

Monday, 27th February, 1950



PARLIAMENTARY DEBATES

(PART I—QUESTIONS AND ANSWERS)

OFFICIAL REPORT

VOLUME I, 1950

(1st February to 13th March, 1950)

FIRST SESSION

OF

PARLIAMENT OF INDIA

1950

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CORRIGENDA

In the Parliamentary Debates (Part I—Questions and Answers), First Session, 1950—

In Volume I,—

1. No. 3, dated the 3rd February, 1950,—
 - (i) Page 55, line 8, for "*Shiromoni*" read "*Shiromani*";
 - (ii) Page 68, line 18 from bottom, for "*Seht*" read "*Seth*";
2. No. 4, dated the 6th February, 1950,—
 - (i) Page 70, line 19 from bottom, after "*Will*" insert "*the*";
 - (ii) Page 82, omit line 10;
3. No. 5, dated the 7th February, 1950,—
 - (i) Page 98, line 4 from bottom, for "*or*" read "*of*";
 - (ii) Page 112, line 9, for "*fields*" read "*oil-fields*";
4. No. 6, dated the 8th February, 1950,—
 - (i) Page 136, last line, for "*does not go*" read "*goes*";
 - (ii) Page 139, line 21 from bottom, for "*Sadar*" read "*Sardar*";
 - (iii) Page 140, line 11 from bottom, for "*peased*" read "*pleased*";
 - (iv) Page 143, line 11 from bottom, for "*delaying*" read "*defying*";
5. No. 7, dated the 9th February, 1950,—

Page 174, last line, for "*(52)*" read "*(25)*";
6. No. 8, dated the 10th February, 1950,—
 - (i) Page 195, line 11, for "*completed*" read "*complete*";
 - (ii) Page 204, line 4, for "*lakhs*" read "*lakh*";
7. No. 9, dated the 13th February, 1950,—

Page 208, line 8, after "*in*" insert "*a*";
8. No. 11, dated the 16th February, 1950,—
 - (i) Page 280, line 3, after "*apart*" insert "*from*";
 - (ii) Page 281, insert "*IMPROVEMENT OF TOBACCO CULTIVATION*" as heading to Starred Question No. 270;
9. No. 13, dated the 20th February, 1950,—
 - (i) Page 327, line 2, for "*Wil*" read "*Will*";
 - (ii) Page 335, lines 2 and 3, for "*hydrometeorologica*" read "*hydro-meteorological*";
 - (iii) Page 348, line 18, for "*No. P-65/50*" read "*No. P-64/50*";
10. No. 14, dated the 21st February, 1950,—
 - (i) Page 386, line 3 from bottom, before "*Will*" insert "*(a)*";
 - (ii) Page 388, in heading to Unstarred Question No. 49, for "*AUD*" read "*AND*";

11. No. 15, dated the 22nd February, 1950,—
Page 415, line 10 from bottom, for "Appendix I" read "Appendix III";
12. No. 16, dated the 23rd February, 1950,—
(i) Page 423, line 8, for "Railway" read "Railways";
(ii) Page 424, line 12, after "Railway" insert "survey" and line 27, for "have" read "has";
(iii) Page 444, line 9 from bottom, for "Sum" read "Sun";
13. No. 17, dated the 24th February, 1950,—
(i) Page 471, line 4 from bottom, for "catting" read "calling";
(ii) Page 472, line 19, for "Government" read "Governments";
14. No. 18, dated the 27th February, 1950,—
(i) Page 490, line 2, for "had" read "hard";
(ii) Page 500, for existing heading to Starred Question No. 580, read "EXPORT OF MICA";
15. No. 19, dated the 28th February, 1950,—
(i) Page 516, line 1, for "remissi of th" read "remission of the";
(ii) Page 522, line 1, for "lik" read "likely";
(iii) Page 526, line 8 from bottom, before "discontinue" insert "to" and for "telegram" read "telegrams";
16. No. 20, dated the 1st March, 1950,—
(i) Page 553, last line, omit "the" before "so-called";
(ii) Page 554, line 17, for "Gove nment" read "Government";
(iii) Page 560, line 16, for "re-introduction" read "re-introduced";
17. No. 21, dated the 2nd March, 1950,—
(i) Page 567, line 14 from bottom, after "put" insert "up";
(ii) Page 578, line 2 from bottom, after "that" insert "may";
(iii) Page 585, in heading to Starred Question No. 609, for "PPERSONS" read "PERSONS";
18. No. 22, dated the 6th March, 1950,—
Page 616, line 1, before "limits" insert "age";
19. No. 23, dated the 7th March, 1950,—
Page 640, lines 1 and 2, for "Infomation" read "Information";
20. No. 24, dated the 8th March, 1950,
Page 658, line 3, for "ot" read "to";
21. No. 26, dated the 10th March, 1950,—
Page 717, line 14, for "not" read "note";
22. No. 27, dated the 11th March, 1950,—
(i) Page 749, line 10, for "pudchase" read "purchase";
(ii) Page 755, line 2 from bottom, for "corruption" read "consumption";
23. No. 28, dated the 13th March, 1950,—
(i) Page 787, line 8, for "outpt" read "output";
(ii) Page 788, line 17, for "is" occurring after "There" read "are";

In Volume II,—

24. No. 1, dated the 14th March, 1950,—
 (i) Page 825, line 6 from bottom, for "February" read "February";
 (ii) Page 833, line 16 from bottom, for "Far" read "far";
25. No. 2, dated the 15th March, 1950,—
 Page 857, line 16, for "Boys" read "Boy";
26. No. 4, dated the 17th March, 1950,—
 (i) Page 899, for line 22, read "that if he was invited he would be prepared to come again, and, if so, is there";
 (ii) Page 901, omit line 9 from bottom;
 (iii) Page 918, in heading to Starred Question No. 944, for "COMMUNICATN" read "COMMUNICATION";
27. No. 5, dated the 20th March, 1950,—
 Page 927, line 11 from bottom, for "instalments" read "instalmental";
28. No. 6, dated the 21st March, 1950,—
 Page 969, for existing last two lines read "Dr. S. P. Mookerjee: I think that question will arise after the Institute comes into existence";
29. No. 8, dated the 23rd March, 1950,—
 Page 1020, line 14 from bottom, for "moring" read "morning";
30. No. 9, dated the 24th March, 1950,—
 Page 1059, line 21, for "pltased" read "pleased";
31. No. 10, dated the 27th March, 1950,—
 (i) Page 1075, line 5 from bottom, for "go" read "got";
 (ii) Page 1082, line 3 from bottom, after "of" insert "the";
 (iii) Page 1101, last line, for "strinency" read "stringency";
32. No. 11, dated the 29th March, 1950,—
 (i) Page 1125, omit line 5 from bottom and after line 3 from bottom, insert "Appendix VI, Annexure No. 5";
 (ii) Page 1131, line 1, after "block" insert "grant";
 (iii) Page 1138, line 20, for "Cindhya" read "Vindhya";
33. No. 12, dated the 30th March, 1950,—
 (i) Page 1172, omit line 16 and in line 17, for "1848" read "1948";
 (ii) Page 1177, in heading to Starred Question No. 1252, for "IMMI-GRANTS" read "INSURGENTS";
34. No. 13, dated the 31st March, 1950,—
 Page 1213, line 23, for "1:74 and 1:17" read "1·74 and 1·17";
35. No. 14, dated the 1st April, 1950,—
 Page 1242, line 13 from bottom, for "1325" read "1025";

36. No. 15, dated the 3rd April, 1950,—
- (i) Page 1254, line 1, for "**Dr. P. S. Mookerjee**" read "**Dr. S. P. Mookerjee**";
 - (ii) Page 1268, line 16 from bottom, for "*rehbiwalas*" read "*Rahriwalas*";
 - (iii) Page 1271, line 9 from bottom, for "Ministry" read "Minister";
37. No. 16, dated the 4th April, 1950,—
- (i) Page 1282, line 2 from bottom, for "happend" read "happened" and line 1 from bottom, omit "here";
 - (ii) Page 1291, line 5 from bottom, after "that" insert "may be";
38. No. 18, dated the 6th April, 1950,—
- (i) Page 1358, in heading to Starred Question No. 1467, for "**EXPERTS**" read "**EXPORTS**"; line 21, for "4" read "41" and line 6 from bottom, for "spending" read "sending";
 - (ii) Page 1354, line 4, for "hundred" read "hundred";
 - (iii) Page 1372, line 1, for "(i)" read "(ii)";
39. No. 19, dated the 8th April, 1950,—
- (i) Page 1379, line 16, after "fact" insert "that";
 - (ii) Page 1388, line 5, for "ond" read "and" and line 15, for "held" read "help";
40. No. 20, dated the 10th April, 1950,—
- Page 1488, last line, for "of broadcasting is completed" read "devolved upon the Government of India?";
41. No. 21, dated the 11th April, 1950,—
- Page 1460, line 11, for "No. II" read "No. 11";
42. No. 22, dated the 12th April, 1950,—
- (i) Page 1486, lines 2 and 1 from bottom, for "intstituted" read "instituted";
 - (ii) Page 1496, between lines 12 and 13 from bottom, insert "STATEMENT BY MINISTER OF STATE FOR TRANSPORT re EXPENDITURE IN ASSAM";
 - (iii) Page 1499, in heading to Starred Question No. 1664, for "NDORE" read "INDORE";
 - (iv) Page 1501, line 9 from bottom, for "Telgu" read "Telugu";
43. No. 23, dated the 14th April, 1950,—
- Page 1505, line 8, for "**Homes**" read "**Home**";
44. No. 25, dated the 17th April, 1950,—
- (i) Page 1572, line 8, for "acrerage" read "acreage";
 - (ii) Page 1594, line 5, for "Project" read "Projects";
 - (iii) Page 1597, line 3 from bottom, after "to" insert "a";
 - (iv) Page 1598, line 20 from bottom, for "1773" read "1788";
 - (v) Page 1608, in heading to Starred Question No. 1794, for "**SERDS**" read "**SEEDS**";

In Volume III,—

45. No. 1, dated the 18th April, 1950,—

- (i) Page 1622, line 2 from bottom, for "28,73" read "28,739";
- (ii) Page 1634, in heading to Starred Question No. 1795, for "INCUME-TAX" read "INCOME-TAX";
- (iii) Page 1636, in heading to Starred Question No. 1827, for "KAMPUR" read "KAMALPUR";

46. No. 2, dated the 19th April, 1950,—

- (i) Page 1657, line 3 from bottom, for "loging" read "losing"; and
- (ii) Page 1670, line 9, for "kutch" read "Kutch".

In Volume I,—

1. No. 9, dated the 13th February, 1950,—

- (i) पृष्ठ २१२, पंक्ति २ पर "भेज" की जगह "भेजे" पढ़ें।
- (ii) पृष्ठ २१२, पंक्ति नीचे से ऊपर को ६ पर "हे" की जगह "है" पढ़ें।
- (iii) पृष्ठ २१३, पंक्ति ५ पर "जारी" की जगह "जारी" पढ़ें।

2. No. 11, dated the 16th February, 1950.—

पृष्ठ २६७, पंक्ति ३२ पर "मंजूर" की जगह "मंजूर" पढ़ें।

3. No. 12, dated the 17th February, 1950,—

- (i) पृष्ठ २९५, पंक्ति १० पर "ह" की जगह "हर" पढ़ें।
- (ii) पृष्ठ २९५, पंक्ति ११ पर "इसक" की जगह "इसके" पढ़ें।
- (iii) पृष्ठ २९७, पंक्ति २९ पर "जवान" की जगह "जवाब" पढ़ें।
- (iv) पृष्ठ २९७, पंक्ति नीचे से ऊपर को ४ पर "पूछना" की जगह "पूछना" पढ़ें।
- (v) पृष्ठ ३०२, पंक्ति ५ पर "गोविन्द" की जगह "गोविन्द" पढ़ें।
- (vi) पृष्ठ ३०२, पंक्ति ६ पर "मै" की जगह "मैं" तथा "बज्ञानक" की जगह "वैज्ञानिक" पढ़ें।
- (vii) पृष्ठ ३०२, पंक्ति १३ पर "बिठई" की जगह "बिठाई" पढ़ें।
- (viii) पृष्ठ ३०२, पंक्ति २३ पर "।" की जगह "?" पढ़ें।
- (ix) पृष्ठ ३०३, पंक्ति २९ पर "रिफमर्सेशन्स" की जगह "रिफर्मेसेशन्स" पढ़ें।

4. No. 14, dated the 21st February, 1950,—

- (i) पृष्ठ ३६०, पंक्ति ३१ पर "कोर्टस" की जगह "कोर्ट्स" पढ़ें।
- (ii) पृष्ठ ३७१, पंक्ति २४ पर "उसस" की जगह "उससे" पढ़ें।

5. No. 16, dated the 23rd February, 1950,—

- (i) पृष्ठ ४२८, पंक्ति २ पर "पढा" की जगह "पढ़ा" पढ़ें।
- (ii) पृष्ठ ४२८, पंक्ति १० पर "भाजी" की जगह "भाजी" पढ़ें।

- (iii) पृष्ठ ४२८, पंक्ति ११ पर " वक्त " की जगह " वक्त " पढ़ें ।
 (iv) पृष्ठ ४२८, पंक्ति नीचे से ऊपर को ९ पर " राखन का " की जगह " राखन काई " पढ़ें ।
 (v) पृष्ठ ४३१, पंक्ति १४ पर " बड़की " की जगह " कुड्डी " पढ़ें ।

6. No. 17, dated the 24th February, 1950,—

पृष्ठ ४७१, पंक्ति नीचे से ऊपर को ११ " यूनिवर्सिटी " की जगह " यूनिवर्सिटी " पढ़ें ।

7. No. 20, dated the 1st March, 1950,—

पृष्ठ ५६०, पंक्ति १९ पर " सविसेज " की जगह " सविसेज " पढ़ें ।

8. No. 23, dated the 7th March, 1950,—

पृष्ठ ६४८, पंक्ति २३ पर " गवर्नमेंट " की जगह " गवर्नमेंट " पढ़ें ।

9. No. 26, dated the 10th March, 1950,—

पृष्ठ ७२७, पंक्ति नीचे से ऊपर को ५ पर " उन ो " की जगह " उनको " पढ़ें ।

In Volume II,—

10. No. 2, dated the 15th March, 1950,—

(i) पृष्ठ ८४०, पंक्ति नीचे से ऊपर की ओर ८ पर " गोविन्ददास " की जगह " गोविन्द दास " पढ़ें ।

(ii) पृष्ठ ८४०, पंक्ति नीचे से ऊपर की ओर ७ पर " गाइंस " की जगह " गाइंस " पढ़ें ।

(iii) पृष्ठ ८४४, पंक्ति २० पर " नहीं " की जगह " न ही " पढ़ें ।

11. No. 6, dated the 21st March, 1950,—

(i) पृष्ठ ९५०, पंक्ति नीचे से ऊपर ४ पर " ट्रेड " की जगह " ट्रेड " पढ़ें ।

(ii) पृष्ठ ९६८, पंक्ति १८ पर " रीडिंग रोड " की जगह " रीडिंग रोड " पढ़ें ।

12. No. 15, dated the 3rd April 1950,—

पृष्ठ १२६५, पंक्ति ३ पर " है " की जगह " है " पढ़ें ।

13. No. 17, dated the 5th April, 1950,—

पृष्ठ १३३२, पंक्ति २६ पर " बहुत " की जगह " बहुत " पढ़ें ।

14. No. 18, dated the 6th April, 1950,—

पृष्ठ १३५३, पंक्ति २२ पर " जितनात " की जगह " जितना " पढ़ें ।

15. No. 24, dated the 15th April, 1950,—

(i) पृष्ठ १५४३, पंक्ति नीचे से ऊपर ५ पर " ओर " की जगह " ओर " पढ़ें ।

(ii) पृष्ठ १५४७, पंक्ति १९ पर " अनुसन्धान " की जगह " अनुसंधान " पढ़ें ।

16. No. 25, dated the 17th April, 1950,—

(i) पृष्ठ १५७२, पंक्ति ४ पर " जेक " की जगह " जॉक " पढ़ें ।

(ii) पृष्ठ १५७२, पंक्ति ५ पर " याजना " की जगह " योजना " पढ़ें ।

In Volume III,—

17. No. 1, dated the 18th April, 1950,—

पृष्ठ १६१६, पंक्ति १० पर " करें " की जगह " करेंगे " पढ़ें ।

In Volume I—

1. No. 7, dated the 9th February, 1950.

صفحہ ۱۵۷ - نہچے سے سطر ۱۱ - دد مانی ۴۴ کے بجائے دد مانئیدہ ۴۴ پڑھیں -

2. No. 9, dated the 13th February, 1950.

(۱) صفحہ ۲۱۰ - نہچے سے سطر ۴ - دد آف ۴۴ کے بجائے دد آیف ۴۴ پڑھیں -

(۲) صفحہ ۲۱۱ - سطر ۱۱ - دد ارو ۴۴ کے بجائے دد اور ۴۴ پڑھیں -

3. No. 12, dated the 17th February, 1950.

صفحہ ۳۱۲ - سطر ۱۶ - دد ائہ ۴۴ کے بجائے دد الاء ۴۴ پڑھیں -

4. No. 14, dated the 21st February, 1950.

(۱) صفحہ ۳۷۷ - نہچے سے سطر ۱۶ - دد الٹھی ۴۴ کے بجائے دد اکتھی ۴۴ پڑھیں -

(۲) صفحہ ۳۷۸ - سطر ۱۱ - دد تسم ۴۴ کے بجائے دد تمام ۴۴ پڑھیں -

5. No. 17, dated the 24th February, 1950.

(۱) صفحہ ۳۶۵ - سطر ۲۰ - دد کھ ۴۴ کے بجائے دد کا ۴۴ پڑھیں -

(۲) صفحہ ۳۶۷ - نہچے سے سطر ۴ - دد مولاما ۴۴ کے بجائے دد مولانا ۴۴ پڑھیں -

(۳) صفحہ ۳۷۶ - نہچے سے سطر ۳ - دد الللا ۴۴ کے بجائے دد اللہ ۴۴ پڑھیں -

6. No. 20, dated the 1st March, 1950.

(۱) صفحہ ۵۵۳ - نہچے سے سطر ۱۷ - دد ازان ۴۴ کے بجائے دد آزان ۴۴ پڑھیں -

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PARLIAMENT OF INDIA

ALPHABETICAL LIST OF MEMBERS

A

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 Abdullah, Sheikh Mohammad (Jammu and Kashmir).
 Achint Ram, Lala (Punjab).
 Ahammedunni, Shri V. C. (Travancore-Cochin).
 Alagesan, Shri O. V. (Madras).
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 Alva, Shri Joachim (Bombay).
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 Arya, Shri Baldev Singh (Uttar Pradesh).
 Asawa, Shri Gokul Lal (Rajasthan).
 Awadesh Pratap Singh, Captain (Vindhya Pradesh).
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 Ayyangar, The Honourable Shri N. Gopalswami (Madras).
 Ayyar, Shri Alladi Krishnaswami (Madras).
 Azad, The Honourable Maulana Abul Kalam (Uttar Pradesh).

B

Baigra, Shri Moti Ram (Jammu and Kashmir).
 Baldev Singh, The Honourable Sardar (Punjab).
 Balmiki, Shri Kanhaiya Lal (Uttar Pradesh).
 Barman, Shri Upendranath (West Bengal).
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 Beni Singh, Shri (Uttar Pradesh).
 Bhagat, Shri Bali Ram (Bihar).
 Bhagwant Roy, Kaka (Patiala and East Punjab States Union).
 Bhanu Pratap Singh, Thakur (Madhya Pradesh).
 Bharati, Shri L. Krishnaswami (Madras).
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 Bhargava, Pandit Thakur Das (Punjab).
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 Bhatt, Shri Gokulbhai Daulatram (Bombay).
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 Borooah, Shri Dev Kanta (Assam).
 Brajeshwar Prasad, Shri (Bihar).
 Brijraj Narain, Lt. Col. (Madhya Bharat).
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C

Chaliba, Shri Kuladhar (Assam).
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 Channiah, Shri T. (Mysore).
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 Chaudhuri, Shri Rohini Kumar (Assam).
 Chettiar, Shri T. A. Ramalingam (Madras).
 Chetty, Shri R. K. Shanmukham (Madras).

D

Dalel Singh, Lt. Col. Kanwar (Rajasthan).
 Das, Dr. Mono Mohon (West Bengal).
 Das, Shri B. (Orissa).
 Das, Shri Basanta Kumar (West Bengal).
 Das, Shri Biswanath (Orissa).
 Das, Shri Jagannath (Orissa).
 Das, Shri Nandkishore (Orissa).
 Das, Shri Sarangdhar (Orissa).
 Das, Shri Shree Narayan (Bihar).
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 Deogirikar, Shri T. R. (Bombay).
 Desai, Shri Durbhar Gopaldas A. (Bombay).
 Desai, Shri Kanayalal Nanabhai (Bombay).
 Desai, Shri Khandubhai K. (Bombay).
 Deshmukh, Dr. P. S. (Madhya Pradesh).
 Dharam Prakash, Dr. (Uttar Pradesh).
 Dholakia, Shri Gulabshanker Amritlal (Kutch).
 Diwakar, The Honourable Shri R. R. (Bombay).
 D'Souza, Rev. Jerome (Madras).
 Durgabai, Shrimati G. (Madras).
 Dwivedi, Shri Mannoolal (Vindhya Pradesh).

F

Faiznur Ali, Maulvi (Assam).

G

Gadgil, The Honourable Shri N. V. (Bombay).
 Galib, Shri Shaik (Madras).
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 Ghuznavi, Shri Abdul Halim (West Bengal).
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 Guha, Shri G. S. (Manipur and Tripura).
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 Gupta, Shri V. J. (Madras).
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H

Haneef, Moulavi Mohammed (Orissa).
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 Hazarika, Shri Mahendra (Assam).
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 Himatsingka, Shri Prabhu Dayal (West Bengal).
 Hiray, Shri Bhaurao Saknaram (Bombay).
 Hossain Imam, Shri (Bihar).
 Hukam Singh, Sardar (Punjab).
 Hyder Husein Shri (Uttar Pradesh).

I

Inait Ullah, Khwaja (Bihar).
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 Iyyunni, Shri C. R. (Travancore-Cochin).

J

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 Jain, Shri Ajit Prasad (Uttar Pradesh).
 Jain, Shri Nemi Sharan (Uttar Pradesh).
 Jaipal Singh, Shri (Bihar).
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 Jajware, Shri Ramraj (Bihar).
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 Jhunjhunwala, Shri B. P. (Bihar).
 Jnani Ram, Shri (Bihar).
 Jogendra Singh, Sardar (Uttar Pradesh).
 Joseph, Shri Appikatla (Madras).

K

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 Krishnamachari, Shri V. T. (Rajasthan).
 Krishnanand Rai, Shri (Uttar Pradesh).
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 Kunzru, Pandit Hirday Nath (Uttar Pradesh).

L

Lakshmanan, Shri P. K. (Travancore-Cochin).
 Lalsingh, Thakur (Bhopal).

M

Maheeshwari, Shri Himmat Singh K. (Cooch-Behar).
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Naicker, Shri P. M. Audikesavalu (Madras).
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 (Uttar Pradesh).
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 Bengal).
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 Nurie, Shri Mohamed Yaseen (Bombay).

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Obaidullah, Shri V. M. (Madras).
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Pandit, Shri Moti Lal (Orissa).
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 (Bombay).
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R

Raghib Ahsan, Shri (West Bengal).
 Raghu Vira, Dr. (Madhya Pradesh).
 Raj Bahadur, Shri (Rajasthan).
 Raj Kanwar, Lala (Orissa).
 Ram Dhani Das, Shri (Bihar).
 Ram Subhag Singh, Dr. (Bihar).
 Ram Ugra Singh, Dr. (Uttar Pradesh).
 Ramaiah, Shri V. (Madras).
 Ramiah, Shri P. Kodanda (Madras).
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 Ranga Rao, Shri Ravu Swetachalapathi
 Ramakrishna (Madras).
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 Punjab States Union).
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 Rao, Shri M. Tirumala (Madras).
 Rao, Shri M. V. Rama (Mysore).
 Rao, Shri V. C. Kesava (Madras).
 Rathnaswamy, Shri A. M. (Madras).
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 Raut, Shri Bhola (Bihar).
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 Reddi, Shri Pidathala Ranga (Madras).
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S

Sadiq Ali, Shri (Uttar Pradesh).
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 (Uttar Pradesh).
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 shtra).
 Shah, Shri Manilal Chaturbhai (Bombay).
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 Sharma, Pandit Krishn Chandra (Uttar
 Pradesh).
 Sharma, Shri K. C. (Uttar Pradesh).
 Shastri, Shri Harihar Nath (Uttar Pradesh).
 Shiv Charan Lal, Shri (Uttar Pradesh).
 Shukla, Shri Ambika Charan (Madhya
 Pradesh).
 Shukla, Shri Shambhu Nath (Vindhya
 Pradesh).
 Sidhva, Shri R. K. (Madhya Pradesh).
 Singhania, Shri Padempat (Uttar Pradesh).
 Singhji, Shri Sardar, of Khetri (Rajasthan).
 Sinha, Shri Awadheshwar Prasad (Bihar).
 Sinha, Shri Braja Kishore Prasad (Bihar).
 Sinha, Shri Kailash Pati (Bihar).
 Sinha, Shri Satyendra Narayan (Bihar).
 Sinha, The Honourable Shri Satya Narayan
 (Bihar).
 Sitaramayya, Dr. B. Pattabhi (Madras).
 Siva, Shri M. V. Gangadhara (Madras).
 Sivaprakasam, Shri V. S. (Madras).
 Snatak, Shri Nar Deo (Uttar Pradesh).
 Sochet Singh, Sardar (Patiala and East
 Punjab States Union).
 Sohan Lal, Shri (Uttar Pradesh).
 Sonavane, Shri Tayapa Hari (Bombay).
 Sondhi, Shri B. J. (Punjab).
 Srivastava, Shri Jawala Prasad (Uttar
 Pradesh).
 Subramaniam, Dr. V. (Madras).
 Subramaniam, Shri C. (Madras).
 Subramaniam, Shri R. (Madras).
 Sunder Lal, Shri (Uttar Pradesh).
 Swaminadhan, Shrimati Annu (Madras).

T

Tajamul Hussain, Shri (Bihar).
 Tek Chand, Dr. Bakhshi (Punjab).
 Tewari, Shri Ram Sahai (Vindhya Pradesh).
 Thakkar, Shri A. V. (Saurashtra).
 Thimmappa Gowda, Shri G. A. (Mysore).
 Tiwari, Shri Baboo Lal (Madhya Pradesh).
 Tribhuvan Narayan Singh, Shri (Uttar
 Pradesh).

T—Contd.

Tripathi, Shri H. V. (Uttar Pradesh).
 Tripathi, Shri Kishorimohan (Madhya Pradesh).
 Tyagi, Shri Mahavir (Uttar Pradesh).

U

Upadhyaya, Pandit Munishwar Datt (Uttar Pradesh).
 Upadhyaya, Shri Ram Chandra (Rajasthan).

V

Vaidya, Shri Vinayak Rao Balashankar (Bombay).
 Varma, Shri Bepin Behari (Bihar).
 Varma, Shri Manikyalal (Rajasthan).
 Veerabahu, Shri M. C. (Madras).

Velayudhan, Shri R. (Travancore-Cochin).
 Velayudhan, Shrimati Dakshayani (Madras).
 Venkataraman, Shri R. (Madras).
 Vidyavachaspati, Shri Indra (Uttar Pradesh).
 Vyas, Shri Jainarain (Rajasthan).

W

Wajed Ali, Maulvi (Assam).

Y

Yadav, Shri Lakshmi Shenkar (Uttar Pradesh).
 Yashwant Rai, Prof. (Punjab).

Z

Zaidi, Col. B. H. (Uttar Pradesh).
 Zakir Husain, Dr. (Uttar Pradesh).
 Zangre, Shri Reshamlal (Madhya Pradesh).

PARLIAMENT OF INDIA

The Speaker

The Honourable Shri G. V. Mavalankar.

The Deputy-Speaker

Shri M. Ananthasayanam Ayyangar.

Panel of Chairmen

Pandit Thakur Das Bhargava.

Shrimati G. Durgabai.

Shri Joachim Alva.

Shri Hossain Imam.

Secretary

Shri M. N. Kaul, Barrister-at-Law.

Assistants of the Secretary

Shri A. J. M. Atkinson.

Shri N. C. Nandi.

Shri D. N. Majumdar.

Shri C. V. Narayana Rao.

Committee on Petitions

Pandit Thakur Das Bhargava (Chairman).

Shri Chimanlal Chakubhai.

Shri Deshbandhu Gupta.

Shrimati Sucheta Kripalani.

GOVERNMENT OF INDIA

Members of the Cabinet

Prime Minister and Minister of External Affairs—The Honourable Shri Jawaharlal Nehru.

Deputy Prime Minister and Minister of Home Affairs and the States—The Honourable Sardar Vallabhbhai Patel.

Minister of Education—The Honourable Maulana Abul Kalam Azad.

Minister of Finance—The Honourable Dr. John Matthai.

Minister of Defence—The Honourable Sardar Baldev Singh.

Minister of Labour—The Honourable Shri Jagjivan Ram.

Minister of Communications—The Honourable Shri Rafi Ahmad Kidwai.

Minister of Health—The Honourable Rajkumari Amrit Kaur.

Minister of Law—The Honourable Dr. B. R. Ambedkar.

Minister of Industry and Supply—The Honourable Dr. Syama Prasad Mookerjee.

Minister of Works, Mines and Power—The Honourable Shri N. V. Gadgil.

Minister of Commerce—The Honourable Shri K. C. Neogy.

Minister of Transport and Railways—The Honourable Shri N. Gopalaswami Ayyangar.

Minister of Food and Agriculture—The Honourable Shri Jairamdas Doulatram.

Ministers not in the Cabinet

Minister of State for Rehabilitation—The Honourable Shri Mohan Lal Saksena.

Minister of State for Transport and Railways—The Honourable Shri K. Santhanam.

Minister of State for Information and Broadcasting—The Honourable Shri R. R. Diwakar.

Minister of State for Parliamentary Affairs—The Honourable Shri Satya Narayan Sinha.

Deputy Minister of Communications—Shri Khurshed Lal.

Deputy Minister of External Affairs—Dr. B. V. Keskar.

PARLIAMENTARY DEBATES
(PART I—QUESTIONS AND ANSWERS)

Monday, 27th February, 1950

The House met at a Quarter to Eleven of the Clock

[MR. SPEAKER *in the Chair*]

MEMBER SWORN

Pandit Hriday Nath Kunzru (Uttar Pradesh).

ORAL ANSWERS TO QUESTIONS

INDIAN NATIONAL FLAG ON STAFF QUARTERS OF INDIAN HIGH COMMISSIONER
IN PAKISTAN

*509. **Shri Sidhva:** (a) Will the **Prime Minister** be pleased to state whether it is a fact that objection was raised to the hoisting of the Indian Union Flag on the 15th August, 1949 on the staff quarters of the Indian High Commissioner in Pakistan?

(b) If so, was any protest made by Government to the Government of Pakistan?

(c) What is the International practice regarding the hoisting of flags on the office buildings, residences of the Ambassadors and the staff quarters of the Embassy?

The Prime Minister (Shri Jawaharlal Nehru): (a) Yes. Objection was taken by some passers-by, who were presumably refugees from a refugee colony which was near to the house occupied by the clerical staff of our mission. A large and hostile crowd collected. The police guard outside the building was reinforced by additional police and fire was opened on the crowd resulting in one death and seven persons injured. The Prime Minister of Pakistan himself went to the scene soon after and was helpful in getting the crowd to disperse. The Government of Pakistan appointed a Court of Enquiry to enquire into the incident. The Court found that the crowd which had collected was an unlawful assembly and that the firing by the police was justified.

(b) A reference was made to the Government of Pakistan by our High Commissioner at Karachi enquiring whether the flying of the Indian National Flag by Indian nationals over their premises on occasions of national rejoicing would accord with the practice followed by the nationals of other States on similar occasions. The Government of Pakistan in their reply stated that this matter is not governed by practice but by rule and that the wishes of the Government of Pakistan are that foreign flags should be hoisted only on diplomatic premises or on the cars of heads of diplomatic missions.

(c) International practice, as far as it could be ascertained, is that the flag of a foreign country may be flown by the diplomatic and consular representatives of that country, subject to any regulations made by the receiving Government on that behalf. As a matter of courtesy, most Governments do not object to the flying by foreigners of their own flag on the days of their national festivals. Normally this courtesy is reciprocated by foreign nationals by flying side by side both their own flag and the national flag of the country in which they reside.

Shri Kamath: Has any instance been brought to the notice of the Prime Minister when the office or the staff quarters of the High Commissioner for Pakistan in India did not fly the Indian Flag along with their own on ceremonial occasions?

Shri Jawaharlal Nehru: No Sir; I do not know.

Dr. Deshmukh: Are there any rules that we have framed which are more or less analogous to the Pakistan rules?

Shri Jawaharlal Nehru: So far as I am aware, neither Pakistan nor we have any specific rules on this subject.

Dr. Deshmukh: But I thought the Prime Minister said . . .

Mr. Speaker: No, he says there are no rules.

Shri Kamath: Have our Government framed any rules in this connection?

Mr. Speaker: Same question again; the Prime Minister has said, "No." Next question.

U. N. SCHEME FOR ASSISTANCE TO UNDER-DEVELOPED COUNTRIES

*510. **Shri Sidhva:** (a) Will the Prime Minister be pleased to state whether the Economic and Social Council of the United Nations Organisation have approved of a large scheme for giving technical assistance to under-developed countries?

(b) If so, what is the amount to be spent on these schemes?

(c) How much of this is to be allotted to India?

(d) Have our representatives made any definite demand for this purpose?

The Deputy Minister of External Affairs (Dr. Keskar): (a) Yes, through different specialised agencies of the United Nations.

(b) No final decisions taken but provisionally \$20 million for the first year have been proposed.

(c) No details have been worked out yet.

(d) No occasion has yet arisen for any such demand. Our preferences in respect of technical assistance schemes will have to be communicated in detail later to the participating organisations themselves when we apply for the grant of technical assistance for such schemes under the expanded programme.

Shri Sidhva: Sir, am I to understand that we shall have a voice when this sum of \$20 millions that has been allotted is being distributed among the various countries?

Dr. Keskar: I think my hon. friend has not understood the position. It has been proposed to allot this sum of \$20 millions. That is the proposal which has been made by the U.N. General Assembly for this particular purpose of technical assistance, as it does for different U.N. organisations. This proposal will now be discussed at the Tenth Session of the Economic and Social Council of the U.N.O.

Shri Sidhva: I only wanted to know as far as India is concerned.

Dr. Keskar: Our delegation which is there, will discuss this when the matter comes up

Dr. Deshmukh: Has India been able to obtain any percentage out of the amount fixed so far?

Dr. Keskar: This is the whole proposal. The percentages for the various countries will be discussed at the present session of the Economic and Social Council.

Shri Kamath: On what terms and conditions, if any, has the Economic and Social Council of the U.N.O. agreed to lend technical assistance to us?

Dr. Keskar: The Economic and Social Council has not yet decided to lend technical assistance to any specific country. They have, in general, decided to give the benefit of technical assistance to under-developed countries. The principle has been decided upon; but the specific countries to which this assistance should be given have not yet been decided upon.

Shri Kamath: Have they attached any conditions for the lending of this assistance?

Dr. Keskar: As I said, the whole question is now in the stage of discussion. Though the general principle has been agreed on, the details have not yet been worked out.

INDENTURED INDIAN LABOUR FOR FIJI

*511. **Shri Sidhva:** Will the **Prime Minister** be pleased to state whether emigration of indentured Indian labour to Fiji is still continuing?

The Deputy Minister of External Affairs (Dr. Keskar): No, Sir.

Shri Sidhva: May I know what is the total number of Indians in Fiji?

Dr. Keskar: The population of Indians on the 31st December, 1948 was 129,761.

Shri Sidhva: What percentage of the total population do they form?

Dr. Keskar: At present Indians form nearly half the population of Fiji.

COMMISSION ON GOODS PURCHASED FROM ABROAD

*514. **Dr. Deshmukh:** (a) Will the **Minister of Industry and Supply** be pleased to state if it is a fact that foreign manufacturers allow commissions on purchases of manufactured goods to every purchaser?

(b) Is it a fact that very often this percentage of commission is as high as 40 per cent?

(c) Is any scrutiny made of the accrual of this commission to the Government of India on the State purchases made by them from foreign countries?

(d) Have Government come across any cases where no commission was credited to the accounts of the Government of India?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) In some cases discounts are allowed by certain foreign manufacturers on listed prices.

(b) The discounts in some cases are even more than 40 per cent.

(c) Government Purchasing Organisations abroad always try to obtain maximum discounts from manufacturers and suppliers.

(d) The prices quoted by manufacturers or suppliers are normally net prices after deduction of any discounts. Where discounts are shown as a separate item full credit is obtained by Government.

Dr. Deshmukh: May I know whether no courtesy discounts are allowed to the individuals who negotiate the deal and fix the purchases?

Dr. S. P. Mookerjee: Government has no information regarding such courtesies or discourtesies.

Dr. Deshmukh: Has the hon. Minister ever calculated the discounts that have accrued to India in the course of his tenure of office? What is the gain that India made by way of discounts?

Dr. S. P. Mookerjee: I have here a few specific cases for 1949. In the case of locomotive bearings and spares we saved 500,000 dollars. In the case of military vehicles spares the estimated saving will be more than 500,000 dollars. With regard to certain supplies of soil testing equipment and non-ferrous equipment the saving will be 85,000 dollars.

These are a few specific cases on which I can lay my hands on.

Shri Tyagi: May I take it that in cases where discounts were allowed there was no agency commission or broker's commission given by the manufacturers?

Dr. S. P. Mookerjee: No, Sir. These were direct deals through our organisation abroad.

Shri M. A. Ayyangar: May I know whether no case at all has come to the notice of the Government where brokerage or commission has not been credited to the Government?

Dr. S. P. Mookerjee: No, Sir; not one single case.

Shri M. A. Ayyangar: May I know whether any ships were purchased from Canada or the U.S.A. last year?

Dr. S. P. Mookerjee: I cannot say anything about ships here. In some cases the benefit of discount that accrued to the Government went even to the extent of 55 per cent.

Shri Gautam: What is the agency abroad which compares the prices of the different countries and the commissions offered by them?

Dr. S. P. Mookerjee: Our organisation abroad deals with all those questions. There is no separate agency outside the organisation that we have got in the U.K. and the U.S.A.

Shri Gautam: My question is very particular. What is the agency that compares the different offers of different people who deal in the articles?

Mr. Speaker: That has been answered. It is the same agency.

Shri Gautam: How does this agency compare the different prices of the different people offering the goods, whether . . .

Mr. Speaker: Order, order.

Dr. Deshmukh: What was the method of enquiry in answering this question that I had put? Did the hon. Minister merely see from the papers that no discount or commission was credited or did he make any enquiries as to whether there were any hidden commissions which were not shown?

Mr. Speaker: I do not see how the question will be permissible. It contains an inference that some commission has been taken by somebody without the knowledge of the hon. Minister which will be disclosed through personal enquiries by him. If the hon. Member has any information the best way would be for him to approach the hon. Minister.

SEWING MACHINES

*515. **Dr. Deshmukh:** Will the Minister of **Industry and Supply** be pleased to lay on the table a statement showing:

(a) the number of sewing machines imported into India during the years 1947-48 and 1949-50 up to 1st January, 1950?

(b) How many factories manufacture sewing machines in India?

(c) What are the names of the companies which manufacture them and where are they located?

(d) What are the prices at which Indian manufactured sewing machines are sold?

(e) What is the price of the same kind of sewing machines imported into India?

(f) What is the customs revenue derived by the import duty on sewing machines for the years 1947-48, 1948-49 and 1949-50 up to 1st January, 1950?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) 53,385 and 41,822.

(b) Two.

(c) Messrs. Jay Engineering Works Ltd., and Messrs. K. C. Mullick & Sons, both at Calcutta.

(d) From Rs. 200 to Rs. 250 each.

(e) Rs. 300 to Rs. 850 for Singer machines and Rs. 485 to Rs. 540 for Pfaff machines.

(f) 1947-48, 23,36,000; 1948-49 30,93,000; 1949-50 (upto 31-12-49) 25,04,000. These figures include duty collected on parts.

Dr. Deshmukh: Is there any proposal to set up any additional factories?

Dr. S. P. Mookerjee: There is a proposal from another party which of course has not materialised. Some tentative proposal has been made.

Shri M. A. Ayyangar: Was he a foreigner or a local individual?

Dr. S. P. Mookerjee: I think it is an Indian company which has proposed to establish a factory.

Shri M. A. Ayyangar: What steps are being taken to see that progressively the quantities that are imported are reduced so that they may not compete with Indian products in our markets?

Dr. S. P. Mookerjee: We are giving all the encouragement to the producers, which will be apparent from the fact that in 1947 India produced 5,860 sewing machines and in 1949 the production increased to 25,029.

Shri Deshbandhu Gupta: May I know whether it is a fact that some of these importers imported all the sewing machine parts in bulk, assembled them here and sold the machines thereby saving a good deal of money on customs? Has it been brought to the notice of the Government?

Dr. S. P. Mookerjee: I have not any definite information. If the hon. Member knows anything definite he can let me know.

Shri Deshbandhu Gupta: May I know whether the hon. Minister is aware of the fact that some of these people also imported sewing machines as light industrial machinery and in that way too they saved a good deal of money on customs?

Dr. S. P. Mookerjee: Some machines were imported which were alleged to have been for industrial use but which were capable of being used for domestic purposes as well. That we are checking.

Shri R. C. Upadhyaya: Is it a fact that the Indian companies are assembling the machines?

Dr. S. P. Mookerjee: They are manufacturing them. The only part which is not manufactured here is the needle. For that also the Jay Engineering Works have now arranged to import machinery from Japan, so that in the course of the next year, needles also will be manufactured in India.

HINDU AND SIKH PRISONERS IN PAKISTAN

*516. **Dr. M. M. Das:** (a) Will the Minister of **Rehabilitation** be pleased to state whether all the Hindu and Sikh prisoners have been brought from Pakistan?

(b) If not, how many are still left in Pakistan?

(c) Have the Hindu inhabitants of Skardu in Kashmir, who were taken as prisoners by the Pakistan army, been released and brought to India?

The Minister of State for Rehabilitation (Shri Mohan Lal Saksena): (a) and (b). The hon. Member is referred to the reply given by me to Starred Question No. 838 by Sardar Hukam Singh on the 22nd December, 1949.

(c) No. The matter is under discussion with the Government of Pakistan.

Dr. M. M. Das: What is the present condition of those prisoners that were captured by the Pakistan army?

Shri Mohan Lal Saksena: I am afraid I am not in a position to give the information. The matter is being taken up by our High Commissioner in Karachi.

Dr. M. M. Das: In answer to a similar question during the last session the hon. Minister said that negotiations were going on with the Pakistan Government about the release of these prisoners. May I know what results have been achieved by these negotiations?

Shri Mohan Lal Saksena: Up till now no results have come out of these negotiations?

Shri Kamath: Is it a fact that many of the civilian inhabitants of Skardu were massacred?

Mr. Speaker: After being taken prisoners?

Shri Kamath: Just before they were taken.

Shri Mohan Lal Saksena: I am afraid it is not possible to give the exact number. Our information is that a large number of the male population was massacred

Shri Kamath: Is it a fact that several of them have died in the camps in Pakistan where they were lodged?

Shri Mohan Lal Saksena: We have to depend for all this information of the International Red Cross Organisation. Our information is that during the winter there were a number of deaths but the exact number is not available.

Dr. M. M. Das: What percentage of the total number of prisoners that are still held by Pakistan are people who come from Kashmir?

Shri Mohan Lal Saksena: As a matter of fact the agreement relates to exchange of prisoners not belonging to Pakistan and the number was given. As regards the number of persons who are held as prisoners in Skardu they are not covered by our agreement.

Ch. Hanbir Singh: What is the number of the Hindu inhabitants of Skardu who were taken by Pakistan?

Shri Mohan Lal Saksena: I have not got the information here. If my hon. friend requires the information he can put another question.

Shri Kamath: Does the information show whether the women are also lodged in camps or whether they are untraceable or have been abducted?

Shri Mohan Lal Saksena: Well, some of them are in camps and others, of course, have been abducted. But we do not know the exact number of those who have been abducted.

IMPORT OF TINNED FOODSTUFFS

*517. **Pandit M. B. Bhargava:** Will the Minister of Commerce be pleased to state:

(a) the total quantity and value of tinned vegetables, fruits, milk powder, fruit and vegetable juice and syrups imported into India from foreign countries during the years 1946-47, 1947-48, 1948-49, and 1949-50;

(b) the total quantity and value of similar articles manufactured in India during the said years;

(c) what was the quantity and value of articles referred to above imported into India from soft and hard currency areas separately during the year 1949-50; and

(d) whether Government propose to stop the import of such articles into India from outside and if not, why not?

The Minister of Commerce (Shri Neogy): (a) and (c). I lay on the Table a statement showing imports from hard and soft currency areas of canned or bottled fruits and milk powder during the three financial years ending 1948-49, and for eight months of the current financial year. [See *Appendix III, Annexure No. 14*]. Similar information in regard to imports of tinned vegetables and fruit and vegetable juice and syrups is not available, as these items are not separately recorded in the import trade returns.

(b) The detailed information required by the hon. Member is not available. I place on the Table, however, a statement giving figures for the year ending 30th June 1948 of production in India of fruit beverages and canned fruits and vegetables, and estimated total overall production during 1949. [See *Appendix III, Annexure No. 15*].

(d) Except for limited imports of milk powder, which is not produced in India it has been decided not to allow imports of the other items namely canned vegetables and fruits or their juice and syrups, during the licensing period January-June 1950.

Shri B. C. Upadhyaya: Are we exporting any of these commodities to any country?

Shri Neogy: As far as I can recollect, not in any appreciable quantity.

Shri Brajeshwar Prasad: Is *nira* being exported?

Mr. Speaker: Order, order.

Shri Neogy: It is needed for internal consumption!

Shri M. A. Ayyangar: May I know why and whether it is for the Army or for the civilian population that milk powder is being imported?

Shri Neogy: I am glad that my hon. friend has put this question as this gives me an opportunity of referring to a letter which I received from the Civil Supplies Minister of Bombay only yesterday, and with your permission, Sir, I would read a small extract from it which would indicate the great urgency and importance of the importation of milk powder. This is what he says—he is not satisfied with our import policy in this matter—he says:

“Against our demand for 1,600 tons, licence for only 400 tons granted so far. The authorities have been informed that the procurement and distribution of skim milk powder form an integral part of the Government arrangements for supply of milk to Bombay. We are not yet in a position to supplement it with fresh milk and if such an attempt was made it will raise the price of fresh milk beyond the reach of the average domestic consumer. Fresh milk prices in Bombay area have already risen to Rs. 1-2-0 per seer. With additional demand from hotels, etc., one does not know to what levels they may reach. The importation of skim milk powder is therefore essential for the next three or four years and as once desired by the Food and Finance Ministries we have now made arrangements for procuring it from Soft Currency areas only.”

It is a long letter, but this indicates the position as it obtains in the country at the present moment.

Shri M. A. Ayyangar: May I know if milk powder is being produced in this country?

Shri Neogy: As far as I am aware, milk powder is not produced in the country to any appreciable extent.

Shri Shiva Rao: Apart from milk powder, has the hon. Minister taken any steps to manufacture any of the other articles specified in part (a) of the question?

Shri Neogy: This is a question which my hon. friend might address to my hon. colleague sitting in front of him—the Minister of Industry and Supply.

Shri Hossain Imam: Has the attention of the hon. Minister been drawn to the report in today's newspaper about the scarcity of milk in Madras?

Shri Neogy: Yes, I have seen that.

Shri Hossain Imam: May I know what steps Government propose to take in the matter?

Shri Neogy: So far as I am concerned, make more milk powder available to Madras!

Oh. Ranbir Singh: Is it not a fact that the scarcity of milk powder is due to want of machines for the production of milk powder?

Shri Neogy: I am not in a position to state anything on that as it is for the Minister of Industry, as I have already stated, to deal with this aspect of the matter.

Shri M. A. Ayyangar: Sir, on a point of order, with respect to such connected matters as these, particularly as the Cabinet is jointly responsible, is it not desirable that the Government moves as a whole in broad outline? If a particular Minister is not in a position to give an answer to a particular aspect of the subject, we are driven to another Minister, as in this case to the Industries Minister, who in turn might direct us to some other Minister, and in between them we are helpless.

Shri Neogy: Unfortunately Government's responsibilities are divided as between different Ministries and I do not like, while answering supplementary questions, to make any statement on a subject with respect to which the primary responsibility belongs to another Ministry and which might not tally with the exact facts of the situation. If my hon. friend were to give me notice of the question I would certainly endeavour to give more comprehensive replies.

Mr. Speaker: The hon. Member does not want any ruling from me, I believe.

MOTOR VEHICLES FOR CIVIL DEPARTMENTS OF GOVERNMENT OF INDIA

*518. **Dr. Deshmukh:** (a) Will the Minister of Industry and Supply be pleased to state whether there is any system of importing motor cars, trucks, buses, jeeps and motor-cycles for the use of the civil departments of the Government of India?

(b) If so, since when has this practice been resorted to?

(c) What was the number of vehicles imported during 1946-47, 1947-48, 1948-49 and 1949-50 per year for this purpose, and at what cost each?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a). No, Sir, There is no separate system as such for the import of motor vehicles required for the civil departments of the Government of India.

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

Shri Brajeshwar Prasad: May I know what is the number of staff cars?

An Hon. Member: Where are staff cars' nere?

Mr. Speaker: Cars required for the use of the civil Departments are known as 'staff cars'. That is what he means.

Dr. S. P. Mookerjee: I have not got the number of staff cars in each department. But this includes chassis, load vehicles and passenger vehicles, all of which are not used as staff cars.

Dr. Deshmukh: May I know if any of the Disposals trucks and other cars were taken over by the Government for the use of civil departments?

Dr. S. P. Mookerjee: Yes, Sir, a number of them were. But this question relates to the purchase of motor vehicles for civil departments of the Government of India.

Shri Tyagi: May I know what is the total number of motor cars—staff cars—in possession of the Government?

Mr. Speaker: He said that he has no information.

Shri Tyagi: I wanted the total number.

Dr. S. P. Mookerjee: I have got the total number actually purchased for the different years. In 1946-47 only eight were purchased; in 1947-48 fifty were purchased; in 1948-49, 616 were purchased and in 1949-50 (up to December) the total purchase comes to about 350.

Shri Tyagi: May I know from where they were purchased?

Dr. S. P. Mookerjee: They were purchased from stocks in India—the bulk of them—and some demands were cross-mandated to London and the U.S.A.

Shri Tyagi: May I know if there were any vehicles lying in the Disposals—jeeps and other vehicles—and if there had been any vehicles lying, why were new ones purchased?

Dr. S. P. Mookerjee: That I have answered already. This relates only to purchases made by Government—not to the number of Disposals vehicles.

Shri Tyagi: That is the very question. Why did Government purchase when there were already vehicles available in the Disposals?

Dr. S. P. Mookerjee: Quite a number of them were used. If the hon. Member wants to have definite figures I can give them. I tried to answer the question.

Shri Tyagi: Sir, the question is not being replied to. I wanted to know if there were jeeps or other vehicles lying in the government depots and if so why they were not utilised and new ones purchased.

Mr. Speaker: The question is clear. His reply is that the hon. Member must table another question.

Shri Kamath: Have any instances been brought to the notice of the hon. Minister where staff cars have been used by officials for private purposes?

Dr. S. P. Mookerjee: I have not any information about that.

Shri Tyagi: Is it not a fact that the total number of these staff cars as indicated by my hon. friend is ten times more than what it used to be previous to the war days?

Dr. S. P. Mookerjee: I have got figures for all the departments only from 1946-47.

Shri Sidhva: May I know whether the 616 vehicles were purchased through the Stores Department or through direct orders?

Dr. S. P. Mookerjee: 606 were purchased from stocks in India; nine through the D.G., I.S.D., London; and one through the I.S.M., Washington.

Shri Sidhva: What is meant by 'stocks in India'?

Dr. S. P. Mookerjee: From the dealers.

Dr. P. S. Deshmukh: Is it not a fact that before 1946-47 no vehicles for civil administration purposes were purchased by the Government of India?

Dr. S. P. Mookerjee: I have got figures for 1946-47—that year only eight were purchased. I have not got figures for the period prior to that.

DEVELOPMENT OF COTTAGE INDUSTRIES

*519. **Shri Kesava Rao:** (a) Will the Minister of **Rehabilitation** be pleased to state whether the Technicians brought from Japan for the development of cottage industries have begun their work?

(b) What are the industries selected for development?

(c) What is the programme of work for training personnel in these industries?

The Minister of State for Rehabilitation (Shri Mohan Lal Saksena): (a) Yes.

(b) and (c). These Technicians have been posted at the Training and Work Centre, Arab-ki-Sarai, Nizam-ud-Din, New Delhi. A few copies of the pamphlet containing information regarding the industries selected and the programme of training have been placed in the library of the House.

Shri Kesava Rao: How many technicians have been brought from Japan?

Shri Mohan Lal Saksena: Seven.

Shri Sidhva: On what terms and conditions have these technicians been brought from Japan?

Shri Mohan Lal Saksena: I have not got full particulars, but some of them have been brought for, in the first instance, three months. In addition to their expenses here they are paid a monthly allowance for being remitted to Japan. I have not got that figure with me now.

Shri Sidhva: What is the monthly allowance?

Shri Mohan Lal Saksena: I have not got the exact information here, but if the hon. Member wants it I will give it to him.

Shri Deogirikar: May I know whether Government contemplate to manufacture similar cottage industry machines in this country?

Shri Mohan Lal Saksena: The Government intend to manufacture these cottage industry machines here in India; some of them have already been manufactured

Dr. V. Subramaniam: Along with the technicians, was all the necessary machinery also imported into the country?

Shri Mohan Lal Saksena: Yes, Sir.

Shri Deogirikar: Has any State Government asked for these cottage industry machines?

Shri Mohan Lal Saksena: Yes, they have asked for them.

Shri Deogirikar: Is that machinery available in India?

Shri Mohan Lal Saksena: Fresh orders have already been placed for new machinery. When it arrives it will be supplied to such of the Governments as are prepared to manufacture these machines in their own workshops—we are prepared to supply one or two machines by way of sample.

Shri A. P. Jain: The hon. Minister said that these technicians are getting some allowance. Are we to understand that they have not been brought on a salary basis?

Shri Mohan Lal Saksena: In addition to their expenses here, they have to be paid an allowance, whether you call it salary or allowance.

Shri A. P. Jain: What is the criterion for the expenses paid to them—actual residence and board, or what?

Shri Mohan Lal Saksena: Their boarding and lodging expenses here.

Shri Nijalingappa: Have we received any definite proposal on the basis of which we can proceed?

Shri Mohan Lal Saksena: The technicians have been brought here and they have also brought some machinery which they are working.

Shri Deshbandhu Gupta: Has the work of these technicians been satisfactory?

Shri Mohan Lal Saksena: Yes, the progress of the work has been satisfactory. Some hon. Members have had an opportunity of visiting the centre and have seen the work for themselves. I would extend invitation to others. If they so desire, they are welcome to go and see the working of these machines themselves.

INDIAN LABOURERS IN SOUTH AFRICAN GOLD MINES

*520. **Pandit M. B. Bhargava:** Will the **Prime Minister** be pleased to state:

(a) what is the number of Indian labourers working in the gold mines of South Africa;

(b) whether it is a fact that these labourers have to sign a contract in favour of the owners of the mines to the effect that during the period of employment they would not go out of the premises without permission; and

(c) whether the Government of India have exerted influence on the South African Government to secure justice for the labourers concerned in this respect and if not, why not?

The Deputy Minister of External Affairs (Dr. Keskar): (a) There are at present 49 Indians employed in gold mines.

(b) and (c). According to our information there is no restriction on their movements

UPLIFT OF SCHEDULED CASTES AND TRIBES

*521. **Shri Kesava Rao:** Will the **Prime Minister** be pleased to state what measures Government propose to take for the uplift of the Scheduled Castes and Scheduled Tribes?

The Prime Minister (Shri Jawaharlal Nehru): Government will shortly consider the steps to be taken to improve the conditions of the Scheduled Castes and Tribes.

Dr. Deshmukh: Are any steps being taken for the appointment of the backward classes Commission envisaged under article 340 of the Constitution?

Shri Jawaharlal Nehru: Not yet, Sir. We shall consider that.

Shri R. Subramaniam: May I know whether the Special Officer, as envisaged under article 338 of the Constitution, has been appointed to investigate all matters relating to safeguards provided for Harijans and backward classes?

Shri Jawaharlal Nehru: No, Sir, he has not yet been appointed.

Shri R. K. Chaudhuri: May I know whether any money will be allotted out of the next year's Budget for the uplift of the Scheduled Tribes?

Shri Jawaharlal Nehru: I do not know, Sir. It is for the Finance Minister to say.

Shri J. N. Hazarika: May I know whether the Government intends to introduce as early as possible free compulsory primary education as provided in the Directive Principles of the Constitution?

Mr. Speaker: I am afraid the question does not arise.

Shri R. K. Chaudhuri: With reference to the question which I asked earlier, has any request been made by the hon. the Prime Minister to the Finance Department for allotment of such funds?

Shri Jawaharlal Nehru: Request being made by me? Not that I can recollect.

RECOGNITION OF THE STATE OF ISRAEL

*522. **Shri E. C. Upadhyaya:** (a) Will the **Prime Minister** be pleased to state whether Government have taken a decision about the recognition of the State of Israel?

(b) If not, how long will Government take to decide it?

The Prime Minister (Shri Jawaharlal Nehru): (a) and (b). No decision has been taken yet and no date can be fixed at present as to when such a decision will be taken. The fact that the State of Israel exists is of course recognised by the Government of India. But formal recognition involving an exchange of diplomatic missions has to be considered in connection with a number of factors.

Shri Brajeshwar Prasad: Is the Prime Minister in a position to state the specific causes which have led to this inordinate delay in according recognition to the State of Israel?

Shri Jawaharlal Nehru: I am in a position to state, but I do not think it will be desirable to take advantage of that position.

Shri Kamath: When was the first approach made by the Government of Israel to India for recognition?

Shri Jawaharlal Nehru: I cannot give the date without reference to papers.

Shri Tyagi: May I know whether Israel is a member of the United Nations Organisation?

Shri Jawaharlal Nehru: Yes, Sir.

Shri Tyagi: I could not follow what the Prime Minister said earlier. Has Israel not been recognised by us yet?

Shri Jawaharlal Nehru: As I have said, if "recognition" involves a formal recognition with an exchange of diplomatic missions, we have not done that. Of course, the fact of Israel being there as a State is recognised by us.

INDIANS IN SOUTH AFRICA, SIAM AND INDONESIA

*523. **Shri V. Ramaiah:** (a) Will the **Prime Minister** be pleased to lay on the Table of the House a statement showing the figures of Indian population in the following countries: (i) South Africa; (ii) Siam and (iii) Indonesia?

(b) Will Government give an estimate of Indian capital in each of the above countries?

The Deputy Minister of External Affairs (Dr. Keskar): (a) By 'Indian Nationals' the hon. Member presumably means persons of Indian origin. The estimated numbers of such persons are:

(i) South Africa	282,539 (out of these 90 per cent are South Africa nationals)
(ii) Siam	30,000
(iii) Indonesia	30,000

Separate figures are not available of persons of Indian origin as distinguished from Pakistan origin. The above figures refer to persons who originated from India as it was before the partition of the country. It is believed, however, that the number of persons of Pakistan origin is very small in most of these countries.

(b) No reliable statistics are available.

RAIDS BY PAKISTANIS ON INDIAN BORDER

*526. **Shri Nandkishore Das:** Will the **Prime Minister** be pleased to state:

(a) how many border-raids have been committed by Pakistanis on the Indian side of the border line in Kashmir since the cease-fire agreement between the two countries;

(b) the sufferings caused to the Indian citizens as a result of the raids;

(c) casualties inflicted on the raiders from the Indian side;

(d) whether the question of these raids has been taken up with the U.N.C.I.P. authorities and if so, with what result; and

(e) whether border raids have been committed by Pakistanis at points other than Kashmir area on the entire border-line between India and Pakistan and if so, where the raids have been committed and what have been the consequences?

The Prime Minister (Shri Jawaharlal Nehru): (a) Ten.

(b) In the course of these raids the raiders killed 4 persons, wounded 2, kidnapped 2 and lifted about 63 heads of cattle.

(c) Definite information is not available.

(d) These raids were reported to the United Nations Observers. Since the raiders appeared to be civilians and not members of the Pakistan or Azad Armed Forces the view hitherto taken by the Observers has been that these raids do not constitute a breach of the cease-fire agreement but are a separate matter for settlement between the two Governments.

(e) Apart from the Kashmir border, there have been raids on the Indo-Pakistan borders in Kutch, Rajasthan, Punjab, West Bengal, Assam and Tripura resulting in some loss of life and property. This matter of border raids by civilians has been the subject of discussion and correspondence between us and the Government of Pakistan for sometime but I have to note, with regret, that the results have not been satisfactory thus far.

Shri Nandkishore Das: Have the sufferers or their families been compensated by the Government of India for their losses?

Shri Jawaharlal Nehru: I do not know what steps have been taken, but I may mention that these raids are very unfortunate—deplorable—but they are on a very small scale and chiefly, I believe, they are the result of attempts to steal cattle. They lift cattle and then a conflict takes place.

Shri Gautam: What steps do Government propose to take in order to put an end to this state of affairs?

Shri Jawaharlal Nehru: The normal steps that a Government takes in such matters.

Shri Deshbandhu Gupta: May I know whether the Prime Minister's attention has been drawn to a Press report that Pakistan has built an aerodrome in Skardu; if so, whether it is not against the Cease Fire Agreement?

Mr. Speaker: Does it arise out of this question?

Shri Deshbandhu Gupta: The question relates to Kashmir and the Cease Fire Agreement.

Mr. Speaker: But everything relating to that Agreement will not be in order here.

Shri Tyagi: Have any steps been taken by Government towards arming the population living on the borders of India?

Shri Jawaharlal Nehru: Government have, naturally, taken steps to protect the borders, and not to arm the population generally, but to have armed units at various points in the order.

Shri Tyagi: May I know if licences for arms have been liberally issued in those areas, so that when there are sporadic raids, the people there might use arms in self-defence?

Shri Jawaharlal Nehru: That is a difficult policy. It sometimes has reverse effect. Government is quite content about the security of the border. It is impossible to prevent odd individuals, specially civilians, coming across the border to steal something. It is rather a law and order matter than any bigger matter.

Dr. Deshmukh: Encouraged by the impunity with which these raids were carried out in Kashmir, are not the Pakistanis being encouraged to invade and raid other parts of the Indian Union?

Mr. Speaker: Order, order. That is a matter of opinion.

Dr. Deshmukh: I want to know the facts. I want to know whether there has recently been any raid near about Fazilka in Punjab.

Shri Jawaharlal Nehru: That will be a difficult question.

Shri Poonacha: Is it a fact that these raiders are generally assisted by Pakistan troops and police?

Shri Jawaharlal Nehru: I have stated in answer to the main question that these are civilian raids. If any Pakistan troops come in civilian dress, one does not know, but they are not, generally speaking, raids which have anything to do with troops as such.

Mr. Speaker: What is the specific point that Dr. Deshmukh wanted to ask information about?

Dr. Deshmukh: Has the attention of the Prime Minister been drawn to a Press report that there have been similar raids near about Fazilka in Punjab?

Shri Jawaharlal Nehru: I do not know. I will have to refer to this matter. But I may point out that while these raids are deplorable, chiefly because they cause some damage and create a certain excitement, they have no particular importance in the scheme of things.

Shri A. P. Jain: May I know whether any raiders have been captured, and if so, how many and what has been done to them?

Shri Jawaharlal Nehru: I could not answer that question. May be, sometimes they are captured. These are just like thieves who steal something, and just as a thief may or may not be captured, so is the case with them too.

COMMISSION TO INVESTIGATE CONDITIONS OF SOCIALLY BACKWARD CLASSES

*527. **Shri Audikesavalu Naicker:** Will the **Prime Minister** be pleased to state:

(a) when the Commission to investigate the conditions of socially and educationally backward classes in the territory of India, as envisaged under Article 340 of the Constitution of India will be appointed;

(b) the steps that the Government of India have been pleased to take in appointing the said Commission;

(c) whether Government propose to consider the question of affording representation in the said Commission to the backward classes of the States when the Commission will be going round and studying in the respective States; and

(d) the time by which the said Commission will begin to function?

The Prime Minister (Shri Jawaharlal Nehru): (a) to (d). Government have not thus far advised the President regarding the appointment of a Commission under Article 340 of the Constitution. Government attach importance to carrying out this investigation and to taking steps to improve the conditions of the backward classes in India, both socially and educationally. But they feel that a Commission should be appointed at a somewhat later stage.

Shri Andikesavala Naicker: May I ask whether Government will give due representation to backward classes in South India when the Commission is appointed?

Mr. Speaker: Order, order. That will be problematical at this stage.

Shri Sonavane: Will the Prime Minister state the reasons which have prompted Government to defer the appointment of this Commission?

Mr. Speaker: Why have Government considered it not proper to appoint this Commission? That is the question.

Shri Jawaharlal Nehru: There is no question of impropriety. It is a question of doing the right thing at the right time with effect.

Shri Ethirajulu Naidu: Will advantage be taken of the census operations to gather the necessary statistics bearing in mind this aspect of the matter?

Shri Jawaharlal Nehru: Yes. That is an idea which I shall pass on for consideration.

Shri Ethirajulu Naidu: Is it a fact that communities and sub-communities will not be ascertained in the census operations? Has any decision been taken in the matter of collecting these statistics for this specific purpose?

Shri Jawaharlal Nehru: I do not know exactly the details of the census operations. On the one hand, we want as much information as possible. On the other hand, we do not wish to encourage any kind of disruptive census operations, if I may say so. What I mean is this: we do not wish to encourage all kinds of little castes being put down.

Dr. Deshmukh: Is it not self-contradictory?

An Hon. Member: It is!

Shri B. Velayudhan: May I know whether this Commission will be appointed during the tenure of this Parliament?

Mr. Speaker: Before the end of 1950: that is what he means.

Shri Jawaharlal Nehru: I could not say.

STARCH FROM TAPIOCA

*528. **Shri Iyyunni:** (a) Will the Minister of Industry and Supply be pleased to state whether there is any restriction or control in the manufacture of starch from tapioca, and on the movement of the same to other parts of the Republic?

(b) In view of the shortage of it, do Government propose to encourage the cultivation of tapioca?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) There is no restriction or control in the manufacture of starch from tapioca. The United States of Travancore and Cochin have, however, placed a ban on the movement of tapioca from the United States of Travancore and Cochin.

(b) Steps have already been taken by the Ministry of Food for encouraging the cultivation of tapioca under the 'Grow More Food' Campaign.

Shri Deshbandhu Gupta: May I know whether starch is still being manufactured from maize, and if so what is the quantity so manufactured?

Dr. S. P. Mookerjee: The quantity is very small—about 3 to 4 thousand tons.

Shri Dashbandhu Gupta: Is it not a fact that the United State of Travancore and Cochin have offered to the Government of India to place 7,000 acres more under cultivation for supply of tapioca for the starch industry?

Dr. S. P. Mookerjee: That is what I have said: the Ministry of Food is encouraging the cultivation of more tapioca.

Shri Iyyunni: May I know whether during the last two years there has been any control or restriction imposed on the manufacture of starch from tapioca?

Dr. S. P. Mookerjee: There has been some restriction on account of the food requirements of the country.

Shri Karunakara Menon: May I know whether there is control on the movement of tapioca from State to State within the Indian Union?

Dr. S. P. Mookerjee: The question relates to only the United States of Travancore and Cochin, and suggestion have now been made to the Government of that State that a certain relaxation should be allowed after meeting their own requirements.

INDIANS IN THAILAND

*29. **Shri Buragohain:** Will the Prime Minister be pleased to state:

(a) the number of Indians in Thailand who have elected in favour of Chinese citizenship;

(b) the principal occupations of Indians resident in that country;

(c) whether Government are aware of the activities of the institution known as the Thai-Bharat Cultural Lodge in Bangkok; and

(d) if so, whether Government are giving any financial assistance to that cultural institution?

The Deputy Minister of External Affairs (Dr. Keskar): (a) About 25.

(b) The principal occupations are (i) merchants engaged mostly in piece-goods, (ii) darwans, and (iii) milkmen.

(c) Government are aware of the activities of the Lodge in question.

(d) No Sir.

Shri Buragohain: May I know, Sir, who are the General Secretary and the Chairman of this Lodge?

Dr. Keskar: I have no idea. I think this is a private organisation—it is not a government organisation. I am not aware of the names of the Secretary and the Chairman.

MICA EXP

*30. **Shri Jnani Ram:** (a) Will the Minister of Commerce be pleased to state the value of Mica exported every year from India since 1940 onwards?

(b) Which were the principal countries which purchased Mica?

(c) What was the arrangement of purchasing Mica by foreign countries?

(d) Is that system not continuing, and if so, why not?

(e) What is the present system of purchase by foreign countries?

(f) Has foreign Mica captured India's markets in foreign countries?

The Minister of Commerce (Shri Neogy): (a) A statement is laid on the Table showing the information asked for.

(b) The United States of America and the United Kingdom.

(c) and (d). During wartime the Anglo-American Joint Mica Mission was set up in Calcutta for purchase and export of Mica to the U.K., the U.S.A., the Dominion countries, China and Russia.

With the cessation of the war, there was no necessity for purchase of Mica for war purposes and this system was discontinued by the U.K. and the U.S.A.

(e) At present purchases of Mica by foreign countries are made through the ordinary trade channels.

(f) No, sir.

STATEMENT

Value of mica exported by sea from India during the nine years ending 1948-1949

Year	Value in thousands of Rupees
1940-41	1,47,38
1941-42	3,05,41
1942-43	2,71,16
1943-44	2,80,41
1944-45	2,94,43
1945-46	2,45,39
1946-47	3,00,09
1947-48	5,65,14
1948-49	5,92,39

Shri Jnani Ram: How far has India been able to regain her market in enemy countries of the last war?

Shri Neogy: I do not think we had any very considerable market in the enemy countries. I have already indicated that our principal markets have been the United States of America, and the United Kingdom; but I would look into this point if my hon. friend so desires.

Babu Ramnarayan Singh: Is it a fact, Sir, that before the war more than half the mica produced by India was exported to Germany and Japan?

Shri Neogy: More than half? I do not quite recollect these figures.

Babu Ramnarayan Singh: What is the position of that trade with Germany and Japan?

Shri Neogy: I do not suppose the mica trade with Germany and Japan has started on a normal basis yet, in spite of our efforts.

Shri Gautam: Is the Government aware that some of the mica dealers so misbehave that they bring a bad name to the country and the trade?

Shri Neogy: I am not prepared to accept that proposition as a very correct one; but there have been complaints about quality—that much I can say.

Shri Gautam: Is the Government aware that some of the buyers in the foreign countries say: "You first produce the material, then we will buy; we do not depend upon your samples or upon your words."

Shri Neogy: I have seen allegations to this effect.

Babu Ramnarayan Singh: What is the attitude of the Government towards the restoration of mica trade with Germany and Japan?

Shri Neogy: We will do our best when the time comes and opportunity arises.

Shri B. R. Bhagat: May I know, Sir, what is the percentage of export to the total quantity produced in the country?

Shri Neogy: I may tell my hon. friend that we have no reliable statistics about production of mica in the country. But as almost all the mica that is available is exported, we generally take the export figures roughly to represent the production.

Shri Syamnandan Sahaya: Are Government aware that raw mica is exported from this country and processed mica imported and also that mica dust which could be turned into very useful exportable material, is not being so utilized in this country; if so, what steps are Government taking to encourage it?

Shri Neogy: As a matter of fact, these are some of the matters which are engaging the attention of the Government—as to how to improve the position of the mica industry.

Shri Gautam: What steps are Government taking to put an end to this state of affairs of the dealers bringing a bad name to the country?

Mr. Speaker: Order, order.

Shri Neogy: I do not know what steps my hon. friend wants Government to adopt in this matter.

MICONITE PLANT

*531. **Shri Jnani Ram:** (a) Will the Minister of Industry and Supply be pleased to state whether there is any Miconite plant in India?

(b) Are Government taking any steps to install such a plant, either Government owned or private?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) No, Sir.

(b) Yes, the Bihar Government are moving in the matter in consultation with the Central Government.

Shri Jnani Ram: Are any attempts made by any private firm or company to install a miconite plant?

Dr. S. P. Mookerjee: I have no information beyond what I have stated already.

NEWSPRINT FOR SMALLER NEWSPAPERS

*532. **Shri Gopinath Singh:** (a) Will the Minister of Commerce be pleased to state whether it is a fact that the licences of most of the dealers in newsprint have recently been cancelled?

(b) Are Government aware that the smaller newspapers are finding it difficult to obtain their normal requirements at a fair price?

(c) What action do Government propose to take in this matter?

The Minister of Commerce (Shri Neogy): (a) No, Sir.

(b) With the increase in the landed cost of newsprint, the selling price of newsprint in the market has gone up. The stocks with the dealers are not known, but are understood to be low. It is, therefore, possible that a few newspapers have experienced some difficulty in obtaining supplies of newsprint.

(c) For the half yearly January-June 1950 period it has been decided to issue import licences to the established importers, and this will meet the difficulties of small newspapers which are not in a position to import newsprint direct. The question as to what other steps are necessary in the interest of the smaller newspapers is under consideration.

Shri Deshbandhu Gupta: May I know, Sir, what is the ceiling fixed for the import of newsprint in 1950?

Shri Neogy: It is proposed to fix a ceiling of 1,80,00,000 for the half year January-June 1950; that is the proposal.

Shri Deshbandhu Gupta: What is the approximate tonnage?

Shri Neogy: The tonnage would be for this half-yearly period about 28,000 according to the calculations that we have made; it may be more.

Shri Deshbandhu Gupta: Is it a fact that there has been a rise in price from £34 to £48 per ton, and if so, what will be the fall in tonnage on account of the rise in price?

Shri Neogy: There has been a rise. But it is very difficult to make a definite calculation, because the price as determining the volume of import would fluctuate, I take it, from time to time. But my hon. friend may easily make the calculation for himself.

Shri Deshbandhu Gupta: My point is whether in view of this rise in the price which affects the import tonnage, is it proposed to raise the tonnage?

Shri Neogy: I have merely given the figure of ceiling as is proposed. If that is found to be inadequate for the purpose, certainly the matter would be reconsidered.

Shri Deshbandhu Gupta: Do Government propose to allow some imports from Canada, and if so, to what extent?

Shri Neogy: My hon. friend knows the position very well; Canada being a hard currency area, it is not quite easy for us to import newsprint from that area, but the matter is under consideration.

Dr. Deshmukh: Would it not be possible for the hon. Minister to reserve some quota for the smaller newspapers?

Shri Neogy: Well, as I have already said, the trader is being allowed a quota for purposes of importation of newsprint which I dare say will be available for the smaller newspapers. But I may assure my hon. friend that I shall have the interests of the smaller newspapers adequately safeguarded, as far as possible.

WRITTEN ANSWERS TO QUESTIONS

INTERNATIONAL CONVENTIONS

***512. Seth Govind Das:** Will the **Prime Minister** be pleased to state the number of International Conventions or agreements that have been executed or ratified by the Government of India in 1949-50?

The Deputy Minister of External Affairs (Dr. Keskar): The Government of India have executed and ratified 9 International Conventions and 30 Agreements during the year 1949-50.

EXPORT OF CLOTH TO TIBET, NEPAL, BHUTAN AND SIKKIM

***513. Shri A. B. Gurung:** Will the Minister of **Commerce** be pleased to state:

(a) the quantity of cloth in yardage exported to Tibet, Nepal, Bhutan and Sikkim every year; and

(b) the total tonnage of wool imported into India from Tibet?

The Minister of Commerce (Shri Neogy): (a) A statement (No. I) showing quantity of cloth in yardage exported to Tibet, Nepal, Bhutan and Sikkim for the years 1946-47 to 1948-49, and from April to October 1949 is laid on the table.

(b) A statement (No. II) showing total tonnage of raw wool imported into India from Tibet for the years 1946-47 to 1948-49, and from April to October 1949 is laid on the Table.

STATEMENT I

Exports of cloth from India to Tibet, Nepal, Bhutan and Sikkim during the last three financial years and the seven months April to October 1949.

Export	1946-47	1947-48	1948-49	7 months, April to October 1949
Cloth—Yds.	24,193,382	29,852,161	18,600,415	15,627,899

STATEMENT II

Imports of Wool raw into India from Tibet during the three financial years 1946-47 to 1948-49 and the seven months April to October 1949.

Import	1946-47	1947-48	1948-49	7 months, April to October 1949
Wool raw—Tons	2,657	2,613	3,187	1,238

Note.—The figures given above are based on statistics of arrivals and despatches from certain selected Railway Stations which are adjacent to the more important trade routes. These should, therefore, be treated as approximate only.

IMPORT OF COTTON

***524. Shri R. L. Malviya:** (a) Will the Minister of **Commerce** be pleased to state what is the requirement of the country of Egyptian and African cotton?

(b) Is it a fact that representation has been made to the Government for abolition of import and excise duties on cotton and if so, what steps have Government taken or propose to take in this matter?

The Minister of Commerce (Shri Neogy): (a) Our estimated annual requirements are about 6·2 lakh bales of 400 lbs. each.

(b) Yes; so far as import duty on cotton is concerned Government have already made an announcement on the 31st January, 1950, to the effect that a refund of the import duty on cotton would be allowed at the rate of two annas per lb on the weight of fine and superfine textiles actually exported. There is no excise duty on cotton.

CESS ON COAL AND COKE

***525. Shri R. L. Malviya:** (a) Will the Minister of **Industry and Supply** be pleased to state whether it is a fact that the Government of Bihar has proposed to enhance the cess on coal and coke and if so, what is the proposed rate of enhancement?

(b) Have Government received any representation from the Coal Industry asking for interference, and if so, what steps do Government propose to take in the matter?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) The information is being collected.

(b) No.

SCIENTISTS IN NATIONAL LABORATORIES

***533. Shri Kamath:** Will the **Prime Minister** be pleased to state:

(a) the number of scientists, Indian and foreign, who are at present working in the National Physical Laboratory and the National Chemical Laboratory; and

(b) the amount which Government propose to spend on each of them for research and other work annually?

The Prime Minister (Shri Jawaharlal Nehru): (a) National Physical Laboratory—Indians 53; foreigners Nil.

National Chemical Laboratory—Indians 77, foreigners 2.

(b) The expenditure for 1949-50 is expected to be:

National Physical Laboratory	Rs. 6,90,600
National Chemical Laboratory	Rs. 7,08,000

• For 1950-51 the budgets are:

National Physical Laboratory	Rs. 8,50,000
National Chemical Laboratory	Rs. 8,80,000

NON-MUSLIM DISPLACED PERSONS' CAMPS IN PAKISTAN

*534. **Giani G. S. Musafir**: Will the **Prime Minister** be pleased to state:

(a) the number of non-Muslim displaced persons' camps excluding the camps of abducted women in Pakistan;

(b) the number of persons in these camps; and

(c) whether the Government of India have ascertained that these persons are being provided with good food and are treated well?

The Prime Minister (Shri Jawaharlal Nehru): (a) So far as the Government of India are aware there are at present four camps for non-Muslim displaced persons in West Pakistan—one in Karachi, one in Lahore; one at Gurukul Bhathwar (near Rawalpindi) and one at Mangla Mahi (District Jhelum-West Punjab). In addition, following recent communal troubles, there are, according to the latest information, eight camps in Dacca town and one in Barisal.

(b) 68 in Karachi camp; 258 in Gurukul Bhathwar camp; 57 in Mangla Mahi camp. There are 4,000 displaced persons in the camps at Dacca and 350 in the camp at Barisal. About 3,000 persons have also taken shelter in private houses in Dacca town.

(c) The camps in Karachi and Lahore are controlled and maintained by the Government of India.

The Government of India have not been able to get any definite information regarding the treatment and food provided in the camps at Gurukul Bhathwar and Mangla Mahi.

Conditions in the camps in Dacca and Barisal which our High Commissioner has recently seen are now, on the whole, satisfactory but it is stated that there is need for more rations and more clothing.

GRANT OF IMPORT LICENCES

*535. **Shri Sanjivayya**: (a) Will the Minister of **Commerce** be pleased to state whether it is a fact that import licences are not given to those applicants who have not done business in imports during the period 1942-45?

(b) If it is so, do Government propose to exempt from this condition such of these applicants who took part in the 1942 Movement and as such could not do business as they were detained during 1942-45?

(c) If the answer to part (b) above be in the affirmative, what is the number of such applications and what is the number rejected?

The Minister of Commerce (Shri Neogy): (a) and (b). So far as the grant of import licences is concerned, the licensing policy was liberalised during 1946 and the first half of 1947. When the restrictions were re-imposed, the basic period was so fixed that imports made in any complete financial year could be taken into account for the purpose of granting quota licences. Everybody had therefore almost equal chances to enter the import trade and secure licences when necessary, during the period of liberalisation. Thereafter as imports in any one of the financial years 1937-38 to 1948-49, at the choice of the importers, are taken into consideration for the purpose of granting quota licences, persons who entered the trade for the first time in 1946 or 1947 would also be eligible for import licences.

Moreover, licences during the periods of restrictions were also granted to certain new comers who wanted to enter the trade.

(c) Does not arise.

DEVELOPMENT PLAN FOR NORTH EAST FRONTIER AREAS

***536. Shri Borooah:** Will the **Prime Minister** be pleased to state:

(a) the amounts of money proposed to be spent under the Development Plan of the North East Frontier Areas under different heads *vis.*, Education, Agriculture, Medical and Public Health and Communications;

(b) the number of schools of different types and standards that have been started under that plan;

(c) the number of pupils in these schools; and

(d) the number of dispensaries opened and doctors appointed?

The Deputy Minister of External Affairs (Dr. Keskar): (a) A statement of proposed Budget Provisions for the ensuing year (1950-51), in connection with the Development of the North East Frontier Tribal Areas, under various heads is placed on the Table of the House. [See *Appendix III, annexure No. 16*]

(b) to (d). The requisite information is being obtained from the local authorities concerned and will be laid on the Table of the House in due course.

SUBSIDY TO TRIBES ON BALIPARA FRONTIER TRACT

***537. Shri Borooah:** Will the **Prime Minister** be pleased to state:

(a) the amounts of "Posa" (subsidy) paid to each of the different tribes inhabiting the Balipara Frontier Tract in the North East Frontier Area of Assam, and

(b) whether Government propose to consider the desirability of discontinuing the payment of "Posa" in view of the large amount of money which is being spent for these Tribes under the Development Plan?

The Deputy Minister of External Affairs (Dr. Keskar): (a) and (b). The requisite information is being collected and will be laid on the Table of the House as soon as possible.

IMPORT LICENCE FOR CAUSTIC SODA

***538. Shri D. S. Seth:** Will the Minister of **Commerce** be pleased to state:

(a) whether the attention of Government has been drawn to an article under the caption "Import Licence Scandal" published in the *Current* of Bombay dated the 8th February, 1950, with the photostat of Licence No. 040996.C.C.I;

(b) what representations had the licensee made about his past import of caustic soda; and

(c) whether the Import Controller's Office had enquired into the *bona fides* of the information supplied and the veracity of the statement made by the applicant?

The Minister of Commerce (Shri Neogy): (a) Yes, Sir.

(b) Owing to world scarcity, totally insufficient domestic production and the crying need for these essential raw materials by a number of other major industries as well as small consumers, it was decided that a system of free licensing should be introduced from January 1948. The Chief Controller of imports public notice dated the 22nd January 1948, announcing this policy laid down the principles in accordance with which applications for licences for Caustic Soda were to be made. It was not necessary for the applicants to produce evidence of past imports of caustic soda. Under this notification licences were to be issued freely to all applicants who produced evidence of supplier's offer to show that they were in a position to import the article within the limits of the prescribed price ceiling. The Licensing authority was only to be satisfied that the applicant had a *bona fide* offer from the foreign supplier and was in a position to procure this badly needed article at a price not higher than the ceiling limit fixed. In addition a further condition was endorsed on the licence to the effect that the goods on importation will not be disposed of without the prior sanction of the Development Officer, Directorate General of Industries and Supplies, New Delhi. Mr. F. Patel made the application in terms of the aforesaid public notice and fulfilled the conditions for the grant of a licence. It was not necessary for him to make a statement of his past imports and none was made.

(c) For the reasons mentioned in (b) above this necessity did not arise. That goods valued at about Rs. 18 lakhs were imported against the licence shows that the firm were in a position to make the imports.

As some criticisms have been made from time to time on the floor of this House regarding the policy of free licensing of Caustic Soda and Soda Ash during the first half of 1948, I take this opportunity of laying on the Table a detailed statement on the subject for the information of hon. Members. [*Copy placed in the Library. See No. P-65/50.*]

MAINTENANCE ALLOWANCE TO DISPLACED PERSONS

*539. **Shri Munavalli:** (a) Will the Minister of **Rehabilitation** be pleased to state how many displaced persons applied for maintenance allowance?

(b) How many applicants belong to the lower income group?

(c) How many applicants of the lower income group were given maintenance allowance?

(d) Is the same allowance given to all individuals or does it differ from individual to individual?

(e) What is the aggregate sum so given?

(f) Were any applicants of higher income group given maintenance allowance and if so, how many and on what basis?

The Minister of State for Rehabilitation (Shri Mohan Lal Saksena): (a) So far 14,880 applications have been received in the Ministry of Rehabilitation.

(b) It is not possible to give this information unless all the applications have been scrutinized.

(c) 317.

(d) Allowance differs from individual to individual.

(e) About Rs. 7,000.

(f) Cases are being scrutinized and payment will be made very shortly.

EXPORT OF COIR GOODS]

***540. Shri R. Velayudhan:** (a) Will the Minister of **Commerce** be pleased to state whether Government have got any scheme for encouraging the export of coir goods from India?

(b) Have Government received any such scheme or request from the Government of the Travancore-Cochin Union?

(c) Have the coir manufacturers from the Travancore-Cochin Union submitted any memorandum to the Government of India regarding their difficulties in the export of coir goods?

The Minister of Commerce (Shri Neogy): (a) There is no separate scheme as such for encouraging export of coir goods from India. Coir goods, however, figure prominently in our export promotion measures such as publicity, trade and tariff agreements, quality control, etc.

(b) and (c). Representations have been received from time to time from the late Governments of Travancore and Cochin, the Government of Travancore-Cochin Union and the coir goods manufacturers in those territories against the import restrictions on coir goods in various countries. An enquiry from our trade representatives abroad reveals that these restrictions are mainly due to foreign exchange difficulties. These are being gradually removed as for example in the case of U. K.

REPARATIONS PURCHASING MISSION

***541. Shri Krishnanand Rai:** Will the Minister of **Industry and Supply** be pleased to state:

(a) whether the Reparations Purchasing Mission for acquiring Industrial plants from Germany that was sent by the Government of India has finished its work;

(b) if so, what machineries and plants have been purchased by the above mission and what the total cost of these purchases is; and

(c) whether the plants and machines purchased have reached India and if so, what has been the total transit charges?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) No Purchasing Mission was sent by Government.

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

CONVERSION OF HARIJANS IN PAKISTAN

***542. Dr. M. V. Gangadhara Siva:** Will the **Prime Minister** be pleased to state:

(a) whether Government are aware that Harijans are forcibly converted to Islam in Pakistan; and

(b) if so, how many of them are converted and how many came to India as displaced persons?

The Minister of Transport and Railways (Shri Gopaldaswami): (a) and (b). Government have now and then seen reports in newspapers about forcible conversion of Harijans to Islam in Pakistan, but have no official information. About 10½ lacs of Harijans have come to India from Pakistan.

EXCHANGE OF AMBASSADORS WITH PEKING GOVERNMENT

***543. Shri S. N. Sinha:** Will the **Prime Minister** be pleased to state the probable date by which exchange of Ambassadors with the Peking Government is likely to take place?

The Prime Minister (Shri Jawaharlal Nehru): I cannot indicate any date but exchange of ambassadors with the Peking Government is likely to take place in the near future. At the instance of the Peking Government, preliminary and procedural matters in connection with the exchange of diplomatic missions are now under negotiation.

MATCH INDUSTRY IN SOUTH INDIA

***544. Shri Ramaaswamy Naidu:** Will the Minister of **Industry and Supply** be pleased to state:

(a) whether Government are aware that the match industry in South India is mainly a cottage industry;

(b) whether it has been brought to the notice of Government that many of the factories are closed down for the past two years;

(c) whether Government are aware that the reason for such closure is the competition by a foreign mechanised match factory?

(d) whether Government propose to give any aid to such factories; and

(e) whether it is a fact that the foreign match factory has been given a large supply of wood at concession rates?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) Yes, Sir.

(b) Government are aware of the temporary closure of a few small manufacturing units during the last two years, but 35 new units have also started production during this period.

(c) These temporary closures cannot be attributed to the competition by mechanised factories. Apart from their higher cost and inferior quality of products, the closures have been due to the loss of the export market.

(d) Every possible facility, like concession in excise duty; supply of chemicals etc., have already been given to these cottage factories.

(e) No, Sir.

EXPORT OF TEA TO U.S.A.

***545. Shri R. Velayudhan:** (a) Will the Minister of **Commerce** be pleased to state whether Government have received any intimation from the President of the Tea Association Board regarding the promotion of export of tea to the United States of America?

(b) If so, what is the nature of the same?

(c) Have Government any plan to help the promotion of tea consumption abroad?

The Minister of Commerce (Shri Neogy): (a) Yes. Government have received a proposal from the Chairman, Central Tea Board, relating to expansion of propaganda for increasing the consumption of tea in the United States of America

(b) The proposal is that the propaganda campaign for consumption of tea in the U.S.A. should be expanded, the expenses being shared jointly by the U.S.A. Tea Association and the International Tea Market Expansion Board. The expanded propaganda will cost about \$2,000,000 a year. The contribution will be placed in a fund and will be controlled by a council with 50 : 50 representation of the U.S.A. Tea Association and the International Tea Market Expansion Board.

(c) The Central Tea Board which is constituted under the Central Tea Board Act, 1949, is entrusted with the work of carrying on propaganda for increasing tea consumption; and, for this purpose, the Central Tea Board contributes towards expenses of the International Tea Market Expansion Board, which actually carries on propaganda for tea in foreign countries.

CYCLE FACTORIES

***546. Shri Rathnaswamy:** (a) Will the Minister of **Industry and Supply** be pleased to state how many cycle factories were started in the years 1948 and 1949 in India?

(b) How many were started in Madras alone during these years?

(c) How many are proposed to be started in 1950?

(d) What steps do Government propose to take to reduce the prices of cycles?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) No factories for the manufacture of complete bicycles were started in the years 1948 and 1949 in India but two factories, namely (i) Messrs. Indo-Belga Engineering Co. Ltd., Gontipur, Ahmedabad, and (ii) Messrs Rampur Engineering Co. Ltd., Rampur, have started manufacturing bicycle components and accessories. The latter firm existed before 1948 but started the manufacture of bicycle accessories last year.

(b) None.

(c) Three.

(d) The Government are assisting the indigenous industry in improving its production—both in quantity and quality.

CLOSURE OF OIL MILLS IN U. P.

***547. Shri Rathnaswamy:** (a) Will the Minister of **Industry and Supply** be pleased to state whether Government are aware that Uttar Pradesh Oil Mills Association decided to close down their Mills indefinitely?

(b) If so, what are the reasons that led to this decision?

(c) What steps do Government contemplate to take in the matter?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) to (c). The information is being collected and will be laid on the Table of the House in due course.

TRANSPORT FOR JUTE

*548. **Shri B. R. Bhagat:** (a) Will the Minister of **Commerce** be pleased to state whether it is a fact that the jute grown in the district of Saharsa in Bihar cannot be marketed due to transport difficulty?

(b) If so, what steps do Government intend to take to remove this difficulty?

The Minister of Commerce (Shri Neogy): (a) Enquiries reveal that ever since the O.T. Railway was called upon to move the raw jute grown in North Bengal and Assam which used to go to Calcutta normally in transit through East Bengal, the transport position in other jute growing areas including Saharsa in Bihar has been more difficult.

(b) The movement of raw jute from different growing areas to the mills in Calcutta, is subject to constant watch by a Committee consisting among others of representatives of jute interests as well as transport authorities, and special measures which include the grant of higher priority, the improvement of ferry facilities and increased allotment of wagons, are taken according to the needs of each growing area. Some long-term measures for the construction of additional road and rail transport facilities are also under consideration.

NATIONAL LABORATORIES

60. Lala Raj Kanwar: Will the **Prime Minister** be pleased to state:

(a) the number of National Laboratories proposed to be opened in the near future for promoting scientific and industrial advancement in the country;

(b) the names of such laboratories, the places of their location and the probable dates on which they are likely to be opened; and

(c) what steps are being taken to obtain suitable personnel for all such laboratories?

The Prime Minister (Shri Jawaharlal Nehru): (a) Three during 1950 apart from the two already opened in January, 1950.

(b) (i) Fuel Research Institute, Dhanbad—April 1950.

(ii) Central Glass & Ceramic Research Institute, Calcutta—June 1950.

(iii) National Metallurgical Research Institute, Jamshedpur—October 1950.

(c) The posts are advertised in the leading Indian newspapers. Universities, educational institutions and the Ministry of Education are asked to invite applications from outstanding students and scholars who have qualified abroad. The applications received are examined by a Selection Committee consisting of top ranking scientists on whose recommendations all appointments are made.

TRADE BETWEEN INDIA AND MALAYA

61. Shri Sidhva: (a) Will the Minister of **Commerce** be pleased to state whether any trade facilities exist between India and Malaya and if so, what are they?

(b) Is the export of gunny bags to Malaya prohibited?

(c) What are the articles that are exported from Malaya to India?

(d) How many Indians are engaged in commerce in Malaya?

The Minister of Commerce (Shri Neogy): (a) No special facilities have been given for trade between India and Malaya. Trade between them is carried on through normal commercial channels and is subject to the import and export control regulations in force in either country from time to time.

(b) No.

(c) The main articles that are exported from Malaya to India are gums and resins, metals and ores, oils, rubber (raw), spices and wood and timber.

(d) According to the last Pan-Malayan census taken in July, 1947, and recognised as correct up to date the number of Indians engaged in commerce in Malaya is 9,808.

AID UNDER POINT FOUR PROGRAMME

62. Shri Sidhva: Will the **Prime Minister** be pleased to state whether the Minister for External Affairs had any discussion with the United States Embassy in Delhi in connection with the \$45 million aid proposed by President Truman?

The Prime Minister (Shri Jawaharlal Nehru): No, but with a view to checking the U.S.A. administrations' own estimates of the provision to be proposed to the Congress, officials of the United States of America Embassy in Delhi held, under instructions from the State Department, informal talks with officials of the Ministry of Finance in regard to possible utilisation of technical aid by India. The discussions were exploratory only and there were no commitments.

FRUIT PRESERVATION AND CANNING INDUSTRY

63. Pandit M. B. Bhargava: (a) Will the Minister of **Industry and Supply** be pleased to state the number of the factories for Food preservation and canning industry situated in the Union of India and the total investment thereon?

(b) Have the Government of India any control over such factories and have they got any administrative machinery to check and test the product from these factories before they are put in the market?

(c) What assistance or encouragement do these industries receive from the Government of India and State Governments?

(d) How do the products of these factories compare in quality and value with similar imported products from foreign countries?

(e) How does the Indian Industry of Fruit Technology help the development of these industries?

The Minister of Industry and Supply (Dr. S. P. Mookerjee): (a) The hon. Member presumably wants information on Food Processing and Fruit Canning Industries. If so, information is:

	<i>Number of Factories</i>	<i>Amount Invested</i>
Food Processing Industry	494	Rs. 41.61 crores
Fruit Canning Industry (Licensed factories)	295	Information not available.

(b) Generally speaking the Government of India have neither any control nor any administrative machinery to check and test all food processed articles except breweries and preserved fruits before they are put out in the market.

(c) Government of India assist them in getting raw materials which are in short supply. Technical advice and facilities for research and training the necessary personnel are also provided to the industries. A protective duty on the import of fruit products has been levied.

Information regarding assistance given by Part (A) State Governments has been called for and will be laid on the Table of the House.

(d) Generally speaking the quality and price of the products of the Food Processing Industries compare favourably with those of the imported products.

(e) By conducting research, training classes and rendering advice.

Monday, 27th February, 1950



PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

VOLUME II, 1950

(24th February, 1950 to 14th March, 1950)

First Session

of the

PARLIAMENT OF INDIA

1950

CORRIGENDA

to

the Parliamentary Debates (Part II—Other than Questions and Answers), 1st Session, 1950,—

In Volume II,—

1. No. 1, dated the 24th February, 1950,—

- (i) Page 809, line 19 for "cbroadly" read "broadly".
- (ii) Page 814, line 20 for "alsod" read "also a".
- (iii) Page 826, line 24 after "have" read "got".
- (iv) Page 831, line 12 for "stile" read "still" and in line 13 for "wouild" read "would".
- (v) पृष्ठ ८५४, पंक्ति ६ में "बैठेगो" के स्थान पर "बैठेंगे" पढ़ें।
- (vi) पृष्ठ ८५७, पंक्ति ४ में "डब्बो" से पहले "और" को निकाल दें।
- (vii) Page 865, last line for "15th" read "25th".

2. No. 2, dated the 25th February, 1950,—

- (i) Page 884, line 27 from bottom for "latterly" read "laterly".
- (ii) Page 898, line 11 for "fact" read "feet".
- (iii) Page 901, line 11 omit "a" after "had".
- (iv) Page 903, line 10 from bottom for "low" read "law".

3. No. 3, dated the 27th February, 1950,—

- (i) Page 950, line 5 from bottom for "alternation" read "alteration".
- (ii) पृष्ठ ९६१, नीचे से पंक्ति १३ में "श्री ए० पी० सिंह" के स्थान पर "श्री ए० पी० सिन्हा" पढ़ें।
- (iii) पृष्ठ ९६६, पंक्ति १ में "मा" के स्थान पर "या" पढ़ें।
- (iv) Page 967, line 9 for "ot" read "to".
- (v) Page 970, line 9 for "Mangers" read "Managers".

4. No. 4, dated the 28th February, 1950,—

- (i) Page 984, line 11 for "Mr. Chairman :- The question is" read "The motion was adopted".
- (ii) Page 986, for the existing last line read "The House then adjourned for lunch till half past two of the clock".
- (iii) Page 994, line 27 from bottom for "onse" read "ones".
- (iv) Page 1010, line 16 from bottom for "Mr. Gaganvinari lal" read "Mr. Gaganvihari Lal".

5. No. 5, dated the 1st March, 1950,—

- (i) Page 1021, line 22 for "has been callous" read "has been even callous".
- (ii) Page 1033, line 25 from bottom for "on" read "or".
- (iii) Page 1053, line 21 for "Shri Ethirajula Naidu" read "Shri Ethirajulu Naidu".
- (iv) Page 1054, transfer lines 29 and 30 after line 31.
- (v) Page 1064, line 4 for "cadamom" read "cardamom".

6. No. 6, dated the 2nd March, 1950,—

- (i) Page 1090, line 17 for "Hon. Members three minutes" read "Hon. Members say three minutes".
- (ii) Page 1096, first line for "section" read "selection".

7. No. 7, dated the 6th March, 1950,—

- (i) Page 1143, line 11 from bottom for "fact" read "face".
- (ii) Page 1150, line 18 for "in" read "the".

(ii)

- (iii) Page 1060, line 13 from bottom *delete* "no".
- (iv) Page 1164, line 4 from bottom *for* "Shri Satis Chandra" *read* "Shri Satish Chandra".
- (v) Page 1165, line 26 *for* "Dr." *Matthai* *read* "Dr. Mathai".
- (vi) Page 1171, line 2 *for* "as" *read* "or".
- (vii) Page 1174, last line *for* "Hudget" *read* "Budget".

8. No. 8, dated the 7th March, 1950,—

- (i) Page 1179, line 11 *for* "question" *read* "questions".
- (ii) Page 1221, line 13 *for* "by" *read* "but".

9. No. 9, dated the 8th March, 1950,—

Page 1260, line 21 from bottom *after* "so far," *read* "but no".

10. No. 10, dated the 9th March, 1950,—

- (i) Page 1306, line 28 from bottom *for* "gah" *read* "Durgah".
- (ii) Page 1321, line 28 *for* "has " *read* "This".

11. No. 11, dated the 10th March, 1950,—

- (i) Page 1342, line 23 from bottom *for* "panel" *read* "penal".
- (ii) Page 1352, line 3 from bottom *for* "Houses" *read* "House".

12. No. 12, dated the 11th March, 1950,—

Page 1385, *for* the existing line 18 from bottom *read* "another thing that I wish to submit is this. It is but fair that, when the".

13. No. 14, dated the 14th March, 1950,—

Page 1507, line 11 from bottom *for* "Shri A. P. Fain" *read* "Shri A. P. Jain".

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PARLIAMENTARY DEBATES

(PART II--PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS)

Monday, 27th February, 1950.

The House met at a Quarter to Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(*See Part I*)

11-45 A.M.

DEATH OF SHRI JADUBANS SAHAY

Mr. Speaker: Before we proceed to the next business, I regret to have to convey to the House the very sad news of the demise in tragic circumstances of one of the Members of the Constituent Assembly, namely, Shri Jadubans Sahay. I am informed that he succumbed to a motor accident. Hon. Members know that he was a Member of the Bihar Provincial Congress Committee; he was also a Member of the Bihar Assembly and he was a Member of the Patna University Senate; he was elected to this Assembly on 22nd July 1946 and continued to be its Member till its termination. Naturally our sympathies go to the family of the deceased and we will convey our condolences to them.

The Leader of the House (Shri Jawaharlal Nehru): Sir, I have heard from you of this sudden and tragic death. I should like to associate myself with the remarks which have fallen from you.

Mr. Speaker: The House may stand for a minute in memory of the deceased.

MOTION FOR ADJOURNMENT

CONCENTRATION OF PAKISTAN ARMED FORCES ON BORDERS OF PUNEVA

Mr. Speaker: I have received notice of an adjournment motion that the business of the Parliament be adjourned for the purpose of discussing a definite matter of urgent public importance:

“The concentration of Pakistan Armed Forces on the Borders of the district of Purnea in the State of Bihar.”

May I know what the Leader of the House has to say?

The Prime Minister (Shri Jawaharlal Nehru): It is for you, Sir, to decide whether such a motion is admissible or not. So far as the Government are concerned, they have no such information and they attach no importance whatever to the various reports that have appeared in the public press in this regard.

Mr. Speaker: Under the circumstances there appears to be no factual basis for further consideration whether the motion is admissible or not.

An Hon. Member: Will not the mover of the motion be given a chance to explain it?

Mr. Speaker: No. It is not necessary. Government have given the facts as they are and when they say that there is no basis for this, I must accept the statement of the hon. Leader of the House that the newspaper reports are incorrect.

Shri Syamnandan Sahaya (Bihar): The Chief Minister of Bihar has said...

Mr. Speaker: That is a newspaper report, at any rate, as to what the Chief Minister of Bihar has said. So, I do not think that I need take that into consideration.

JUDICIAL COMMISSIONERS' COURTS (DECLARATION AS HIGH COURTS) BILL

The Minister of Home Affairs and the States (Sardar Patel): I beg to move for leave to introduce a Bill to declare the Judicial Commissioners' Courts in Part C States to be High Courts for certain purposes of the Constitution.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to declare the Judicial Commissioners' Courts in Part C States to be High Courts for certain purposes of the Constitution."

The motion was adopted.

Sardar Patel: I introduce the Bill.

RAILWAY BUDGET—LIST OF DEMANDS

Second Stage

Mr. Speaker: The House will now discuss Demands for Grants in respect of Railways. As regards the time limit for speeches the usual practice has been to fix a limit of 15 minutes for all speakers including movers of cut motions and 20 minutes for the hon. Minister replying. I trust that this will suit hon. Members.

I understand that there has been an agreement that the following cut motions only will be moved today. This is a substantial agreement between the Members of the House as I understand from the communication under the signature of the hon. Minister for Parliamentary Affairs.

Item 1 in the consolidated list—Mr. Sidhya's motion to discuss general policy;

Item 74 in the consolidated list—Mr. Goenka's motion to discuss the re-organisation of the Railway Board and the Railway system;

Item 157 in the consolidated list—Mr. Venkataraman's motion to discuss labour welfare measures.

That means that Nos. 1 and 74 will be moved together and the discussion will proceed till 3-30 P.M., when the hon. Minister will reply to both the cut motions together and No. 157 will be taken up at 4 P.M. and the hon. Minister will reply at 4-45 P.M. Only three cuts will be taken up in respect of Demand No. 1 and Demand No. 9A. If any hon. Member wishes to move any other,

unless there is an agreement between all the Members of the House, I do not propose to debar any one from moving any cut motion which he likes. What I have got is a substantial agreement. I will first place before the House Demand No. 1.

DEMAND NO. 1—RAILWAY BOARD.

Mr. Speaker: Motion is:

“That a sum not exceeding Rs. 34,43,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1951, in respect of ‘Railway Board’.”

(i) *General Policy.*(ii) *Reorganisation of the Railway Board and the Railway System.*

Shri Sidhva (Madhya Pradesh): I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Shri Goenka (Madras): I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Mr. Speaker: Cut motions moved:

(i) “That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

(ii) “That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Shri Sidhva: This Demand includes an item of Rs. 10,92,000 for the salaries of the Railway Board officials. I would like to discuss the constitution of the Railway Board. This subject has been coming up for discussion in this House frequently and more so in the last session, but I do not find in the hon. the Railway Minister’s speech any definite proposal as regards the re-constitution or reorganisation of this Railway Board.

Before this subject is being discussed in this House I was myself very particular to see that I should get an opportunity to discuss this in the Railway Standing Finance Committee meeting in which Committee I am a Member. I wanted to satisfy myself as regards this matter and to avoid any discussion here if I was convinced that the present composition and constitution are quite in consonance with the new set up. Accordingly I sent a motion for consideration of this subject in the Standing Finance Committee. Unfortunately my friend the Railway Minister Mr. Gopalaswamy was not present and in his absence Mr. Santhanam ruled it out of order on the ground that that was not the forum and the proper forum for discussing this was then the Constituent Assembly and now this Parliament. You will thus see that I was very keen to understand the position in a Committee where I was a Member before discussing it here and I wanted to avoid discussion here if I was satisfied. But I was ruled out and therefore I am compelled to bring this before this House. You will see my *bona fides* in this matter that I did not desire to raise this point for the purpose of mere discussion. Because we have an old Constitution of the Railway Board which I felt was not in conformity with the new set up, I requested the hon. Minister to at least supply me a copy of the Constitution and although Mr. Gopalaswamy passed an order that I should be supplied with a copy, despite my six reminders, I could not get a copy of the Constitution. When I took up the matter personally with my friend, then I got a reply on the 10th June 1949 which states: “There are no printed publications giving this information as it was to be done from orders and other correspondence issued from time to time. This is the reason for the delay in sending the memorandum to you which is very much regretted. That is to say, to-day there is no printed constitution of the Railway Board but as the Secretary

[Shri Sidhva]

writes to me, it has been picked up from the various orders and notifications and compiled into a Constitution". Whatever that may be, it is rather surprising that the asset of the Railway Board to the tune of 800 crores to-day is managed without any specific constitutional clauses but the constitution has been made, according to this letter, from the various orders issued, I do not know, by whom—previously may be, by the Financial Commissioner but the Railway Board was the supreme body as far as Railway administration was concerned. The composition of the Railway Board is, a Chief Commissioner of Railways, a Financial Commissioner and three other members. The Chief Commissioner has the power to overrule the other members of the Board except that the Financial Commissioner in case of disagreement in any matter with the decision of the Chief Commissioner, has the right to refer it to the hon. Minister for Finance, because he is the liaison between the Finance Minister and the Railway Minister. That is one point.

The other power vested in the Railway Board is that the Chief Commissioner is vested with full powers of the Government of India to sanction railway expenditure subject to the general control of the hon. Ministers for Railways and Finance. Of course there is that saving clause but we do not know to what extent the Chief Commissioner is responsible to these two Ministers. Then it says that the Board functions as a Ministry of the Government of India and exercises all the powers in respect of the regulation and construction, maintenance and operation of Railways. By virtue of inclusion of the Financial Commissioner in its Constitution, the Board exercises the full powers of the Government of India in regard to railway expenditure.

12 Noon Now how many of these clauses have been framed before we achieved our independence and how many are new, I do not know. But some of them must be new as they mention the Ministers' names. Therefore I presume there have been some sort of amendments to this Constitution.

I was denied the right to discussion in the Committee where we might have exchanged views and understood each other and avoided this discussion. Now I want to know from the hon. Minister for Railways as to whether the necessity to-day continues for the existence of a Railway Board. This Railway Board has 35 Directors, Deputy Directors, Joint Directors and Assistant Directors etc. The salaries are:

1 Chief Commissioner	...	Rs. 5,000/-
1 Financial Commissioner	...	Rs. 4,000/-
3 Members	...	Rs. 4,000/-
6 Directors	...	Rs. 3,000/-
5 Dy. Directors		Rs. 1,250/-
1 Member	...	Rs. 3,000/-
1 Member	...	Rs. 2,250/-
1 Member	...	Rs. 1,600/-
6 Jt. Directors	...	Rs. 1,600/-
7 Dy. Directors	...	Rs. 1,450/-
8 Asst. Directors	...	Rs. 1,250/-

The total salary comes to nearly 11 lakhs. I do not know the functions of the various Directors. In the previous period they may have been found necessary but I do not know whether the hon. Minister for Railways has considered this matter and finds this necessary now. I do not say merely from

the retrenchment point of view—I say from the policy point of view, whether he feels that the Board is necessary under the existing circumstances. This is a commercial body. Equally the Government of India has another commercial body—the P. & T. and we have got a Director General in the P. & T. as well. His salary is Rs. 3,500 and there are 13 Directors, Deputy Directors and Assistant Directors and the cost of salaries comes to Rs. 5,08,000. I do not know why the Railway Board should not be constituted on the same lines. The Railway Board has an Engineering Works also; similarly the P. & T. also have Engineers and their salaries are separate as in the Railway Board. Has any thought been given to reconstitute this Board so as to bring the policy on a better system according to the present times or allow the ancient system of this Board to continue without any scientific research being carried out in the Railways. I do not know what are the scientific researches that are carried out but they are very necessary for the simple reason that to-day there have been derailments of railways, maybe due to sabotage or removal of fishplates or rails but I remember—if I mistake not—in the year 1929 in this very House a great clamour was raised by the Members that there have been accidents and Government do not take any consideration for the safety of passengers. The Railway Member in those days stated that it is so but it is due to the non-existence of floodlights attached to engines and he was thinking of attaching floodlights to all passenger and goods engines so that the drivers or firemen could see through that light to a very great distance as to whether there is any obstruction ahead of them. With that object in view, at a cost of lakhs of Rupees, all the engines have been fitted with these lights. I want to know from a scientific point of view whether this Board composed of scientists have considered whether this is the perfect system or whether any other system is necessary. Take, for instance, in the steamers, just in front of the mast, during the whole night and day a crew sits—in turns of four hours—looking whether there is any obstacle in front, that is to say, whether any country craft is passing. He has electric connection with the Engine and if he presses a button, the engine driver sees to it that the steamer is stopped or its course diverted. I am making this humble suggestion; I do not know whether it is possible to adopt it. I do not see any reason why it is not possible unless the engineers who have their own fascination to maintain that they possess the super-human mind and knowledge and would not consider proposal from any other person. I am presently coming to that also. My point is this. In front of the engine there should be an air-tight cabin so that one member of the staff may sit in turns of four hours, all the twenty-four hours—he cannot sit for more than four hours at one time—and see whether there is any obstacle on the way. It may be a costly thing; a large number of staff may be required, but not a very large number. Whatever that may be, each derailment costs us lakhs of rupees and then we have to pay compensation to the passengers, let alone the loss of life. I am only making a lay man's suggestion. I want to know whether the Board have considered what steps should be taken to stop derailments, whether we have got a research authority and even if we have not got a research authority whether this Board with 36 Directors have given any thought to this matter. I would submit for the consideration of the hon. Minister two things: whether the Board could not function on the lines of the Posts and Telegraphs Department and secondly for the safety of the passengers, whether these derailments could not be stopped. Sabotage you cannot stop. I know very well; but what are the preventive measures that are being taken in regard to this matter?

You will remember, Sir, in one of the meetings, I was responsible for making a suggestion in regard to ticketless travel. A scientist by name Mr. Mukerjee had agreed to devise a system whereby, automatically the train would stop, no passengers who have got into the compartment could run away without the ticket being produced. When I brought up that matter in the

[Shri Sidhva]

last session, I was pooh-poohed; subsequently, I had a talk with the hon. Minister and he was good enough to accede to my request and brought one train from Lilloosh with the Engineer to make an experiment. I wanted to see because the suggestions made by the Engineer were effective. Certain suggestions were made to remove defects; he was requested to complete the work. The other day I put a question to the hon. Minister Mr. Santhanam. He replied that the work is not yet completed because that gentleman had not given the device. I have received a communication from that gentleman to whom I wrote complaining that he was delaying the matter. His reply is this:

"The six Coaches, out of nine for the whole train, are complete with the device while the remaining three are complete with the necessary wirings and are waiting for some switches and other fittings....."

He says:

"I have asked for 30 four-way switches, 24 small good-quality locks with duplicate keys, 2 electric horns, 3 reserve batteries at three places of the trains. I have been asking for the supply of these and they are delaying."

The point I want to draw attention to is this. At the instance of the hon. Minister, this device was accepted, but the Engineers in Calcutta are not helping this man. I only want to show that when another outside scientist comes with a device, these engineers say that is not good and they would not allow it. I request the hon. Minister who was kind enough to consider this matter sympathetically to see that this matter is expedited as early as possible.

There is another item to which I would also like to draw the attention of the hon. Minister. At present some accidents are due to trains being brought to the wrong lines. There have been questions in this House recently on this subject. I put two questions and the hon. Minister Mr. Santhanam said that unless a specific instance is quoted, he does not know. I would like to tell him that on the 20th of February a serious train collision between the 28 Up Allahabad-Bombay Express and the 27 Down Bombay-Allahabad Express was averted narrowly because the Guard detecting that a wrong point had been given and another train was already standing there, suddenly stopped the train. This is not a solitary instance; there have been many instances. A level crossing gate was kept open in Cuttack on the 15th of February and several persons were killed and 24 injured when the Puri-Taicher local train collided with a passenger bus on the level crossing between Malipattapur and Sakhigopal. We know these roadside level crossings are generally kept closed; I do not know why this level crossing gate was kept open or whether the driver was not able to see whether the crossing was closed or not. This is absolute negligence on the part of the crew. I want to know what the Board does in this matter.

I will not take much of your time, Sir; I want to know what steps the Board have taken in these matters. In conclusion, Sir, all along during these two and a half years, I might say I have been a very serious critic of the railway budget. Today, I must congratulate from the bottom of my heart the hon. Ministers Gopalaswami Ayyangar and Santhanam, not for having produced a surplus budget, but because the wretched priority system which had brought disrepute to the railways and to the country, and in which corruption was rampant and wagons were being sold for Rs. 500, is going to be stopped from the 31st of March. This has brought relief to the trading class. The second point is the introduction of a large number of *Janata* trains for which we have been clamouring. I go by the definite action that has been taken; I would not have been satisfied only with the fourteen Crores surplus. Although I am dissatisfied that the fares have not been reduced, I do not mind that because I

was told at the meeting that they want to develop much more the railway administration and build up a reserve and Depreciation funds so that they may make still further progress and give conveniences and facilities to the third class passengers. From that point of view, I do not insist that the passenger fares should be reduced. But, at the same time, I do feel that some progress has been made. As regards passenger amenities, all these years, the Amenities fund was accumulating. Now, three crores of Rupees are going to be spent. I have seen the hon. Minister Mr. Santhanam is very keen in this matter and I hope that the hon. Minister has issued definite orders that not a pie of this amount shall be saved, but all the three crores will be spent only on amenities and not on the extension of railway buildings or platforms.

With these words, Sir, I congratulate the hon. Minister, and I would be failing in my duty if I did not congratulate him, not as a mutual complimenting society as one member said, but as a sincere believer—for I have been criticising them all along—that today they are on the right path and I do feel that if they keep on in this way, next year, they would be in a better path.

Shri Goenka: When I move for a reduction of Rs. 100 in this demand, I do so not because I have any grievance against the railway department, but because I want to draw attention to two facts, namely, re-organisation of the Railway Board and the Railway system. I do not find fault with them for not re-organising the Railway Board, or re-grouping the railway system earlier because I know that the hands of the hon. Railway Minister were full. When he took over charge of the railway administration, the railway system in this country was practically in a mess. It was due to war conditions. His first duty was to remove the bottlenecks which were practically paralysing the economy of the whole country. He very successfully did it, for which the whole House has congratulated him during the general discussion. My friend Mr. Sidhva who has been the greatest critic of the railway administration has also congratulated him from the bottom of his heart, as he has put it. It is not for me to congratulate him any more than the House has already done, but let me say this that he did the first thing first and did not put the cart before the horse. He attended to the bottlenecks first. After removing these bottlenecks, he had to go into the question of dividing or separating the railway finances from the general finances. He moved this House and got adopted by the House a sound railway convention by which the general finances will get a decent return on the capital invested on the railways, and the railways also, with the balance left after this decent rate of interest of 4 per cent to the general finances, will do their utmost to improve the railway system in this country. But, Sir, unfortunately the convention lays down that all the finances that will be saved by the railways will go to the ways and means position of the Government of India and that the railway administration will have little control over their own finances. Actually they will be something like the blocked sterling balances. Whatever finances the railways earn or save or put into the Reserve Fund or into the Depreciation Fund, they will not be able to utilise them, unless the general finances, the ways and means position of the general finances, permit it. But it is but right that it should be so done and it has been done.

Now, let not the hon. the Railway Minister or the House suffer under any complacency because we have removed these bottlenecks. Actually, the overcrowding in the railways is so heavy today that I was told by a housewife in Bombay that whenever her husband leaves their place, she is not sure whether he will return, because the trains by which he has to travel are so overcrowded and people sometimes have to travel on the footpaths. Some say that overcrowding is more on the B.B. & C.I. and some say that it is more on the G.I.P.; but whatever it is, the fact remains that overcrowding is there.

[Shri Goenka]

In addition, inefficiency still persists. There are many reasons for this inefficiency which I will discuss very shortly. Then, Sir, the cost of maintenance of the railways is very very high indeed. Unfortunately there is nothing to compare; there are no figures, no facts, with which we can compare the cost of maintenance of the Indian railways with any other railways. In Canada, there are two railways, one owned by the State and the other owned by private capital. You can compare the work of the one with the other. Unfortunately in this country the Indian railways being a monopolistic concern, all that you need do for giving a balanced budget or even a surplus budget is to raise the freight a little or the fares a little, and then the job is done, for the travelling public willy-nilly have got to use these railways, no other railway system being available in this country. I will cite only one or two instances which will show that the inefficiency in the railways is very high. In 1938-39, before the Partition, we used to employ 641,099 workers for a total route mileage of 32,224, of which we lost 6,684 by the Partition. The actual route mileage we work today is 25,585. The total number of labour employed in 1938-39 was 641,099, and if you take away the number employed in the mileage that was transferred to Pakistan, actually in 1938-39 we were employing to work these 25,585 miles about 500,000 labourers. Today, Sir, we are working the same mileage, or a little less than that mileage, because certain railway lines were not working during the war, with something like 900,000 labourers.

Shri B. Das (Orissa): Is there no labour leader here to reply to you?

Shri Goenka: We will come to that. If we look into the figures, we find that the labour employed is being multiplied every day. In 1947-48, after the Partition, we had 830,000 labourers. In 1948-49 we had 850,000 labourers and in the present year it is certainly more than 850,000. All that happens is that we go on multiplying the number of labourers. For every mile, we have five gangmen. According to me—and I have gone into this matter rather carefully—the railway workers such as the gangmen or fourth class labourers are doing the minimum amount of work. I am not suggesting that labour should not be maintained. All that I am saying is that when we maintain them, we must make sure that we provide them with the necessary amount of work for the money that we pay them. Simply because the railways belong to the State, it certainly does not mean that these 800,000 labourers should do considerably less work than the 2-4 million labourers employed by the industries in this country.

Then, in regard to this surplus budget, I find that there were 18,200 coaches in the year 1938-39 carrying 355 million passengers. In 1948-49 we had 17,200 coaches carrying 974-93 million passengers. If we give the same amenities, the same space, to a passenger now as we used to afford him in the year 1938-39, we will have practically to treble our coaches and double our locomotive power. If we do that, all this surplus will disappear. In fact, we will have a deficit and what will the Railway Minister do then? The Railway Minister will come forward and say that he should be allowed to raise the fares and freights. I will submit this for the consideration of the hon. Railway Minister: Let him assume that the value of the railways is Rs. 3,000 crores instead of Rs. 800 crores which is about our capital at charge. On this 3,000 crores, what is the revenue that we have raised, in this surplus budget? The rate of interest we get is about 1½ per cent. And that also on the basis of carrying three passengers in the space meant for one. That is the state of affairs to-day. Now, what will be the result when you give the same amenities as you used to give in 1938-39? The result will be that you will have a deficit budget instead of a surplus budget. Sir, in these circumstances what shall we do? I would suggest the following for the consideration of the Minister of Railways. First

of all, reorganise the whole of the Railway Board. I am not suggesting, as Mr. Sidhu did, that the Railway Board is not under the control of the Railway Minister. It is in fact the executive of the Railway Ministry. It is practically on the same basis as the Secretariat of any other Ministry. And if you take the Members of the Railway Board as the Secretaries of the Government then you will find that there are the Members of the Railway Board, and you have also various Directors and Deputy Directors and others corresponding to the Joint Secretary, Deputy Secretary, Under Secretary, Assistant Secretary and all the others in the long list.

An Hon. Member: They are Secretaries to Government also.

Shri Goenka: I know, but not in the Railway Board, that is in the Transport Ministry only.

Therefore, I suggest that the Railway Board should be reorganised. Bring in one or two non-officials into the Railway Board, because a non-official alone knows the difficulties of the non-officials. Rarely does an official know the difficulties of the non-officials.

I would also put technical men in charge of technical matters and I would not put them in charge of matters of administration. Administration must be put in charge of administrators and not in charge of technical men. Technical men should look after the technical side of the railways and not after the administrative side.

I would also suggest that the Railways should be regrouped. Now, in this work of re-grouping of the railways, it will be found that a lot of vested interests oppose this re-grouping. Many vested interests have been created in connection with different railways. But see how many railways there are to-day? After we have taken out the State railways, there are railways, for distances of 60 and 40 and 70 miles, and also of various gauges. All these railways will have to be re-organised and regrouped; and I would suggest for the consideration of the hon. Minister of Railways that all the railways in the country should be grouped into half a dozen groups so that our efficiency may increase and the cost of administration may decrease, and we get a perfect system of railways to meet the ever-growing demand of the public.

Then, I would suggest rationalisation of labour. I will not suggest that labour should be thrown out of employment; I would suggest, create more railway lines throughout the country. Let us have railway lines connecting every nook and corner of our country, and by properly rationalising our labour, let us transfer them to the new lines so that they may be employed for productive purposes instead of for unproductive purposes as it is the case to-day. I would like to pay labour as much as we possibly can, but at the same time I would like to get as much out of them as any other industry gets out of the labour employed. Sir, unfortunately, what happens is this. Labour employed in the railways gets a high rate of remuneration, and we get very little work out of them, and this has a bad effect upon other industries. Other industries may or may not be in a position to afford to pay as high as the railways. But the labourer compares his remuneration with what his fellow-worker gets in the railways, and he says, such and such man gets so much for his labour, why not I? He says that he also should get the same amount. I say, Sir, that if we want the industrialisation of this country, it is absolutely necessary that we should have cheap industrial labour. But the rates are high in the railways because they can pay, and even if they cannot, the remedy, of course, is simple—just raise the freights and fares. Therefore, Sir, I would request the hon. Minister to apply his mind to this subject. He has increased labour from 500,000 to 900,000. Let him go into this matter and find out whether this has

[Shri Goenka]

been absolutely necessary or whether it has increased because it has not been possible to get the same amount of work which he used to get from the workers before. Formerly there was greater efficiency. It has been admitted by the hon. Minister himself that efficiency has gone down by about 33 per cent. Let us, therefore, find out how we can increase efficiency and let us find out ways and means of doing this. Let us see how we can mechanise the system. I know for mechanisation money will be required and the general ways and means position of the Government of India may not permit them to spend the money necessary for such mechanisation. But rationalise, mechanise or do whatever you want, but see that the cost goes down and also that inefficiency goes down.

[MR. DEPUTY-SPEAKER *in the Chair*]

And you can do this only if you separate the technical side from the administrative side. Let technical people go into the technical questions and find out ways and means of improving the railway systems. And let the administrators administer. Let there be regrouping of the railways so that the existing overlappings may be removed.

These are the points which I wanted to submit for the consideration of the hon. Minister. After he has removed the bottle-necks and after the railways have been put on a firm and sound footing, these are the most important questions to which he should apply his mind.

Shri B. Das: I was surprised to hear Mr Sidhva saying that the railways have not moved forward towards progress. He forgot that there was an Indian Railways Enquiry Committee over which a distinguished Member of this House, Pandit Hirday Nath Kunzru presided, and that report was partially discussed on the floor of this House last year. Let me take this opportunity to welcome Pandit Kunzru to this House to-day after his visit to South Africa whence I think he has brought a little ray of light on a very difficult issue, and I hope that in the Round Table Conference on South Africa when it meets, our Indian brethren will have better rights of citizenship and more freedom in South Africa.

Last year, in the month of March, the hon. Railway Minister brought the Kunzru Report for consideration. At that time most of us felt that the time was too short, because most of us had not been able to digest that voluminous document and we felt that opportunities would be found this year to discuss that report. But I felt very much pained when Mr. Sidhva ignored completely the existence of that report. Of course he paid high compliments to our two Minister friends. I also congratulate them for their sound railway budget. But whatever compliments we give to the hon. Minister friends must have to be shared by the Railway Board, and all the various workers in the railways, as the hon. Minister rightly said. If the Railway Board is to be reorganised—and all of us are definite about that—we have to see that the Railway Board is properly allotted its duties and that the Board does not carry forward some of the old-fashioned ideologies under which it worked under the former British rulers.

I will confine my observations to two aspects. One is the regrouping of railways and I would like to make a few observations on the Railway Board, whether it should be a statutory authority or a simplified and reduced Railway Board than what exists at present.

As regards regrouping, my hon. friend Mr. Kunzru was very emphatic that we should wait for some time to regroup them as also to form the Statutory Railway Authority. We wanted a time lag of five years, during which the

Members of Parliament and the country would have experience of how the Railways are functioning under the Republican Government. I am glad to know that my hon. friend Mr. Goenka wanted that the regrouping of the railways should be done soon and I take this opportunity here to congratulate hon. Shri Gopalaswami Ayyangar on his courage. He must have met with many difficulties as also opposition from the various General Managers. Each of them is a satrap in his own railway and would not like to lose the power and pelf. My heart went to him when he said that this question is in an advanced stage of consideration. As to whether it should be six or five railways I have my doubts. If we regroup the railways it should not be more than five: it is ample, unless we want to perpetuate a number of General Managers who are at present in service. I would advise my hon. friend Shri Gopalaswami not to appoint any more General Managers on a permanent basis. I would advise him also not to appoint any more members of the Railway Board on a permanent basis, until this problem is considered, thrashed out and this Parliament comes to a definite decision in the Autumn Session. Perhaps it will not be easy for us or the hon. Minister to bring forward definite proposals before the House in this session. Let us wait. Let us not fall into the trap which our bureaucratic predecessors used to fall into of appointing persons in high offices permanently, so that the question will subsequently be raised how to employ these highly paid members of the Railway Board or the General Managers, who may say that under the Constitution they have a lien on their appointments.

With these preliminary observations I will proceed further. My friend Mr. Tirumala Rao suggested regrouping on a linguistic basis. That is not a right solution, although in Orissa we are overcrowded with Madrassies, the province from which both the hon. Ministers come. But the Tamilians are very few in the Orissa Railway Administration. I think that economic basis should be the fundamental *desideratum* of regrouping. There should be two eastern groups and two western groups, and one in the North. Another grouping will include all the technical and state industries.

Last March I stated that I was against a Statutory Railway Authority. Since we have attained the Republican stature I feel that no statutory Railway Authority is necessary, in view of our experience gathered from the Damodar Valley Corporation and the Delhi Electricity Corporation Authority, about which I mentioned last year in the House. It is not necessary to create a republican authority within a Republic and the Ministers are too much otherwise occupied to control the rebellious actions of these republics that we create. I would remind the House that the Damodar Valley Corporation and the Delhi Electricity Authority are not under the Auditor General of India. The constitution of the Delhi Electricity Authority was so framed by Sir James Pitkeathly and the then British rulers that the Auditor General had no authority, although the Government of India had invested three crores in the shape of debentures and loans. These pitfalls which are the legacy of the Britishers, meant for their commercial gains, should not be introduced in the Railway administration and I am dead against the Railway Statutory Authority. We have two Ministers for the Railways and they are enough. They should have technical and administrative advisers.

That brings me to the point which Shri Gopalaswami has definitely raised, whether the administrative side of the railway administration should be separate from the technical side. I agree that the technical side should be taken away from the control of the administrative side of the Railway Board. Let the Chittaranjan, where we build our locomotives or the Ajmer Workshop be all-India concerns. They can carry out repair works for the E.I. and B.B.C.I. These petty General Managers of Railways need not think that the Railways are their individual concerns, for by that mentality we cannot develop the

[Shri B. Das]

efficient running of State industries. There is the Bangalore Aircraft Factory. We are going to establish a factory at Sindhri. We are also going to establish a tool steel factory where we are going to make machinery. The railways possess the biggest engineering industry. If all the State industries do not pool their general and technical knowledge towards the general development of the engineering industry, then we will not have a complete overall picture for the efficient running of the State industries, about which we are most anxious.

This is an aspect which I hope my hon. friend Shri Gopalswami will bear in mind. I am glad he said that he will consult the industries and the chambers of commerce as also labour. Mr. Goenka wanted the labour element to be transferred from Madras to Assam. We must have a reduction in labour personnel for the railway industry cannot stand if it has larger labour than necessary. My hon. friends Messrs Venkataraman and Sastri's wailings made me despair. There are Members coming to this House who always think that labour is dissatisfied. There was a time when everybody became a leader of labour and became a Member of this House and competed for a seat. I am glad that there are no more special preserves for labour, capital or any other interest. My friends who represent labour, although we are now in the Republican era, still talk in terms of special reservations. The cost of living, as Mr. Venkataraman pointed out, has no doubt been very high. But everybody is suffering in that respect—I am suffering, my hon. friend Shri Gopalswami Ayyangar is suffering and Mr. Venkataraman himself is suffering. Why should railway labour get any special privileges—cheap grain shops, special allowances and all that? And still their agitation is for higher wages, which are already 200 per cent., I think. My computation of labour wages was 150 per cent. and I accept the correction of the hon. Minister that they are somewhere about 200 per cent. Yet the production, according to my friend Mr. Shastri, has not gone up very high. There is no man-hour production basis and they want more salaries, more houses and better living conditions. The socialists may come some day and rule this Republican State and they can only build houses for the workers and perhaps we will leave our own houses and hand them to the labour-communists! That is not the thing that will help our national economy. Labour must produce. They say, "produce or perish" is the capitalist cry. No, it is the nationalist cry of India. Unless we produce—produce armaments, railway wagons, railway coaches, railway engines—we are going to be doomed. Knowing as we do that we are on the eve of great tragedy, that at any moment we may come into clash with other nations, be they our near neighbours or others. I do not want war, I am a pacifist—but if we have to go to war, who will produce? It is not going to be achieved by paying more money to labour whose representatives say they control the 'genius' of railway development and progress. I hope when the labour leaders speak this afternoon on their own motions they will give an assurance to this House—to this Parliament—that labour is determined to work and produce on a man-hour basis so that we may be able to employ two persons where five are engaged at present.

I will just add one more suggestion—I have already hinted it. I do hope that my hon. friend the Railway Minister will see the State industries have a unified system of production. I do not want the railway engineering workshops, at Khargpur or Chittaranjan or any other place, to think that their knowledge and experience are sacrosanct. As a distinguished member of the Cabinet it is the duty of my hon. friend to see that railway experience and knowledge are not kept aloof from other State industrial developments. He will thereby ensure that national industries grow up much quicker and India becomes self-sufficient. I congratulate him for developing rapidly our railway industries. The dark shadows that were hovering over us last year are no more to be seen this year.

So I want him to apply the benefit of the experience and knowledge of railway engineering and railway workshop to the general industrial development of the country, whether it is in respect of Ministry of Defence or Industry or any other Ministry. If that is not done it will perhaps not have a wholesome effect and quick result as we all very much desire to have to develop our national credit and sound national economy.

Mr. Deputy-Speaker: Mr. Chandrika Ram.

Shri T. Husain (Bihar): On a point of order, Sir, have we to catch the eye of the Speaker or have we to submit our names?

Mr. Deputy-Speaker: Members have to catch the eye of the Chair even if names are sent.

Shri Chandrika Ram (Bihar): I would only confine myself to my own Railway which is the "Old and Tired" Railway as the hon. Minister termed it last year, that is, the O. T. Railway. A few years ago this was taken over by Government. The whole House knows that this Railway was very badly managed by the Company. In those days Companies used to run the Railways for their own benefit. When the Government took them over it was their duty to see that the Railways were improved. And in the last three years attempts are being made to improve the Railways in the whole of India, and anyhow something has been done in this direction. But regarding this Railway, ever since it was taken over by Government, not enough care has been bestowed on this Railway. As you know, Sir, this Railway goes through a very fertile and very prosperous part of the country. But it is neglected by railway officials and the railway administration as a whole. The people who are sent over to it as senior officers or as head of the Railway mostly happen to possess no imagination of any sort. It was very recently that the General Manager of the O. T. Railway spoke at a press conference at Patna—I think on the 12th of February last—and he said that a lot of improvement has been done in that Railway.

Now, let me give you only a few instances regarding the improvement of this Railway—and these instances are based upon my personal experience. It was only on 20th last that I happened to travel on that Railway. When I reached Savan station by the 2 Down Express, it was only late by an hour and a half! And then the train which comes there at 10-30 was not there, it reached there at 2-15. When I made enquiries about this I was told that because it is a "mixed" train there is no proper time for arrival at the station! And the train which was to leave at 2-40 left at 6-15. This is the usual time. But the General Manager said that "we have made a lot of improvements on this Railway".

I would also like to point out that on this Railway the loop lines particularly have always been neglected. No officer of the railway administration—not even the Traffic Manager or General Manager—takes care to go and see what is the condition there. If he does he can see that there is no window, no door, no light, nothing of the sort in the carriages, and water—at least in these loop lines—is not available. Sir, I have taken so much time on this only to impress upon our hon. Railway Minister to take personal interest in the O. T. Railway.

I may also say something in regard to the steamer services. You know we have to cross the Ganges from Patna to the other side of north Bihar. The General Manager, Mr. Trehan, himself, commenting upon the inefficiency of the steamer services, said that most of them were old, some of them having been in service for the last sixty years. However, he gave an assurance that efforts will be made to renew the steamers. I may relate one story regarding this steamer service. In October 1948 one big steamer ran aground!

[Shri Chandrika Ram]

and got stuck up in the mid-stream of the Ganges. For twentyfour hours no help could come either from Mahendru side or Digha ghat side or Sonepur side. There were 1,500 passengers aboard and I was one of them. You know recently, in 1948 at Sonepur fair the tragedy occurred and the *Navayani* sank with a large number of passengers. The whole public of Bihar, the provincial Legislative Assembly, the Chamber of Commerce, the engineers are all anxious to have a bridge there—if not a rail-road bridge at least a road bridge. But the hon. the Railway Minister in answer to a question recently stated that he is "considering the point", though it is very important. I would like to emphasize that from the commercial point of view, from the point of view of the general public and in the interest of general development of north Bihar this improvement is very necessary. You are trying to develop your jute industry. For that you must afford the necessary facilities. But in these parts of North Bihar where jute is growing there is no facility for its transportation; the *kisans* who grow the jute do not find it possible to transport it outside for commercial purposes.

Recently, I was for some time a member of the Advisory Committee of this Railway. Of course, I think most of the recommendations of the Advisory Committee are never taken into consideration. I was a member there for two years and I sent in many recommendations. They might have reached the Railway Board, but I do not know how far they were carried into effect. At present I think there is on the local Advisory Committee not a single member of that area who may be in a position to attend to the grievances of the general public in regard to that Railway. Recently I had the good fortune of travelling from Sugauli to Raxaul. Raxaul is a very important station of O.T.R. on the border of Nepal and thousands from India visit Nepal through that station for pilgrimage and other purposes. Well, when I got into the train at midnight I found there was not a single electric bulb in the whole of the Train. There was nothing to keep our luggage on. It was as though the Railway had nothing to do with any of these things. When I enquired about it I was told, "Nobody cares for this loopline. We run from here to Sugauli and back daily. If we write something about all these things we will not get a reply nor even an acknowledgment from the office of the General Manager." This is the condition of the O.T.R.

You talk of ticketless travellers, but why do not you ask your own servants to expedite matters in this regard? Especially in the looplines you find people waiting outside the ticket windows for tickets. I found in two stations that even after the train comes in the window does not open. People who have been waiting there in large numbers finding that they do not get the tickets, get into the train without tickets and when the T.E. comes in he makes some compromise with those passengers. That is a huge loss for you everywhere on the O.T.R., especially on branch lines. Once a friend of mine, a Member of the Assembly, and myself got into the train without tickets because we could not get them, and later when we paid the proper amount of money to the ticket collector for a ticket to Chupra, he issued us tickets from the adjacent station to Chupra. We could not identify the man, so we could not take any action.

As regards arrangements for water, even at Sonepore in the hottest months there is no water available. You will find in the station quite a *pucca* platform where it is written *shudh mitti*, that is pure earth, but still you will find no *mitti* available for the use of passengers who want to wash their hands.

The condition of this Railway is most deplorable. I would like that the Minister himself, or some members of the Railway Board, without prior intimation should travel third-class in this Railway, and then they will be able to compare the conditions existing in this Railway with those in other Railways.

Sir, let me tell you a short story, if you do not mind. There was a drama staged at Lucknow in which there was an act with a judge and a few accused. The accused were sentenced to be hanged, but then the judge gave them an alternative sentence: they were either to be hanged or made to travel third-class in the O. T. Railway. The accused preferred to be hanged rather than travel third-class in the O. T. R. Well, that is the condition of the O.T.R. of which so much has been said by the General Manager.

Sir, in saying all this I am only requesting the hon. Minister to look into the affairs of this Railway. He has paid so much compliment to the Railway Board and to members of the Railway staff. It is very good to encourage them, but it should also be seen to that work is done.

Mr. Deputy-Speaker: The hon. Member must now conclude. It is past one o'clock.

The House then adjourned for Lunch till Half Past Two of the Clock.

The House re-assembled after Lunch at Half Past Two of the Clock.

[MR. DEPUTY-SPEAKER in the Chair.]

Shri Hossain Imam (Bihar): In discussing this demand for grant, I should like to deal with only one aspect of the matter, namely, the re-grouping of the railway system. I am particularly concerned about the fact that the metre gauge trains and metre gauge lines do not receive the same attention that the broad gauge trains and lines do. In the new changed circumstances, the metre gauge carries a greater mileage east-west than the broad gauge does. Broad gauge begins from Calcutta and terminates either at Amritsar or Bombay; whereas metre gauge stretches from Dwaraka right up to Digboi where you have the oilfields—a distance of more than 2,000 miles. Between the Southern system of M. S. M. and S. I. Rys. and the B. B. & C. I., O. T. R. and the Assam Rys. we find a gap of about 200 miles between Manmad and Khandwa. If we had a line joining up the southern metre gauge system with the northern metre gauge system, we would have an alternative route available to us in times of need. It would also avoid transshipments. The entire salt traffic from the Sambhar lakes in Rajputana has to go to the south only by transshipment. By introducing a connection as I have suggested, this can be avoided.

Another thing I would like the House to consider is whether it is convenient to have the railway headquarters situated at the end of the line. The E. I. R. stretches from Calcutta right up to Delhi, but its headquarters, instead of being in the centre, is at the eastern end. Similar is the case with the B. B. & C. I. It controls the metre gauge system connecting Kanpur, Agra, Delhi and Ahmedabad, but its headquarters, instead of being in Agra or Delhi, are in Bombay. It is essential that the headquarters should be in a place from where control can be easily exercised. In the olden days, we had to trim our trade according to British policy, which was dictated merely by the consideration of how to help keep the trade of the U. K. Now, we have our own internal trade to think of, and that is far more important, even from a money point of view, not to say the export point of view. If an analysis is made of the amount of goods and freight collected by the Railways, it will be found that internal consumption accounts for the greater part of them. This two thousand miles long railway system is controlled at one end in Bombay and another in Gorakhpur and another in Assam. There is no line interlinking these. It would be better if they are re-constituted and a central system is brought into being.

[Shri Hossain Imam]

I am sorry I was not present when the hon. Minister of Railways introduced his Budget, nor have I had time to study his speech with the care I should like to devote to it. But I find that there is no mention in his speech about how the States Railways are going to be integrated. Are they going to be kept in separate compartments, or are they going to be integrated with existing railway systems? If we leave them as they are, they will not serve the purposes assigned to them in the scheme of things as they have emerged today. I refer particularly to the numerous Railways in Rajputana and Saurashtra which, even if they are kept together under the Rajputana administration, would not be as well served as if they were linked up with the B. B. & C. I. with headquarters at Ajmer. Similarly, the Nizam's State Railway should be merged in the M. S. M. or it should be re-organised, so that these three systems may have a common arrangement for dealing, one, with the broad gauge and the other with the metre gauge. I do not like this mixing up. The metre gauge is always treated as the younger brother. It does not get that amount of attention from the public as it should. You hear of the G. T. Express and the Janata Express. Nobody talks about the O. T. R. A friend from that part of the country said that one might prefer to die rather than travel Third Class in O. T. R. It is only by the way that we hear about the metre gauge lines. I personally regard them as most important and I wish that, in the new set-up of things, they should get the care and attention they are entitled to.

Pandit Kunzru (Uttar Pradesh): Many of the questions that have been raised in the course of the discussion today were dealt with by the Railway Enquiry Committee. Some discussion about the main recommendations of that Committee took place about a year ago. We expected that Government would be able to examine the recommendations and circulate to hon. Members their decision well before the Railway Budget debate took place this year. When I made enquiries, however, I found that no hon. Member had received any information from Government regarding any action taken by them on the recommendations of the Committee. I have been able to get from the Library a copy of the report of the action taken by Government. But this had been received there only about two or three days ago.

Shri B. Das: We have no information that it has been placed in the Library.

Pandit Kunzru: It is hardly possible, therefore, for hon. Members to discuss the question of railway policy with full or even any knowledge of the views formulated by Government in regard to the principal recommendations of the Railway Enquiry Committee. I hope that my hon. friend the Minister for Railways will explain to us why so much delay has taken place. According to my information, Government considered a good many of the recommendations and came to certain decisions months ago. Why were not these decisions circulated to hon. Members much earlier? I think we are justified in bringing a charge of unreasonable dilatoriness against the Ministry and the Railway Board for having taken so much time to let the House know what decisions they had taken in regard to the important matters that formed the subject of discussion at this time last year. Not having been able, Sir, to go through the decisions of the Government carefully, it is not possible for me to deal in a satisfactory manner with the subject under discussion. But I should like to draw attention to two or three matters that have been referred to today.

My hon. friend the Minister for Railways has referred in his Budget Speech to the question of regrouping of railways and some hon. Members have expressed their own views on this subject today. Not knowing how the mind of Government is working and what are the principles on which they have agreed in regard to the regrouping of Railways it is very difficult for any hon. Member

to express any considered opinion on the subject. But there are two or three observations that I should like to make in this connection. It has seemed to me during the discussion today that some hon. Members are attaching more importance to a reduction in the number of Railway Headquarters rather than to other matters far more important than this. I hope that the number of units alone will not determine this important question. What we have to consider is the size of a unit, or, rather, the proposed size of a unit, the traffic that will be carried by the new unit and the capacity of a General Manager to supervise efficiently the working of the unit controlled by him. I hope all these matters will be paid attention to before any decision is arrived at. If the General Manager is to be responsible for the working of his Railway, its size should be such, its mileage should be such, as to be well within the capacity of an intelligent and hard-working man to supervise. If either purely for reasons of economy or in order to reduce the number of units on an *a priori* basis, the present railway units were amalgamated, I seriously doubt whether the results would be satisfactory.

The next question, Sir, that I should like to refer to is the financial question. The Railway Enquiry Committee made many recommendations on this subject, but I shall refer to two of them only on this occasion. One of the recommendations that I wish to draw the attention of the House to is that no outlay should be incurred otherwise than on strictly financial considerations, unless the other factors which might justify the capital expenditure are so important that it would be unwise to ignore them. The decision of the Government on this point is as follows:

“The recommendation is not practicable, in view of the recommendation of the Railway Convention Committee in 1949, since accepted by the House.”

Surely it behoved Government to state here what the decisions of the Railway Convention Committee were and not compel hon. Members to turn to that report in order to understand fully the reasons for Government's decision. But apart from this when one reads the report of the Convention Committee one comes across no convincing arguments in favour of its view. We all realise that strictly financial considerations cannot be adhered to in all circumstances. But as financial considerations are important and very important at the present time, it is not merely desirable, but necessary that any departure from financial considerations should be justified by cogent arguments. Merely to say that capital expenditure may be necessary for the sake of the indirect benefits that it may incur, is, I submit, not a correct way of looking at the question. Government should be in a position to state all the indirect benefits it expects from a new project that is not likely to be remunerative. Otherwise, there would be no standard by the aid of which we can distinguish between prudent expenditure and extravagance. The summary dismissal of the Railway Enquiry Committee's recommendation by Government does not seem to me to be at all justifiable. The Committee was careful enough to point out in certain circumstances financial considerations might be overborne by other considerations. Any proposal for unremunerative expenditure should receive the fullest consideration before it is decided to disregard the likely financial results of the new project.

The other recommendation of the Railway Enquiry Committee to which I want to refer is this:

“The capital at charge includes about Rs. 68 crores representing intangible assets of the Indian Government Railways. We recommend that a beginning should be made to write down the cost of the intangible assets by contributing one per cent. of the gross earnings every year to an amortization fund. This should be a charge against the gross traffic receipts.”

[Pandit Kunzru]

Government observe with regard to this recommendation simply that it is not accepted, and the reason which they give for it is that the Railway Convention Committee of 1949 did not favour writing down of capital and that the House has accepted this view. They further go on to say "as in future unremunerative expenditure will not be charged to capital; the creation of an amortization fund is also not necessary." I read the Railway Convention Committee's report when it was supplied to hon. Members. I went through certain portions of it again today in order to find out what were the reasons for which the Committee did not accept the recommendation of the Railway Enquiry Committee, but I confess that I have not come across any paragraph in the Committee's report that gives any reasons for the inability of the Committee to accept the Railway Enquiry Committee's recommendation. I went through the report hurriedly and may have, therefore, overlooked the passage bearing on this matter, but I do not remember having come across any arguments in the report justifying the rejection of the Railway Enquiry Committee's recommendations. Government say that as in future unremunerative expenditure will not be charged to capital, therefore, the acceptance of the Railway Enquiry Committee's recommendation is unnecessary. This is a curious argument. That unremunerative expenditure will not be debited to capital in future, is put forward as a ground for not redressing the just grievances of the Indian Railways. You may not do them any further injustice, but is there any reason why you should not try to remove the burden under which they are labouring on account of past injustice? Whatever formula may be adopted, Sir, for dividing the Railway surplus between the General Revenues and the Railways, I think there can be no justification for not reducing the capital at charge in the manner suggested by the Railway Enquiry Committee. If after this has been done, the formula that has been proposed by the Railway Convention Committee and accepted by the Government does not enable the hon. Finance Minister to get the sum that he requires to balance his Budget, by all means increase the Railway contribution but place the Railway finances on a sound basis in accordance with arguments that can be justified, but the method adopted by Government is slipshod. It can be justified on no grounds.

The Minister of State for Transport and Railways (Shri Santhanam): May I say that all these remarks of my hon. friend apply to the House which has accepted and not to the Ministry.

Pandit Kunzru: The House has accepted the recommendations that my hon. friend placed before it. Had my hon. friend himself been more alive to the importance of the matter and had he thought it necessary to proceed on certain general grounds that could be justified, I am sure that the House, as guided by him, would have come to a sounder conclusion. I think the House has a grievance against him for not having given it the right guidance that it expected of him.

The Minister of Transport and Railways (Shri Gopalaswami): From the hon. Member's point of view.

Pandit Kunzru: I am putting the hon. Member's point of view.

Shri Gopalaswami: When the hon. Member said "right", he apparently meant "right from his own point of view".

Pandit Kunzru: Whenever I have discussed the matter with any Member of this House outside the House I have found him in complete agreement with me. Therefore, the view that I am expressing is not simply my own; it is a view that is shared by many Members who had had time to consider this matter and if the House had time to consider it fully, I am sure the entire House would have agreed with the Railway Enquiry Committee on this point.

Shri Gopaldaswami: I am sure the House will take note of this.

[MR. SPEAKER *in the Chair*]

Pandit Kunzru: I should like during the two minutes that remain to me to ask my hon. friend the Railway Minister to tell us a little more in detail about the operating efficiency of the Railways than he has done in his Budget speech. The improvements that he pointed out justify our congratulating both the Government and the Railway Board on the results that have been achieved, but I should like to have a little more information on the subject than my hon. friend the Minister of Railways has supplied. I should in particular like to know how the locomotive workshops and the carriage and wagon workshops are working and what steps have been taken by Government to see that the shortage of material from which the workshops were suffering has now become a thing of the past.

Again, in connection with the operating efficiency of the Railways, I should like to know what is the daily engine mileage at present and how it compares with what it was when the Railway Enquiry Committee reported. These

3 P.M. matters are important and unless more light is thrown on them we cannot have any independent means of knowing to what extent the Railways have improved their operational system. The success of the Railways in handling traffic of all kinds depends to no small extent on the proper utilization of power, on the efficiency of the workshops and on making the best use of the present capacity of the Railways to handle the largest amount of traffic and to move it as quickly as possible.

Shrimati Jayashri (Bombay): The hon. the Minister for Railways the other day said that no woman took part in this discussion and I take this opportunity to say a few words on this subject. My object is to ventilate the grievances of the women travelling, especially in Class III. One of the hon. Members the other day said that the condition is abominable. I would say it is inhuman, cruel considering the congestion in the III Class compartment. Aged women, nursing women, pregnant women with their little babies have to travel packed like sheep. An hon. Member had said, why should women ask for separate arrangement for women. I think women would like to travel with the men but men themselves would not prefer to travel with women, because women, besides looking after the babies, have also to look after heavy trunks and other luggage. Men desire to travel in comfort and leave the worries to women. I would tell one story that was told by a very reliable person travelling in such a condition in class III compartment. It is a sad story. One woman was travelling with her baby and another woman walks in with her child and a few trunks and in the congestion she tries to put the trunk on the upper berth and the trunk falls on the child and the child is crushed. The mother gets furious and throws the child of the other woman out of the window. Such tragic things happen in class III women's compartments.

When we talk of the welfare of women and children, and when we talk of the welfare of children in schools and in hospitals, we should not forget the welfare of children when they are travelling. Travelling should be a pleasure. They should look forward to travel which gives so much opportunity to know so much of various places, and I would suggest to the Railway Minister when he says he is going to give us a few amenities and when we are going to build new coaches, we should have some moving space like corridors, as we have in G.I.P. trains going to Poona, so that children can move about and at the end of these corridors some space should be kept for putting the heavy luggage. I would also suggest that a few welfare service women should be engaged so that the

[Shrimati Jayashri]

mothers can be helped in looking after their children and also they can be guided. I do not mean that these women should be of haughty temperament behaving like school-teachers scolding the women and behaving in a very snobbish way but they should be kind hearted women who would help the mothers in travelling.

I would also suggest something about the lavatories. A few hon. Members had spoken in this House that these are kept in a very undesirable and dirty condition. If the lavatories can be cleaned after every few hours, it would be a comfort for women travellers. We are going to have 3 or 4 classes and I would suggest that the colours of the compartments are painted in different ways so that poor ignorant villagers who try to board these compartments are not treated rudely by snobbish first-class passengers. I have myself experienced that when the poor ignorant people try to board the First class compartments not knowing that they are treading on the rights of the Class I passengers, they are very rudely treated. They are thrown out of the compartments as if they are curs. I wish that some arrangement can be made so that the ignorant people can find out the right compartments. If the colour of the compartment is different they can easily find out.

Shri Borooah: (Assam): I take this opportunity to bring to the notice of this House as well as Government the necessity of bringing the undeveloped areas in India to the same level as the highly developed areas. As is only natural, I will base my remarks on my experience of the working of the railways in my province or State and I hope I will not be considered to have a provincial, or, if I may be allowed to coin a word as my hon. friend Tyagi is often allowed, 'state-ic' outlook.

You are aware that my State or province, Assam, has been always treated not only as my hon. friend Hossain Inam was telling, as a younger brother, but as a distant poor relation. We are at a disadvantage for two reasons: one, because we are at a distance, and the other because our railways are also metre gauge railways and therefore do not belong to the higher caste in the railways, I mean the broad gauge. I only want to bring to your notice our difficulties that have been created mainly due to lack of transport and inadequacy of railways. The other day, I heard the hon. Commerce Minister say that the two principal commodities that earn dollars for India are jute and tea. We grow sixty per cent. of the tea that is grown in India and we earn sixty per cent. of the dollars earned by the tea industry for the whole of India. Now, these three million pounds of tea have to be carried from Assam to Calcutta and shipped before they can be useful as dollar earners. The price of tea, as I understand, is in the neighbourhood of Rs. 1-12-0 per pound. Today, due to lack of transport facilities, tea is being air-lifted from Assam to Calcutta and it is paying anywhere between four annas to six annas per pound. Jute is another commodity that we grow and Assam accounts for about one-third of the jute, golden fibre as it is called, that is produced in the whole of India. Jute is a thing that is too bulky to be carried by air. But, due to transport difficulties, jute was carried from Assam, and I believe it is so even now, by air. The freight per pound was ten pies which works up to Rs. 13 a maund. That means that for every maund of jute grown in Assam, the producer loses about Rs. 13. You want to grow more jute; the Government of India has taken up development schemes for growing more jute and for extending the cultivation of jute. But, how do you expect the people to have any incentive to grow jute if they lose Rs. 13 a maund only from freight alone?

I will not take up the time of the House by repeating our tale of woe. I will only tell you that today in Assam, trade, industry and agriculture are

almost at a stand-still. Our food-stuffs, sugar, salt and wheat products have to come from here and they are not available to the common people because of transport difficulties again. We are placed in a great dilemma. Whereas we have to pay a higher price and it costs us more to get the things that we get from outside, for our produce we are getting less due to inadequacy of the railway system. As you are aware, we had two means of communication in Assam: one was the Steamer company and the other was the railway. Both pass through Pakistan. During the last two years, the ways of Pakistan have been erratic. There have been many an occasion when our trains and steamers that pass through Pakistan carrying goods to and from Assam have been detained. The linking up of the Assam railways with the rest of India has been a great achievement. The Ministry and the Railway Board deserve congratulations and gratitude from the people of Assam. Perhaps I will not be divulging any secret or acting against the public interest if I say that it hardly carries one-fourth of the traffic that has to be carried by the steamer and railway in Assam. This much for our connection with the rest of India.

So far as the railway system inside the province is concerned, it is still more depressing. The Assam Railway, formerly known as the Assam and Bengal Railway, passes through the whole of Assam particularly on the southern bank of the Brahmaputra. Peculiarly enough, this railway does not touch the headquarters either of a district or a sub-division except the town of Gauhati. The train passes through wilderness and does not pass through the inhabited areas of Assam. When the line was first laid towards the end of the last century, the consideration before the then Government was different. They thought that strategic considerations were more important than considerations of interests of the people. As a result, today, our towns except one are situated on branch lines and where there is a branch line, as you know, there is a bottle-neck. Not only that; in the north bank of the Brahmaputra, the railway stops in the middle of the province with the result that this area which grows paddy, jute and tea is altogether untouched by the railway at all. There are two Steamer companies that operate in the Brahmaputra and these two constitute the biggest river transport system in the country. They are owned by Britishers and they are run in the interests of the European tea planters alone. They carry mostly not only tea, but also fertilisers and other equipment of the tea industry. Not only that, it is a well-known fact in Assam that the motorcars and perambulators of the tea-planters are given preference over the essential food-stuffs necessary for the people, in these steamers. During the war, the entire railway was the monopoly of the Army. Salt which is such an essential commodity was selling at Rs. 12 a seer in most parts of the province. Even today everything, food-stuffs and consumer goods, is selling at a higher price in Assam, because of our transport difficulties.

I will give my own personal experience. Today my honourable friend Shri Deshbandhu Gupta was a little unhappy about the rise in the price of newsprint. The price of newsprint would be somewhere near eight annas or ten annas a lb. We purchase newsprint in Calcutta for eight annas or ten annas a lb. and then pay another eight annas in freight by air from Calcutta to Gauhati. That is how we are managing things in Assam and that is how the Government is managing things in Assam. If it was merely a question of the people of Assam, I would not have pressed this House to take notice of it so much. As you know Assam is the eastern frontier of India and the security of Assam means the security of India. Therefore, I would suggest that this House and this Government should take special care of those backward areas, particularly in the eastern frontier.

This criticism of mine should not be interpreted as a criticism of the working of the railways in Assam at present. I know, that there has been a good deal of progress in the efficiency of the working of the railways in India and that is

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very much in evidence in Assam also. Quite a few years ago the working of the Assam Railway before the war was discussed on the floor of this House and a European member clinched the issue by detailing his own experience. He said that when he went to a railway station and asked the Station Master whether the train was running to time that day, the Station Master replied, "Sir, yesterday's train has not come yet." That was the condition before the war and during the war the condition still further deteriorated, but I am glad to inform this House that the working of the Assam Railway has progressed to such an extent that these things are things of the past. I know that there has been a good deal of progress in the working of our railway, but still there are grievances. In Assam, as you know, we have the heaviest rainfall in the world and it rains for eight months in the year. Unfortunately most of our railway stations do not possess waiting rooms where people can take shelter during the rains.

Another thing I would like to bring to the notice of the hon. Minister is that, as I was telling the House, the Assam Railway stops at the middle of the province in the North Bank and to the north of the Brahmaputra the biggest town is Tezpur. The Assam Railway stops 16 miles short of Tezpur, and this distance of 16 miles is connected by a light railway called the T. B. Railway which is in such a rickety, dilapidated condition that it would remind you of a T. B. patient. These 16 miles could easily be taken up by the railway administration. That light railway is owned by a private company and their lease expires about the year 1951. The company does not take any interest in it and as a result the railway is completely out of order. If Government takes it up and link Tezpur to the main line, I think, a lot of difficulties of the people of Central Assam, particularly of that area, would be obviated.

I do not want to take up more time of the House, but I would again suggest that the problem of Assam should not any longer be considered as a provincial problem. It very much concerns the welfare and security of the whole of India. The other day, the hon. the Deputy Prime Minister was telling us that if any State needed security, it was Assam and I make bold to say that for that purpose if any State in India today deserves and requires special care and special attention at the hands of the Government and the Ministry of Railways, it is Assam.

Shri Gopaldaswami: I shall very briefly reply to the debate on these two cut motions. Mr. Sidhva's cut motion refers to general policy, particularly to the Railway Board in connection with that general policy. Mr. Goenka's cut motion refers to regrouping of railways and reorganisation of the railway administration. Now, these two have been debated together and in trying to meet the points that have been raised in the course of the debate, I shall start with Mr. Sidhva. His main point was in regard to the Railway Board. He seems still disappointed with the information that has been supplied to him already as regards the constitution and function of the Railway Board. He still wants to know what exactly is the constitution of this Board. He complains he has been supplied with no printed document, giving the constitution of this Board.

Shri Sidhva: I also wanted to inquire as to whether any alteration has been made in the new set-up from the old constitution.

Shri Gopaldaswami: I shall give a very brief resume of the history of this Railway Board so that Mr. Sidhva might realise how it came to be established and how it has grown.

Originally the railways were managed by a branch of the Central Public Works Department. Some time about 1902, an officer was placed on special duty; his name was Sir Thomas Robertson. He enquired into the administration of railways at that time and proposed in 1903, I think early in 1903, to have a small board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working and should be a member of the Viceroy's Council for railway matters, and two other Commissioners who should be men of high railway standing and should have a similar training, similar to that of the President. This particular recommendation was considered by the Governor-General in Council of the time, and early in 1905, about the beginning of February, 1905, the Government decided that the railway branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board, consisting of three persons, a Chairman and two Members.

[PANDIT THAKURDAS BHARGAVA *in the Chair*].

This Board was constituted in the later half, I believe, of February, 1905. Now, having constituted that Board, it had to be invested with functions and powers, and the Governor-General in Council, in its legislative aspect passed an Indian Railway Board Act, 1905, Act IV of 1905, the title of which is—"An Act to provide for investing the Railway Board", which had already been constituted, "with certain powers or functions under the Indian Railways Act, 1890." Section 2 of that Act said that the Central Government "may, by notification in the official gazette, invest the Railway Board either absolutely or subject to conditions—(a) with all or any of the powers or functions of the Central Government under the Indian Railways Act with respect to all or any railways, and (b) with the powers of the officer referred to in section 47 of the said Act, to make general rules for railways administered by the Government." Well, delegations were made by notifications subsequently under the provisions of that Act. Subsequently there were further developments. I might refer to some of these. The appointment of a Chief Commissioner was sanctioned somewhere about 1922. He took the place of the President of the then Railway Board. And then, after he was appointed, the Railway Board, as reconstituted, consisted of the Chief Commissioner or President, a Financial Commissioner and two Members, the Chief Commissioner being the Secretary to the Government of India, in the Railway Department. Then there was a further reorganisation in 1932 when there was a reduction of one or two members of the Railway Board. Subsequently the Railway Board was restored practically to its previous strength, and the superior staff in 1938-39 consisted of the Chief Commissioner, the Financial Commissioner, two members and a number of directors and joint directors and deputy directors.

That is how the Railway Board has grown. It is under these provisions that the Railway Board derives both its existence and its authority.

Now, another question that Mr. Sidhva asked was, "Is it necessary, after all, to have a Railway Board of this type, with its army of Directors, Deputy Directors, Joint Directors, Assistant Directors and so on". I would only ask him to remember the volume of work that the Railway Board has to deal with. As the House knows, it has to deal with the administration, till now, of nine different railway systems; and on the 1st of April next, it will take in also under its control, the various systems under the numerous Indian States. They have got to exercise an overall supervision. They have got to lay down policy, both technical and administrative. They have got to see that these policies are carried out by the different units of the railway administration. And when we look at

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the work that this body has got to do, it would be difficult for us to escape the conclusion that a body of this sort is absolutely necessary, if the Central Government is to exercise an efficient control over both policy and execution in regard to railways in the country. We cannot escape it. We can change the character of it. We can say that certain things which they do might well be delegated to subordinate authorities. We can say that they should do this and not do that and so forth. But taking it from an overall point of view, it is impossible to escape the conclusion that a central set-up of some such kind is absolutely necessary if this great nationalised undertaking is to be administered with anything like efficiency.

Now, Mr. Sidhva further asked, "Why not follow the example of the Posts & Telegraphs Department which manages with a smaller number of Directors, Joint Directors, Assistant Directors and so on?" The answer is obvious. I do not think in the scale and volume of the transactions that have to be dealt with, the P. & T. set up, as it is to-day, can bear any comparison with the volume of work which the railways have got to shoulder, and, merely because the P. & T. might have ten Directors and we may have fifteen Directors, it does not follow that we could reduce our fifteen to ten.

And another point that Mr. Sidhva raised was about research. He asked, "Is any research being done?" He referred particularly to accidents. Both in the course of my speech and I think, in the course of the reply which my hon. colleague Mr. Santhanam made to certain points raised in the debate, it was very clearly pointed out that in the matter of accidents, Indian Railways have a record which compares very favourably with records in other countries, not excepting even the U.S.A. and the U.K. But I can quite understand Mr. Sidhva saying, though we may have fewer accidents, why not avoid them altogether? A very proper ambition to realise. But accidents are not always avoidable in that way. Accidents happen because they are out of the ordinary. They do not conform to any particular rules and regulations and so forth. Some of them, of course, happen because of neglect of the rules and regulations; but others happen in spite of the best rules and regulations. There was, however, a very novel suggestion which Mr. Sidhva made for the consideration of the Railway Board. He said there was something like that on ships sailing over the ocean. He asked, "Why not build an air-conditioned cabin in front of the engine. Plant one of the railway staff in that air-conditioned cabin so that he might watch what is in front of the engine". No doubt, he would, in spite of the air-conditioning, be suffering from excessive heat emanating from the engine. So, cut short his working hours in the cabin to four hours. You put another man into the cabin after four hours.

Shri Sidhva: What would you have said if an engineer had made the suggestion?

Shri Gopaldaswami: While I would be willing to excuse Mr. Sidhva's aberration I would not be willing to excuse an engineer's. This is what an engineer has said and so you may take it for what it is worth. I understand that a flashlight stuck on the engine cannot have a range ordinarily of more than about 300 yards. You will remember that it is not a wide ocean, with nothing to obstruct your vision, over which you are travelling. You are running this engine through the country, perhaps through hills and mountains and all sorts of obstructions of an artificial nature as well and your vision certainly is not unobstructed. Apart from that, the engine unfortunately has to keep to a pair of rails. It is not like a ship which on your being able to spy an obstacle in front, can be diverted from its course and thus avoid it.....

Shri Sidhva: He can stop.

Shri Gopaldaswami: What I say is that this is a very novel suggestion.

An Hon. Member: It is not the only one.

Shri Gopaldaswami: *Prima facie* it appears to me to be what I call an aberration of Mr. Sidhva's mind but I am quite willing to pass this aberration on to my engineers to examine the feasibility of adopting some such device.

Shri Sidhva: I know what an engineer said to another engineer. That is what I stated.

Shri Kamath (Madhya Pradesh): On a point of order, Sir, is it fair to say that a Member of the House suffers from mental aberration?

Shri Gopaldaswami: Mr. Kamath might give me some credit for using the proper language. I deliberately avoided the expression 'mental aberration' and said 'an aberration of the mind'. There is a distinction between the two.

Shri Kamath: My knowledge of the language is meagre and I would like to know the distinction.

Shri Gopaldaswami: Perhaps we can have a class together and I can explain it.

Shri Kamath: Why not have it straight away?

Shri Gopaldaswami: I come to Mr. Sidhva's last point, namely Mr. Mookerjee's experiment.

Shri Sidhva: That is a thing which you pooh-poohed and actually the engineers agreed.

Shri Gopaldaswami: I quite agree that I did pooh-pooh it.

Shri Sidhva: Tomorrow you will realise that I was right.

Shri Gopaldaswami: Yes, right with a difference. Let me explain the position. I did pooh-pooh it when it was first mentioned by Mr. Sidhva in the House but at that time I understood him to refer to a device which had been suggested by somebody from Bombay, according to which he had some kind of gadget in the engines of two opposing trains, so that when they were within a certain number of yards of each other, each train would stop in its place and would not move further on to collide with the other. So I pooh-poohed it. But later on I discovered that Mr. Sidhva referred to something else and when I looked into that something else I thought that there was something to be said and I did, as Mr. Sidhva himself admitted, send for coaches fitted on with this device..

Shri Sidhva: So I was talking something sense and my hon. friend was saying that my mind was deranged at that time.

Shri Gopaldaswami: Let us pass a veil over that part of it.....

Shri Kamath: Sir, I wanted your ruling. Is it fair to say.....

Mr. Chairman: On what point does the hon. Member want me to give a ruling?

Shri Kamath: Whether a Minister or any other Member can be allowed to say that an hon. Member suffers from mental aberration or an aberration of the mind: I want to know whether it is proper.

Mr. Chairman: The words 'mental aberration' were never used. What was said was 'aberration of the mind', not 'mental aberration'.

Shri Kamath: I am not quite sure whether it is proper, Sir.

Shri Sidhva: My purpose is served. His mind is derailed.

Mr. Chairman: Mr. Sidhva has already made good his point.

Shri Gopaldaswami: I am quite willing, if in Mr. Sidhva's opinion my mind is derailed, to bow to his judgment.

With regard to this Mookerjee experiment, after a sample of it had been brought to New Delhi station I took a number of hon. Members to have a look at it. I decided that a trial should be given to this experiment and instructions were issued to get together a rake with bogies fitted up with this device and to have that rake used on a particular line. Before the rake could be fitted up it was necessary to get Mr. Mookerjee's proposals for the equipment that had to be put into these various bogies. He sent some particulars. They were found incomplete and he was asked to supply the deficiency. As a matter of fact I found as early as August last that the Gun and Shell Factory, Cossipore, which had been asked by Mr. Mookerjee to arrange for the manufacture of the parts, had not intimated the cost of it to the railways. For want of full particulars the rake was held up in the shops but since Mr. Sidhva spoke this morning I have had the latest position ascertained by telephone. This is what I have got in reply:

"The E.I. Railway have been giving Mr. Mookerjee all the assistance necessary. The delay that has occurred in finalising the fitting in of the equipment is due to Mr. Mookerjee's plans being changed from time to time and hence the equipment not getting ready. The present position is that a rake has been fitted up with most of the fittings and is ready for trial. The fittings have been changing from time to time. The E.I.R. have received a request from Mr. Mookerjee recently for two fans to be fitted in each of the end compartments to keep the electromagnet from heating unduly. This is being gone into with Mr. Mookerjee. Mr. Mookerjee has been permitted to try these carriages out as and when he requires, subject to their going into traffic only when the Chief Electric Engineer has had an opportunity of satisfying himself that the equipment is safe."

Let me assure Mr. Sidhva that I am not going to permit the Railway Administration concerned to drop this experiment. This experiment will be made. It is only a question of the carriages getting ready for the experiment. As soon as they are ready they will be put into commission.

Now I will pass on to Mr. Goenka. There is a great deal in what Mr. Goenka said as to the need both for reorganising the Railway Board and for regrouping. His main suggestion with regard to the reorganisation of the Railway Board was the inclusion of one or two non-officials. With regard to this I would only say this: that there is a great deal to be said for the view that in the future set up of the Railway Board it is not necessary to earmark all the posts in the Railway Board for members of the railway service. It is possible that a time may come when somebody outside the railway services might have sufficient knowledge either of railway technique or railway administration to be thought of for the purpose of filling so important a role in the railway administration. The matter could be considered when the occasion arises.

So far as reorganisation itself is concerned it is a problem bristling with a number of difficulties and I think even the Indian Railway Inquiry Committee was unwilling to make any very firm recommendation as to what should be done: they considered a number of alternatives, they indicated a certain bias in favour of a particular alternative, but beyond that they left it to be examined, I believe, by Government for a decision to be taken. That examination is proceeding and it is very closely inter-connected with the problem of regrouping. A good deal of

the details of the organisational set-up at the Centre will depend upon the way in which we do this regrouping business, and that is why the two problems are being tackled together at the present moment and a plan is being evolved.

With regard to regrouping itself, I notice that Mr. Goenka favoured something like six units of railway administration in the country. Well, we have not yet taken a very final decision on that matter but I am prepared to tell the House that the mind of the Government at the present moment—subject to any alterations that compelling facts may force them to make in the future—is running in the direction of having somewhere about six units in the country.

As regards other points which he mentioned, I think in the economy I have to effect in regard to time I would leave them alone for the present.

Mr. Das, my old friend, who knows so much about railway administration and who has been a very severe critic of Government on the railway side for the last quarter of a century and more, if I am right, suggested that the regrouping should be done soon. I welcome this because it comes from a member of the Indian Railway Inquiry Committee. (*Hon. Members*: He was not a member of the Committee). I am sorry. But, I remember, he rather blessed the somewhat different recommendation of the Railway Inquiry Committee on the last occasion. He thought that six groups were unnecessary and that five should suffice. Personally I think that five groups would be too small, specially in view of the fact that we will be taking over about 7,500 miles of Indian States lines from the 1st April next.

I notice that his view is that a statutory Corporation at the Centre is unnecessary. We have been examining this question of whether we should have a statutory Corporation or whether we should carry on in the way we have done, with such alterations as the altered circumstances of the present day might require. There is a great deal to be said in favour of avoiding statutory independent Corporations so far as Railways are concerned. For one thing—I am not referring to any experience in our own country as regards statutory Corporations—I am not quite sure yet whether the British Transport Commission gives promise of the success which it was intended to achieve when the British Transport Act of 1947 was passed. It is struggling with difficulties, and whether they will be overwhelmed by these difficulties or they will be able to get the better of them still remains to be seen. In the second place, the statutory Corporation idea has to be very carefully considered by hon. Members of this House. If we have a statutory Corporation you will not have the Railway Minister standing before you so frequently as he does for answering criticisms of all details of railway administration. They will all go out of your purview. From one point of view, in the running of a commercial concern like this it is perhaps desirable that Parliament does not poke its nose into the details of the concern. That is one point of view. On the other hand, this is a great nationalised public utility, affecting large masses of the population of the country. Even in the case of public Corporations in England the view is coming to the fore in recent times, and the question has been asked, whether after all it is a desirable thing to extend this habit of creating public Corporations and whether we might not so alter the constitution and functions of existing Corporations as to enable Parliament to exercise some check over their activities. Well, that is a matter which we are carefully examining.

With regard to the proposals for reorganisation and regrouping as to which my hon. friend Pandit Kunzru made some point towards the end of the debate, it is the deliberate intention of the Government—and I stated it in my Budget speech—that when the proposals have reached a stage when they could be made public for the purpose of inviting informed criticism on those proposals, they would be remitted for the advice of Chambers of Commerce, labour and other interests concerned, before a final decision was taken.

[Shri Gopaldaswami]

It is true that we have not placed our considered views on the Indian Railway Inquiry Committee's recommendations before the House now. We have deliberately not done so because our investigation is not yet complete. There is no point in placing a view before the House unless I could characterize it as something which is based on certain conclusions reached by us on the fullest examination possible to us and worthy of being placed before the House for its consideration.

I might refer here to one minor point which Pandit Kunzru referred to. He was naturally annoyed that a printed volume containing the decisions taken by Government on the recommendations of the Indian Railway Enquiry Committee, was put into his hands only this morning. I quite understand the annoyance.....

Pandit Kunzru: May I point out that it has not been put into my hands by Government. The copy that I have has been taken from the Library of Parliament and the Library received it on the 24th February, 1950.

Shri Gopaldaswami: Of course, I was speaking from my brief in regard to this matter...

Shri Sidhva: Your briefs are always incorrect.

Shri Gopaldaswami: The Railways have gone on fairly satisfactorily in spite of that incorrectness!

I have a note here that four copies of this report were sent to Pandit Kunzru this morning.

Pandit Kunzru: This morning? I telephoned to the Secretary, Railway Board, this afternoon and have just got a copy of the report.

Shri Gopaldaswami: That probably was a fifth copy. He will probably find his four copies at home. Any way that is a small point.....

Pandit Kunzru: Is that a small point in my hon. friend's opinion?

Shri Gopaldaswami: He seems to suggest that Government had kept all this information, after passing the orders, for months together without informing hon. Members of this House. I think, if I remember aright, when we discussed the subject last year, I said that as orders are passed, that is after a certain number of orders had been passed, copies of those orders will be placed in the Library of the House.

Shri Ramalingam Chettiar (Madras): Would they not be circulated to Members?

Shri Gopaldaswami: They were typed copies—the printing has just been done. Well, those copies of orders I understand were placed in the Library of the House.

Shri Sidhva: I want to know definitely whether Members were informed that the copies were lying in the Library.

Shri Gopaldaswami: I said it in the House and that is as good information as any hon. Member may wish, and what I committed myself to here has been carried out by my office.

Pandit Kunzru: May I inform my hon. friend that I made special enquiries in order to find out whether the decisions of the Government were available in the Library, and I was told till today, that they were not available.

Shri Gopaldaswami: That is a matter which I shall have to enquire into. I shall probably be able to satisfy the hon. Member that this information is incorrect on that point.

Shri Sidhva: When a Member is accused of speaking a lie, we should know the facts.

Shri Gopaldaswami: I object to this insinuation. I did not say Pandit Kunzru is speaking a lie.

Shri Sidhva: I did not mean that. I said Members should not be treated like this.

Shri Gopaldaswami: Pandit Kunzru referred to another point. That was the decision found in this printed volume on the question as to the considerations on which the sanctioning of a new project should be based. The decision apparently is—I have not read it myself in this printed copy—that the recommendation could not be accepted because of the Railway Convention Committee's recommendation. Well, this point was very fully dealt with by me in the Budget Speech. It was referred to by several hon. Members, particularly my hon. friend Mr. Ramalingam Chettiar, in the course of the general debate. I referred to it again in my reply to that general debate. The point is this. Nobody said that financial considerations should be thrown to the winds. What was said was that because of the mere fact that a particular project was not immediately capable of yielding the so-called minimum economic return, it should not be turned down if it was a project which was necessary to be carried out in the economic interests of the country. That is all the proposition that was laid down. I know that there were reservations.....

Pandit Kunzru: That is not what Government have said here in this report.

Shri Gopaldaswami: Maybe that was not stated in that very categorical form but that is the principle that was recommended by the Convention Committee, accepted by Government, approved by the House and made public in the most unequivocal terms by me in the course of my reply to the general debate.

Then he referred to the recommendation of the Indian Railway Enquiry Committee as to writing down certain categories of capital included in the capital-at-charge of Railways, and he went on to characterize this particular thing as evidencing slipshod methods on the part of Government. I ask the permission of the House to read only a few sentences from my Budget Speech and leave it to decide whether the decision that has been taken was not deliberate, was anything like being slipshod. This is what I said:

“To what extent there has been over-capitalization in the past is a problem, the solution of which bristles with more than ordinary difficulties. And if over-capitalization is established, it would be unreasonable in times of general financial stress, like the present, merely to write it down and thereby make the general financial position more difficult than it is. The issues arising will, however, require consideration at a more appropriate time when the general economic situation in the country has improved. The Convention Committee was not invited to tackle this problem owing to these obvious considerations.”

[Shri Gopaldaswami]

I quite recognise that in the sentence which he read out from this printed volume, that particular decision has been, I gather, described as one which was against a specific recommendation of the Convention Committee. If that is so, I think it is perhaps inaccurate and I am prepared to apologise for that inaccuracy. But, that that decision was deliberate is very clear from what I went on to say in my Budget Speech:

"In view, therefore, of the present difficult budgetary position of the Central Government and of the fact that General Revenues have to make subventions to States and Unions of States during the transition period of 5 years to cover the budgetary gap created in their finances by the transfer of federal functions and revenues, including Railway revenues, to the Centre, I feel that it is only appropriate not only to defer the raising of any issue regarding over-capitalization now but to include the proforma capital-at-charge of the States' Railways also in the calculation of the dividend for the period indicated by the Convention. The whole position will however come under review in the 5th year as provided in the Convention."

I am very grateful to the hon. Member, Shrimati Jayashri Raiji, for having contributed her quota to the debate. She stressed the improvements that are required for making the travel of women in trains, particularly in Class III, less 'inhuman', if I may use her language, and more comfortable than it is at present. This matter, as hon. Members will have seen from the papers circulated with the Budget, is daily receiving our consideration, and I for one am prepared to say that I shall not be proud of the Railway Administration, or rather, I shall not say that I am proud of that Administration, until the conditions of travel in Class III have been placed at as high a standard as possible. (*Hear, hear.*) It is because that stage has not yet been reached that you will find that in no portion of my speech have I stated that we have reason to be proud of the way in which this undertaking is being run today. There is a great deal to be covered in this respect, and it is our determination to do our best to improve things and finally reach an acceptable standard.

As regards undeveloped areas, I would assure the hon. Member from Assam that this matter is one which certainly engages our serious attention. It is not possible for us to undertake any large programme in the coming year, because of the ways and means considerations. The difficulty of raising capital on the General Finances side limits our capacity for capital expenditure on expansion, but we will certainly try to devote special attention to those areas.

Mr. Chairman: I have now to put the cut motions. May I know the intention of Mr. Sidhva?

Shri Sidhva: I beg leave to withdraw my cut motion.

The cut motion was, by leave, withdrawn.

Mr. Chairman: Then there is the cut motion of Mr. Goenka, who I find is not present in the House. So I shall put it to vote. The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

DEMAND No. 9A—WORKING EXPENSES—LABOUR WELFARE.

Mr. Chairman: Motion is:

"That a sum not exceeding Rs. 31,12,68,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1951, in respect of 'Working Expenses—Labour Welfare'."

There is a cut motion to this demand tabled by Shri Venkatraman.

Shri R. K. Chaudhuri (Assam): Will you not put these demands serially, Sir?

Mr. Chairman: No, because, other cut motions may come which may relate to these demands. So they will all be put together.

Shri R. K. Chaudhuri: For Demand No. 6 I have tabled a cut motion. On account of a certain agreement, the Speaker had said earlier in the day that these three cut motions will be taken up today. But he said that if any other hon. Member wanted to move any other cut motion, he would not stand in the way. Now, Sir, I have not had the opportunity of entering into an agreement with the hon. Minister or any other person, and if the hon. Minister will agree to have a discussion on this cut motion of mine outside the House and see whether he could come to an agreement with me on that, I would prefer not to move it.

Shri Gopalaswami: I am always free to receive any suggestions from hon. Members, whether they are included in these cut motions or not.

Labour Welfare Measures.

Shri Venkataraman (Madras): I beg to move:

“That the demand under the head ‘Working Expenses—Labour Welfare’ be reduced by Rs. 100.”

At the very outset, I must say that I am under a handicap. The hon. Minister said in the course of his Budget speech that the cost of labour has been mounting but efficiency has been going down, and in spite of all my protests, of all the statistical acrobatics which I performed during the general discussion, I am afraid I have not been able to dislodge the impression which the weight of his personality has created in this House, for I find that, lower down, some other hon. Members have given cut motions to discuss the decrease in efficiency of labour.

There is another handicap also for me. The Ministry of Labour have printed and circulated a beautiful pamphlet explaining the conditions of railway workers in India. It is printed on beautiful paper. Its get-up is exceedingly good. There are a number of photographs—fine photographs. The general impression created by the pamphlet is that labour is getting everything, and even more than what it deserves, and it is not proper that it should go on complaining about its condition. I cannot erase this impression, except by referring to a very small story. An atheist was taken round a church by the priest, and he was shown all the paintings of those who had prayed and were saved in the mid sea when they were about to be ship-wrecked. At the end of the tour, the priest asked, in triumphant tones, of the atheist, “Now, what do you say about the efficiency of prayer?” The atheist replied. “Well, where are the pictures of those who prayed and were not saved, and where are the pictures of those who have not prayed and yet been saved?” In the same manner, may I ask the hon. Minister, “Where are the pictures of those homeless workers living on the pavements and in verandahs under very difficult conditions of life? Where are the pictures of those who are not able to get accommodation in the hospitals for their medical treatment?” If this brochure had contained pictures not only of the houses provided, but also of those who are without houses, thus showing the magnitude of the problem, then the impression would have been correct. This is a sort of a *suggestio falsi*, because you have provided some houses and also some hospitals—you have certainly provided some amenities—but the greatest complaint of labour is that they are not adequate. We do not say that you have not done anything at all. We do recognise that you have tried to do your best under

[Shri Venkataraman]

the circumstances, but what we do want to say is that that is not adequate and that you have not even touched the fringe of the problem.

First, let me take the question of housing. You have, of course, in the course of the Budget Speech, given the figures to show that the number of persons employed in railways has increased from 6½ lakhs to nearly one million. During the period 1938-39 to 1948-49, I ask you, Sir, how many new houses have been added to the workers' quarters? Now, it is not an exaggeration to say that the additional labour employed during this period has not been provided with any housing whatsoever. The importance of housing, particularly to railway workers, has been recognised very well. The Mitra Committee which went into that question said that you must at least provide housing for those who are essential services, that is, persons who are liable to be called to duty in an emergency. And, yet the essential services have not yet been provided with any housing.

Then, there are some people who are occupying houses in one place and they are suddenly transferred, owing to the exigencies of service probably, to another place and they do not get any housing there. The pitiable conditions of those persons is comparable only to those who have eyes and who have suddenly lost sight. The difficulties of finding accommodation all over the country is so great that when a person who has been occupying a house in the railways is transferred to some other place where he is not able to find accommodation, he is literally on the streets. I wish that the Railway Ministry takes a more realistic view of the difficulties that confronts the labour, particularly those who are in essential services of Railways.

Then, I come to the next point, namely; the sanitation and electric fittings and other amenities which are necessary for a proper housing. Though the station yard may be beautifully electrified, lit with fluorescent lamps, a hundred yards away the workers' quarters are not provided with any electric light. Sir, this is a very serious point for the consideration of the hon. Minister. The question of sanitation has been left in the hands of the workers' colonies themselves. On the other hand I consider it the primary duty of the Railway Administration itself to see that proper sanitation is provided in the workers' colonies and to see that some sort of pleasant surroundings are provided for the workers. These are not going to cost the railway administration very much and I very strongly urge that sanitation, provision of electric lights and the provision of some little garden space around the house to make it more pleasant for the workers should be immediately taken up.

Then, there is the next question of permanency of labour which is connected with its efficiency. A very large number—after all we cannot be accurate in that, we assume that it is about a lakh—of workers are temporary and they do not know whether they will be made permanent or not. How can you expect a man to put forth his best when his very future is threatened, when the sword of Damocles is just hanging over his head, when he is likely to be thrown out of his job and thrown out of employment any moment? I know that from time to time assurances have been forthcoming from the railway authorities in the matter of making railway workers permanent. But that does not—in fact it has not created sufficient confidence in the workers to put forth their best efforts. You have schemes of expansion; you have schemes for expanding the, and opening of, new lines. It would not be difficult for the Railway administration to give an assurance that those who are now employed and who have put in at least twelve months' service would be made permanent and that they need not be in constant and mortal fear of their future.

Then, the next point I have to deal with is the provision of cooperative societies about which you have also made mention in your booklet on the railway workers. The cooperative societies are a very useful organisation which instil into the workers both self-reliance and self-confidence. The more you encourage cooperatives among railway labour, the greater are their chances of their realising their sense of responsibility. With that end in view Sir, it is true you have said that railway labour should be encouraged to form and run cooperative societies themselves. But we find that at any rate in so far as the Madras Administration is concerned, that unless the Railway Administration or some nominee of the General Manager agrees to be a Member of the Board of Directors of the cooperative societies the Registrar of cooperative societies refuses to register it. When we approach the General Manager and request him to serve either himself or instruct a nominee of his to serve on the Board of Directors, the General Manager shows us the order issued by the Railway Board and says that he has been asked to keep himself away from these cooperative societies and encourage the workers themselves to form their cooperative societies; therefore he cannot associate himself with the Board. I am quoting a specific instance in the Golden Rock. In the Golden Rock a cooperative society which has been formed, in respect of which everything has been done, could not be registered for this simple reason that the S. I. Railway General Manager would not agree to nominate one on the Board of Directors and the Provincial Government would not agree to register it, unless there was a nominee of the General Manager of the Railway. I am only urging that you will not interpret—you will not issue strict and rigid rules. If you really want the cooperative societies to function and prosper, you should give them all the help that is possible and even go out of your way to help them in the management of their affairs until such time as they are able to take charge and run them themselves.

One word more and I have done. The hon. Minister in his speech said that he is looking forward to increasing association of labour with the management. A suggestion has been made by my hon. friend Shri Ramnath Goenka that one or two members of the public should be made Members of the Railway Board. I will take this opportunity and ask that one or two representatives of labour organisation should become members of the Railway Board if and when you reconstitute it.

श्री ए० पी० सिंह: मैं रेल्वे मिनिस्टर साहब के सामने तीन बातें रखना चाहता हूँ । मेरा अपना ख्याल है कि उन्होंने जो रेल्वे के लिए किया है तथा जो बजट में भाषण दिया है, उससे, जो मुझे कहना है, वह कोई असंगत (incompatible) चीज नहीं है । फिर भी वह वैसी चीज है जिसकी ओर पहले भी ध्यान दिलाया गया था और हमको इसका अफसोस है कि मुझे फिर वही बातें कहनी पड़ रही हैं ।

पहली बात जो रेल्वेज में होती है वह बहुत ही शर्मनाक बात है । वह आरबिट्ररी डिसमिसल (arbitrary dismissal) की बात है । सिक्यूरिटी आफ सरविस (security of service) मजदूरों के लिए एक बुनियादी चीज है । रेल्वे में इस तरह की घांघली होती है इसका मुझको बहुत ही अफसोस है । पिछले साल जब बजट पर बहस हो रही थी तो माननीय सदस्य श्री हरीहरनाथ शास्त्री जी ने मिनिस्टर साहब का इस ओर ध्यान दिलाया था । उस पर मिनिस्टर साहब ने यह फरमाया था कि इस पर सिम्प-

[श्री ए० पी० सिंह]

वैदिक कन्सीडरेशन (sympathetic consideration) किया जायेगा । उन्होंने यह सुझाव दिया था कि इस चीज को दूर करने के लिए जोनल ट्रिब्यूनल बनाये जायें और वह ट्रिब्यूनल इंडस्ट्रियल ट्रिब्यूनल (Industrial Tribunal) की तरह होंगे और स्वतंत्र होंगे । आपके ज़रिये में माननीय मिनिस्टर साहब का ध्यान उनके भाषण के २७वें पेज के ३५वां पैरा की ओर दिलाना चाहता हूँ :

"Need I emphasize that it has been the constant endeavour of the Government to deal with railway labour not only justly but generously and indeed to set an example in this respect for other industrial undertakings?"

तो उनके पास ही माननीय जगजीवनराम जी भी बैठे हैं, उनसे यह सबक मिल जायेगा कि लेबर ट्रिब्यूनल कैसा चल रहा है । जोनल ट्रिब्यूनल ऐसे हों जो डिसमिसल वगैरह की जांच करेंगे । आप तो एक नमूना इन्डस्ट्री के लिए होना चाहते हैं तो इन्डस्ट्री ने जो नमूना उनके सामने सैट अप (set up) किया है कम से कम इसको तो कार्रवाई में लायें !

दूसरी बात प्रमोशन (promotion) के मुताल्लिक है । रेल्वे में जो अफसरान प्रमोशन करते हैं वह तरफदारी (favouritism) पर होता है । वह सीन्योरिटी (seniority) या काम की योग्यता पर न होकर फ़ैवरिटिज्म (favouritism) और नेपोटिज्म (nepotism) पर होता है । मैं नहीं कहता कि इस तरह हर केस पर होता है, मगर कई केसेज पर इस तरह की बात चलती है । यह एक मानी हुई बात है कि सीन्योरिटी एक प्रधान चीज है । मैं चाहता हूँ कि इसके लिए एक अच्छे ढंग की मशीनरी हो जो प्रमोशन वगैरा के कामों में किसी प्रकार की धांधली की जांच करे और रोके ।

तीसरी बात सेन्ट्रल पेकमीशन (Central Pay Commission) के मुताल्लिक है । सेन्ट्रल पे कमीशन की रिकमेंडेशन (recommendation) के बाद कुछ ऐसी एनोमलियाँ (anomalies) आईं जिन की जांच के लिए मिनिस्टर साहब ने एक ज्वाइन्ट एडवाइज़री कमेटी (Joint Advisory Committee) बनाई । इस कमेटी ने काफी अच्छा काम किया और यह मानी हुई बात है । लेकिन सेन्ट्रल पे कमीशन के पे स्केल्स (Pay Scales) का स्ट्रक्चर (Structure) जब तक रिवाइज़ (revise) नहीं किया जाता तब तक मजदूरों के साथ पूरा न्याय नहीं हो सकता । इस ओर मैं उनका ध्यान आकर्षित करना चाहता हूँ ।

खुद उन्होंने अपने भाषण में सेन्ट्रल पे कमीशन के बारे में बातें कही हैं जो पेज २६ के आखरी पैराग्राफ में हैं। वह इस तरह से है :

“The Provident Fund scheme has been extended to the lower categories of railway employees, whether permanent or temporary. Though the Central Pay Commission had not made any recommendation on this matter and labour also had not raised the specific issue, it was considered only just that the insurance against old age and calamity which a provident fund provides should be extended to all railway employees.”

खुशी की बात है, यह एक अच्छा काम किया गया जो कि मजदूरों ने और पे कमीशन ने नहीं किया था। मैं कहता हूँ कि इसी तरह और क्षेत्रों में उनके पे स्केलस (Pay Scales) नहीं बदले जाते तब तक उनके साथ परा न्याय नहीं किया जा सकेगा। इन बातों को मनें उनके सामने इंडियन नेशनल रेलवे फंडेशन की ओर से रखा है। ८॥ लाख रेलवे मजदूरों में २५ परसेंट के करीब, सवा दो लाख मेम्बर उसके सदस्य हैं—इंडियन नेशनल रेलवे वर्कर्स फंडेशन के। इस संस्था के प्रति आपकी स्पीच में जो व्यवहार हुआ है उस पर मैं अपनी रंजिश प्रकट करता हूँ। आपने २६ वे पेज में, आल इंडिया रेलवे मैन्स फंडेशन के मुतालिक जो आपके मुकाबले में है, उसके बारे में तारीफ की बात यह कही कि उसने हड़ताल नहीं होने दी। लेकिन मुझे रेलवे मजदूरों के बीच, अपने सूबे बिहार, बल्कि यू० पी०, मुगलसराय और आसनसोल तक का पता है। मैं इस चीज को जानता हूँ कि किसने हड़ताल रोकी है। सभापति जी, जनाब मिनिस्टर साहब इस बात को नोट कर लें कि आइ० एन० टी० यू० सी० (I. N. T. U. C.) के जिस काम के नतीजे से आपको फायदा हुआ है वह हमको मालूम है और आपको भी मालूम होगा। उसके बाद एक कमेटी जो आपने बनाई, ज्वाइन्ट एडवाइजरी कमेटी उसमें आपने हमारे एक आदमी को लिया तो आपने अपने भाषण में हमारी संस्था का नाम तक नहीं लिया। हमारी फंडेशन के लिए इस तरह का वर्ताव करना गलत है। यह मैं अपना अपमान नहीं समझता बल्कि आपकी कमजोरी समझता हूँ। आप “सत्यमेव जयते” को मानते हैं फिर आप इस मामले में सत्य बोलने के लिए साहस क्यों नहीं करते ?

(English translation of the above speech)

Shri A. P. Sinha (Bihar): I should like to place three considerations before the hon. Minister. My personal feeling is that I have nothing to say which is incompatible with what he has done for the Railways and the Budget speech delivered by him. Even then that is the same old thing to which attention was drawn previously also and I am sorry that I have been compelled to repeat the same old things.

The first thing that happens on the Railways and which is very shameful is the question of arbitrary dismissal. The security of service is the fundamental right of the workers. I am very sorry to say that a lot of confusion prevails on the Railways in regard to this matter. During the course of discussion on the Budget last year, my hon. friend Shri Hariharnath Shastri had

[Shri A. P. Sinha]

drawn the attention of the hon. Minister to this aspect. In reply the hon. Minister had stated that sympathetic consideration shall be accorded to this matter. He had made a suggestion that to remedy this evil, zonal tribunals should be set up and these tribunals shall be similar to the Industrial Tribunals and function independently. With your permission, Sir, I would like to invite the attention of the hon. Minister to para. 35 at page 27 of his speech:

"Need I emphasize that it has been the constant endeavour of the Government to deal with railway labour not only justly but generously and indeed to set an example in this respect for other industrial undertakings?"

The hon. Shri Jagjivan Ram is also sitting by his side and he would take a lesson from him as to how the Labour Tribunal is working. The zonal tribunals should be empowered to investigate into the matters of dismissal etc. You want to serve as a pattern for the industry, but you should at least bring into practical working the pattern which the industry have set up before him.

The second thing relates to promotion. The officers who order promotions on the Railways do so on the basis of favouritism. Favouritism and nepotism is the criterion for promotion and not the seniority and merit. I do not say that this happens in every case, but this applies to many cases. This is an admitted fact that seniority is a dominant factor. I want that an efficient machinery should be set up for this purpose which should investigate into any sort of irregularity in the matter of promotion etc. and check this.

The third thing concerns the Central Pay Commission. Certain anomalies arose out of the recommendations of the Central Pay Commission and the hon. Minister was pleased to set up a Joint Advisory Committee to scrutinize these. This Committee did very useful work and it is an admitted fact. But so long as the very structure of the pay scales recommended by the Central Pay Commission is not revised, full justice cannot be done to the workers. I should like to draw his attention towards this aspect. He himself has referred to many things relating to the Central Pay Commission in the last para. of page 26 of his speech. These are as follows:

"The Provident Fund scheme has been extended to the lower categories of railway employees, whether permanent or temporary. Though the Central Pay Commission had not made any recommendation on this matter and labour also had not raised the specific issue, it was considered only just that the insurance against old age and calamity which a provident fund provides should be extended to all railway employees."

It is a matter of gratification that action had been taken in this direction although the labour and the Pay Commission had not raised this issue. Similarly, in other spheres their pay scales cannot be changed so long as full justice cannot be done to them. I have placed these things before you on behalf of the Indian National Railway Workers' Federation. Out of 8½ lakhs of the Railway workers, about 25 per cent. viz. 2¼ lakhs are the members of the Indian National Railway Workers' Federation. I resent against the treatment meted out to this organisation in your speech. At page 26 of your speech, you have given credit to the All India Railwaymen's Federation, which is opposed to you, that it had averted the strike. But I am aware of the conditions prevailing amongst the labour not only in my own Province of Bihar but also in the U.P., Moghalsarai and Asansol. I know full well who had averted the strike. Sir, I should like the hon. Minister to take a note of this that we know what action of the I.N.T.U.C. has proved useful to you and you must also be aware of it. Later on, you set up a Joint Advisory Committee and you nominated one of our representatives on that Committee, but you have not at all made any mention about our Federation in your speech. It is improper to accord such a treatment to our Federation. I do not take this as our insult but consider it as your weakness. You believe in *Satyamev Jayete*, then why do you not take the courage to speak the truth in this matter?

Shri Santhanam: I think I have a comparatively easy task in replying to hon. Members who spoke on this motion. Taking the observations of Mr. Venkataraman first, I am prepared to admit that we have to do a great deal in the matter of housing of Railway workers. We are trying to do as much as the funds at our disposal permit. I have already referred the House to page 31 of the Explanatory Memorandum. It will be found that for the coming year 1950-51 Rs. 2,87,53,000 are to be spent on the Indian Government Railways and including the State Railways a total amount of Rs. 3,10,97,000 are to be spent on housing. The estimated figures for 1949-50 are much higher. If we are not able to do better, it is because the country's finances will not permit a larger capital expenditure. But there is one thing which the House should not forget in this matter of housing. It is wrong to think that all the 8½ or 9 lakhs of Railway workers require to be housed. In the workshops large numbers of workers come from their own homes. Similarly in the case of gangmen and other stationary staff, they have got their own houses and certainly, I do not think it will be quite prudent on the part of the Railways to dislodge them from their own houses and force them to come and live under the Railway housing.

Dr. Pattabhi (Madras): Are they never transferred?

Shri Santhanam: Not many of these classes. The gangmen for instance are seldom transferred, and similarly the workshop staff, especially the ordinary workmen and semi-skilled workmen, they are hardly transferred elsewhere and so, I think if we take 50 per cent. of the Railway staff as needing housing, we shall not be far wrong.

An Hon. Member: What about the running staff.

Shri Santhanam: They deserve housing as well as station-masters and generally class III staff. That is why I say if we put the number of workers requiring housing at 50 per cent. we shall not be far wrong. Out of this 50 per cent. we have already provided for 50 per cent. of them and we have to make up for the balance. We have got two lakhs of houses and we have to build another two lakhs of houses. Last year we provided over Rs. four crores and this year again we are providing Rs. three crores and if the condition of the country improves next year, we shall be very glad to make a more liberal provision.

I fully sympathise with the remarks of my friend that the houses of all Railway workers should be provided with sanitation, electric lights and other conveniences. Unfortunately, as in the case of class III passengers, we have got to deal with the legacy that we have got. We are taking steps to deal with them as rapidly as funds permit. If the House wants and will give us a vote of 30 or 40 crores for this purpose and the Finance Ministry permits us, no one will be happier than myself to give them all these facilities.

Therefore it is a question of funds and of tempo and we are prepared to go in this matter as fast as the funds permit. We have already adopted as a general principle that wherever electricity is available, electric lights should be provided but we have no funds and we have no material and whatever funds are available we have to devote to the building of new quarters rather than improve the old quarters. At the same time I do agree that the condition of the Railway colonies is bad. I have visited many of these colonies during last year and I have met the workers and I fully sympathise with the need to improve them.

श्री भट्ट : मैं एक सवाल पूछना चाहता हूँ। क्या माननीय मंत्री जी को वह मालूम है कि अफसरों कमकानों में सैकड़ों रुपये की मरम्मत थोड़े दिनों में ही हो जाती है और मजदूर के यहां

[Shri Bhatt]

अगर एक नया दिया लगाना हो तो उसके लिए उसे छः मा आठ महीने रखना पड़ता है। एक नल लगाने के लिए बारह महीने रखना पड़ता है। यह क्या फंड की कमी की वजह से है या अफसरों की उनके ऊपर अपकृपा है।

(English translation of the above)

Shri Bhatt (Bombay): I would like to ask one question. Is the hon. Minister aware that the houses occupied by the officers are repaired without delay even if it costs hundreds of rupees, whereas it takes months to instal a light point in a labourer's quarter? He has to wait for twelve months for the fitting of a water tap. Is this due to the lack of funds or to the apathy of the officers?

Shri Santhanam: I don't think the Officers' quarters are also repaired so easily as all that. I have seen many bad quarters of officers which require.....

Shri Sidhva: Which bungalows he has visited and which are the ones that are not repaired?

Shri Santhanam: He wants me to give the names and numbers etc. I think the hon. Member will put down the question for the next session.

I do admit that the very tradition in these matters has to be changed and we are bringing about a change and I can give a promise that we shall try to show you some performance when we present the next budget.

The question of temporary workers has been taken up with great earnestness and very large numbers of temporary workers have already been confirmed. We are continuing this process and I think in a short time we shall have absorbed all workers for whom permanent vacancies exist but it will also be realized that in a vast undertaking like ours with nine lakhs of workers there are bound to be many thousands of temporary workers. Sometimes temporary work comes up and we cannot create permanent vacancies for them. Some new construction may come up which will take two or three years. Do the House want us to permanently absorb these temporary workers? Can we take the workers who were employed in the construction of rail link to Assam to do work in Malabar? We have to recruit new workers at those places, keep them during construction and then discharge them. If it is insisted that every time we take workers for any purpose, that worker must be permanently maintained, then the position of Railways will become very precarious. Already Mr. Goenka rightly pointed out this morning that the work which was done by five lakhs of people is being done now by nearly nine lakhs of people. I have had a look at the total number of workers in the American Railways. They have ten times our mileage—they have about 300,000 miles and they have only 15 lakhs of workers as against our nine lakhs. In other words for every one railway worker in America, we have eight workers.

Shri Tirumala Rao (Madras): Are not their equipments more up-to-date and they eliminate human labour?

Shri Santhanam: I agree and I do not blame the workers. We have not even educated them or trained them but today the condition is that we cannot simply go on recruiting more and more workers and make them permanent unless we can create more work to employ more men. Therefore while we should try to absorb the temporary workers as fast as possible and confirm all for whom permanent vacancies exist, we have to look to the future necessities of the Railway administration also. We will take both these into consideration and do whatever is possible.

Mr. Venkatraman spoke about Cooperative Societies. It is our policy which has been announced from house-tops that we want to encourage Cooperative Societies to the fullest extent and that all Railway administrations have been directed to give all possible aid but we also put one stipulation that it should not be an administration managed society. We have deliberately prohibited Railway officers from becoming Directors or Managers of Cooperative Societies. Because when once the higher officers take charge, the men lose interest in it and become only complainants and therefore we want the Labour Unions to run these societies and we are determined to give all possible help.

Mr. Venkataraman pointed out a case. I think in this case some Madras Assistant Registrar has been making some mistakes and giving trouble. I have already written to the Chief Minister of Madras and I think that will be cleared up and in all the other places wherever the Unions are starting Cooperative Societies, we are giving all possible help. There is only one difficulty. If in some place or workshop centre two rival Unions organize two rival Cooperative Societies, then our position will be a bit difficult. As far as possible I would suggest that in the matter of Cooperative Societies all the Unions should combine together because it is in the interest of the Railway workers as a whole and we shall see that, so far as any Cooperative Societies for which assistance is asked are concerned, that any one without reference to party affiliations shall be entitled to join the Cooperative society and enjoy its benefits.

My friend Mr. Avadeshwar Prasad made a few points. He was speaking about arbitrary dismissal.

The discipline and appeal rules provide that before punishment is inflicted on a railway servant, he has to be served with a charge-sheet requiring him to show cause against imposition of a penalty. He is given an opportunity to defend himself and is allowed to be accompanied by another railway servant at the Departmental Enquiry which is generally held in cases requiring major punishments. When the competent authority has come to a tentative decision on the penalty to be imposed on the railway servant concerned, he is given a further opportunity to "show cause why the penalty proposed should not be imposed."

There is no doubt the rule 1708 gives the General Managers power to discharge the employees without assigning any reason. We have examined this provision and have strictly limited the powers of the General Managers in the exercise of this provision only to two main categories of cases. One category is where the Criminal Investigation Department of a State has informed the railway administration that a particular person is engaged in subversive activities. Obviously, we cannot reveal the source of information or evidence in such cases. All of you know to whom I am referring. In the South Indian Railway, for instance, cases of deliberate sabotage are becoming more and more frequent. Wherever the police can trace out the person and can intimate to the railway administration that such and such is the person, we have allowed the General Manager the power to take action immediately and report to the Railway Ministry. The second class of cases is where there is strong suspicion of corrupt activities on the part of the employees, and in whose case the normal procedure is not found feasible. The House has always banged us for not checking corruption. You know that in many cases formal proof is impossible although we know for certain that so and so is corrupt. So, where it is more or less evident and the facts are convincing to show that a particular person is corrupt and formal proof is not possible, we have allowed the General Manager to act and I think under this provision a great deal of corruption has been eliminated in the railways.

Shri Joachim Alva (Bombay): Can you give a statement of the persons so discharged in the second category?

Shri Santhanam: I am quite prepared if the hon. Member will raise it at some other time. I have not got the figures immediately; I shall be willing to give him information on this point.

The only other case in which General Managers may act is one in which gross indiscipline and misconduct is committed in the presence of the General Manager or the head of the department. There have been instances where workers have gone to the General Manager's room and threatened him with a assault. What can be done when the General Manager himself is the chief witness? Do you want us to have another formal enquiry wherever discipline has gone so bad that people surround the head of the department or General Manager when he goes to the office or comes out of office and abuse and threaten all sorts of things? We felt that unless we put down indiscipline, the railways will go to rack and ruin and therefore we have given this power. Except in these three cases, in the other cases the ordinary procedure is followed. All the evidence is collected and it is only afterwards that disciplinary action is taken. I do not think that the charge of arbitrary dismissal can be maintained.

Then, the hon. Member spoke about promotions. Under the scheme of the Central Pay Commission, long grades have been introduced. Normally if a man starts on Rs. 55, he goes up to Rs. 130 unless any disciplinary action has been taken to stop his increments.

Shri Tirumala Rao: Like all Government servants.

Shri Santhanam: Yes; the railway workers have been brought under the Central Pay Commission. Therefore, the question of promotion arises only when a man has to be shifted from one grade to another grade. There, it is a question of selection; it is not a question of seniority. Where we want to promote a man, we have to take into account not only seniority—seniority is of course taken into account in every case—but if a younger man is much more efficient, and his records and performance show that he is much more fitted, certainly, in the interests of efficiency of the railway administration, the younger man has to be promoted. Generally, whenever a senior man is superseded, the Committee which makes the selection will have to submit an explanation as to why the senior man has been superseded. They will have to say that his records are so and so, or that he has been found to be inefficient by his seniors or some such reason. In this matter, some element of human discretion must come in. Whatever be the tribunal or Committee, you cannot eliminate human discretion altogether. I do not think that in the vast majority of cases, probably in ninety-nine cases out of one hundred there is any question of personal favouritism. The marginal one case may happen; but I do not think any administrative machinery can eliminate such a thing.

My hon. friend spoke about anomalies. Really speaking, even the labour leaders admit that there are hardly any anomalies as such. The Railway Board and all the railway administrations have given effect to the Central Pay Commission recommendations as far as it is humanly possible. The House should remember that the railways have developed in a rather chaotic manner; each administration had its own scales. All of them had to be brought under one uniform pattern. A station master was paid in one railway Rs. 25; in another he was paid Rs. 50 and in another Rs. 60. All of them had to be brought under one uniform pattern. This is a very difficult and delicate undertaking which has been I think very well performed.

Shri Tyagi (Uttar Pradesh): Has that process been completed?

Shri Santhanam: That process has not yet been completed in the sense that in giving effect to the recommendations, some sections where the pay was very low in the previous regime have got great advantages while those that were well off in the old regime have not got equal advantages. Naturally the latter

class complains saying that while some people have got a great deal out of the Central Pay Commission, they had not got so much. We sympathise with them; but we cannot change the basis. Generally, what is called an anomaly is a request for improving the recommendations of the Central Pay Commission. We have not ruled it out on technical grounds. That is why we are consulting the Advisory Committee here. If they declare that there is an anomaly, their recommendation is implemented. As the hon. Minister of Railways pointed out, they have made 29 recommendations of which 18 recommendations have been accepted, two have been rejected and nine are under consideration. I do not think people should judge by the numbers. Those 18 recommendations accepted are in respect of major grievances of railway men. Many of the grievances are incidental to a particular railway system or a particular section in a particular railway system. The major grievances have been dealt with so far; there may be ten or fifteen more cases and they will be dealt with in another few months. We shall as far as possible try to implement the recommendations.

The last point made by the speaker was about the so called discriminatory treatment of the Federation and the I.N.T.U.C. I think the leaders of the I.N.T.U.C. will readily recognise that we have dealt with them in the most friendly manner possible. It should not be forgotten that in 1948, their following was very little and they had very few Unions under their control. The Railways cannot recognise or give facilities to organisations which do not command the support of the railway men. Therefore, we told the leaders of the I.N.T.U.C. that it was a matter for them, and that if they got support from the workers, they would also get support from us. We cannot take sides in the matter of labour organisations. They accepted the spirit of our attitude and they worked up. It was only when they were able to get the support in the East Indian Railway and thereby get recognition for their East Indian Railway organisation, that they could conform to the minimum membership which would have entitled the I.N.T.U.C. or the National Railwaymen's Federation to get some support from us. As soon as they had the backing, we gave them all the support and we are discussing matters with them. On the whole it is good for the Indian National Trade Union Congress or for any other organisation to build up their strength and then to make their demands on the basis of that strength. I think they will recognise that from the beginning our attitude has been quite friendly. As for the Federation, we have been friendly and we propose to be friendly. We do not recognise party labels in the matter of trade unions. Whomsoever the workers set up, we shall recognise them.

Shri A. P. Sinha: I did not want that party labels should be recognised. The hon. Minister of Railways in his Budget speech referred to the Federation and the other organisations in a manner to which I expressed my resentment. I have not been correctly reported here.

Shri Santhanam: The Indian National Railway Workers' Federation did not have the membership to entitle us to give them recognition and support and till then the only All-India organisation which was entitled to recognition by the Railway Ministry was the Federation.

Dr. Deshmukh (Madhya Pradesh): Is not the correct name, the National Trade Union Congress?

Shri Santhanam: They have got a branch under the name of Indian National Railway Worker's Federation. Therefore when reviewing general policy the hon. Minister was certainly entitled to refer to the only organisation which had been dealing with railway workers and with whom the Railway Ministry had been dealing, and I do not think there is any case for complaint about that. The hon. Member would have been entitled to complain if the Railway Ministry had not been willing to recognise the growing strength of their organisation which we have already done.

[**Shri Santhanam**]

I suppose I have dealt with all the points satisfactorily and I hope my friend will withdraw his cut motion.

Dr. V. Subramaniam (Madras): Labour is dismissed in certain circumstances, viz. when it has been engaged in sabotage or other subversive activities. If after the dismissal it is known that they were not responsible for such acts but on the other hand have actually helped the administration, will such cases be reviewed after some time?

Shri Santhanam: Most certainly.

Dr. V. Subramaniam: If that information is taken to the General Managers, they say that the police report is there against them, and in such circumstances where is the appeal for them?

Shri Santhanam: In such cases, the matter will be referred to the District Magistrate and if the District Magistrate gives a clean bill, we will accept that. After all when a person is accused of subversive activities, the railway administration have got to be careful in the public interests. They cannot simply go upon the statements of individuals regarding the innocence or otherwise of particular workers.

Shri Venkatraman: I beg leave to withdraw my cut motion.

The cut motion was, by leave, withdrawn.

The House then adjourned till a Quarter to Eleven of the Clock on Tuesday, the 28th February, 1950.