

COMMITTEE ON PETITIONS

THIRTEENTH REPORT

(SECOND LOK SABHA)

(Presented on the 7th September, 1961)



SECRETARIAT
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September, 1961
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COMPOSITION OF THE COMMITTEE ON PETITIONS 1961-62

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2. Shri M. K. M. Abdul Salam
3. Shri B. Anjanappa
4. Shri Jagdish Awasthi
5. Thakor Shri Fatesinhji Ghodasar
6. Pandit Jwala Prasad Jyotishi
7. Shri Ram Chandra Majhi
8. Shrimati Krishna Mehta
9. Shri Mathura Prasad Mishra
10. Shri J. M. Mohammed Imam
11. Shri P. K. Vasudevan Nair
12. Shrimati Uma Nehru
13. Shri Nanubhai Nichabhai Patel
14. Shri M. K. Shivananjappa
15. Shri N. Siva Raj.

SECRETARIAT

Shri A. L. Rai, *Deputy Secretary.*

I

INTRODUCTION

I, the Chairman of the Committee on Petitions, having been authorised by the Committee to present the Report on their behalf, present this their Thirteenth Report.

2. Subsequent to the presentation of their last report, the Committee held two sittings i.e. on the 30th August, and the 5th September, 1961 and considered the following petitions:—

- (i) Petition from Shri C. P. Agrawal, Kaimganj, U.P. re: preparation and publication of Railway Time Tables by the Railway Board (Petition No. 47—Appendix I).
- (ii) Petition signed by 48 residents of Ghazipur, re: construction of a rail-road bridge over the Ganges near Ghazipur. (Petition No. 48—Appendix II).

3. At their sitting held on the 5th September, 1961, the Committee considered and adopted this Report.

4. The decisions of the Committee on the above mentioned petitions as well as their observations regarding representations inadmissible as petitions considered by them, have been included in this Report.

II

PETITION NO. 47 FROM SHRI C. P. AGRAWAL, KAIMGANJ

5. The petition (see Appendix I) was presented to Lok Sabha by Shri Arjun Singh Bhadauria, M.P. on the 21st February, 1961.

6. The Committee considered the various points raised in the petition in the light of facts and the existing practice followed by the Railway Administrations in that regard at their sittings held on the 6th March and the 30th August, 1961.

7. The points raised by the petitioner and the facts noted by the committee are summarised in the succeeding paragraphs:—

Point No. 1.

The Railway Board should take over work of preparing the Time Tables of Individual Railways

Facts

The suggestion is not feasible as:—

- (i) the Railway Administrations concerned are conversant with the local conditions of working, the trend of traffic etc. and have the requisite organisation;
- (ii) it is not the function of the Railway Board, who lay down the general policy, to interfere in the day-to-day working of the Regional Railways, whose functions include preparation of time tables;
- (iii) in the present context of economy in expenditure, setting up of a separate huge organisation for the purpose is not a step in the right direction; and
- (iv) preparation of time table is a complicated process and it would not be possible for the Board to notify promptly changes in timings of trains on certain sections at short notice to suit operational convenience.

Further, the Railway Administrations publish half-yearly Time Tables in April and October and if there is appreciable change in timings, also in January and July. Lastly the Secretary I.R.C.A. is already publishing a consolidated All India Time Table, containing in addition, index to stations, inter-railways junctions etc. collected from the Railways.

Point No. 2.

As it is not the policy of the Railways to adjust timings so as to provide proper connections at junction stations, the public have to face inconvenience and difficulties

Facts

It is the policy of the Railways to adjust timings at the junctions as far as it is practicable.

The Railways while framing the time tables take into account public complaints and defects noticed in their working and endeavour to provide as many and as convenient connections as possible. However this is not always possible since—

- (i) due regard has to be paid to other factors, such as convenient departure and arrival timings at terminal stations, availability of suitable path on the different sections of the route of the trains and also the overall needs of the different sections on the route of the trains;
- (ii) due to acute shortage of adequate coaches and locomotives, and depending on volume of sectional traffic, the timings on the branch lines have to be framed to suit sectional traffic and to provide connection at junctions for important trains for through passengers. Further at times, only one rake and engine are worked. In this process, it is not always possible to provide connections for all main line trains; and
- (iii) on certain branch lines, where trains have to maintain connection at both the terminals, it is not possible to provide convenient connections at both the terminals.

Action is however being taken to ensure maintenance of connections at junctions by:—

- (i) asking the Railways Administrations to ensure punctual running of main and branch line trains. Ten day periodical reports submitted by the General Managers to the Board are scrutinised and bad performance taken up with the Railways;
- (ii) directing the Administrations to review the maintenance of connections and to re-cast timings with a view to provide better margin in respect of points where percentage of misconnection is habitually high; and
- (iii) wherever margin of connection is not sufficient to ensure maintenance thereof, an authorised detention of 10—15 minutes for main line trains and 15—30 minutes for branch line trains is provided for.

Point No. 3.

Each individual Railway prepares its own Time Table without taking into consideration the timings of other Railways

Facts

Before revision of half-yearly time tables, an Inter-Railway Time Table Co-ordinating Meeting is held. These meetings are attended by the Dy. Chief Operating Superintendents of the various Railways and after discussion of the train services in all the zones, a co-ordinated time table is drawn up.

Members of Parliament and public are not represented at these meetings. These are convened to discuss essentially the problems of a technical nature indicating the timings of the train services running on more than one Zonal Railway for ensuring a co-ordinated time table to be drawn up by them.

Point No. 4.

Public opinion should be invited before finalisation of Time Table

Facts

Before revision of time table, public opinion is elicited by:—

- (i) inviting suggestions from members of the public by (a) insertion of a note in the 1st page of the time tables or issue of a press notification; (b) issue of a circular to Lok Sabha/Rajya Sabha Secretariat requesting forwarding of suggestions by Members; and (c) by circulating to the Secretaries of State Legislatures;
- (ii) consulting the postal department who are vitally concerned and attend the Zonal time table committee meeting (*vide* Pt. 3 above).
- (iii) calling for suggestions from the Divisional Superintendents of Railways;
- (iv) taking into account suggestions considered by the Regional/Divisional Time Table Committee on some railways (including representatives of the Regional/Divisional Users' Consultative Committee); and
- (v) informal meetings between the Minister of Railways and M.Ps. coming from areas covered by each zonal railway.

8. The Committee feel that:—

- (i) the petitioner's proposals are uneconomical in the present context;
- (ii) adequate steps are being taken to draw up well co-ordinated time tables; by each Railway Administration; and
- (iii) it is unnecessary to centralise the work in the Railway Board.

The Committee therefore recommend that no further action is necessary on the petition.

III

PETITION NO. 48 FROM SHRI SUBEDAR SINGH AND 47 OTHER INHABITANTS OF GHAZIPUR

9. The petition was presented to the Lok Sabha by Shri Sarjoo Pandey, M.P. on the 23rd February, 1961.

10. The Committee considered the petition in the light of facts at their sittings held on the 6th March and 30th August, 1961. The petitioners had prayed that a rail-road bridge connecting the broad-gauge line particularly Grand Chord and Grand Trunk Road might be constructed over the Ganges near Ghazipur. The petitioners had put forth the following arguments in support of their prayer:—

- (i) Ghazipur which was once an important trade centre when goods were transported *via* the Ganges had become backward due to creation of new channels of transport and communications.
- (ii) The Ganges divided the Eastern and the Western parts of the District. One contained the narrow, and the other the Broad-Gauge Railway lines. Due to lack of a bridge, the broad gauge line could not be utilised by the inhabitants of the Eastern Uttar Pradesh.
- (iii) In view of the coal bearing areas, steel plants and industrial and commercial requirements of other areas and centres, this was necessary.
- (iv) A major portion of the district was not safe and was isolated throughout the year and thefts of copper wires along broad gauge line on the southern portion occurred every year.

- (v) All the Eastern districts would have a common link with the railway yards proposed to be constructed at Moghal Serai and Bhabua Road where goods for these districts were unloaded.

11. The Committee note that since the construction of a Rajendra Pul at Mokameh, the Railway Board had been considering tentatively proposals for another crossing of the Ganges either at Ghazipur or Buxar. After an examination of the feasibility and financial appreciation of providing this new bridge, as well as an alternative aerial transporter between Tarighat and Ghazipur, the Ministry of Railways had decided that the proposals for rail-cum-road bridge at Buxar and provision of ropeway between Tarighat and Ghazipur, might be dropped as it was uneconomical and not justified either from the commercial or operational points of view.

In regard to the rail-cum-road bridge at Ghazipur, the proposal is still in a preliminary stage. Within the allotment of funds for the Railways' Third Five Year Plan, however, it has not been possible to include this scheme in the Third Five Year Plan of the Government.

12. As regards the suggestion for linking of all Districts of Eastern U.P. including Ghazipur with B. G. line for facilitating trade, construction and industrial development, allotment for new lines for the Third Plan has been almost fully covered by the projects on which commitments have already been made. There is, therefore, little possibility of the suggested link being considered for the Third Plan. Further, the proposal has not been recommended by the State Government for inclusion in the Third Plan so far.

13. The Committee feel that, in view of the circumstances mentioned above, it is premature to make any recommendations on the petition at present.

IV

REPRESENTATIONS INADMISSIBLE AS PETITIONS

14. At their above mentioned sittings held during the Fourteenth Session, 1961, the Committee considered 59 representations and letters addressed by various individuals, associations etc. to the House, the Speaker or the Chairman of the Committee, which were inadmissible as petitions.

15. The Committee observe with satisfaction that, through their intervention during the period under report, 20 petitioners had been provided expeditious relief or complete or due redressal of their grievances or that the Ministries concerned had explained satisfactorily the grounds for not being able to remove the petitioners' grievances (*see Appendix III*).

NEW DELHI;

The 6th September, 1961.

Bhadra 14, 1883 (Saka).

UPENDRANATH BARMAN,

Chairman,

Committee on Petitions.

APPENDIX I

(See Paras 5 & 8 of the Report)

PETITION NO. 47

[Presented by Shri Arjun Singh Bhadauria, M.P. on 21-2-1961].

To,

Lok Sabha,
New Delhi.

The humble petition of Shri Chandra Prakash Agrawal, Kaimganj,

SHEWETH

1. The Indian Railways are the biggest public enterprise in the country.

2. Millions of people travel by railways daily and many of them feel several difficulties, some of which to a certain extent can be avoided if proper steps are taken by the Indian Railways.

3. One of the main difficulties which the travelling public has often to face is that of improper connections at the junctions.

4. From circumstances it appears that the Indian Railways are not anxious to tackle this problem properly.

5. From the actual railway timings at the junctions, it appears that it is not the policy of the Railways to adjust their timings in such a way as would result in proper connections at the junction stations.

6. On this account the Indian Railways are becoming unpopular in the eyes of the public.

7. The reason for all this is that the individual Railway prepares its own time table without taking into consideration the timings of other Railways.

8. No proper attention has so far been paid by the Indian Railways in this direction.

9. The proper way to solve these problems is that the preparation of railway time table should be taken over by the Railway

Board, which after careful consideration should finally prepare the time table.

10. Before finalising the matter, public opinion should be invited which should also be taken into consideration together with the opinion of the individual railways.

11. This step will definitely improve the connections which will be of great help to the travelling public.

12. The publication of railway time tables should also be taken over by the Railway Board, which should also publish railway rules and regulations in them.

13. This step of the Railway Board will automatically improve the position in several other directions and it will be easy for the people to know the Railway Law of the land, which in fact is not published at present.

and accordingly your petitioner prays that the matter under reference may kindly be taken into consideration at the earliest which will definitely serve the public interest,

and your petitioner as in duty bound will ever pray.

Name of the petitioner	Address	Signature & date
Shri Chandra Prakash		Sd/- C. P. Agrawal 9th April, 1960.

Countersigned by } Arjun Singh Bhadauria.

APPENDIX II

अनुबन्ध २

(दक्षिण रिपोर्ट का पैरा संख्या ९)

*याचिका संख्या ४८

[श्री सरजू पाण्डेय संसद् सदस्य द्वारा दिनांक २३ फरवरी, १९६१ को पेश की गई]

में

लोक-सभा,

नई दिल्ली ।

श्री सूबेदार सिंह और गाजीपुर के ४७ अन्य निवासियों की विनम्र याचिका दर्शाती है:

हम प्रार्थीगण निवेदन करते हैं कि गाजीपुर जिला उत्तर प्रदेश के पिछड़े हुए जिलों में प्रथम पंक्ति में आता है । पिछले वर्षों में जब गंगा नदी द्वारा व्यापार होता था, यह जिला विशेष कर गाजीपुर नगर, प्रमुख व्यापारिक केन्द्र था। परन्तु यातायात और संचार के नये मार्गों के बन जाने से अब यह जिला व्यापारिक दृष्टि से एकदम पिछड़ गया है । गंगा नदी इस जिले को दो भागों में बांटती है । गंगा नदी के दायें किनारे हो कर बड़ी रेलवे-लाइन जाती है और बायें किनारे से छोटी लाइन । बीच में गंगा नदी के बहने से दोनों रेलवे लाइनों के बीच लगभग छे फर्लाख का अन्तर है और इस जिले को और समीपवर्ती जिलों को भी बड़ी रेल से कोई लाभ नहीं है ।

२. इन परिस्थितियों में आप को याचिका देने वाले समझते हैं कि व्यापार, निर्माण कार्य एवम् औद्योगिक दृष्टि से गाजीपुर सहित पूर्वी उत्तर प्रदेश के सभी जिलों का बड़ी रेलवे-लाइन से सीधा सम्बन्ध होना आवश्यक है । कोयले वाले क्षेत्रों, इस्पात के कारखानों और अन्य औद्योगिक तथा व्यापारिक आवश्यकताओं के क्षेत्रों और केन्द्रों को देखते हुए बड़ी लाइन से सीधे सम्पर्क की आवश्यकता और भी बढ़ जाती है ।

३. एक पुल के निर्माण का एक कारण यह भी है कि गाजीपुर के पास कोई पुल न होने के फलस्वरूप इस जिले का एक बड़ा भाग वर्ष भर अलग रहता है । इस कारण इस भाग की सुरक्षा संभव नहीं है । इस असुरक्षा के कारण इस जिले के दक्षिणी भाग से हो कर जाने वाली बड़ी लाइन के किनारे लगे तांबे के तार प्रतिवर्ष कटते रहते हैं ।

४. अतः आप को याचिका देने वालों का यह सुझाव है कि गाजीपुर को बड़ी रेलवे लाइन से, विशेष कर, गाजीपुर नगर के निकट गंगा नदी पर एक रेल व सड़क का पुल बना कर

*Original received and presented in Hindi.

ग्रैण्ड कार्ड और ग्रैण्ड ट्रंक रोड से मिला दिया जाये। इस प्रकार का पुल बनाने से ये आवश्यकतायें बिल्कुल पूरी हो जायेंगी।

५. गाजीपुर के निकट इस प्रकार का पुल बन जाने से सभी पूर्वी जिलों का मुगलसराय और भभुआ रोड पर बनाये जाने वाले प्रस्तावित रेल याडों से सीधा सम्बन्ध हो जायेगा, जहां इन जिलों को भेजा जाने वाला माल उतारा जाता है।

और तदनुसार आप को याचिका देने वाले प्रार्थना करते हैं कि रेलवे द्वारा गाजीपुर के निकट गंगा नदी पर एक रेल-व-सड़क का पुल बनाया जाये,

और आप को याचिका देने वाले कर्तव्यबद्ध हो कर सश प्रार्थना करेंगे।

हस्ताक्षर करने वाले का नाम	पूरा पता	हस्ताक्षर
श्री सूबेदार सिंह	संचालक, जिला सहकारी बैंक लिमि- टेड, ग्राम कादीपुर, डाक घर वास- देवपुर, जिला गाजीपुर।	ह० सूबेदार सिंह

प्रति हस्ताक्षर, श्री सरजू पाण्डेय, संसद सदस्य
विभाजन संख्या ४७३

APPENDIX III

(See para 15 of the Report)

List of Representations on which the Committee's intervention had procured speedy, partial or complete relief or elicited replies from the Ministries concerned meeting adequately the petitioners' points

S. No.	Name of petitioner	Brief subject	Facts pursued by the committee
1	2	3	4
1.	Shri Jang Bahadur Singh, Prop. Vishkarma Shilpi, Engineers and Contractors, New Delhi.	(i) Alleged non-settlement of dues for executing a contract for 36 Type II quarters at Lajpat Nagar, New Delhi. (ii) Harassment by officials of Northern Railway	(Min. of Railways) (i) The contractor had been paid his dues on 22-6-60. (ii) Allegations against Railway staff were being investigated and necessary action would be taken by the Northern Railway Administration.
2.	Shri Achharmal Sanwal-mal, Telegaon.	Delay in Registration and verification of Rehabilitation grant application.	(Min. of Rehabilitation). Duly registered application has been received from Regional Settlement Commissioner, Bombay. Notice to appear before Settlement Officer on 13-6-61 for its verification had been issued to petitioner.
3.	M/s Omniwas & Bros.	Non-settlement of claims for Rs. 544.50 nP pending since 17-3-60.	(Min. of Railways) The General Manager, N-E.F. Rly. had issued a cheque for Rs. 544.50 nP on 11-4-61 in favour of the petitioner.
4.	Shri Hiranand P. Asnani, Kalyan Camp-3.	Issue of notice to him to pay 1/5 cost of shop purchased at Kalyan Camp-3 by cash.	(Min. of Rehabilitation). On 25-3-61 the petitioner had applied for permission to deposit the entire price of the shop together with all the arrears of rent. Permission was granted.
5.	Shri Radhomal Phirayamal, Agra.	Payment of cash compensation as belonging to priority category.	(Min. of Rehabilitation). Delay was due to audit objection to the Bill, which has since been removed.

1

2

3

4

and the case finalised. Payment will be made after the Bill duly passed is received from P&A.O.

6. Shri Rewa Chand, Agra. Requests cancellation of allotment of land as he had purchased composite property against land claims. (Min. of Rehabilitation). Request has since been accorded to.
7. Smt. Vishn bai Upilal. (i) States that the assessed value of her claim is Rs. 18,179/- whereas compensation has been paid to her on the claim of Rs. 16,004/- only. (ii) Payment of Rs. 643/- being balance compensation due to her. (Min. of Rehabilitation). (i) The compensation claim had been correctly assessed as in one property assessed for Rs. 6035/-, her mother-in-law's claim for 1/3rd share had to be deducted. A mistake of Rs. 162/- in calculating the claim order had also to be rectified. (ii) Proportionate mortgage charges of Rs. 643/- had to be deducted in respect of one of the properties which was subject to a mortgage charge of Rs. 2,000/-.
8. Shri Satya Paul Jagota. Finalisation of his share of compensation claim and payment of Rs. 1,000/- advance against verified claim for Rs. 15,221/-. (Min. of Rehabilitation). The statement of account had been delivered to the claimant on 12-5-61 by the Settlement Officer, Ambala.
9. Timber Merchants' Association, Mahbubabad. Supply of wagons for loading fire-wood, charcoal and timber via Bezwada route. (Min. of Railways). Supply had been maintained at a satisfactory level at the station. For charcoal, no registrations were outstanding. 27 for firewood and 16 for timber were the only outstanding registrations with oldest date as 25-3-61. Unavoidable delay is due to limited capacity to clear traffic to stations south of Bezwada, but steps are being taken to expedite movements.
10. Smt. Joti Bai. Adjustment of cost of 5 properties purchased by her against her land claim. (Min. of Rehabilitation). The cost viz. Rs. 21,640/- had been adjusted from her compensation. For the balance compensation amount, statement of

1	2	3	4
			account for 15 std. acres, 6-7/90 units had been issued to her on 27-5-1961.
11.	Shri Ram Shakal Shukla on behalf of Shri R. B. Suraj Bhan, Ex-owner of Ram Lakshman Sugar Mills.	Payment of share of past 5 years' profit due to ex-owner of Ram Lakshman Sugar Mills Mohiud-dinpur.	Min. of Food and Agriculture.) The Mill which was being mis-managed by the 18 partners had finally been taken over by Govt. in July, 1956, after several opportunities to run it satisfactorily were given to the former. The factory has made profits but has so far paid Rs. 10.94 lakhs towards income-tax upto 30-9-60, Rs. 3.95 lakhs in 1960-61 and a sum of Rs. 3.5 lakhs will be paid for the current year. All these payments are against an assessment of Rs. 33.30 lakhs due as income-tax for 1950-51. All the immovable properties of the Mills have been attached by the authorities for recovery of tax. In spite of this Government were allowing Shri Suraj Bhan, a partner, a sum of Rs. 1,500/- p.m. in addition to Rs. 6,000/- p.m. paid to all partners as maintenance allowance. It is, therefore, not possible to release any more amount to him.
12.	Shri Ramchand Tharumal	Payment of compensation.	(Min. of Rehabilitation). One of his two applications had been rejected. The other one had been processed and a statement of account sent to him by registered cover on 23-5-61.
13.	Shri Motiram Pranjivan and other residents of Sardarnagar, Ahmedabad.	Alleged exorbitant increase in convenience from Rs. 2.85 nP. to Rs. 4/- p.m. without providing satisfactory amenities.	(Min. of Rehabilitation). The Government of Gujarat have revised the charges. The maximum rates under the revised orders in 1958-59 were Rs. 3.25 nP. and in 1959-60 Rs. 3.75 nP. for 'A' type tenements.

14. Shri Harpaldas Lakhimal. Payment of compensation. (Min. of Rehabilitation).

Facts further to those appended to Eleventh Report of the Committee item 24, Appendix IV.

(i) The claim for Rs. 19,000/- was rejected in 1953. It was open for the claimant to appeal against the decision then but as he did not take any action nothing can be done now.

(ii) The claim for Rs. 888.75 nP. was in respect of rural plots. No compensation is payable for such properties.

(iii) The claim for Rs. 187.50 nP was in respect of a rural property and as he had been allotted agricultural land, no compensation was payable for this claim. (Rule 65).

(iv) The claim for Rs. 39,625/- was in respect of 10 properties. All these were rural buildings each valued at less than Rs. 10,000/- and under Rule 65 no compensation was payable for them because of this land allotted to the claimant.

15. Smt. Sova Rani Chatterjee.

Requests (i) enquiry into suicide of her late husband Shri Rajeshwar Chatterjee, *es.* Junior Godown Keeper, Regional Directorate of Food, Calcutta; (ii) Payment of Rs. 1,170/- as gratuity due to her husband.

(Min. of Food and Agriculture).

(i) There is no need for an enquiry as the petitioner's husband had been one of twenty-nine employees, who had been suspended for participating in the Government employees' strike and the enquiry into his conduct had not yet been finalised when he committed suicide. He was paid pay and allowances for 11 days in July, and subsistence allowance for the suspension period from 1st to 19th August, 1960.

(ii) Gratuity had been paid to her on 8-12-60.

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16.	Shri Bhojmal Chand.	Gian Requests cancellation of land allotment made to him in District Bulandshahr after purchase of property.	(Min. of Rehabilitation). Allotment has since been cancelled.
17.	Shri Sajandas Gajnal.	Payment of compensation	(Min. of Rehabilitation). The case has since been finalised. Necessary payment will be made shortly by the Regional Settlement Commissioner, Bombay.
18.	Multani Dhanda Welfare Association.	Allotment of land to them on which they have erected super-structures etc.	(Min. of Rehabilitation). Evacuee super-structures on Nazul land will be sold to unauthorised occupants if their value is less Rs. 10,000/-. The Nazul land on which displaced persons have constructed super-structures will be surrendered to the Delhi Development Authority with whom in either case the occupants have to deal for lease of land etc. It is not possible to accede to the requests for re-assessment of the evacuee super-structures as the plinth area rates prescribed in 1952 were increased by 20 per cent in 1955. All evacuee properties forming part of compensation pool are transferred in accordance with the compensation Rules, 1955. Only properties of more than Rs. 10,000/- would be sold by auction.
19.	Shri Jivatram Kundanmal	Settlement of pension arrears for Pakistan service.	(Min. of Rehabilitation). Payment authority for pension @ Rs. 60/- plus temporary increase @ Rs. 6/- p.m. received from Government of Pakistan had been acknowledged by the A.G., Maharashtra. He had issued instructions for payment of difference of pension on Bombay sub-treasury to Shri Kundanmal.

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20.	Shri Nawalmal Shaman- das.	Settlement of C.A.F.	(Min. of Rehabilitation).
			Case finalised and total compensation entitlement is Rs. 7,753/- against rural and agricultural land claims. After adjusting Rs. 3,293.48 nP. towards loan account of associate, a statement of account of Rs. 4,460/- had been sent to him by R.S.C., Bombay on 20-2-61.
