a first class hotel. I was simply startled by the amount of the licence fee; by the fact that the licence fees have recently gone up by leaps and bounds. My hon. friend, the Deputy Minister will remember that when the question of licence fees was raised in a Committee in which fortunately, I happened to be a Member, it was in a sense decided that the licence fees would be enhanced by not more than 50 per cent. If my reading of the figures is correct, then the licence fee has increased to-day by 300 per cent in some cases.

Mr. Chairman: Catering is very interesting but the clock refuses to be still while Shri Chaudhuri is speaking.

Shri R. K. Chaudhuri: I want only equal rights with women. Some women Members had got more time.

I now leave catering. The ban on night hawking should be absolutely removed. I do not know for whose benefit the night hawking has been abolished. Is it for the benefit of the

second class passengers alone? Do they really have a regular sleep? These people who go by train are disturbed by the rumbling sound; those people who are going to meet somebody, they think with pleasure and excitement of meeting those people; those people who have left some people behind and feel their separation in their mind, they think of them. There is practically no question of any good sleep in journey by a Railway train and it is very wrong to stop hawking of pan or cigarette; it could not really disturb people. I hope the hon. Minister will see his way to remove the ban on the night hawking.

Shri Alagesan: They can hawk tea, milk etc.

Shri R. K. Chaudhuri: What about cigarettes and pan? Third class passengers like to take pan. I know older people waking their consorts only to have pan several times at night; they have got to do it, at least once or twice. I want to say certain things. What I say is that this Government, the Railway administration of which there are two hon. Ministers—they are very shy and behave like coy maidens—they do not suffer; it is not that they are not doing anything; they have done many a thing which is not even known to the public. Take for instance, Assam, Recently, so much improvements have been made; even my colleagues, the hon. Members of this House, do not know. Platform sheds: these are things which people need. I am satisfied about these. My hon. friend should not think that I am entirely satisfied about these and that I should not criticise them in future. These are things which we do very much appreciate. Coverings over platforms were a thing almost unknown in Assam; I never saw it; I have seen it recently in Gauhati and Lumding; steps are being taken to have covering of sheds in Manipur Road, Mariani, Barqpathar Road, etc. My friends may think I am giving undue importance to these things. Remembering

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the rainfall in Assam and the inconvenience that it causes to the public these amenities have really grown to be a source of benefit and I long for the day when we have this sort of platform coverings throughout all the stations.

Mr. Chairman: The hon. Member is creating a bad precedent by taking much more than the usual time. I am calling another Member.

Kumari Annie Mascarene: It is...

Shri R. K. Chaudhuri: I have to suffer in her hands.

Kumari Annie Mascarene: It is my misfortune that I should get a chance at the fog end of the day when the shades of evening are falling and the glimmering light even in this House is deepening into darkness leaving all and you too to grope in the darkness and the administration.....

Shri Namblar: And the latest results in the Travancore-Cochin elections coming...

Mr. Chairman: If the hon. Member chooses to postpone her speech to sometime tomorrow in the noonshine she may stop after four minutes.

Kumari Annie Mascarene: Elections have been going on in Travancore-Cochin. True to the principles of democracy the financial administration of this country has been placed before the representatives of the people here and now we are at the advent of the financial year 1954-55 inaugurated by the Railway Budget presented to us for the serious consideration of the Parliament by the Railway administration. At this juncture, Sir, it is our duty to have a review of the railway administration so that we may have before us a picture of what the administrators were doing on behalf of the people, a picture of the direction, control and the healthy functioning of a department like this, a department whose stability and development mean

much to the nation and which contributes to the financial stability within and without. To do justice to the Minister at the helm of affairs I think it is necessary that we should look into the facts and figures contributing to the financial structure of this department.

A look behind before we look ahead, in order to reckon with the income, expenditure and surplus, if any, of the department. The Indian Railways, primarily developed for military operations by the Britisher, subsequently connected with the cities for administrative purposes, and further extended throughout the length and breadth of the country to dominate and exploit the vast resources of the country, were finally converted into a commercial concern by the British companies. At the time the Congress took up the administration, World War II had monopolised the Indian Railways and had committed the Railways for war purposes, so much so that the department presented a complicated problem of war commitments, of depreciated, war-worn locomotives, together with the grave consequences of partition of its assets and liabilities, grave enough to upset the financial balance of any country; within the State, the State Railways and their integration; the payment of compensation; and the fundamental duty of feeding the nation by transporting imported food throughout the length and breadth of the country; the development of factories for the production of railway materials for which till then they had to go abroad even for spare parts.

Mr. Chairman: The Hon. Member may continue her speech tomorrow. The House stands adjourned till 2 p.m. tomorrow.

The House then adjourned till Two of the Clock on Tuesday, the 2nd March, 1954.