

# COMMITTEE ON PETITIONS

## FIFTEENTH REPORT

(SECOND LOK SABHA)

*(Presented on the 28th March, 1962)*



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**LOK SABHA SECRETARIAT**

**NEW DELHI**

*March, 1962*

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## PERSONNEL OF THE COMMITTEE ON PETITIONS

1. Shri Upendranath Barman—*Chairman*
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 Nichhabhai Patel
14. Shri M. K. Shivananjappa
15. Shri N. Siva Raj.

### SECRETARIAT

Shri A. L. Rai —*Deputy Secretary.*

## REPORT

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

2. The Committee held two sittings during the Sixteenth Session, i.e., on the 20th and 26th March, 1962, and considered the following two petitions:—

(1) Petition from Shri Ajoy Sinha Barua and 1404 others re: grievances of the Martin S. Light Railways Yatri Sangha (Petition No. 50—Appendix I).

(2) Petition from Shri M. Usman and 85,999 others re: protection to the Coir Industry in Kerala (Petition No. 51—Appendix—II).

3. At their sitting held on the 26th March, 1962, the Committee considered and adopted the Report.

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

## II

### PETITION NO. 50 FROM SHRI AJOY SINHA BARUA AND 1404 OTHERS

5. The petition (Appendix I) was presented to Lok Sabha by Shri S. M. Banerjee, M.P., on the 22nd August, 1961. The Committee at their sittings held on the 30th August, 1961 and the 20th March, 1962 considered the petition along with the factual comments obtained from the Ministry of Railways.

6. The petitioners had protested against the increase in fares of monthly and single journey tickets brought into effect from the 1st December, 1960 over Howrah Amta Light Railways and Howrah Sheakhala Light Railways, at present managed and run by M/s Martin Burn & Co., Calcutta.

7. The petitioners had also stated that on the 1st September, 1957, the Company had increased the fares on the grounds of high price of coal etc., and the fares were very high in comparison with those for State-owned railways. However, they had not provided

facilities or amenities like lighting, drinking water, sanitation etc. to passengers. Roofs of compartments leaked and due to heavy passenger traffic, passengers travelled on foot-boards and on roofs for want of accommodation. The trains moved slowly covering nine miles in one hour.

8. As the Railways had been earning handsome profits (e.g. for 1959-60 a 6% dividend had been declared) there was no reason for not providing these passenger amenities. Villagers residing in villages on the routes of these railways which were within 25/30 miles from Calcutta found it hard to travel, as better transportation was not available.

9. Further, there was no other transport service in the two sections beyond Domjur Station in Howrah-Amta Line and Kona station in Howrah-Sheakhala line, and the Light Railways enjoyed monopoly services, charging exorbitant fares.

10. The petitioners had compared the fares for Cinsura (Eastern Railway), Rs. 10.25 for a monthly ticket for 36 kilometres distance, with the fares charged by the two Light Railways for the same distance from Bahirgarh to Champadanga, viz. Rs. 18.70 NP. They also quoted other fares on State-owned railways and compared them with the fares on these Light Railways to prove the inequality in fares.

11. They felt that the disparities and discomforts to passengers would be removed if these two Light Railways were nationalised.

12. The Ministry of Railways have furnished a detailed note explaining the contractual position of the two Light Railways. The main points of the note are:

(i) Messrs Martin Burn Ltd., Calcutta, are the Secretaries and Treasurers to the Howrah-Amta and Howrah-Sheakhala Light Railways Companies Ltd., which operate the two railways, under agreements entered into in 1889 between the Local District Boards and the Companies. The Central Government have neither any financial interest in these lines, nor any contractual right to purchase them.

(ii) *Howrah-Amta Light Railways (2'0" Gauge—43.87 miles).*—The District Board of Howrah have guaranteed the Howrah-Amta Light Railway Company such sum of money as may be required in any year to make their net profits equivalent to a dividend of 4% per annum on the capital expended by the Company, provided the District Board is not involved on this account in a greater liability

than Rs. 1,100 per annum per mile of the line constructed and opened, with a maximum of Rs. 28,000/- per annum. If in any year, the surplus profits of the Company exceed 4% upon the capital, the excess is divided equally between the District Board and the Company.

The authority empowered to purchase this line vests in the District Board of Howrah, in conjunction with the District Board of Hooghly and the Municipality of Howrah, at an interval of every 7 years and the next option will fall due on the 26th March, 1965.

(iii) *Howrah-Sheakhala Light Railway (2' 0" gauge—19.75 miles).*—The District Board of Hooghly have guaranteed the Howrah-Sheakhala Light Railway Co. such sum of money as may be required to make their net profits equivalent to 4% per annum on the capital actually paid up and expended, subject to a maximum of Rs. 950/- per annum per mile of the line constructed and opened. If in any year, the surplus profits of the company exceed 4%, the excess is divided between the District Board and the Company in the proportion of 1/3rd to the former and 2/3rd to the latter.

The authority empowered to purchase this line vests in the District Board of Howrah or that of Hooghly, each in conjunction with the other and with the Municipal Commissioners of Howrah, at an interval of every 7 years and the next option falls due on the 26th March, 1965.

(iv) The Indian Railways Act, 1890, with the exception of section 135, has been extended to these Light Railways. By virtue of the application of the Act, the Central Government reserve to themselves control over safety regulations and rates and fares of all kinds on these light railways in addition to the inspections of their lines by the Government Inspectors.

(v) As regards the four main complaints of the petitioners, the Committee note the following facts:—

(a) *Increase in fares.*—There has not been any increase in fares in 1957, though passengers had to pay more on account of passenger fare tax from which the companies do not gain any extra income. Fare structure on these railways has always been a little higher than that on Government Railways due to high operating costs and there has been no change except by adjustment due to conversion to metric system. The increase and decrease in fares is due to rounding off on introduction of metric units and decimal coinage. The rates for monthly season tickets over these light railways do not compare with the rates for the port towns of Bombay, Calcutta and Madras, which have a historic genesis and are not extended to other cities served by Government Railways.

(b) *Provision of amenities.*—The Light Railways have been advised of the need for provision of amenities and specific complaints are sent to them for suitable action. The inspections by Government Inspector of Railways also serve the purpose.

(c) *Dividend to share-holders.*—Although there is a slight increase in gross dividend for 1959-60, statutory deduction of tax reduces the net dividend to even below the already meagre return. The market value of the shares is 50%.

(d) *Nationalisation of the two Railways.*—Government's present policy is not to nationalise the private-owned light railways as they intend to utilise all available resources on construction of new lines than to acquire existing ones. This policy was announced by the Minister of Railways in Parliament (*vide* R.S. Debates, dt. 26.2.58 and L.S. Debates, dt. 3.3.1958 and 6.3.1961).

13. The Ministry have added that some members of the Yatri Sangha had filed a suit in the Calcutta Court in regard to increase in fares due to conversion into metric system and the matter is still *sub judice*.

14. The Committee note that the area covered by these two Light Railways is in all 63·62 miles and feel that the advantage which would accrue to the passengers travelling over them by merging them with the Indian Railways would be far reaching and considerable.

15. The Committee would suggest nationalisation of the two Light Railways with a view to remove the hardships now experienced by the travelling public of this area.

### III

#### PETITION NO. 51 FROM SHRI M. USMAN AND 85,999 OTHERS

16. The petition (Appendix II) was presented to Lok Sabha by Shri P. T. Punnoose, M.P., on the 7th December, 1961. The Committee considered the petition at their sitting held on the 20th March, 1962.

17. According to the petitioners, the loss of markets for coir goods has caused large scale unemployment among the coir factory workers in the two taluks of Ambalapuzha and Shertallai and the slump in the trade has paralysed the entire economic life of the people in the area and has resulted in colossal loss of foreign exchange to the nation worth crores of rupees.

18. The petitioners desire that remedial measures might be taken to arrest the worsening situation in the coir goods industry. They suggest the following measures:—

- (a) control on the unrestricted export of coir yarn;
- (b) subsidy for the export of coir goods;
- (c) inclusion of coir industry in the Industrial (Development and Regulation) Act;
- (d) exclusive allotment of funds for the industry under the Third Five Year Plan; re-constitution of Coir Board;
- (e) establishment of new industries in the Alleppey District;
- (f) construction of a railway link in Alleppey District;
- (g) development of Alleppey Port, etc.

19. The Ministry of Commerce and Industry were requested to furnish facts for consideration of the Committee.

20. The Ministry have, in an interim reply, stated that they have called for the comments of the State Government of Kerala, the Coir Board and other concerned Ministries on the matter which are still awaited and their receipt will take some time.

21. The Committee feel that without the complete facts on the matter they will not be able to examine the suggestions of the petitioners on merits. They also note that the facts to be supplied by the Ministry of Commerce and Industry are not likely to be received before the dissolution of the Second Lok Sabha.

22. The Committee have, therefore, decided to report the present factual position in regard to the petition to the House. The Committee recommend that the material to be supplied by the Government be placed before the Committee on Petitions of the Third Lok Sabha, after it is constituted.

#### IV

#### REPRESENTATIONS INADMISSIBLE AS PETITIONS

23. At their two sittings held during the sixteenth session, 1962, the Committee have also considered 191 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.



24. The Committee observe with satisfaction that, through their intervention during the period under report, 24 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).

UPENDRANATH BARMAN,

*Chairman,*

*Committee on Petitions.*

NEW DELHI;

*The 28th March, 1962.*

## APPENDIX I

### PETITION NO. 50

[Presented by Shri S. M. Banerjee, M.P., on the 22nd August 1961]  
(See Para 5 of the Report)

To

Lok Sabha,  
New Delhi.

The humble petition of Shri Ajoy Sinha Barua and 1404 others who are daily and casual passengers of Howrah Amta Light Railways and Howrah Sheakhala Light Railways whose Managing Agents are M/s. Martin Burn & Co., 9 Lal Bazar, Calcutta.

#### SHEWETH

The two Railway Companies mentioned above have increased the fares of monthly and single journey tickets from the 1st December 1960 on the ground of conversion of old fares into naye paise and distances into metric system.

2. The companies had increased the fares on the 1st September, 1957 on the grounds of high price of coal and other materials, establishment cost etc. The rate of fares on these light railways is very high in comparison with that of the State-owned railways. But they are reluctant to provide any facilities or amenities to the passengers. No development work worth mentioning has been done within the last 25 years. The trains are running without any arrangements for lighting, drinking water, sanitation etc. In rainy season water comes inside the compartment through the roof. The passengers are forced to travel on foot-boards and on roofs for want of accommodation within the compartment. The trains are slow-moving and even in these days of scientific development, it takes one hour to travel nine miles distance by these Railways.

3. So far as your petitioners know, the above Railways never run at a loss: on the other hand they earn handsome profits every year. 6% dividend has been declared for the year ending March 1960 for both the Railways and the shareholders had been getting 41% dividend from 1957.

4. Though the towns of Howrah and Hooghly districts are over-populated, the condition of the villages through which these Railways are passing is very bad. Though these villages are within 25/30 miles from Calcutta, people do not find these places suitable for residence mainly due to these slow moving railways and for want of better transportation. If these Railways are nationalised, development work can be done by their electrification, dieselisation, increasing speed of the engines and providing better administration. The people from towns can find suitable dwelling places there and the villagers will be relieved of the manifold troubles and inconvenience. The system of top heavy administration can go for ever for the betterment of railways and amenities to passengers.

5. These light railways enjoy monopoly services as there is no other transport service in the above two sections beyond Domjur Station in Howrah Amta Line and Kona station in the Howrah Sheakhala Line, and as such fares are charged by them at an exorbitant rate for single and monthly tickets from long distance passengers.

For instance, the fare for Cinsura Station on Eastern Railway (Howrah Division) which is 36 Kilometres from Howrah Station is Rs. 10.25 for a monthly ticket, whereas the companies are charging for same distance for Bahirgarh Station of Champadanga section Rs. 18.70 nP. Similar other instances are that the fares for Patihal Station in Amta Section and Jagatballavpur station in Champadanga section on both the Howrah Amta Light Railways and Moshat Station in Sheakhala section of the Howrah Sheakhala Light Railways, each of which is 27 Kilometres from Howrah Maidan station, are charged by these companies for single journey @ 63 nP. and 69 nP. and for monthly tickets Rs. 13.20 nP. and Rs. 12.60 nP. respectively. Whereas for the same distance from Sealdah Station to Ichapur Station on Eastern Railway (Sealdah Division) which is also 27 Kilometres, the single journey fare charged is 44 nP. and a monthly ticket rate is Rs. 8 (Rupees eight only).

6. Your petitioners hope that their grievances will be considered favourably so that justice be meted out to thousands of daily and casual passengers who belong to lower income group of the middle class families and daily wage earners.

and accordingly your petitioners pray that early action may be taken to redress their grievances by nationalisation of the Howrah Amta Light Railways and the Howrah Sheakhala Light Railways and development thereof by electrification, dieselisation, increasing

speed of the engines and by charging fares on the various sections on par with other Indian Railways,

and your petitioners as in duty bound will ever pray.

Name of the First Signatory	Full address	Signature
Shri Ajoy Sinha Barua Convener, Fare Increase Resistance Committee, Martin S. Light Railways Yatri Sangha	40/2, Strand Road, Calcutta	sd/- Ajoy Sinha Barua

- |                  |   |   |
|------------------|---|---|
| Countersigned by | } | 1. S. M. Banerjee, M.P.<br>Div. No. 496.    |
|                  |   | 2. M. Elias, M.P.<br>Div. No. 455.          |
|                  |   | 3. Aurobindo Ghosal, M.P.,<br>Div. No. 488. |
|                  |   | 4. Subiman Ghosh, M.P.,<br>Div. No. 491.    |

## APPENDIX II

### PETITION NO. 51

[Presented by Shri P. T. Punnoose, M.P., on the 7th December, 1961]  
(See Para 16 of the report)

To

Lok Sabha  
New Delhi.

The humble petition of Shri M. Usman, Chairman, Municipal Council, Alleppey and 85,999 other inhabitants of Ambalapuzha and Shertallai Taluks of Kerala State.

#### SHEWETH

The loss of market for coir goods has caused large scale unemployment among the coir factory workers in the said two taluks—the proposed mechanisation will only worsen the situation—and the slump in the trade has paralysed the entire economic life of the people in the area and has resulted in colossal loss of foreign exchange to the Nation, worth crores of rupees.

and accordingly your petitioners pray that the following remedial measures may be taken to:—

(1) control the unrestricted export of coir yarn that is competing with our coir goods manufacturing industry;

(2) subsidise the export of coir goods as to offset the higher shipping freight and the prohibitive import tax in countries where coir yarn is imported free of tax or at lower tax;

(3) include coir industry under the Industries (Development and Regulation) Act;

(4) allot under the Third Five Year Plan adequate amount exclusively for the coir goods manufacturing sector;

(5) take more effective steps to find markets for coir goods;

(6) take steps to remove the prohibitive and discriminatory freight on coir goods;

(7) amend the Coir Industries Act and to reconstitute the Coir Board with a view to give more and effective representation to the manufacturing sector;

(8) start new industries in coastal area of the Alleppey District for employing those who are displaced from coir industry;

(9) construct a railway link in the coastal area of Alleppey District which would facilitate starting of new industrial establishments; and

(10) develop the Alleppey Port and prevent diversion of normal trade to other places.

and your petitioners as in duty bound will ever pray

Name of the first signatory	Full address	Signature
Shri M. Usman, Chairman, Municipal Council, Alleppey	Chairman, Municipal Council, Alleppey, Kerala.	Sd/-M. Usman, 2-12-61.

Countersigned by P. T. Punnoose, M.P., Div. No. 494

### APPENDIX III

(See para 24 of 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 perused by the Committee
1.	Shri Nenumal Minhomal	Grant of possession of property purchased in auction at Paratwada in Achalpur.	(Rehabilitation) Sale Certificate had been issued to him in July, 1961.
2.	Sarvashri Maganlalji and Gangji Sakarchand.	Refund of Rs. 10,000/- deposited as share with Chief Court of Sind.	(Rehabilitation) An amount of Rs. 20,000/- has been verified in names of petitioners, but not yet transferred to India by Pakistan.  The petitioners should apply to the Custodian of Deposits, Delhi, for <i>ad hoc</i> payment of 25% of amount verified by Pakistan when their names are published in the Press.
3.	M/s. S Mohd. Shahid & Co.	Non-delivery of 11 bundles of buffalo hides ex-Panki to Sujangarh via Degana R.S.	(Railways) On consignees' refusal to take delivery on the ground that they were not identical with booked consignments the Northern Railway after due police investigation have decided to proceed with the settlement of these cases on merits.
4.	Shri I. R. Chainani	Claim Compensation	(Rehabilitation)  (i) No claim for agricultural land in Deh Laikpur and building in Gho Gharo Talka Kamber had been filed by him.

Sl. No.	Name of petitioner	Brief Subject	Facts perused by the Committee
			<p>(ii) Action to refund Rs. 240/- wrongly recovered from his compensation for quarter in Ulhasnagar, is being taken and payment will be made after bill is passed by P &amp; A.O.</p> <p>(iii) As regards Rs. 54/8/- recovered as convenience charges, the petitioner should address the concerned State Government.</p>
5. Secretary, Lawarson Committee, E. Jhandewalan and 17 others.	Settlement of rights of displaced persons before Ministry of Rehabilitation was wound up.	(Rehabilitation).	<p>(i) Displaced persons who have not filed any claims for urban property left in Pakistan (under the Displaced Persons Claims Act, 1950) are not entitled to compensation.</p> <p>(ii) Verification of claims is being done as far as possible at places nearest to claimants' residences. As only a few claims now remained, a compact tour programme by the Judicial Officer is not considered desirable and claimants are hence summoned to Delhi. Even now, wherever number of claims in a particular area justified, a Judicial Officer is sent to a place near to the claimants, residences.</p> <p>(iii) Under Rule 57 of Compensation Rules, only those land allottees are entitled to a rural house along with a land who are residing in rural areas.</p> <p>(iv) Displaced land claimants allotted agricultural land are required to fill in compensation application forms and Punjabi land claimants have to file affidavits before they would get proprietary rights.</p>



Sl. No.	Name of petitioner	Brief Subject	Facts perused by the Committee
			(v) There is no provision in the Displaced Persons (Compensation & Rehabilitation) Act to rehabilitate squatters.
6.	Smt. Ram Piari, w/o Hav. Clerk B. S. Pardesi Alam Bagh, Lucknow.	Allotment of (i) a single storey quarter in Shri Pardesi's name in Chander Nagar Colony, and (ii) of the whole of double-storey quarter she resided, in her name.	(Rehabilitation)  (i) Quarter No. 160/3, Chander-nagar occupied first by Shri Pardesi could not be allotted to him by adjustment against his verified claim for Rs. 3,787/- and he was paid cash compensation in December, 1956. On his representation, he was allotted Quarter No. 141/3/4 and asked to deposit the cost in cash. As he failed to do so, the Quarter was allotted to one Shri Sohan singh on appeal.  (ii) As per the U. P. State Govt.'s instructions, allotments of double storey quarters were to be made only to ground floor occupants. Shrimati Ram Piari's claims were rejected judicially twice by Chief Settlement Commissioner and the property transferred to Sarvashri Asa Singh and Darshan Singh, Ground Floor occupants.
7.	Shri Chellaram Lekhraj	Cancellation of quarter allotted to him, as he had utilised his state - ment of account.	(Rehabilitation)  Action is being taken to cancel the compulsory allotment.
8.	Shri Gordhan Das Teja Singh.	Refund of excess amount recovered from claim compensation.	(Rehabilitation).  The petitioner owed arrears of rent of Rs. 643.50 nP. which was adjusted first. On his occupying another tenement No. 1148, Block A-157, Uhasnagar-4, he owed rent/convenience charges therefor of Rs. 877.26nP. He thus owes Rs. 1520.76 nP and is not entitled to any refund, as the dues are more than his compensation.

Sl. No.	Name of petitioner	Brief Subject	Facts perused by the Committee
9.	Shri Khemchand Jeram - das.	Settlement of C.A.F.	(Rehabilitation) A statement of account for Rs. 3,776/- after adjusting public dues was sent to him by registered post by R.S.C., Bombay on 31-5-61.
10.	Shri Mulchand Meazhraj	Payment of claim compensation.	(Rehabilitation) Due to his purchasing evacee plot in Badnera, agricultural land allotted earlier on quasi-permanent basis has been cancelled now and claim processed for payment. After it is passed, R.S.C. will intimate petitioner.
11.	Shri Tejumal Bhawandas	Compensation claim	(Rehabilitation) (After deduction of Rs. 6011/- as dues from total compensation of Rs. 10,460/- he was paid cash compensation of Rs. 4,449/- on 17-2-56. His agricultural land claim has been rejected in revision proceedings and no more compensation is payable.
12.	Shri Ramumal Jumanmal	Settlement of C.A.F.	(Rehabilitation) He was paid cash compensation of Rs. 598/- on 20-9-61.
13.	Shri I. Pohusingh	Alleged double recovery of interest on R.F.A. loan of Rs. 5,800/- upto 30-6-61.	(Finance)—R.F.A. Unit Shri Pohusingh was sanctioned Rs. 6,000/- loan and advanced Rs. 5849.50 nP in 1953. On 31-12-55 the loanee was due to pay Rs. 6362.50 nP (inclusive of Rs. 513/- interest). After crediting his total compensation of Rs. 6275/- a debit balance of Rs. 87.50 nP. + Rs. 23 interest upto 30-6-61 @ 5% p.a. from 1-1-56) was still due from him. The position has also been explained to the borrower accordingly on 23-12-61 and he was requested to pay the small balance due.

Sl. No.	Name of Petitioner	Brief Subject	Facts perused by the Committee
14.	Shri J. Singh Secretary, Rohtas Nagar Welfare Association, Shahdara.	Lay-out plan of Rohtas Nagar Colony and levy of heavy development charges without provision of amenities.	<p>(Home Affairs)</p> <p>(i) The Colony which was unauthorised and contained haphazardly built up plots came under the jurisdiction of the Delhi Municipal Corporation after its establishment. After obtaining the lay-out plan thereof from the plot holders, the Corporation conducted a survey of build-up plots and finally fixed Rs. 8·14 per square yard as development charges. In the case of plots proposed to be acquired for road widening etc. owners will preferably be allotted plots in nearby developed areas.</p> <p>(ii) Open spaces available are according to standards laid down for community facilities.</p> <p>(iii) In the case of colonies approved by erstwhile Shahdara Municipal Committee, development charges included cost of construction of roads 60-0," and above in width and for sewerage and water supply system. As Rohtas Nagar is not an approved colony, full development charges (including cost of road construction, storm water drains, electricity, water supply and sewer system) will be recovered.</p>
15.	Smt. Padmavati Gurmukhda.	Delay in verification claim.	<p>of (Rehabilitation)</p> <p>Claim has been verified for Rs. 20,581/- on 10-3-61 by Shri Rupchand, Additional Settlement Commissioner. She can have a copy of the order on usual terms and had been apprised on 21-12-61.</p>

Sl. No.	Name of Petitioner	Brief Subject	Facts perused by the Committee
16.	Shri Janjimal K. Chellani	Issue of sale deed for property purchased.	(Rehabilitation) R.S.C., Bombay has issued the conveyance deed to applicant on 28-12-61.
17.	Shri Sobhomal Tejuma	Alleged delay in verification. claim	(Rehabilitation) The rehabilitation grant application had been despatched to R.S.C., Bombay on 8-1-62 after verification.
18.	Shri Khoob Chand	Verification of land claim	(Rehabilitation) (i) His agricultural land claim in Deh Hotki in Dt. Hyderabad (Sind) was rejected on 18-1-53 for want of documentary or oral evidence and his Revision Petition was rejected on 9-3-53 by Additional Claims Commissioner. On receipt of revenue record from Pakistan he was summoned by a Judicial Officer for hearing on 7-8-61 and as he failed to do so, an <i>ex parte</i> order confirming earlier rejection order was passed.  On 7-10-61, a fresh application for the opening of the case was received from Shri Khoob Chand with a changed address. The case has been restored and the petitioner will be sent a fresh notice for hearing of his case.
19.	Shrimati Samujhbsi	Settlement of claim for agricultural land.	(Rehabilitation) Her claim in respect of agricultural land in three villages Kot Sabzal, Chathran and Kot Dargah Tehsil Sadiqabad (Bahawalpur) has already been verified from revenue records received for Pakistan.  Claimant had not filed any claim for agricultural land in Village Chak No. 204 and Tehsil Chathran and therefore cannot be helped now.

Sl. No.	Name of Petitioner	Brief Subject	Facts perused by the Committee
20.	Shri Sital Das Thakar Das	Re-processing of compensation case.	<p>(Rehabilitation)</p> <p>R. S. C., Bombay has called for details of previous bills preferred by R.S.C., Nagpur and the case after re-processing will be re-submitted for balance payment due. The petitioner was not entitled to grant of old age priority as he became 65 years of age on 4-6-57, whereas all such priorities were withdrawn from 31-1-57.</p>
21.	Shri B. Rajagopala Rao, M. P.	Enquiry into alleged preference by Deputy Salt Commissioner, Madras, for a private individual's tender for lease of land to manufacture salt.	<p>(Commerce and Industry)</p> <p>As the lessees of 982.45 acres of land in Bhavanapadu Main and Syncattu Extension Salt Factories failed to develop the areas the leases were determined in July, 1958 and lands resumed. The Salt Commissioner invited tender for fresh lease of the land and from the three parties who submitted quotations, Shri V.V. Rama Rao, with the highest tender of Rs. 1 lakh, was recommended and accepted by Government in May, 1959. The Cooperative Society of Shri Rajagopala Rao had offered only a token fee of Rs. 10/- and not Rs. 10/- per acre. Shri Rama Rao was permitted to pay the lease money in five yearly instalments on the condition that interest would be charged on the balances outstanding after payment of first instalment. This is not unusual, and one reason which made Government accept the payment in instalments was that the lease of lands in this factory was under dispute in the Court of Law, and they were hence lying waste, and required huge expenditure for development.</p>

Sl. No.	Name of Petitioner	Brief Subject	Facts perused by the Committee
22.	Shri Anayomal Lillomal.	Settlement of Claim for residential property.	(Rehabilitation) He had not furnished registration or claim index number for verification thereof. He was also apprised on 11-12-61 that in absence of particulars, the papers had been filed.
23.	Shri Maghi Ram Jindal, Patiala.	Enactment of legislation for protection of proprietary rights of tenants in urban areas.	(Home Affairs) The Ministry in consultation with the Ministries of Law and Works, Housing & Supply and the Planning Commission had examined a draft Bill on the subject referred to them for opinion by the Punjab Govt., called the "Punjab Security of Immoveable Property Tenancy Bill, 1958".  The Government of India had decided to oppose the Bill on the following grounds :  (i) that it created in the tenant a transferable and heritable right in the land and imposed an unreasonable restriction on the owner, thus offending against the fundamental rights conferred by Article 19(1)(f) of the Constitution;  (ii) that on similar grounds, and on the basis of Attorney-General's opinion, the Government of India had opposed, and the President had withheld his assent to a bill passed by the Assam Legislature in 1951;  (iii) that in the present context of great and acute housing shortage in urban areas, the Bill would stop private construction, while the funds provided in the Public Sector were hardly sufficient to meet the growing demand ;

Sl. No	Name of Petitioner	Brief Subject	Facts perused by the Committee
			(iv) that the Bill would amount to a sort of nationalisation of private urban property and would ultimately throw the onus of housing the urban population on Government itself, and thus strain to the utmost the administrative capacity of the State/Central Government.
			The Ministry had therefore advised the Punjab Government to make suitable amendments to the Punjab Urban Rent Restriction Act, 1949, to provide for greater security to tenants, better control of existing accommodation and the elimination of 'pugree'.
			Rehabilitation
24.	Shri Kimatram Lalchand, Agra.	Stoppage of re-verification of land claims (already verified upto May, 1953) based on revenue records received from Pakistan subsequently.	<p>(i) No fixed date line was drawn by Government to verify agricultural land claims. Several claims had been verified even after May, 1953.</p> <p>(ii) Evidence, oral as well as written, adduced by applicants earlier proved, on receipt of revenue records, to be <i>exaggerated, untrustworthy and even forged</i> in a large number of cases. The process of re-verification was just a means to prevent fraud and to ensure honest claimants to obtain the benefits from the Compensation pool.</p> <p>(iii) In cases where compensation paid earlier was in excess of what was actually due, in most cases there was no difficulty as properties were generally purchased in joint association with other claimants. In hard indigent cases, the demand for refund is also scaled down by Government appropriately.</p>

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			<p>(iv) In the case of small claimants whose assessments were for less than 5 std. acres, no review was made on basis of Pakistan records.</p> <p>(v) The claims which were rejected for want of evidence prior to receipt of revenue records from Pakistan are also reviewed on the basis of evidence shown in the records and then claims allowed.</p>

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