

Thursday, 2nd March, 1950



# PARLIAMENTARY DEBATES

(PART I—QUESTIONS AND ANSWERS)

OFFICIAL REPORT

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VOLUME I, 1950

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FIRST SESSION  
OF  
PARLIAMENT OF INDIA

1950

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PARLIAMENTARY DEBATES  
(PART I—QUESTIONS AND ANSWERS)

Thursday, 2nd March, 1950

The House met at a Quarter to Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

DISPLACED STALL KEEPERS IN CONNAUGHT CIRCUS

**607. Sardar Hukam Singh:** Will the Minister of Rehabilitation be pleased to state:

(a) the number of displaced *patriwalas* (stall keepers) in the Connaught Circus during August-September 1949;

(b) the number of stalls to be put on the Queensway for these stall holders; and

(c) the scheme under consideration for providing similar stalls to the remaining stall keepers?

**The Minister of State for Transport and Railways (Shri Santhanam):** (a) According to the census of February 1949, their number was 464. Out of them 170 had put up corner shops in Connaught Place and Connaught Circus.

(b) and (c). 94 stalls are to be erected on Queensway and 206 on the Irwin Road. The number of stalls to be put at Panchkuin Road has not yet been finally decided. Altogether 600 stalls will be erected; and it is hoped that all listed displaced squatters in Connaught Place and Connaught Circus will have been provided for.

**Sardar Hukam Singh:** How long would it take the Government to provide these stalls to those stall holders?

**Shri Santhanam:** The scheme is expected to be completed before the end of May 1950.

**Sardar Hukam Singh:** Would they be allowed to continue till these are completed?

**Shri Santhanam:** I presume so. The interval being so short, I do not think that they will be disturbed.

**Shri Kamath:** What is the material out of which these stalls have been constructed?

**Shri Santhanam:** These stalls are being ordered from Sweden at a cost of Rs. 471 F.O.B. each.

**Shri Kamath:** Is it a fact that jungle wood pre-fabs were imported from Sweden on the expert advice of the Director of the Housing Factory in Delhi?

**Shri Santhanam:** I have already said that these are to be obtained from Sweden, but I cannot say about the particular advice given by particular officials. I would require notice of that question.

**Shri Kamath:** May I ask whether tenders were invited before the order was placed with the Swedish firm?

**Shri Santhanam:** I do not have the information.

**Shri T. T. Krishnamachari:** May I ask if I am to understand from the hon. Minister's statement that once these stalls are erected the corner shops and the pavement shops in Connaught Circus will go?

**Shri Santhanam:** Yes. That is the idea.

**Shri Ramalingam Chettiar:** What is the dimension of each shop?

**Shri Santhanam:** I am prepared to get the information.

**Shri Sonavane:** What would be the basis of distribution or allocation of these stalls when erected to the displaced persons?

**Kanwar Jaswant Singh:** Will the stalls be given rent-free, Sir?

**Shri Santhanam:** Presumably on rent.

**Shri Sondhi:** Will Government give us a guarantee here that unless the stalls are ready none of them will be removed from the Connaught Place?

**Shri Santhanam:** That is what I have said, it is likely to be the case, but if the hon. Member wants a specific answer, I would like him to put a separate question.

**Shri Tyagi:** I want to know why the material was being imported from outside.

**Shri Santhanam:** They are considered to be the cheapest for erecting stalls here.

**Shri Kamath:** Can't they get timber in India, Sir?

**लाला अचिन्त राम :** उन स्टाल्स का माहवारी किराया क्या होगा ?

**Lala Achint Ram:** What would be the monthly rent for those stalls?

**Shri Santhanam:** Sir, I would like to have notice of that.

**Shri Tyagi:** Before the order was placed outside was the Standing Committee consulted?

**Shri Santhanam:** I am afraid I have not got all those details.

#### SALE PRICE OF HOUSES IN PATEL NAGAR

\*610. **Sardar Hukam Singh:** (a) Will the Minister of Rehabilitation be pleased to state what percentage of the sale price (Rs. 16,250) realised from the sale of each house in Patel Nagar near Pusa Institute, has been included on account of supervision charges by C.P.W.D.?

(b) Has any representation been received by Government from displaced buyers as regards the exorbitant nature of these charges?

(c) If so, what is the decision arrived at on these representations?

**The Minister of State for Transport and Railways (Shri Santhanam):** (a) Rs. 16,250 is the estimated cost of a double-storeyed house at Patel Nagar, inclusive of departmental charges of the C.P.W.D. at 16 per cent.

(b) and (c). Yes, a number of representations were received; and it has now been decided to reduce the departmental charges to about 11 per cent.

**Sardar Hukam Singh:** What is the normal percentage charged for supervision by the C.P.W.D. for these houses?

**Shri Santhanam:** I understand the normal rate is 17½ per cent.

**Shri Kamath:** What is the floor area of each of the houses?

**Shri Santhanam:** The cost is Rs. 16,250.

**Shri Kamath:** The floor area?

**Shri Santhanam:** I have not got the figures for the floor area.

**Shri Kamath:** Is it single-storeyed or double-storeyed?

**Shri Santhanam:** Double-storeyed.

#### HOUSES IN PATEL NAGAR

\*611. **Sardar Hukam Singh:** (a) Will the Minister of Rehabilitation be pleased to state whether it is a fact that houses constructed in the colony for displaced persons now known as the Patel Nagar have cracked and suffer from various structural defects;

(b) Have any steps been taken to get these defects remedied?

**The Minister of State for Transport and Railways (Shri Santhanam):**

(a) and (b). The Honourable Member is probably referring to the houses in Pusa Colony. If so, his attention is invited to Question No. 108 answered by H. M., Works, Mines and Power on 30-11-49. As for Patel Nagar is concerned, no damage has been reported.

**Sardar Hukam Singh:** Have any complaints been received about this Patel Nagar?

**Shri Santhanam:** No structural cracks have appeared so far and presumably no complaints have been received.

**Sardar Hukam Singh:** Have the Government received any complaints that the houses constructed in the Pusa Colony have cracked?

**Shri Santhanam:** Sir, that question has already been answered in Question No. 108 by the hon. Minister of Works, Mines and Power.

#### COMMONWEALTH CONFERENCE AT CANBERRA

\*612. **Shri Kamath:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that a conference of Commonwealth States is shortly going to be held in Canberra;

(b) if so, whether India has been invited; and

(c) whether India will participate in the Conference?

**The Prime Minister (Shri Jawaharlal Nehru):** (a) to (c). The Conference of Commonwealth Foreign Ministers held in Colombo considered, among other matters, the means of promoting economic development in South East Asia. It was suggested that recommendations for this purpose should be made by Commonwealth Governments to each other for their consideration. Among the recommendations made by the Conference was a proposal for the establishment of a Consultative Committee. The Australian Delegation proposed that the first meeting of this Committee, when set up, should be held in Australia. It is not possible at this stage to say when such a conference will be held.

**Shri Kamath:** Was any suggestion made at Colombo for having a South-East Asia or Pacific Pact for one or more purposes?

**Shri Jawaharlal Nehru:** No, Sir. This was not mentioned. That has nothing to do with this matter and the other matter was not considered at all.

**Shri Kamath:** Has the attention of the Prime Minister been drawn to recent statements made by the Australian Foreign Minister—Mr. Spender, I believe—and some Filipino statesman to the effect that a South East Asia Pact or Pacific Pact is likely to be concluded and that India also would be invited to join it?

**Shri Jawaharlal Nehru:** I do not know what these statements refer to. I have seen nothing to the effect by the Australian Minister. I have seen some statements by the Philippines Foreign Minister to the effect that there should be cultural and economic co-operation between South-East Asian Countries, in fact rather stressing the fact that it should be on the cultural and economic plane.

**Shri Kamath:** Is the Prime Minister in a position to assure the House that so long as the imperialist and colonial pockets in Indo-China and Malaya are not liquidated and the nationalist democratic aspirations of those people are not fulfilled, India will not align herself with those imperialist powers to repel any aggression?

**Shri Jawaharlal Nehru:** If I may say so with all respect, it is a very strange question: so long as something has not happened England will not ally herself to repel any aggression . . .

**Shri Kamath:** I said India.

**Shri Jawaharlal Nehru:** Where, when and how?

**Shri Kamath:** That India will not align herself with these countries in any anti-aggression pact.

**Shri Jawaharlal Nehru:** It is not the policy of India to enter into any such pacts. If any occasion arises for such a pact the House will be consulted.

**Shri Joachim Alva:** Many of the issues raised by my hon. friend could form the subject of a general discussion on foreign policy.

**Mr. Speaker:** Order, order.

**Shri Rathnaswamy:** How far have conferences of this kind helped India to improve its relations with its fellow-members particularly South Africa and Pakistan?

**Shri Jawaharlal Nehru:** I do not know that they had any very special result; certainly they have had no result at all with regard to our relations with Pakistan and in regard to South Africa too. Possibly the fact that we had met and previously we did not meet has made some slight difference: otherwise there was no major difference.

#### STOPPING OF SALT IMPORT

**\*613. Shri B. C. Upadhyaya:** (a) Will the Minister of **Industry and Supply** be pleased to state whether it is a fact that the Salt Advisory Committee has recommended to Government to stop the import of salt immediately as the country has attained self-sufficiency in salt?

(b) Have Government accepted the recommendations?

(c) Do Government intend to abolish the zonal system of distributing salt?

(d) Is it a fact that producers of salt are complaining against the system?

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

(b) Does not arise.

(c) No

(d) The majority of the producers are in favour of its continuance with suitable modifications, while only a few are for its abolition.

**Shri R. C. Upadhyaya:** What is the amount of salt imported as also produced in the country during the current year?

**Dr. S. P. Mookerjee:** This question is dealt with in another subsequent question, No. 617. Shall I answer it also now or wait till it comes up?

**Mr. Speaker:** If it is convenient to answer that question also, it can be answered now.

#### CLASSIFICATION OF SALT TRADERS AT SAMBHAR AND KHARAGODHA

**\*617. Shri Asawa:** (a) Will the Minister of **Industry and Supply** be pleased to state whether there was any classification of Sambhar registered salt traders?

(b) If so, what different units were fixed for different class of traders?

(c) Is it a fact that Government have now abolished the classification at Sambhar Lake and fixed equal units for all traders irrespective of the standing of each firm?

(d) Is it a fact that different cards are allotted to different traders at Kharagodha ranging from 174 to 1?

(e) Is it a fact that Sambhar Lake and Kharagodha are both Government owned salt sources and are administered by the Salt Controller of India?

(f) Is it a fact that several representations have been made to Government to abolish the disparity and to fix equal cards for all the traders?

(g) What steps have Government taken or contemplate to take to put an end to this long standing complaint on the part of traders and to introduce a

uniform system at Sambhar Lake and Kharagodha by fixing equal cards for all traders?

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

(b) Five units for 'A' class, three units for 'B' class and one unit for 'C' class.

(c) Yes.

(d) Yes.

(e) Yes.

(f) and (g). During the last two months a few representations have been received and the whole matter is being examined.

**Shri Kesava Rao:** When will India be self-sufficient in salt?

**Dr. S. P. Mookerjee:** Our estimate of production in 1950 is 700 lakh maunds, whereas our estimated demand is 688 lakh maunds. We expect by 1951 to be self-sufficient. With regard to the import figures in 1947 India imported 120 lakh maunds, in 1948 120 lakh maunds, in 1949 89 lakh maunds. In 1950 we may import 30 lakh maunds.

**Shri Asawa:** Arising out of part (b) may I know whether the division was done at the request of the trade or it was done spontaneously by Government?

**Dr. S. P. Mookerjee:** This arrangement, I find, was approved by Government in 1942 on account of some special circumstances then obtaining. I have asked the whole matter to be reviewed in the light of the representations which I have received and I am also consulting the Salt Advisory Committee in this connection.

**Shri Sondhi:** Will the matter be placed before the Standing Committee before it is finally decided?

**Dr. S. P. Mookerjee:** We have consulted the Standing Advisory Committee with regard to all these matters. If necessary I shall again consult them.

**Shri Dholakia:** Is Government aware that there is a sufficient quantity of salt in the Ran of Kutch?

**Dr. S. P. Mookerjee:** Government knows it but the main difficulty is about transport. We have to put up railway lines which will cost about 30 lakhs. If arrangement is to be made for movement by sea it will still cost about Rs. 10 lakhs. That matter is now under investigation.

**Shrimati Velayudhan:** May I know whether salt is exported from India to Pakistan?

**Dr. S. P. Mookerjee:** We used to send salt to Pakistan but it is not going now. There is a proposal to export salt to Japan.

**Shri N. S. Jain:** Is it a fact that at Kharagodha out of 347 cards 307 cards are given only to two firms?

**Dr. S. P. Mookerjee:** I have explained that the present distribution in Kharagodha was approved in 1942. So far as the actual operation is concerned it has worked well and the interests of the consumers have not suffered. It is however a fact that large allotments are in the hands of a few selected traders. That matter is now being examined.

**Shri N. S. Jain:** When was the representation made against this?

**Dr. S. P. Mookerjee:** Two or three months ago.

**Dr. V. Subramanian:** Is it a fact that if for a distance of 20 miles a railway line is constructed in the Ran of Kutch we can have lakhs of maunds of salt, so that this country may not import any salt from outside at all?

**Dr. S. P. Mookerjee:** If the Ran of Kutch is developed there is a possibility of getting sufficient salt. We are examining it.

**Shri Chattopadhyay:** Is salt a controlled commodity anywhere in India?

**Dr. S. P. Mookerjee:** So far as some provinces are concerned they have price control

**Shri Chattopadhyay:** Is the movement of salt controlled by the department?

**Dr. S. P. Mookerjee:** There is the zonal system in operation. To that extent movement is controlled.

**Shri Chattopadhyay:** Is the allotment of wagons made by the department?

**Dr. S. P. Mookerjee:** The zonal system means that India is divided into eight or nine zones. So far as movement from one zone to another is concerned the allotment of wagons is made by the Railway Ministry on the recommendation of the department but movement within a zone is entirely free. Movement through other means like sea, road or river is not controlled.

**Shri N. S. Jain:** By what time do Government expect to make up their mind about the Kharagodha question?

**Dr. S. P. Mookerjee:** I suppose we should be able to decide the matter in about six weeks or so.

#### INCREASE IN TEA CESS

\*614. **Shri R. L. Malviya:** (a) Will the Minister of Commerce be pleased to state whether it is a fact that the Central Tea Board has recommended to Government an increase of 24 per cent. in Tea Cess?

(b) If so, have Government accepted the recommendation or do they propose to accept the same?

(c) If the answer to part (b) above be in the affirmative, what total amount will Government get by way of cess and how will it be spent?

(d) What is the total export of tea from India for the years 1936 to 1949 and at what rate, to which countries and through what agencies was it exported?

**The Minister of Commerce (Shri Neogy):** (a) The Central Tea Board has recommended that the rate of tea cess may be increased from Rs. 1-10-0 to Rs. 2-0-0 per 100 lbs. of tea exported from this country.

(b) The Central Tea Board's proposal is at present under consideration.

(c) Does not yet arise.

(d) I lay a statement on the Table showing the total annual exports of tea for the years 1936-37 to 1948-49. The main countries to which tea was exported during this period are also indicated in that statement. [Statement placed in the Library, see No. P-66/50].

Average auction rates for export teas for each year have also been shown in the statement. Tea is generally exported through private exporters except that from last quarter of 1942 to the end of 1946 the whole of the tea exports from India was canalised through the Tea Controller for India acting as the agent of the U. K. Ministry of Food and that from September 1939 to the third quarter of 1942 and again from 1947 upto date the tea exports to the U. K. have been canalised through that officer.

**Shri R. L. Malviya:** Do Government propose to extend the use of the cess to the welfare of the labour interests concerned?

**Shri Neogy:** I do not know how that arises out of this question. I know that my hon. friend is interested in this matter and I think in connection with another question I made some statement on this matter. As a matter of fact I do not think that labour welfare is the primary concern of the Central Tea Board, whose activities have to be financed out of the tea cess but this matter is engaging the attention of Government as a result of a reference made at the instance of certain members of the Central Tea Board.

**Shri Tyagi:** Does the Tea Controller who is a representative of the H.M.G. control the whole production of tea in India or only that part of it which goes to the United Kingdom?

**Shri Neogy:** Only that part of tea which goes to the United Kingdom.

**Shri Poonacha:** Is the proposed enhancement of tea cess consequent upon the enhanced contribution to the International Tea Market Expansion Board?

**Shri Neogy:** This is one of the demands that have made that proposal necessary. But I may mention to the House that as much as Rs. 6 lakhs additional contribution has been asked for by the International Tea Market Expansion Board on account of devaluation alone.

**Shri Venkataraman:** Is this tea cess borne by the industry here or by the consumer abroad?

**Shri Neogy:** That depends upon the capacity of the industry to pass it on to the consumer.

**Shri Tyagi:** What is the total amount of enhancement proposed?

**Shri Neogy:** You mean the total amount expected? Rs. 7 lakhs odd, I think.

#### TRADE UNION AMENDMENT ACT, 1947

\*615. **Shri Venkataraman:** Will the Minister of Labour be pleased to state:

(a) why the provisions of Trade Union Amendment Act XLV of 1947, has not been brought into force;

(b) whether it is a fact that some Industrial Tribunals have refused to adjudicate on the demand for recognition of Trade Unions on the ground that separate legislation, Act 45 of 1947, has been passed for the said purpose; and

(c) whether Government have any intention of bringing the Act into force and if so, when?

**The Minister of Labour (Shri Jettivan Ram):** (a) The trend of relations between employers and employees subsequent to the enactment of the Indian

Trade Unions (Amendment) Act, 1947 has indicated the necessity for reconsideration of some of the provisions of that Act, particularly in regard to their application to Government servants. A comprehensive revision of the Trade Unions Act, 1926, has, therefore, been undertaken and a Trade Unions Bill has been introduced in Parliament during the current session. The Bill includes the provisions of the Indian Trade Unions (Amendment) Act, 1947 with suitable amendments.

(b) Yes, in two adjudications so far as the Central Government is aware.

(c) No, the Trade Unions Bill which has been introduced in Parliament contains the provisions of the 1947 Act with necessary amendments.

#### HOMES FOR UNATTACHED DISPLACED WOMEN

\*616. **Shrimati Jayashri:** Will the Minister of Rehabilitation be pleased to state:

(a) the number of unattached displaced women in the Bombay province;

(b) how many camps or homes are opened for these unattached women;

(c) whether new camps are proposed to be opened and if so, where; and

(d) whether any other arrangements are proposed to be made for camps or homes?

**The Minister of State for Transport and Railways (Shri Santhanam):** (a) 15,000.

(b) Besides one camp (Nari Seva Sadan) near Kurla, a large number of such women and children are being maintained in relief camps in the State.

(c) and (d). Homes are proposed to be opened shortly at Baroda, Ahmedabad and Ulhasnagar.

**Shri Kamath:** Does the number given by the Minister refer only to unmarried women, meaning that by the word "unattached", or does the term "unattached women" include women who may not be unmarried but may be of some other category?

**Shri Santhanam:** They may be married or unmarried, virgins or widows. So long as they are unattached, they are unattached women.

**Shri Kamath:** What is "unattached"?

**Shri Santhanam:** Who have no male protectors present.

#### GOVERNMENT OF BURMA PAY ORDERS IN FAVOUR OF INDIAN MILLERS

\*618. **Shri T. N. Singh:** (a) Will the Prime Minister be pleased to state whether it is a fact that Pay Orders or Hundis amounting to several lakhs of rupees executed by the Burmese Government in favour of Indian Millers for rice purchased from them several months ago have not been honoured and that repeated representation from them to Burmese Government in this regard have borne no fruit?

(b) If so, what steps do Government propose to take in this matter?

**The Deputy Minister of External Affairs (Dr. Keska):** (a) The Government of India are not aware that any Pay Orders or Hundis have not been

honoured. They have, however, received representations from Indian rice millers and merchants that their claims for rice supplied to the State Agricultural Marketing Board, Burma, during 1948-49, have not been finally settled.

(b) The Indian Embassy in Burma have already taken up the matter with the Government of Burma with a view to secure an early settlement of the claims.

**Shri T. N. Singh:** What is the amount involved in connection with the representations made by the Indian traders, for the year 1948-49.

**Dr. Keskar:** I think the amount involved is between Rs. 40 and 50 lakhs.

**Shri T. N. Singh:** Could we know the nature of steps that the Embassy there is taking?

**Dr. Keskar:** The difficulties in the settlement of these claims are technical. The Government of Burma says that what those merchants are presenting to them are bills in respect of rice that was milled in certain areas which are now in the occupation of the insurgents and that they have not got their official records which can confirm that the rice was really milled. This is really what is holding up the payments. But I might inform my hon. friends that the Government of Burma have agreed to pay 25 per cent. of the bills claimed for as advance, pending the payment of the whole bill.

**Dr. Deshmukh:** May I know how long ago this trouble—the non-payment of the *Hundis*—started? Since when is this question pending?

**Dr. Keskar:** The bills have not been paid for some time. But the question of their not being paid has been brought to our notice only during the last few months.

**Shri T. N. Singh:** Is it a fact that some of the rice mills are threatening to close as a result of the stoppage of payment?

**Dr. Keskar:** Yes, that is a fact.

#### EXPORT OF SHELLAC

\*619. **Shri B. R. Bhagat:** Will the Minister of Commerce be pleased to state:

(a) the total quantity of Shellac exported every year from 1940 to 1949.

(b) whether the export has decreased;

(c) if so, the reasons therefor; and

(d) what steps Government are going to take to protect the shellac industry?

**The Minister of Commerce (Shri Neogy):** (a) A statement is laid on the Table showing the quantity of shellac exported from India since 1940-41.

(b) Yes, exports have declined since 1947-48.

(c) The principal reasons are—(i) the high prices following abolition of war time price control (ii) uncertain quality (iii) competition from synthetic substitutes and cheaper Siamese lac and (iv) fall in production, particularly in Bihar.

(d) The following steps have been taken by Government to encourage production and export of shallac—

(i) Government have taken in hand the question of prohibition of *farka* operations in shallac, which are reported to have contributed to violent fluctuations in prices. A comprehensive measure to regulate future trading in a number of commodities, including shallac, is under active consideration of Government.

(ii) The Agricultural Marketing Adviser is going ahead with the quality control scheme based on international standards. Certain standards have already been notified by the Agricultural Marketing Adviser, and the question of enforcement of these standards, either on a voluntary or on a compulsory basis, is being examined.

(iii) For increasing local production the States Governments have been requested to protect lac hosts and undertake lac operations in idle forest areas. The possibilities of local co-operative cultivation and of increased cultivation of lac in Government forests are being explored. A new process has recently been devised to reduce cost of production of shallac.

(iv) An allocation of Rs. 60 lakhs for the import of sticklac for processing in India has been made for the period January-June 1950.

(v) To encourage sales abroad an officer has been appointed in the U.K. for conducting market research and propaganda in respect of lac and lac products. The question of publicity for India shallac in U.S.A. is also under consideration.

*Statement showing export of shallac from India*

<i>Period</i>	<i>Exports (in cwts)</i>
1940-41	369,126
1941-42	463,727
1942-43	240,702
1943-44	203,557
1944-45	298,242
1945-46	279,687
1946-47	415,210
1947-48	315,950
1948-49	266,093
1949-50*	109,514

\* Information relates only to six months April to September 1949.

*Statement Showing Estimated Production of Shallac.*

<i>Period</i>	<i>Production.</i>	
	<i>(Maunds)</i>	<i>(Cwts)</i>
Prewar (Average)		
1936-37 to 1938-39	813,000	596,740
1939-40	780,640	572,990
1940-41	690,690	506,970
1941-42	820,400	602,170
1942-43	768,300	563,930
1943-44	475,440	348,970
1944-45	538,580	395,320
1945-46	630,910	463,090
1946-47	1,089,660	799,810
1947-48	544,180	399,430
1948-49*	595,800	437,320

\* Subject to revision.

**Shri B. B. Bhagat:** May I know what is the position of Indian shellac in foreign markets in competition with synthetic products or shellac produced in Siam.

**Shri Neogy:** I think I have sufficiently indicated the position. Indian shellac is facing competition from synthetic shellac in the principal markets.

**Shri B. B. Bhagat:** May I know what percentage of shellac produced in the country is exported—is it cent. per cent. or a smaller percentage?

**Shri Neogy:** I am afraid I have not got the percentage worked out here.

**Babu Ramnatayan Singh:** Is it a fact that before the synthetic product was introduced we had almost a monopoly in the world in this trade?

**Shri Neogy:** I would not say a "monopoly" because Siam, among other countries, used to supply a considerable quantity. But India of course was the largest supplier.

**Shri Jhunjhunwala:** Who are the main exporters of shellac—foreigners or Indians?

**Shri Neogy:** I am not in a position straightaway to say who actually handle the export trade.

**Shri Jnani Ram:** Is there any lac research board in India?

**Shri Neogy:** Yes, there is the Lac Research Institute at Ranchi.

**Dr. R. S. Singh:** May I know the kind of publicity which is going to be given in the United States of America and the kind of machinery which is going to be constituted for this?

**Shri Neogy:** All that is being considered.

**Shri Borooah:** Which are the States that produce lac and what is the quantity produced by each State?

**Shri Neogy:** I have not got the figures State by State—I can furnish the information to the hon. Member if he wants it.

**Shri Tyagi:** May I know if the officer who had been appointed in England for propaganda for the sale of shellac is a whole-time officer, and if so, what is his speciality and was there no agency available that we needed appointing an officer for this purpose?

**Shri Neogy:** The officer is an Indian and he will be a whole-time officer.

**Shri Tyagi:** What is his remuneration?

**Shri Neogy:** I do not know it.

**Shri Tyagi:** May I know why a special officer was needed for this purpose?

**Shri Neogy:** Because of the special circumstances of the case.

**Shri Jhunjhunwala:** What is the difference between the price which the shellac producers get and the price charged in foreign countries?

**Shri Neogy:** That, I am afraid, I am not in a position to state straightaway

**Shri Kazmi:** May I know the reason for the reduction of production in Bihar?

**Shri Neogy:** I do not know about the special circumstances that have been responsible for this reduction in Bihar, but Bihar is the principal producer

of shellac and any recession in the foreign market is bound to be reflected more in Bihar than in any other part of the country.

**Shrimati Velayudhan:** How much shellac was produced in India and how much exported during the last year?

**Shri Neogy:** All that the hon. lady would find in the statement that I have placed on the Table.

**Babu Ramnarayan Singh:** I did not follow what the hon. Minister said as regards the sudden fluctuation of prices. May I know what steps Government are taking to stop the sudden fluctuation of prices?

**Shri Neogy:** These sudden fluctuations can be ascribed to *farka* operations and activities of that kind. As I have already indicated, steps are contemplated by Government for the purpose of stopping such operations.

**Shri B. R. Bhagat:** To what extent has devaluation put this shellac export in a beneficial position?

**Shri Neogy:** Well, the result is not yet very definite but devaluation may help us to a certain extent though not to any very large extent.

#### AUTOMOBILE SPARE PARTS

\*620. **Shri Sanjivayya:** Will the Minister of Industry and Supply be pleased to state whether Government intend to give subsidy to the manufacturers of spare parts of automobiles?

**The Minister of Industry and Supply (Dr. S. P. Mookerjee):** No subsidy is proposed to given to the industry, but as the hon. Member would have noticed from the Finance Bill already introduced, it is proposed to rationalize the import tariff as applicable to motor vehicles and parts.

**Shri Audikesavalu Naicker:** May I know what steps Government have taken to manufacture motor cars in India?

**Dr. S. P. Mookerjee:** Encouraging the Indian manufacturers.

**Shri Rathnaswamy:** What is the general policy pursued by the Government in regard to infant industries like the manufacture of spare parts of automobiles?

**Dr. S. P. Mookerjee:** So far as the question of protection is concerned, there must be some investigation and until definite steps are taken for the manufacture of the vehicles in India, that investigation may have to be postponed. Meanwhile, certain rationalization of duties has been proposed which hon. Members will find included in the Finance Bill; when the Bill is discussed the whole question will come up.

**Shri Goenka:** Has there been any investigation in regard to the rationalization which has been introduced in the Finance Bill, before it was introduced?

**Dr. S. P. Mookerjee:** Yes, Sir, there has been an investigation made by the Government in consultation with the manufacturers.

**Syed Nausherani:** What are the real obstacles in the way of production of motor cars in this country?

**Dr. S. P. Mookerjee:** The manufacture of the various parts and components and the engine.

**Shri Goenka:** Will the hon. Minister be good enough to put on the Table of the House a report of the enquiry made by the Government with the manufacturers?

**Dr. S. P. Mookerjee:** The enquiry was departmental. I also consulted the Advisory Committee on this matter before the action was recommended, and it was approved by that Committee. If it is the general desire that a further note should be circulated, I would certainly suggest that to the Finance Minister

#### IMPORT OF BICYCLES

\*622. **Shri R. Velayudhan:** (a) Will the Minister of Commerce be pleased to state whether bicycles are imported free?

(b) If not, what protective duty is imposed on it?

(c) How many bicycles were imported into India in the year 1949?

(d) How many bicycles were manufactured in the country in the year 1949?

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

(b) The rate of protective duties is 60 per cent. *ad valorem* on bicycles of British manufacture and 70 per cent. *ad valorem* on those of non-British manufacture.

(c) 4,04,875.

(d) 71,290.

**Shri R. Velayudhan:** May I know whether the cycle importers have approached the Minister for the import of more cycles this time?

**Shri Neogy:** Yes, Sir.

**Shri R. Velayudhan:** Have they represented to the Minister that enough cycles are not available in the markets in India?

**Shri Neogy:** That is the statement that has been made. As a matter of fact, there is a considerable difference of opinion as to the actual stock of cycles in possession of dealers.

**Shri Karunakara Menon:** May I know the centres where cycles are manufactured in India?

**Shri Neogy:** Bombay, Calcutta and Patna, as far as the present organisations are concerned.

**Shri Kesava Rao:** May I know whether it is a fact that the imported bicycle costs more than the locally-manufactured one?

**Shri Neogy:** I have seen that opinion expressed in the Press and elsewhere. Not being a user of bicycles myself, I am not in a position to give an expert opinion.

**Dr. Deshmukh:** What is the value of the spare parts of bicycles imported into India?

**Shri Neogy:** I have not got that information before me just now.

**Dr. Deshmukh:** Does the Ministry of Commerce pay any attention to the prices at which these articles are imported and the prices at which they are sold?

**Shri Neogy:** So far as price control is concerned, I am afraid there is no price control on bicycles.

**Shri Kamath:** What is the Minister's estimate of the total bicycle requirements of India?

**Shri Neogy:** I have to depend upon estimates made by organisations which are in a position to give an authoritative advice in this matter. According to the report of the Tariff Board, of 1949, the requirements of the country would be 3,75,000 for the year 1950-51 and 4,00,000 for the year 1951-52.

**Syed Nausherahali:** Does the hon. Minister consider it desirable to get expert opinion about the comparative durability and quality of the cycles manufactured in India and abroad, with a view to improving the quality of India made cycles?

**Shri Neogy:** If my hon. friend were to read the latest report of the Indian Tariff Board, he would find considerable material on this particular point and also on the suggestion as regards the improvements.

**Shri Chattopadhyay:** In the interests of cycle users, has the Government got any intention of fixing the ceiling price of bicycles?

**Shri Neogy:** I am afraid I am not in a position to give an answer to that. Perhaps my hon. colleague, the Minister of Industry and Supply would consider the suggestion.

**Shri Gautam:** Are Government aware that the price of cycles in India is more than Rs. 200 whereas it is less than Rs. 100 in Pakistan?

**Shri Neogy:** I have seen a statement giving what is considered to be a comparative estimate of the prices prevailing in the two countries.

**Col. B. H. Zaidi:** May I know if important components like spokes, chains, free wheels, gears etc. are being manufactured in India, and, if not, what steps Government propose to take in this connection?

**Shri Neogy:** If my hon. friend refers to the Tariff Board Report, he will find that free wheel, chain and ball bearings have to be imported from abroad at the present moment. As far as the manufacture of these parts in India is concerned, that matter will depend upon certain steps which the industries may be in a position to take in the future.

**Col. B. H. Zaidi:** Before fresh licences are given to manufacturers for establishing new plants, may I know if a condition will be imposed by Government that they should specialise in the manufacture of these parts?

**Shri Neogy:** I do not know whether such a condition would be quite fair in the present circumstances, but the question would certainly be considered.

**Shri Jhunjhunwala:** What is the value of the parts which are imported when compared with all the components of a cycle?

**Shri Neogy:** I am afraid I have not got the figures worked out.

**Maulvi Wajed Ali:** May I know if there is any quota fixed for the various States in respect of the cycles manufactured in the country?

**Shri Neogy:** I do not think so.

## JUTE MILLS

\*623. **Shri B. K. P. Sinha:** Will the Minister of Industry and Supply be pleased to lay on the table a statement showing:

- (a) the total number of jute-mills in this country;
- (b) the number of jute-mills State-wise in the various States of this Union;
- (c) the overall total production of these mills for the years 1947, 1948 and 1949; and
- (d) the production figures State-wise of mills for the above-mentioned years?

**The Minister of Industry and Supply (Dr. S. P. Mookerjee):** A statement is laid on the Table.

## STATEMENT

(a).	111 Mills.		
(b).	West Bengal	100 Mills	
	Bihar	3 ..	
	Uttar Pradesh	3 ..	
	Madhya Pradesh	1 ..	
	Madras	4 ..	
(c)*	1947	—	10,40,000 tons.
	1948		10,88,000 tons.
	1949		9,60,000 tons.

(d)*		1947	1948	1949	
	West Bengal	9,99,000	10,37,000	9,14,000	tons.
	Bihar	16,000	16,000	14,000	..
	Uttar Pradesh	14,000	15,030	14,000	..
	Madhya Pradesh	3,000	3,000	3,000	..
	Madras.	17,000	17,000	15,000	..

\* The figures of production are the best estimates available.

**Shri B. K. P. Sinha:** Is there any proposal to start new jute mills in this country?

**Dr. S. P. Mookerjee:** No.

**Shri B. K. P. Sinha:** What about those jute mills which were under construction before the present deadlock between India and Pakistan arose?

**Dr. S. P. Mookerjee:** We have discussed this matter with the States concerned, and it has been decided that it is not desirable to add to the number of jute mills now.

## IMPORT LICENCE FOR SODA ASH

**\*625. Shri Tyagi:** (a) Will the Minister of **Industry and Supply** be pleased to state whether it is a fact that an import licence for 25,000 tons of Soda Ash has recently been issued in favour of Imperial Chemical Industries?

(b) Is it a fact that owing to the issue of this licence the Soda Ash Industry in India is threatening a close down?

**The Minister of Industry and Supply (Dr. S. P. Mookerjee):** (a) Yes, for 20,000 tons

(b) No, Sir.

## CATTLE SUPPLIED TO DISPLACED PERSONS IN ANDAMANS

**\*626. Giani G. S. Musafir:** Will the Minister of **Rehabilitation** be pleased to state:

(a) whether displaced persons rehabilitated in the Andaman Islands, have been supplied with cattle by Government;

(b) whether Government had fixed any standard of health, weight, etc., for the cattle supplied;

(c) whether Government have received any reports regarding the deficiency in the cattle of such standards;

(d) the total cost of purchasing these cattle; and

(e) if the answer to part (c) above be in the affirmative, what steps Government proposed to take in the matter?

**The Minister of State for Transport and Railways (Shri Santhanam):** (a) to (e). The question should have been addressed to the Hon'ble Minister of Agriculture. It has accordingly been transferred to the list of Questions for 9th March, 1950, when the hon. Minister of Agriculture will answer it.

**Mr. Speaker:** We shall now take up Question No. 621, in respect of which authority has been given to Dr. R. S. Singh on behalf of Mr. Bhattacharya.

## PRICE OF SALT

**\*621. Dr. R. S. Singh (on behalf of Prof. K. K. Bhattacharya):** Will the Minister of **Industry and Supply** be pleased to state:

(a) the retail price of crushed Sambhar salt in Delhi;

(b) the retail price of uncrushed Sambhar salt:

(c) the wholesale price of uncrushed Sambhar salt in Delhi:

(d) the wholesale price of crushed Sambhar salt; and

(e) the measure or measures taken by Government so far to counter the present prices of salt of both varieties in Delhi?

**The Minister of Industry and Supply (Dr. S. P. Mookerjee):** (a) One anna three pies per seer.

(b) One anna per seer.

(c) Two rupees and two annas per maund (bagged).

(d) Price not fixed.

(e) Adequate supplies of Sambhar salt are being made to Delhi and a constant watch is being kept on the stock position. The Chief Commissioner, Delhi, has imposed statutory control on the prices of salt and his Enforcement Branch has prosecuted eight salt dealers during recent months for selling salt over the controlled price.

**Dr. E. S. Singh:** Is it a fact that Sambhar salt is selling at eight annas a seer in Gole Market in New Delhi?

**Dr. S. P. Mookerjee:** I do not think that is correct. The report I got this morning from the Director of Civil Supplies, Delhi, indicates that there is plenty of salt available in Delhi, and if, in some areas, the price has gone up, it will not be, according to him, more than six pies per maund.

**Dr. E. S. Singh:** May I know the areas where salt is scarce?

**Dr. S. P. Mookerjee:** There is no scarcity of salt in Delhi at all. If the Director of Civil Supplies wants more, we are prepared to supply him more, but he does not want any more supplies.

**Shri P. G. Sen:** May I know the price of rock salt?

**Dr. S. P. Mookerjee:** Rock salt is not being imported from Pakistan.

**Shri Kamath:** On a point of order, Sir. Would you not be so good as to permit an hon. Member who was absent when his name was called but who has come to the House before Question Hour is over to put his question?

**Mr. Speaker:** I have permitted it previously and I will permit it today also. But I should like to make one reservation, namely, that the hon. Member's absence must have been for an adequate cause.

**Shri Kamath:** But Dr. Mono Mohon Das has been here for some time already. He may be asked why.

**Mr. Speaker:** I know. I saw him rising. He was probably trying to catch my eye on this very point of order, and if the hon. Member would have waited, he would have himself made this request to me. Yes, Dr. M. M. Das.

#### MERCANTILE MARINE

\*608. **Dr. M. M. Das:** (a) Will the Minister of Commerce be pleased to state what is the total number of ships that have been added to the Mercantile Marine of India exclusively owned by Indians after 15th August, 1947?

(b) What is the total tonnage of such ships?

**The Minister of Commerce (Shri Neogy):** (a) 31.

(b) 134,632 Gross Registered Tonnage.

**Dr. M. M. Das:** May I know the percentage of India's foreign trade that is carried by ships owned by Indians?

**Shri Neogy:** It is very difficult to make a statement on that.

**Dr. M. M. Das:** Do Government contemplate having a Mercantile Marine of their own?

**Shri Neogy:** I have answered similar questions several times in the House, I am sure.

**Dr. M. M. Das:** I do not understand what the hon. Minister means.

**Shri Neogy:** I do not understand how this arises out of the particular question I have just now replied.

**Mr. Speaker:** It is a question that has been answered several times before.

**Shri Goenka:** What is the approximate amount of freight that we pay to foreign companies in respect of our imports and exports?

**Shri Neogy:** I should have notice for that.

TOWNS FOR DISPLACED PERSONS

**\*609. Dr. M. M. Das:** Will the Minister of **Rehabilitation** be pleased to state:

(a) how many new towns for displaced persons have been built in India upto date;

(b) their names and situations;

(c) the total number of houses built in those towns; and

(d) the total expenditure incurred by Government for the construction of these towns?

**The Minister of State for Transport and Railways (Shri Santhanam):** (a) and (b). A statement is placed on the Table of the House. The information is confined only to such colonies where new towns are being set up and does not include extensions to the present towns or development of neighbourhoods.

(c) and (d). This information is not readily available and will be placed on the Table of the House as soon as it is received.

STATEMENT

<i>Name of the Province</i>	<i>Name of the towns</i>
(1) Punjab.	Faridabad. Nilokheri.
(2) Bombay.	Ulhas Nagar near Kalyan. Kuber Nagar near Ahmedabad.
(3) Kutch.	Kandla.
(4) U. P.	Modinagar.
(5) West Bengal.	Habra Baigaachi.
(1) Faridabad.	Work on the construction of 4000 houses is in hand. No house has yet been completed. 140 houses have been completed.
(2) Nilokheri.	2000 houses have been completed.
(3) Ulhas Nagar }	
(4) Kuber Nagar }	
(5) Kandla.	
(6) Modinagar.	312 " " " "
(7) Habra Baigaachi.	350 " " " "
	Information has been called for and is awaited.

**Dr. M. M. Das:** May I know whether the possibility of displaced persons who are rehabilitated in these towns being able to earn a livelihood there is taken into consideration in the selection of the sites?

**Shri Santhanam:** An attempt is made to provide them with work within the towns themselves. The question as to whether they have got facilities to earn a livelihood in the neighbourhood is also certainly taken into consideration.

**Dr. M. M. Das:** In establishing these townships, may I know if any consideration has been given to the industrial planning and development of the country?

**Shri Santhanam:** Yes, Sir. As far as possible, those considerations are also given adequate importance.

**Dr. M. M. Das:** May I know whether the buildings that are being constructed in these towns are temporary ones or permanent ones?

**Shri Santhanam:** These towns are built on a permanent basis.

**Shri Kesava Rao:** May I know whether separate townships are being constructed for rehabilitating Harijan refugees?

**Shri Santhanam:** I have no such information.

**Shri Kamath:** Is the township that is being built, or has been built, at Nilokheri for the benefit of displaced persons?

**Shri Santhanam:** Yes.

**Shri Kamath:** How big is each house? What is the floor area? And also, what is the cost of each house?

**The Prime Minister (Shri Jawaharlal Nehru):** May I intervene for a minute? Although this Nilokheri is not exactly in my charge, I am greatly interested in it, and I would invite hon. Members to go there and see it. The whole thing is a co-operative enterprise, and therefore, some of the questions that the hon. Member asks do not quite fit in in its case. The basis is somewhat different. Every function is on a co-operative basis. Without going into details, I must say that it is the brightest example of rehabilitation that I have seen anywhere.

**Shri Kamath:** By whom were this township and the houses designed?

**Shri Jawaharlal Nehru:** I think it has been done by a co-operative society. There is a gentleman by name Mr. S. K. De, an engineer originally from Sylhet who worked in the Kurukshetra camp and trained people in various avocations. His work was so good that we gave him five hundred acres of jungle land. He wanted a place to build up a township. He had some ideas about it. This was a year and ten months ago and it is interesting to see how a piece of complete jungle can be converted within such a short time into a very prosperous, busy township of enthusiastic people working on co-operative lines.

**Shri Kamath:** Is it a fact that each of these houses costs only one-third as much as a house which will be turned out of the pre-fabricated housing factory shortly?

**Shri Jawaharlal Nehru:** I rather doubt that. It is true they have been built fairly cheap. I was there a few days ago. I do not think they would have cost only one-third of the pre-fabricated houses. These houses are somewhat different—the material used is different. But there is no doubt that they have been built at a fairly moderate price.

**Babu Ramnarayan Singh:** It was proposed to construct a township at Rajpura. Is it a fact that that site has been abandoned, and if so, why?

**Shri Santhanam:** I understand that there have been some difficulties about water-supply at Rajpura and the plans have had to be revised.

**The Minister of Transport and Railways (Shri Gopalaswami):** There is no question of revising it; the idea of abandoning Rajpura has been given up now.

**Shri Gautam:** Is it the policy of Government to accommodate Harijans in separate mohallas?

**Mr. Speaker:** That question has already been put.

**Shri R. C. Upadhyaya:** Do Government intend to construct any township in the Alwar district of Rajasthan?

**Shri Santhanam:** I have no information on that.

**Pandit Thakur Das Bhargava:** What is the number of displaced persons who are housed in Nilokheri and what is the cost of the scheme?

**Shri Santhanam:** If the hon. Member would put a separate question, I would be prepared to supply all details regarding Nilokheri.

کہانی جی - ایس - مسافر : کیا آنریبل منسٹر صاحب کو اس بات کا پتہ ہے کہ  
نئے بلڈے کئے ٹاؤنس اچھی جگہ واقع نہ ہوتے سے سارے کے سارے خالی پڑے ہیں -  
کئی ٹاؤنس ایسے ہیں کہ کوئی ان میں بس نہیں رہے ہیں -

**Giani G. S. Musafir:** Is it within the knowledge of the hon. Minister that the newly built towns are all lying vacant because of not being properly situated? There are some towns where nobody is living.

श्री जवाहरलाल नेहरू : उन के नाम बता दीजिये तो तेहकीक़ात हो सकेगी ।

**The Prime Minister (Shri Jawaharlal Nehru):** If you give their names an inquiry will be possible.

کہانی جی - ایس - مسافر : میں پلوال کے بارے میں کہہ سکتا ہوں جو ایسٹ  
پنجاب میں واقع ہے -

**Giani G. S. Musafir:** I can mention Palwal which is situated in the East Punjab.

**Mr. Speaker:** It may be done elsewhere, not here.

**Shri Tyagi:** Is it a fact that houses in Palwal town are lying vacant and nobody is occupying them?

**Ch. Ranbir Singh:** May I know what steps are being taken to rehabilitate those persons whose lands are being taken to construct these colonies?

**Shri Santhanam:** I think they will be treated like other persons whose lands are being taken for public purposes.

**Shri B. K. P. Sinha:** What facilities do Government afford to members of this House who wish to visit Nilokheri?

**Shri Jawaharlal Nehru:** Arrangements can be made occasionally for a bus with a capacity of 15 to 20 persons to go to Nilokheri.

**Syed Nausherali:** Have any persons been really displaced for making room for displaced persons?

### Short Notice Question and Answer

#### INDIAN NEWSPAPER CORRESPONDENTS IN EASTERN PAKISTAN

**Shri Feroz Gandhi:** (a) Will the **Prime Minister** be pleased to state whether it is a fact that all correspondents attached to Indian Newspapers and the Press Trust of India working in East Pakistan have been discredited and prevented from sending out any news?

(b) Is it a fact that a correspondent of the Press Trust of India has been arrested by the Pakistan Authorities?

(c) Was he produced in Court and, if so, what is the charge against him?

**The Prime Minister (Shri Jawaharlal Nehru):** It is difficult for me to give precise information about happenings in Pakistan. But the information that we have been able to collect from various sources is as follows:

(a) All correspondents of the Press Trust of India in East Pakistan have been discredited and two of them *viz.*, the correspondents at Dacca and Meherpur have also been ordered not to function as representatives of the Press Trust till accredited with the Government of East Bengal. These notices were served between the middle of January and the first week of February, this year.

As regards newspapers, *Loksevak's* local correspondent has not been given fresh accreditation, though authority letter was sent a month ago. *Basumati* has been banned and their correspondent is not functioning. *Amrit Bazar Patrika* and *Jugantar's* correspondents are supplying news only after approval by officials. *Hindustan* and *Anand Basar Patrika's* correspondents were refused admission into the East Bengal Assembly and fresh accreditation has been demanded from their Barisal correspondent. United Press's correspondents at Kustia and Meherpur have been asked to produce fresh accreditation to the East Bengal Government.

(b) and (c). P.T.I.'s correspondent at Dacca Santosh Chatterjee was arrested on 25th November, 1949 under Special Powers Ordinance. He was produced before S.D.O. Dacca, but was not informed of any specific charges. He was in jail custody till 24th December 1949, when the Sessions Judge released him on conditional bail of Rs. 2,000. The condition is that he would not leave the city of Dacca till the case against him has been disposed of. Another correspondent of the P.T.I. at Rajshahi—Birendra Sarkar, a leading lawyer of that town—was arrested in January this year under the Special Powers Ordinance. He is still in Jail and has not yet been produced before a Court.

**Shri Feroz Gandhi:** What are the sources of information of the Government of India in East Pakistan?

**Shri Jawaharlal Nehru:** The sources of information in such cases are necessarily the people concerned, that is the Press Trust of India—we enquired from them.

I may add that I took the precaution, when I received notice of this short notice question three days ago, to send a telegram to the Prime Minister of Pakistan requesting him to help me to answer this question either by denial or by giving correct facts. To that I have received no reply.

**Pandit Balkrishna Sharma:** May I know if the Government will consider the advisability of disaccrediting the representatives of the Pakistan press in India?

**Mr. Speaker:** I am not allowing that question: it is a suggestion for action.

**Shri Shiva Rao:** Has the hon. Prime Minister considered the application of remedies provided in the Convention of Freedom of Information which was passed by the United Nations General Assembly last year, with the support of both India and Pakistan, to the problem which has been brought to the notice of the House by my hon. friend Mr. Feroz Gandhi?

**Shri Jawaharlal Nehru:** We have not considered it. But, as the hon. Member has drawn our attention to it, we shall certainly consider it.

**Pandit Maitra:** Has the hon. Prime Minister's attention been drawn to the allegation in the press that as many as 13 newspaper correspondents attached to Indian newspapers in Pakistan were subjected to galling restrictions in the matter of sending out news and also on their movements, during the troublous times?

**Shri Jawaharlal Nehru:** Is the hon. Member referring to the facts stated by me or to something else?

**Pandit Maitra:** A good deal more than that. The Prime Minister is referring to one or two cases; I am talking of 13 cases.

**Shri Kamath:** How many correspondents or representatives of A. P. Pakistan are functioning in India?

**Shri Jawaharlal Nehru:** I do not know.

**Shri Tyagi:** Have any restrictions been placed on these correspondents of Pakistan as regards the sending out from India of news? Is there no censorship?

**Mr. Speaker:** That question has already been answered. The Prime Minister said, he has no information.

**Shri T. T. Krishnamachari:** May I ask the hon. Prime Minister if he is aware that the P.T.I. is part of a world organisation, namely, *Reuters* and whether it is not possible to arrange for the supply of news from Pakistan through *Reuters*?

**Shri Jawaharlal Nehru:** As pointed out by the hon. Member, P.T.I. is part of a world organisation, and while the Government is very much interested in the supply of proper news, I imagine newspaper men are even more interested, and I should like them to show greater enterprise in this particular matter, and if any restrictions are placed on them they can go to their headquarters organisation. Government, of course, will help them in every way.

**Pandit Maitra:** In view of the policy of Pakistan of complete black-out of news from East Bengal, will the hon. Prime Minister inform the House how he proposes to collect genuine information about happenings in East Bengal at the present moment?

**Shri Jawaharlal Nehru:** The sources open to Government are more or less known to the House. Our Commissioner is there, and some others also, and we get information from them, reports etc. As the House knows, our High Commissioner in Pakistan as well as the Deputy High Commissioner at Dacca toured about certain areas in East Bengal and returned to Calcutta. They

went back again and toured, and we are receiving reports from them, and also from other people who may be called neutral observers there, and we try to piece together such information as we get from all these various sources.

**Shri Kamath:** In view of the fact that greatly exaggerated versions or accounts of happenings in Calcutta and elsewhere have appeared in the Pakistan press do Government propose to impose restrictions on Pakistan correspondents here in our country?

**Shri Jawaharlal Nehru:** I cannot answer that question immediately. If any newspaper publishes false or malicious accounts, attention will certainly be given to it; it should certainly be prevented.

**Pandit Maitra:** Sir, is it a fact that the High Commissioner, when he toured there, visited only a few localities out of the numerous places where incidents had taken place and large scale disturbances had occurred? Is it not a fact that they were allowed to visit only a few places?

**Shri Jawaharlal Nehru:** It is obvious that it is not easy to visit every place. They are going to more places and I am not aware that they were prevented from going to any particular place.

**Pandit Maitra:** I did not suggest that. What I said was that they could not go to important places, but only to certain towns and adjacent subdivision towns. But the area of disturbance covers a very wide field, and they did not as a matter of fact, tour these affected areas, at least the majority of these affected portions in East Pakistan.

**Shri Jawaharlal Nehru:** The hon. Member is perfectly right. It is difficult to do that. All that they could do as well as some persons belonging to some other organisations could do was to go to certain areas to meet there people from other areas as far as possible. I feel, and I entirely agree with the hon. Member that it is not a satisfactory way of getting full news.

**Shri Tyagi:** Is there any correspondent in India who sends news to the press in Pakistan?

**Shri Jawaharlal Nehru:** I suppose there are.

**Shri Tyagi:** Is there any scrutiny made on the type of news and views that they send to Pakistan?

**Mr. Speaker:** I am afraid the trend of these questions is practically leading us to a discussion of the situation, and they are making suggestions.

**Shri Tyagi:** No, Sir. I only wanted to know as far as Pakistan press is concerned, whether the Department concerned really cares to know which correspondent is sending what type of news. Is there any organisation with the Government to do that?

**Shri Jawaharlal Nehru:** It is really a matter concerning the Information and Broadcasting Ministry. I do not know what particular correspondents are doing, from Pakistan or elsewhere, normally. Sometimes I have to do with such cases and the correspondent who errs is sent for and is given a warning. I do not exactly know what is happening now.

**Shri Feroz Gandhi:** Is the Indian High Commissioner in Pakistan allowed to move about freely during his tour in East Bengal, or do officials of the Pakistan Government accompany them wherever they go?

**Shri Jawaharlal Nehru:** The questions are separate. So far as I know he went to the places indicated to him: but he was always accompanied by Pakistan officials, most of the time.

**Shri Feroz Gandhi:** The Pakistan High Commissioner in India when he visited Calcutta, was he allowed to move about freely?

**Shri Jawaharlal Nehru:** I believe so.

**Shri Feroz Gandhi:** Did officials of the Government of India accompany him?

**Shri Jawaharlal Nehru:** I cannot say, probably not.

**Shri Kamath:** On a point of order, Sir. With regard to answers to questions, especially short notice questions, in a case where the hon. Minister refers to another colleague of his and says that that Minister is in a better position to answer it, and if that other colleague of his is present in the House, can't he be requested to answer the question?

**Mr. Speaker:** I do not think it needs any serious answer.

**Shri Kamath:** Is not my point clear?

**Mr. Speaker:** It is, but I don't think it requires a serious answer.

**Shri Kamath:** I only want a reply, "yes" or "no".

**Mr. Speaker:** No reply at all, neither "yes" nor "no".

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## WRITTEN ANSWERS TO QUESTIONS

### REPAIRS OF DISPLACED PERSONS' CAMPS IN BOMBAY

**\*602. Shri Sidhva:** (a) Will the Minister of **Rehabilitation** be pleased to state whether it is a fact that on or about 25th January, 1949 the Government of India sanctioned a sum of rupees fifty lacs for expenditure connected with the repairs of the camps for displaced persons situated in the State of Bombay which were damaged by cyclone?

(b) Is it a fact that instructions were issued to start the work immediately so as to complete it before the monsoon of 1949 set in?

(c) What are the names of camps where repair work has been carried out?

(d) When was the work started and when was it completed?

**The Minister of State for Transport and Railways (Shri Santhanam):** (a) and (b). A sum of Rs. 45 lakhs was allotted to the Government of Bombay in January 1949, for the purpose of repairing and remodelling existing barracks in some of the camps in Bombay and building new structures. Instructions were issued to the Government of Bombay for the immediate execution of the scheme.

(c) A statement is laid on the Table of the House.

(d) This is really a matter for the Government of Bombay to answer.

## STATEMENT

*Name of Camps*

Chembur, Nari Seva Sadan, Mulund, Akbar, Kalyan, Madh Island, Virar, Lake Beale, South Deolali, Wadholi, Mashrul, Manmad, Visapur, Pimpri, Uruli Kanchan, Shahpur, Sabramati, and Valivade.

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 INDO-PAKISTAN CANAL WATER DISPUTE

**\*603. Shri Sidhva:** (a) Will the **Prime Minister** be pleased to state whether the Government of Pakistan have accepted the Government of India's proposals to refer the Indo-Pakistan Canal water dispute to an Expert Commission?

(b) If so, what are those proposals? What is the composition of the Commission and what are its terms of reference?

(c) Have the Government of Pakistan accepted the composition of the Commission?

**The Minister of Transport and Railways (Shri Gopaldaswami):** (a) to (c). The Government of India did not make any proposal to refer the Indo-Pakistan Canal Water Dispute to an Experts Commission. What they did suggest was a joint technical survey by experts of the water resources of the entire Indus basin and the Irrigation requirements of both India and Pakistan. A preliminary Negotiating Committee consisting of representatives of the two countries has been appointed to negotiate the terms of reference to the joint technical commission.

## BICYCLE FACTORY

**\*604. Shri Sidhva:** (a) Will the Minister of **Industry and Supply** be pleased to state whether it is a fact that a new Indo-British Company has been started in India for the manufacture of bicycles?

(b) If so, where is it located and has the machinery been installed?

(c) What is the name of the company and do Government have any interest in it?

(d) What is the total amount invested, both from private sources and by Government?

(e) Have the company entered into an agreement for training Indians in the manufacture of bicycles?

(f) Are all component parts produced in India or is the factory merely for assembly purpose?

**The Minister of Industry and Supply (Dr. S. P. Mookerjee):** (a) and (b). Yes. The company has been floated recently, but has not yet started construction of the factory. The factory will be located near Asansol.

(c) Messrs. Sen Raleigh Industries of India Ltd., Calcutta. Government have no interest in it.

(d) The authorised capital of the firm is Rs. 1,00,00,000 and the issued capital is Rs. 50,00,000 which the firm are raising from the public.

(e) Yes.

(f) The firm has a manufacturing programme, but it will be undertaken gradually. Component parts except solid drawn steel tubes, steel balls, chains, free wheels and spokes are manufactured in India. These have therefore to be imported at present.

#### PENICILLIN MANUFACTURE

\*605. **Seth Govind Das:** Will the Minister of **Industry and Supply** be pleased to state the progress made, if any, in the manufacture of penicillin in India?

**The Minister of Industry and Supply (Dr. S. P. Mookerjee):** Further to the progress reported by me in reply to Shri R. K. Sidhva's starred question No. 572 on the 14th December, 1949 the Government of India after examining the estimates submitted by the Indian Penicillin Committee for expenditure in connection with the scheme have approved a total estimate of Rs. 3½ crores. The Technical Advice Agreement with a Swedish firm has been drawn up and sent for signature to the firm.

#### PAMPHLETS ISSUED FOR CIRCULATION IN FOREIGN COUNTRIES

\*606. **Seth Govind Das:** Will the **Prime Minister** be pleased to state:

(a) the number of pamphlets that have been issued for circulation among the foreign countries by the External Affairs Ministry or our Embassies abroad; and

(b) whether copies of each of the above are proposed to be placed in the Library of the Parliament?

**The Deputy Minister of External Affairs (Dr. Keskar):** (a) Fifty-three pamphlets have been sent abroad by External Affairs Ministry since August 15, 1947. Information so far received from our Missions abroad shows that 28 pamphlets, in addition to the number sent from here, were issued by them.

(b) Yes.

#### EXPENDITURE ON REPAIRS OF DISPLACED PERSONS' CAMPS, BOMBAY

69. **Shri Sidhva:** (a) Will the Minister of **Rehabilitation** be pleased to state whether there was any control over the expenditure connected with the repairs of the camps for displaced persons situated in the State of Bombay, and if so, by whom?

(b) Were any estimates, plans, etc., prepared by the authorities at Bombay?

(c) What were the major repairs?

(d) Were tenders or quotations invited and was the lowest tender accepted?

(e) Did any contractor offer to carry out the work at cheaper rates?

(f) What was the total amount spent towards the repair?

(g) Has the account been rendered by the Government of Bombay to the Government of India?

**The Minister of State for Transport and Railways (Shri Santhanam):** (a) to (g). These are really matters for the Government of Bombay to answer. The accounts are being booked by the Accountant General, Bombay. The question of rendering accounts to the Government of India separately therefore does not arise.

## ORDERS EXECUTED BY INDIA'S PURCHASING ORGANISATION ABROAD

70. **Shri Sidhva:** Will the Minister of **Industry and Supply** be pleased to state the total amount of orders executed by India Store Department, London, and India Supply Mission, Washington, during the calendar years 1948 and 1949, each year separately?

**The Minister of Industry and Supply (Dr. S. P. Mookerjee):** Statistics of purchases are not maintained for calendar years. I place on the Table of the House a statement showing the value of orders placed by the India Store Department, London, and India Supply Mission, Washington, during the financial years 1948-49 and 1949-50 (upto November 1949).

## STATEMENT

*Total value of orders placed by the India Store Department, London, and India Supply Mission, Washington, during the years 1948-49 and 1949-50.*

	1948-49 Rs.	1949-50 (up to November 1949) Rs.
India Store Department, London.	20,45,98,750	25,64,52,715
India Supply Mission, Washington.	71,88,30,292	6,61,81,717

## HOUSES FOR COAL MINERS

71. **Shri Sidhva:** (a) Will the Minister of **Labour** be pleased to state whether it is a fact that the Government of India intend to construct 50,000 houses in five years for coal miners?

(b) If so, what stage has the scheme reached and when is the construction of houses likely to be started?

(c) What will be the cost of these 50,000 houses and how do Government intend to meet the expenditure?

(d) Has the scheme come under economy cut?

**The Minister of Labour (Shri Jagjivan Ram):** (a) At the time of the enactment of the Coal Mines' Labour Welfare Fund Act, 1947, it was the intention of Government to construct 50,000 houses for coal miners in five years. Owing to the shortage of building materials and other economic difficulties, it would not be possible to keep to the schedule.

(b) 1,500 houses have already been constructed.

(c) At the present day rates, the cost of construction of 50,000 houses including the cost of land, its development, internal sanitary fittings etc., would be about 20-25 crores. For financing this scheme, a cess is levied under the Coal Mine's Labour Welfare Fund Act, 1947.

(d) No, but the progress has been retarded considerably by the very large increase in the cost of construction.

# PARLIAMENTARY DEBATES

(PART II—PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS)

Thursday, 2nd March, 1950

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

[MR. SPEAKER *in the Chair*]

## QUESTIONS AND ANSWERS

(See Part I)

11-50 A.M.

### MOTIONS FOR ADJOURNMENT

#### SAFETY OF REFUGEES TRAVELLING BY ASSAM AND DACCA MAILS IN EAST PAKISTAN

**Mr. Speaker:** I have received notice, or rather notices of two adjournment motions. Of course, they relate to different incidents on different dates, but the substance of both is the same. I am taking up only one namely:

“That the House do adjourn to discuss a definite matter of urgent public importance, namely, the failure of the Government of India to ensure the safe arrival of non-Muslim refugee passengers travelling by the Dacca Mail which arrived at Sealdah Station on the night of 20th February, 1950.”

That is the adjournment motion. I want to be clear factually, as to at what point of the journey of the train, the safe arrival was not ensured. To put it shortly, the question is whether it was within the Indian territory or whether it was in the Pakistan territory.

**Shri Jhunjunwala (Bihar):** So far as the news that has appeared in the papers, it is said that these passengers were detained at Dacca. But in view of the agreement we have arrived at, I mean the agreement that the Government of India have arrived at with Pakistan, I think it is the duty of the Government of India to take all precautions to ensure the safe arrival of such persons who want to come here.

**Mr. Speaker:** I take it then, that the basis of the adjournment motion is the breach of the agreement with Pakistan Government and the situation arising in consequence thereof. Is that the basis of the adjournment motion?

**Shri Jhunjunwala:** That is not the only basis. The event in itself provides a reason for the adjournment motion. And also there is an agreement and there has been a breach of that agreement

**Mr. Speaker:** The hon. Member will appreciate my difficulty in considering the admissibility of this motion and that is, he says “failure of the Government of India to ensure the safe arrival of non-Muslim refugee passengers by the Dacca Mail.” Some measures to ensure the safety of those passengers

[Mr. Speaker]

have to be taken by the Government of India that is what he means. Therefore, in the light of his subsequent explanation, what follows is that the Government of India must so ensure that Pakistan does not commit a breach of its agreement. That is what I wanted to be clear about so that we may know what is the point at discussion.

**Shri R. K. Chaudhuri** (Assam): The position is that there was some agreement as a result of which people who wanted to come from Eastern Pakistan were emboldened to leave their places and they boarded the train. The trains were not stopped, tickets were issued to Calcutta. The people were coming to Calcutta—to the Indian Dominion—on the strength of a permission and an agreement arrived at between the two Governments guaranteeing perfect safety. In any case the Government would be responsible if they did not take proper precautions to ensure their safety. If Government knew previously that such an agreement would not be honoured, then they should have told the people of India not to go to those places and people of India in Pakistan not to dare to come here. If this were made clear, there would not have been so much loss of life. Because the Government of India has not taken proper precautions to see that the agreement is honoured, to that extent the Government of India is responsible.

**Pandit Maitra** (West Bengal): One fact has got to be clearly understood in connection with this adjournment motion. It is quite unlike what is happening in Western Pakistan. The Railway train that runs between Eastern Pakistan and West Bengal is one rake that starts from Calcutta and goes right up to Goalundo Ghat in the case of Dacca Mail and to Parbatipur in the case of Assam Mail. That is to say, one train of the Indian Government passes through the Indian Dominion Territory and then enters—the same continuous line—right up to Goalundo and other parts of Eastern Pakistan. It is our own Railway and all that is done is that at a particular station, only the guard is changed and the crew man is changed. Just before reaching the Pakistan territory the Pakistan crew and engine drivers and Railway Guard get in and Indian Officers get down. The terms of the adjournment motion refer to this that when a mail train under certain agreements, arrived at between Pakistan and the Indian Union and with the assurance inherent in that agreement—assurance of safety of the passengers,—in view of that when a train from Goalundo as for instance in the case of Dacca Mail which is the subject matter of this motion, when that train passes through the Pakistan Territory and enters the Indian Dominion, the disturbances are caused and lives are endangered. The adjournment motion refers to this, whether or not the Government of India should have provided along with the Pakistan Government or in the event of the Pakistan Government not doing, themselves provided guards for these trains because these trains are continuous trains passing from Pakistan to Indian territory. It is in this way that it becomes the subject matter for this Government. The whole point is because of the non-provision of guards by our Indian Government our people have been butchered in the train. Therefore I submit that there is some force in this motion. Technically of course it is a bit difficult. Even technically it is admissible in this way that it is a continuous train and on alternative days the Pakistan and Indian Union rakes go. At the present moment the Railway Department of this Government is regulating departure of trains from the City of Calcutta just as the trains from Pakistan return. It is one continuous line from Calcutta to Goalundo but at intermediate places the Pakistan territory breaks and all along the route in Pakistan our people are murdered and butchered and there is no protection for them. It is the duty of our Government to protect them. That is the purport of the adjournment motion.

12 NOON

**Mr. Speaker:** So far as the safety of the refugees is concerned, I need not say that I am in entire sympathy with the objective of the adjournment motions but I want to be clear factually. It is stated to me that an agreement is there and if I understood Pandit Maitra aright, it is one of the terms of the agreement, express or implied, that as continuous trains are running, the guards or sentries to protect the Indian train going right into Pakistan territory will also be permitted by the Pakistan Government on that train. Do I understand that correctly?

**Pandit Maitra:** They are changed at Ranaghat.

**Mr. Speaker:** The further position which he stated as I understood was that the guards which are kept there for the safety of the passengers are also permitted to go.....

**Pandit Maitra:** I meant the Railway guards, not military guards.

**Shri Tyagi (Uttar Pradesh):** May I raise a further point?

**Mr. Speaker:** It is not a question of another point. Pandit Maitra has also admitted the technical difficulty in the admission of this motion. That has to be kept clear, apart from the sympathy which one may have for the objective. If the adjournment motion is held to be not in order, it does not necessarily follow that either the Chair or the Government have no sympathies with the objective of the adjournment motion. The difficulty which I feel is this, and therefore I want to be clear about the agreement. According to the statement made by Mr. Chaudhuri, the Government of India ought to have anticipated that the Government of Pakistan was not going to observe a particular agreement; and the failure then will consist of some want of proper anticipation on the part of the Government of India. That is how it will come to but the difficulty is that, if all these things are happening in a territory which is not under the control of the Government of India and for which therefore they are not responsible for making any arrangements for safety, what is the position as regards this particular motion, excepting that the Government failed to anticipate. That is the short point that it will come to.

The other point is whether under the agreement they could do anything. That there is an agreement and that they should follow up that agreement and do something is a subject which is entirely different from their failure to give protection in this particular case. That is how the two things are different.

**Shri Tyagi:** The passengers were citizens of India and they were having permits.....

**Mr. Speaker:** The hon. member will see the distinction that it is one thing to follow a particular thing after the incident had taken place and it is quite another thing to try to go into the territories of the other state in anticipation and try to protect our own citizens there. If it is the responsibility of this Government according to the hon. Member that they are bound to guard the lives of Indian nationals, in whichever country they visit, matters will stand differently. In order to justify the admissibility of this motion on that ground, he has to go to the logical length of saying that wherever, in the world any Indian goes and anything happens to him, it is the duty of the Government of India to have sent proper force to protect him and the failure to send such a force is a cause for censure—that is the logical consequence of what he is saying but I should like to hear the position of the Government.

**Pandit M. B. Bhargava (Ajmer):** My motion stands on a different footing, Sir.

**Mr. Speaker:** I shall take it up subsequently.

**The Minister of Transport and Railways (Shri Gopaldaswami):** I am at a disadvantage in regard to this matter because I did not happen to have received a copy of the notice of this adjournment motion before I came to this House.

**Mr. Speaker:** Was no notice given to the hon. Minister?

**Pandit M. B. Bhargava:** It was given to the Prime Minister.

**Shri Gopaldaswami:** But so far as the points referred to by you are concerned, I shall only say one or two things. Some incident is stated to have occurred in a territory over which we have no jurisdiction, and ordinarily speaking one should imagine that an adjournment motion cannot be raised as regards something which happened in foreign territory, something which happened perhaps because of the negligence of the Government of that foreign country to protect the persons who are passengers in trains passing through that territory. That is point No. 1.

As regards point No. 2. *viz.* the agreement that has been reached, so far as I know, in regard to the arrangements made for running these through trains from India to Pakistan and from Pakistan to India, there is no definite agreement as to the provision of armed guards, and I may say that, if armed guards are to be provided for the protection of trains coming through Pakistan territory, those guards must be Pakistan Government guards and cannot be our Government guards, so that the suggestion that we should have supplied any guards for the purpose of protecting Indian nationals who happened to be passengers in the trains which came through Pakistan, cannot be one which can be the subject of a debate in this House. I may say for the information of hon. Members that in view of the happenings that have taken place yesterday and the day before yesterday.....

**Pandit Maitra:** In the last three days and on mail trains too.

**Shri Gopaldaswami:**...it has been arranged between the two Governments—I got the news only this morning—that guards should be provided by each Government in its own territory on the trains which pass through that territory and that these guards must be of a specially strengthened character, and both Governments are making arrangements to provide these guards now. In view of the disturbances that have taken place on the East Pakistan side, that Government itself have taken steps to reduce the number of trains, stop certain trains and allow only certain other trains with increased accommodation. We have also stopped certain trains.

**Pandit Maitra:** Did he say joint guards of both the Governments?

**Mr. Speaker:** The hon. Minister did not say so.

**Shri Gopaldaswami:** Guards belonging to us will be put on trains in our territory. That is the arrangement now, and we cannot, so long as we are foreign countries, attempt to do anything more except by way of an agreement between the two countries.

**Pandit Maitra:** All right, dead bodies may be removed by our troops!

**Mr. Speaker:** So, the factual position is very clear, and I really do not see how this Government can be made responsible for this alleged failure, and I do not think I can give my consent to this adjournment motion.

Now, what is the difference as regards the other adjournment motion? The position is the same. The only difference is with regard to the time of the arrival of the trains. I will read the notice of the motion.

"To discuss a definite matter of urgent public importance, namely, the failure of the Government of India to protect the life and honour of the non-Muslim refugee passengers travelling by Assam Mail which arrived in Sealdah Station on March 1st."

**Pandit M. B. Bhargava:** So far as this motion is concerned, there is a difference in this respect. This Assam Mail was attacked and a number of passengers were killed. In respect of the other motion, there was a complaint only that passengers were detained.....

**Pandit Maitra:** No, no. Who told you?

**Mr. Speaker:** Order, order. Let him continue.

**Pandit M. B. Bhargava:** In respect of this motion, the point is that a very large number of passengers were travelling, that the train was stopped, was attacked and a number of passengers were murdered and butchered and only eighty of them arrived at Sealdah. Now, the question is whether this Government have got any responsibility in the matter. This is not the first instance of this type. As we all know, in the last few days there have been many instances of this character. Therefore, Sir, the remark that you were pleased to make on the first motion that the Government cannot undertake a general responsibility for protecting its citizens everywhere in the world, that remark, that analogy cannot hold good here. The experience of the past few days and the events that have occurred in Pakistan clearly must have shown to the Government that some strong steps should be taken to give protection to Indian nationals in these peculiar conditions. I submit, that in view of the existing agreement and in view of the fact that there has been a consistent and persistent failure to give protection to Indian nationals travelling in these trains, there is a definite matter of urgent public importance and the motion is legally admissible.

**Mr. Speaker:** As I have understood it, the point comes to this that there has been sufficient material before the Government to anticipate what was going on, and therefore failure to anticipate is a cause which makes this motion admissible, so far as the Government treatment of this whole question is concerned. Am I correct?

**Pandit M. B. Bhargava:** Yes, Sir.

**Shri Gopaldaswami** rose—

**Dr. Deshmukh** (Madhya Pradesh): Before the hon. Minister replies, I have another point to urge. It is one thing recognising responsibility for the protection of Indian nationals in foreign countries. There is the other question whether it is not a matter which concerns this Government as well as this House to see to the safety of Indian nationals entering another foreign country, and from that point of view, even if things are done in any foreign country, even then, in spite of the fact that it may not be possible for the Government to take the whole responsibility, may I point out that they are very much concerned and the House also is very much concerned. That is the real question. So, this House is entitled to know in discussion on an adjournment motion as to what steps are being taken and what exactly is the situation.

I would like also to urge that on technical grounds we have had many adjournment motions ruled out. I personally think that this is really taking away the right of this House to have a free and frank discussion so as to know the actual facts. There is no use merely one question being put and the hon. Minister concerned getting up and making a reply in just two or three sentences. We have had too many cases like that, and I think, that so far as Pakistan's relationship with India is concerned, it is very proper that you ought to allow sufficient latitude to the hon. Members of this House in bringing to light these grievances, these persecutions, these terrible incidents, which occur from day to day and which agitate the minds of not only the Members of this House but of every citizen of India.

**Pandit Maitra:** A word by way of correction, Sir. The only difference is this: It is not correct to say that this concerned the people who detained at Dacca. The people concerned were those that entrained there and it is those people who were on the way that were waylaid and murdered. The point is that. It is not a case of anticipation by Government or astrological calculation. The point is that these incidents have been happening for the last four or five days.

**Mr. Speaker:** That is what I say.

**Pandit Maitra:** After the first occurrence to the Dacca mail, incidents happened in the Chittagong mail and the Assam trains. What action did the Government take in view of the reports of incidents? What protection they sought to give to the trains that left India? That is the main point.

**Srimati Durgabai (Madras):** May I know whether the scope of the adjournment motion would amount to a censure of the Government?

**Hon. Members:** Not at all.

**Shrimati Durgabai:** Or is it intended to enlighten the public as regards the happenings?

**Shri R. K. Chaudhuri:** It must be made clear that Pakistan and India are different countries. If Pakistan is a foreign country, so far as we are concerned, we should not allow anybody to go there without a passport from us. We should not allow anybody to come to India without some sort of permit from us. When we found that these agreements do not have the desired effect we should have regulated the running of our trains in such a way that they do not carry passengers to the other State. We know that fourteen Marwari passengers who belong to our country were seriously molested in the other territory and they somehow escaped with their lives. Everybody realises the difficult position in which the Government are placed. Nobody really wants to censure the Government for what has happened. If you only permit this discussion to be held it will be fair to the Government in that it will enable them to tell us how the position actually stands, what steps they have taken and what steps they will take. The reply given by my hon. friend Shri Gopaldaswami does not satisfy us in any way. So, if a fair discussion is allowed, the Government could clear the position and point out the actual difficulties which confronts them so that we may not bring forward such adjournment motions in future.

**Syed Nausherahli (West Bengal):** It appears to me that much of the discussions that have been going on so long are not at all relevant for our present purposes of ascertaining whether the motion is admissible or not, or whether or not you should give your consent to moving it.

The two points for your consideration simply are, whether under the rules the adjournment motion is admissible, and secondly whether on a consideration of the facts you would give your consent to the motion being moved in this House. For this purpose a statement of the case is quite enough. From the definite statement made, as regards the motion tabled by my hon. friend to my right, it is clear that Indian nationals from Assam coming by rail from Assam have been molested, assaulted and murdered within Pakistan territory. If that is a fact the Government of India have got a responsibility in this matter. And if the Government of India have failed in the discharge of their responsibility to their nationals, whether in India or outside India in a foreign country, and if the motion fulfils the conditions prescribed in the rules, it is certainly admissible. I submit that the conditions have been fulfilled in this case, and it only remains for you, as Speaker, to give your consent to it. If you say that the conditions have not been fulfilled, the matter ends there. But I say, and I respectfully submit that the conditions laid down in the rules have been fulfilled to the entire extent and that you, as the Speaker of this House, should

not withhold your consent. I may repeat most respectfully that, on the facts as stated and as subsequently elicited, the motion is perfectly in order and you will be pleased to give your consent.

**Dr. Pattabhi (Madras):** I wish only to refer to what the last speaker stated with great emphasis. Perhaps as a Speaker himself for some years he is fully qualified to make that statement.

The question raised has got two aspects—the purely departmental or railway aspect and the public aspect. The departmental aspect is a minor matter and the Minister to whom it relates has answered the point raised. The first motion for adjournment was rightly addressed to the Prime Minister who deals with public affairs and international matters. The question therefore naturally assumes one particular aspect and one aspect only and that is the aspect which relates to public affairs and international matters in the charge of the hon. the Prime Minister. The matter therefore is one of urgent public importance, so that if you permit the motion to be moved it will give an opportunity for the Prime Minister to make a statement which will give satisfaction undoubtedly to the whole House. There is no question of bickerings; there is no question of cussedness in this matter. This is a matter of common interest and it is for the Speaker as well as for the members to bring it within the pale of a useful discussion. Publicity is the very breath of democracy. Therefore I urge that you may be pleased to permit the discussion of this motion.

**Mr. Speaker:** I shall again take this opportunity of assuring Members, who have spoken with great feeling, that I entirely share their feelings. Not that I, sitting in the Chair, am blind to what is happening or wish to be blind. That is one aspect.

The real task which I have to perform here is to see whether the particular type of discussion which, for very good reasons, hon. Members want to raise, could be permitted on an adjournment motion or not. The hon. Members will have an opportunity of discussing this matter on the Finance Bill. Again, if they are keen they can request the Government to allot even special time to discuss it. One can understand the eagerness of the House to discuss this. But, on that ground, to ask me to widen the scope or to go against the rules for the admissibility of adjournment motions is a thing which I can, with difficulty, persuade myself to accept. What I find in the adjournment motions is that they are based on, if I am to be too technical about it, the failure to protect the life and honour of travelling refugees in particular trains. But I have not referred to that.

**Shri Gopaldaswami:** One particular train each day.

**Mr. Speaker:** One particular train each day. Therefore, I am restricted by that technical aspect. That is why I wanted to know what the basis of the adjournment motion was. If the basis was clear, I was prepared and am even now prepared to allow the amendment of the adjournment motion.

Now, what I heard in respect of the first adjournment motion was a little more restricted than the point made by Pandit Mukut Bihari Lal. That point is that, in view of what has been happening for the last one week or so, as he said, it was the duty of the Government of India to anticipate what was coming and take precautions. What precautions they should have taken and what they would have been unable to take are entirely different questions. But that seems to be the crux of the question.

**Pandit Maitra:** What about subsequent happenings?

**Mr. Speaker:** Whatever subsequent happenings may be, they are different things. Therefore the point is that a situation was developing for a certain

[Mr. Speaker]

time and in that situation, it is urged by the Member who wishes to move this adjournment motion, that the Government of India ought to have taken the situation into consideration and prepared itself to meet it. That seems to be the crux to me. I should like to hear the Government on this question. I am not relying on the technical failure of those who gave this notice that they did not give the notice to the particular Minister, though, of course, rule 49, which is very clear, says that a notice of adjournment motion shall be given to the Speaker, the Minister concerned and the Secretary.

**Shri Kamath** (Madhya Pradesh): It is sometimes difficult to decide who is the Minister concerned, as their subjects overlap.

**Mr. Speaker:** It is, therefore, that I said that I am not going to rely on the technical aspect and adjudicate that the notice was not given to the Minister concerned.

**Pandit M. B. Bhargava:** I am prepared to amend the motion.

**Mr. Speaker:** The object will be served, if at all I am inclined to agree, whether the first motion is amended or the second is amended. So far as the substance is concerned, as I said at the beginning, there is no difference between the two motions.

**Shri B. Das** (Orissa): As tomorrow is a holiday, let us have a special session and we shall discuss this whole thing if Government so desires.

**Shri Gopalaswami:** Sir, so far as the short point that you have raised is concerned, before this particular incident took place, I am very doubtful whether there had been any series of similar incidents on which the Government of India could have launched any steps of an effective character on their own part for the purpose of preventing future incidents. Now, there have been incidents of this kind since. So far as this particular incident was concerned.—I speak from memory. Sir, the Chief Minister of the West Bengal Government took this up with the Premier of the East Bengal Government and, I think, even went to the extent of suggesting that if the force at their disposal was not sufficient to ensure the safety of passengers in trains passing through East Pakistan territory, he was willing to give assistance from his own forces. Naturally the East Bengal Premier repudiated any idea of entertaining a suggestion of that sort. Since then in every incident the thing has been taken up by the West Bengal Chief Minister with the East Bengal Premier and as a result of continuous pressure put by the Chief Minister of West Bengal on the Premier of East Bengal, as I told you in connection with the previous adjournment motion, an arrangement has been arrived at by which each Government has undertaken to take effective steps to strengthen its own guard on trains passing through its own territory. That is the best that we could get. As a matter of fact we did offer to strengthen the force at the disposal of the East Bengal Premier, if he felt he could not manage it with his own forces, but that unfortunately was not accepted and in the present state of feeling between the two countries could not be expected to be accepted. That is why, Sir, these things have happened and we have taken steps to prevent them. Of course, if we are going to widen the scope of this adjournment motion and discuss the whole question of East Pakistan-West Bengal relations or Indo-Pakistan relations for that matter, I think Sir, the suggestion you made is the proper thing to do, namely, to get a special day set apart, if necessary or to raise it by some other kind of motion, but on this particular motion which relates to a particular train which arrived at Sealdah on a particular day, I do not think, Sir, it is a matter which could be the subject of an adjournment motion.

**Shri Kamath:** May we request the Leader of the House to be so good as to allot a day for the discussion of this subject?

**Mr. Speaker:** I do not know what is possible in this case.

**The Prime Minister (Shri Jawaharlal Nehru):** It is not quite clear to me what the discussion would be about. What I mean to say is this. All of us, all Members of this House and every Member of Government are intensely concerned with what is happening in Bengal—East and West, and as the House perhaps knows, in two or three days' time I am going there. But this particular incident that is referred to in this motion for adjournment has created concern and as my colleague mentioned, we took such steps as we could to enquire into it and not only that, I communicated with the Pakistan Government too. It occurred in Pakistan territory and the facts too were somewhat disputed, that is, the version that was given by some of the refugees was one and the version that was given by the Pakistan Government was another.

**Shri J. R. Kapoor (Uttar Pradesh):** That will always be so.

**Shri Jawaharlal Nehru:** I am merely pointing it out to the House. The version that we received from the Pakistan Government was different. We pursued the matter and we received their reply; we received an expression of regret from the Pakistan Government that this incident should have happened there, that they were sorry but it could not be helped, that some hooligans must have been the cause of this, etc. The matter, of course, naturally, if I may say so, is not this particular incident, but the larger issue. That is the main matter technically, with all respect to you, Sir. I do not see what the Government of India can do about a particular incident that would happen suddenly in a part of Pakistan. It is a larger issue. Perhaps it could be desirable for the House to consider even that larger issue fully and it may be that at a later stage this may be done. It is not clear to me in what shape or form we can consider it now, except, of course, to give vent to our views and our resentment at the various things that have happened. If I may say so, if at a later stage it is possible, we shall arrange for a discussion on this question. It is not very easy from every point of view, from the time-table of the House, the Budget and other things; it is rather difficult. It may be that the matter is so important that it is considered necessary and time will have to be found for it.

**Pandit Maitra:** May I suggest that we could have a joint guard both from our Government and the Pakistan Government to go to the help of these marooned people at the railway stations as quickly as possible. We do not want any discussion. We only want some effective steps taken by which these marooned people, these marooned refugees, in the different Railway Stations, women and children, could be speedily evacuated with the help of the military escort. That is all that we want. Can you do anything like that?

**Mr. Speaker:** Now, let us proceed to the other business. I think the best course is as has been accepted by the hon. Minister for Railways as also in view of what has fallen from the hon. the Leader of the House, the House is going to get another opportunity of having a discussion on this. It is not possible to fix up a day just at this moment. I might state to the House that if they want an opportunity, I find that the whole of the month of March is fully up with the financial time-table.

**Shri Kamath:** What about Saturdays?

**Mr. Speaker:** We are going to sit on Saturdays also.

**Shri Sondhi (Punjab):** One Saturday can be allotted.

**Mr. Speaker:** Hon. Members should not be in a hurry. They should allow me to proceed and after I have finished if any points arise, I will always have their suggestions. I know there are suggestions to sit on Saturdays but on Saturdays there are certain other Government business concerning Bills which have to be passed before the 31st March. They are also coming up, and some Saturdays will have to be reserved for them. All that I wanted to suggest was that it may be a day or half a day or some time, more or less, which can be conveniently spared. Anyway, it may also be possible to get some time if hon. Members are prepared to forego some of the time taken in either the General Discussion of the Budget or the Demands for Grants. So, if we can spare some time from the financial calendar, it should be possible, but that depends upon the wishes of the hon. Members of the House.

**Dr. Pattabhi:** I would suggest that the House sits from 5 to 8 P.M. It is no use postponing the discussion to an indefinite date. We must find the time. We are convinced about the urgency of the matter. We must sit from 5 to 8 P.M. this evening or tomorrow evening.

**Shri Kamath:** As a matter of fact I would suggest that the ordinary daily routine hours of the sitting of the House may be changed.

**Mr. Speaker:** That is a larger question which will be considered in all its aspects. Members wish to sit longer, but still they will oppose the extension of time for Select Committees and so on. There are so many things which the Members have to do and the convenience of all those Members have also to be taken into consideration. On important matters we would like all Members to be present here. We would not like our deliberations in the Select Committees also to suffer and besides there are so many Standing Committees. It is all a question of comparative priority considering the relative importance of the various things. It is not possible at present to give any decision as to whether we should sit from 5 to 8 P.M. or 10 A.M. to 7 P.M. It will require some consideration but that is a larger issue into which we need not go at present. On the technical or substantive question of my consent to this motion under the Rules and precedents I regret I have to withhold that consent but I do so with relief and without any pressure on my own heart, in view of what has been stated by the Prime Minister, about finding some time to have a discussion on the subject.

That disposes of the adjournment motion.

**Shri B. Das:** The House can sit tomorrow or the day after, which are holidays.

**Mr. Speaker:** Let it not be decided now.

#### PARLIAMENT (PREVENTION OF DISQUALIFICATION) BILL.

**Mr. Speaker:** I am giving special permission to the hon. Dr. Ambedkar to introduce a Bill.

**The Minister of Law (Dr. Ambedkar):** I beg to move for leave to introduce a Bill to make provision in regard to certain offices of profit under article 102 of the Constitution.

**Mr. Speaker:** Motion moved:

“That leave be granted to introduce a Bill to make provision in regard to certain offices of profit under article 102 of the Constitution.”

**Shri Tyagi (Uttar Pradesh):** Sir, we have not received copies of the Bill.

**Mr. Speaker:** Copies have been placed in the lobbies where the hon. Member can get them.

**Shri Tyagi:** We should be able to know as to what offices the hon. Minister seeks to exclude.

**Mr. Speaker:** The hon. Member will know that, by convention, introduction is a matter of course.

**Mr. Tyagi:** It is all right when we have a copy of the Bill. But when we have not got a copy of the Bill.....

**Mr. Speaker:** They are available in the lobbies: the hon. Member can see them. The question is:

"That leave be granted to introduce a Bill to make provision in regard to certain offices of profit under article 102 of the Constitution."

*The motion was adopted.*

**Dr. Ambedkar:** I introduce the Bill.

## RAILWAY BUDGET—LIST OF DEMANDS—*contd.*

### SECOND STAGE—*codtd.*

**Mr. Speaker:** As announced by me yesterday, the House will continue with the undisposed list of agreed cut motions up to 3-30. Thereafter the unattached Members will move their cut motions and the discussion will continue up to 5 P.M. As the House is aware the Gullotine will be applied at 5 P.M.

As was agreed to yesterday, I will call upon individual Members to move their cut motions and they will each speak for three minutes.

**Shri Sonavane (Bombay):** Three minutes will be a very short time. At least five minutes may be given.

**Mr. Speaker:** I have no objection to give even ten minutes. I am going by an agreed arrangement and the arrangement was agreed to by the Party to which the hon. Member belongs.

**Shri D. D. Pant (Uttar Pradesh):** How is it that the hon. Member moves a cut motion on a Demand which has already been passed?

**Mr. Speaker:** No Demand has yet been put to the vote of the House. They are only placed before the House but not voted upon by the House.

**Shri D. D. Pant:** I was under the impression that we had voted the Demand.

**Mr. Speaker:** Members should not go merely by their impressions.

### DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION—*contd.*

#### *Assam Railways*

**Shri J. N. Hazarika (Assam):** I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

I have a grievance against the slow speed of trains in Assam, especially on branch lines. As the time is limited I want to bring to your notice that the branch trains from Dibrugarh to Saikhoa Ghat are very slow in speed. The distance is only 60 miles but the train takes 6½ hours. In these days I do not know how it is expected that such slow trains will meet adequately the demands of people.

(PANDIT THAKUR DAS BHARGAVA *in the Chair*)

Also the train which comes to Dibrugarh town does not reach there in time so that passengers are not able to attend the courts and offices in time. Recently

[Shri J. N. Hazarika]

the Dibrugarh Bar Association passed a resolution asking the railway authorities to make arrangements to set matters right. This is a small matter but it causes a great deal of inconvenience to the travelling public.

I will now come to the substance of my grievance. The number of ticketless travellers in Assam has not decreased. There are various kinds of ticketless travellers in Assam. There are some who do not purchase tickets at all. There are some who purchase lower class tickets but travel in the upper class. At intermediate stations the ticketless travellers generally escape the eyes of the ticket checkers. Is it not due either to the inefficiency of the staff or inadequacy of the staff? The railway staff who are entitled to travel by the lower class ordinarily travel in the upper classes, thus causing great inconvenience to the travelling public.

Another sort of travellers are the relatives and friends of the railway staff. When the ticket checkers come they say "I am the relative of this guard or that clerk or that station-master". This sort of nuisance should be removed from the Assam Railway.

I would like to say a few words about the railway police administration. The railway police administration in Assam is very inefficient and it does not meet the present requirements of the railway administration. As far as my information goes, the number of train attacks in Assam will be the largest in India. Recently, that is, two months ago, the mail train starting from Dibrugarh was attacked after it had gone four miles. A large number of ladies attending the Women's Conference were proceeding home by the mail train from Dibrugarh at 9-30 at night. The train was attacked at Chalkhoan station. The train was stopped by pulling the alarm chain; there was a whistling and a large mob armed with lethal weapons attacked the inmates of the train. The ladies were molested and many of the inmates were severely assaulted. There was nobody to help the poor helpless passengers. It was said that the guard and the station-master were stopped by the mob from informing the police at Dibrugarh which was only four miles from the place of attack. Why was this armed mob able to attack the train in this manner? It is because the police guard is always absent from the trains. I do not know what is the use of the railway police if they are not used to protect the goods and the passengers in trains. Sir, I submit that adequate police should be placed at the disposal of the guard in every train, at least in Assam, where passengers and goods trains have been attacked frequently. I do not know if this has come to the notice of the Government of India, especially to the notice of the hon. Minister of Railways.

These are the points which I wanted to bring to the notice of Government. I do not want to describe all the harrowing tales of the incidents and their consequences. I only want to bring this matter to the notice of the hon. Minister.

**The Minister of State for Transport and Railways (Shri Santhanam):** I will take this question about the police protection first. Generally it is the responsibility of the State administrations to protect people not only within the stations but everywhere else within their area. The railway police are really part of the State police, and if the police force in any particular State is inefficient it is possible that it may be so in the railways also. In view, however, of the difficulties of passengers and the public we have now got special arrangements with the States and a special police force called the Railway Protection Police has been instituted on many railways. In the case of Assam there is a force of the strength of 174—all ranks. It was formed in May 1948 in view of the disturbed conditions prevailing then. Sanction to the continuance of this Railway Protection Police has been given from time to time and is

current up to 31st March 1950. Further continuation of this police is also under consideration. Therefore, the railway administration is taking all possible steps in the matter.

Yesterday, I was gratified to hear from an hon. Member from Assam that the punctuality and other arrangements on the Assam Railway are much better than what existed even before the war. We are also allotting a lot of money to the Assam Railway, which is much more in proportion to its length, for passenger amenities and other purposes. We shall take every step to bring up the Assam Railway to the general level of the Indian Government Railways.

**Shri J. N. Hazarika:** I do not press the cut motion.

DEMAND NO. 13.—APPROPRIATION TO DEVELOPMENT FUND.

**Mr. Chairman:** Motion is:

“That a sum not exceeding Rs. 10,00,00,000 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 ‘Appropriation to Development Fund.’”

*Restoration of Jaunpur-Sultanpur Railway Line.*

**श्री यादव :** I beg to move:

“That the demand under the head ‘Appropriation to Development Fund’ be reduced by Rs. 100.”

मैं माननीय मंत्री जी का ध्यान इस तरफ खींचना चाहता हूँ कि जौनपुर और सुलतानपुर के बीच लड़ाई से कुछ पहले जो लाइन बनी थी वह यह समझ कर बनी थी कि वहाँ एक बहुत बड़ी तादाद में ऐसी जनता थी जिसके आने जाने का कोई भी ज़रिया नहीं था। पिछली लड़ाई में वह लाइन उखाड़ी गई थी और तब से आज तक उसके न होने से बहुत सी परेशानियाँ हैं। सबसे बड़ी परेशानी शाहगंज की शुगर फैक्टरी को गन्ना ले जाने की है। एक तरफ गोमती नदी पड़ती है। गोमती के पार जिस तरफ से वह लाइन जाती थी उधर सबसे ज्यादा ईख पैदा होता है। जब वह लाइन बनी हुई थी तो उस लाइन पर जितने स्टेशन थे उन पर वेइंग मैशीन्स लगी हुई थीं और उन स्टेशनों से ईख शाहगंज मिल तक पहुंचाई जाती थी। लेकिन अब वहाँ के काश्तकारों को शाहगंज तक ईख ले जाने का कोई ज़रिया नहीं है क्योंकि एक तरफ तो नदी है और दूसरी तरफ से यानी जौनपुर हो कर ले जाने के लिए उनके पास कोई ज़रिया नहीं है।

दूसरी तकलीफ यह है कि उस खित्ते में चारों तरफ कोई भी पक्की सड़क नहीं है और कोई भी ज़रिया नहीं है कि वहाँ के लोग कहीं भी आ

[श्री यादव]

जा सकें और इसलिए इस लाइन का बनना जरूरी होता है। मैं माननीय मंत्री जी का ध्यान इस ओर आकर्षित करना चाहता हूँ कि इतनी बड़ी साधारण जनता के लिए आने जाने का कोई साधन नहीं है। यह जनता गरीब मजदूर और किसानों की है यह लोग रईस नहीं हैं जो आसानी से माननीय मंत्री जी तक पहुंच सकें और इस लाइन को खूलवा सकें। इसी वजह से इस मूक जनता की तरफ माननीय मंत्री जी का ध्यान नहीं जा रहा है। उस खिन्ते में रेलवे की और भी परेशानियां हैं। जौनपुर इलाहाबाद लाइन की गाड़ी तो आजाद हिन्दुस्तान की गाड़ी है। दो दो दिन तक वह एक ही स्टेशन पर खड़ी रह सकती है। वैसे तो और भी परेशानियां हैं और अगर यह तमाम चीजें ठीक हो जायं तो बड़ा अच्छा हो। लेकिन जौनपुर और सुलतानपुर को जोड़ने वाली लाइन का सवाल बहुत जरूरी है। वहां की जनता को उसके बिना बहुत नुकसान हो रहा है और उस पर जरूर ख्याल किया जाना चाहिए। इसके बिना वहां की जनता को बहुत असुविधा हो रही है। हमारी माननीय मंत्री जी से यही प्रार्थना है।

(English translation of the above speech)

**Shri Yadav (Uttar Pradesh):** I beg to move:

"That the demand under the head 'Appropriation to Development Fund' be reduced by Rs 100."

I wish to draw the hon. Minister's attention to the fact that the line that was constructed between Jaunpur and Sultanpur shortly before the War was constructed for the reason that there were a lot of people there who had no other means of communication. That line was removed during the last War and ever since its absence has caused great many hardships. The biggest hardship is with regard to the transport of sugar-cane to the Shahganj sugar factory. The Gomti river flows on one side. The tract across Gomti which this line traversed is the best cane-producing area. When this line was in existence all stations on it were provided with weighing machines and through those stations sugar-cane was conveyed to the Shahganj Mill. But the cultivators of this region no longer have any means of transporting their sugar-cane to Shahganj because the river intervenes on one side while they have no means whereby they might take it *via* Jaunpur.

The other difficulty is that there is no *pukka* road anywhere round about this region and the people there have no means of communication with the outer world. This fact too makes the construction of this line a necessity. I wish to draw the attention of the hon. Minister to the fact that there are no means of communication for such a large number of common people. These people consist of poor labourers and *kisans* and are not influential people who might

easily approach the hon. Minister and have this line restored. That is why this silent section of the public is not catching the attention of the hon. Minister. There are also other difficulties experienced by those parts on account of railway irregularities. The train running on Jaunpur-Allahabad line is the train of free India. A train on it might halt at one station for two days at a stretch. There are other snags too and it would be good if all those matters could be set right. But, the greatest importance attaches to the line which links Jaunpur and Sultanpur. The public of that area are suffering great loss due to its absence and hence this matter must be attended to. The people there are very much inconvenienced on that account. This is my only request to the hon. Minister.

**Shri Santhanam:** Sir, the restoration of the Zafarabad-Sultanpur line has been considered by the Central Board of Transport and they have approved of the restoration of that line in principle. But it was considered by the Board that it did not merit priority over the other lines which have already been sanctioned. Therefore, its restoration has to wait for the availability of funds. As soon as we are able to find funds, this will be one of the lines which will be restored.

**Shri Yadav:** I do not press the cut motion.

DEMAND NO. 1.—RAILWAY BOARD—*contd.*

*Inadequacy of Railways in Travancore-Cochin State.*

**Shri Alexander (Travancore-Cochin):** I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Re. 1.”

In moving this cut motion, I would like to impress upon the hon. Minister the absolute inadequacy of the Railway system in the State of Travancore-Cochin. If anybody would have a look at the railway map of India, he will see that as he goes South the lines get fewer and fewer and when they come to the State of Travancore-Cochin there are only two streaks of line amounting only to a pittance of 170 miles. When you think that the population of Travancore-Cochin is 80 million, and that the population depends mainly upon industrial exports through the major port of Cochin, and when you consider that there is no rail transport facility from the central Travancore area to this port, you will feel the urgent necessity for linking Quilon and Ernakulam. This matter was mooted long before—I think it was sometime in 1927 that a survey was made, but no further step was taken in this matter.

Travancore-Cochin earns for the Indian Union much of our dollars. Our exports include tea, rubber, ginger, coir, pepper, Monozite, etc. all of which are dollar-earning products. So, it would not be presumptuous on our part when we say that more railway lines should be granted to us to step up our trade and exports. If Quilon or Kottarakara is linked to Ernakulam, it will increase the trade output of the country. It will also help the estate products to be transported from the highlands to the Cochin port. What I would suggest is that if Devikulam is connected to Cochin harbour, most of the rubber, tea and other valuable products could be exported through that harbour. There is cheap electricity in our State. You will be aware of the Pallivasal hydro-electric project whereby the trains could be run on cheap electricity. Therefore, I would suggest this easy link to the hon. Minister for his consideration.

Then again, Kanyakumari or Comorin is a strategic point in the map of India. It was thought long ago to connect Trivandrum with Kanyakumari.

[Shri Alexander]

During the last war the Government of India, I think, had some plans to construct that line. Hundreds of pilgrims as well as tourists flock to this place of Comorin daily. Therefore, it will be a profitable proposition as well as a matter of prestige for Government to connect these two places also.

In conclusion, I would like once again to request the hon. Minister to give due consideration to the needs of Railways in Travancore-Cochin.

**The Minister of Transport and Railways (Shri Gopalaswami):** There is a good deal of force in what my hon. friend has just said about the expansion of railways in the Travancore-Cochin Union, but we have got to recognise one or two hard facts. The first fact is that those portions of this Union which require the assistance of railway lines for the purpose of moving either passenger or goods traffic are so situated that the provision of railways would be an expensive proposition. In the second place, the country is served not badly, I should say, by back-water boat traffic, and also by road traffic. I mention that circumstance only for making the point that while railways might improve the quality of communications in this State, they must wait till better times and meanwhile the country will not be very greatly inconvenienced.

The other particular question that was raised was in relation to the line from Quilon to Ernakulam. The Central Board of Transport considered this matter some time ago and decided that the question of undertaking an up-to-date survey of this line should be considered during the year 1950-51. When that consideration is given to it and it is decided that a survey should be undertaken, steps will be taken to put this survey in train.

I greatly sympathise with all that my hon. friend has said, but I think there are parts of the country which deserve priority in regard to communications, on other grounds. But we do not propose to neglect Travancore-Cochin. We shall try to improve rail communication there as soon as the conditions permit.

**Shri Alexander:** I do not press the cut motion.

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

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

[MR. SPEAKER in the Chair]

*Remodelling of Madura Junction.*

**Shri Meeran (Madras):** I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Re. 1.”

Madura is the next biggest city in the Madras Province after Madras. It has a population of over seven lakhs. It is a big industrial centre, with a large number of mills. It is also a pilgrimage centre. There is a very ancient temple. One or two festivals in the year attract lakhs and lakhs of pilgrims. The ancient and historic nature of the city also provides a great attraction for

foreign tourists. In spite of all these facts, Madura Junction compares very unfavourably with even stations of lesser importance on the same Railway. There is not even a covered or cemented platform. During the hot weather, one is burnt in the sun. During the rainy season, you cannot board a train without being drenched. The platform is so narrow that, with parcels littered all around, one cannot easily walk along it. The Third Class Waiting Room is a mere apology. It is just a waiting shed of 30 ft. x 20 ft. Both males and females have to remain there. What is worse, there is a latrine near it, which is not only an eye-sore but also a smell-sore! Passengers who pass by it will have to close their noses to escape the smell. I am sure any foreign tourist who visits Madura will carry a poor impression about the Railway Administration when he sees the insanitary and unhygienic condition of the Station, which also permeates and affects the city indirectly. I do not know whether the latrine is cleaned every day. It may have been provided in the rules that it should be cleaned twice or thrice a day, but in practice, I think it is not even cleaned once a day. Seeing its condition, passengers also misuse it. Instead of going into the latrine, they answer calls of nature in the corridor itself. You can imagine the result. This is a thing which requires immediate attention. Even though the hon. Minister may plead lack of funds for re-modelling the Madura Junction as a whole, these are small things which need not wait till the whole Junction is re-modelled. They require a very small investment only. I might refer, here, to the Waiting Rooms for Upper Class passengers. For a long time, their size was 6 ft. x 4 ft. When I was a member of the Advisory Committee of the S. I. Ry. some years ago, I agitated for their enlargement and they were converted into slightly bigger rooms. The number of Retiring Rooms for Upper Class passengers is also not sufficient. You will always find that they are occupied. Officials also take up Retiring Rooms for want of accommodation elsewhere. I would, in these circumstances, plead with the hon. Minister to take immediate steps for stepping up the amenities for Upper and Lower Class passengers at Madura Junction, consistent with its importance.

In this connection, may I also refer to another matter which I sought to raise through a cut motion? Since we are permitted to move only one cut motion, I shall take the opportunity of merely referring to it. It relates to the restoration of the dismantled line between Madura and Bodinayakanur. There is also another proposal for a line from Dindigul to Gudalur. Both these schemes have been sanctioned for a long time and for want of funds or some other reason, they have not been put into operation. I wish to utilise this opportunity for urging on the hon. Minister to see that they are put into operation at an early date.

**Mr. Speaker:** Cut motion moyed.

“That the demand under the head ‘Railway Board’ be reduced by Re. 1.”

**Shri Santhanam:** I shall reply very briefly. I know the importance of Madura City and the Madura Junction quite as well as the hon. Member who spoke does. When I was down there last year, I consulted the leaders. The real difficulty about re-modelling Madura Junction is its site. Unless the Junction is removed to a place rather distant from the city, we cannot find enough room for a properly re-modelled station. Therefore, the leaders of Madura agreed that as much as possible should be done with the present site and that has been going on. I was rather surprised at the remark of the hon. Member that nothing has been done. Cement flooring of the station has been completed and the roofing of the platform is being taken up. The third class waiting room and other amenities will be provided as early as possible. I do not know if the hon. Member has availed himself of the opportunity of receiving copy of the Kaman Committee Report. If he had a copy of that report and

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had looked into it, he would find that this Committee has made some very important proposals regarding the rebuilding of latrines, sanitation and all of them shall be put into operation as early as possible.

Regarding the restoration of Madura-Bodinayakanur line, the Central Board of Transport has decided that the first stage Madura to Teni and the second stage Teni to Gudalur should be completed first; the question whether the line should be extended from Teni to Dindigul and Teni to Bodinayakanur will be decided only after these two sections have been built. But unfortunately we have no funds this year and if we have funds next year the restoration of the line from Madura to Teni will be considered favourably.

**Shri Meeran:** I beg to leave to withdraw the cut motion.

*The cut motion, was, by leave, withdrawn.*

*Shuttle Train between Buxar and Patna.*

**Dr. R. S. Singh (Bihar):** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Re. 1."

In support of this motion, I wish to tell the House that the region between Buxar or rather Chausa and Patna is a very thickly populated one. But strangely enough, there is no shuttle train joining the two ends. The one that runs, runs from Patna to Arrah only. And over a million people who inhabit the area from Arrah up to Chausa are left unserved. They are, therefore, put to considerable inconvenience, in various ways.

In the first place, their agriculture suffers. They are mostly agriculturists and produce large quantities of food grains. But for ordinary necessities of life like salt, sugar, clothes, and kerosene, etc., they have to depend upon urban areas such as Buxar, Dumraon, and Arrah. They, therefore, go to these places for buying those essential things. But due to lack of convenient trains, most of them go on foot. This leads to loss of a good many precious working hours of those agriculturists when food is so very urgently needed all over our country.

Secondly, they are put to monetary loss. We are all aware that Patna is the State capital of Bihar. Persons who inhabit the area from Chausa down to Koilwar have to go to Patna for various purposes such as attending High Court, Secretariat, and so on and so forth. But the journeys they take are very memorable. For want of a shuttle train or other means of conveyance they have to go on foot. And for doing an ordinary work in Patna they have to pay a lot on their trips.

Thirdly, the education of their children suffers. The only college of that region is the College at Arrah where all the students flock together. On account of this the housing problem there has become acute. The parents are feeling the strain of sending money to their wards. Many a student, therefore, daily go to the College in the morning and return to their village home in the night time. This hampers their study, which is certainly a national loss.

Fourthly, many persons become stranded during religious festivals. I need hardly emphasize the religious and historical importance of Buxar. Due to this tens of thousands of persons come to Buxar on several occasions in the year. But the trips they take is just tugging on them due to troubles on trains.

On return journey they face even more troubles. Many of them, especially, weak and old and women and children become stranded and pass days together on the roadsides of Buxar station.

For all these reasons I would strongly urge that a shuttle train is very necessary on this line and I fervently hope that the hon. the Railway Minister will give earnest consideration to this matter.

**Shri Santhanam:** We shall refer this matter to the East Indian Railway for sympathetic consideration in the light of the justification for it and the availability of the necessary rolling stock.

I would, however, suggest to the hon. Member that this is a matter which should be considered by the Local Advisory Committee and he would do well to ask one of the members of the Local Advisory Committee to raise it there, because such matters as introduction of new trains, change of timings are properly for the local advisory committees to consider and if the advisory committees make a recommendation the General Managers give effect to those recommendations more or less as a matter of routine. It is hardly possible for the Railway Ministry or the Railway Board to be able to say which shuttle trains should run between which stations. Anyway in this particular case I shall refer the case to the East Indian Railway. I shall also discuss it with the Divisional Superintendents concerned when I go there in two or three days' time.

**Dr. R. S. Singh:** I do not wish to press my cut motion, Sir.

DEMAND No. 15.—CONSTRUCTION OF NEW LINES—*contd.*

*Madhepura-Murliganj Railway Line.*

**Shri B. R. Bhagat (Bihar):** I beg to move:

“That the demand under the head ‘Construction of New Lines’ be reduced by Rs. 100.”

I do not wish to take the time of the House, because I know that the hon. the Railway Minister Shri Gopaldaswami Ayyangar is seized of this matter. Several representations have been made to him and several deputations have waited on him: for all I know he is giving sympathetic consideration to this matter. This area of Bihar has recently attained considerable importance on account of the fact that it affords huge potentialities for the cultivation of jute, in which we are considerably short after partition. In fact, it has been demonstrated that jute can be grown in this area cheaper and better than in West Bengal. The Government of Bihar and the Bihar Provincial Congress Committee have done a lot of propaganda for the cultivation of jute in this area.

What I mean to show is that although jute in this area is grown very economically, the difficulty comes in the matter of transporting jute to the proper place and marketing it. When it comes to transporting jute to Calcutta or other place, then the difficulty comes, because there are no transport facilities. The Government of Bihar found themselves in the difficult position of having got lot of jute grown as a result of their own propaganda and initiative and then not being able to market it. The *kisans* grew jute but because they could not market it, they had to suffer. This will be quite clear when I say that the price of jute in the sub-divisions of Saharsa and Madhepura was five to ten rupees lower than at Farbesganj (Purnea), which is only about 29 miles away and from where it could be sent to Calcutta and other places directly. Therefore, I want to make this clear to the House that if Madhepura and Murliganj are connected by rail it will mean a great good to the whole country, and the absence of such a connection results in a great loss to the economy of

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the country as a whole, in view of the important position which jute occupies in the country now.

Another point which I would like to emphasise here is that it is not really a new line that I am asking for construction. There was a line there already but for some years past it has been disconnected. If you look at the railway map of this area it will be clear that it is a sort of circular track, or to be more precise it goes like a loop and only just between Madhepura and Murliganj—a distance of about 12 to 13 miles—there is a breach. Therefore I want to press on the Railway Minister that this short strip of line should be constructed, and after all it will cost only about 20 lakhs. I think it will be a financial proposition. The traffic there will be high. Therefore, from all points of view I think the construction of this line will be financially feasible. I am sure the Railway Department will be doing very great good to the whole country and especially to the people of that area in view of the fact that jute now occupies a very important position. It is to this aspect of the question that I would like to invite the attention of the hon. Minister.

Another point that I want to emphasise is this. On the representations made to the authorities, I learnt some enquiry was made—I do not know the officer, who went to the place—but the officer, it seems, has reported that it is a Kosi flooded area. But I want to point out that this area falls to the east and the Kosi has gone westward for the past so many years. I do not know whether any officer had gone there. But the report says that it is a Kosi flooded area and so the railway line cannot be constructed. If that is the position, I would request the hon. Minister who gives such sympathetic consideration to our requests, to make fresh enquiries and see whether it is actually a flooded area. To us who have been living there it is really strange that the report should say that it is a flooded area. Since 25 years the waters of the Kosi had gone to the West, some 50 miles away. Through this motion I want to press the need for the construction of this line for the serious consideration of the hon. Minister.

**Shri Gopalaswami:** This matter has been brought to my notice several times. Both the Ministers of Bihar and hon. Members here have pressed upon me the urgency of constructing this little bit of railway line. But the reports we have are what the hon. Member has just described them to be, namely, that the area is liable to flooding by the Kosi River. On this report the Central Board of Transport came to the conclusion that until the first phase of the Kosi project was sanctioned, it was not worthwhile to consider the construction of this line. Since then I have had more deputations and more representations, and some of the deputationists I asked the Member of the Railway Board concerned to meet and explain the position to them. They have met and certain facts have been brought to notice, and the matter is being re-examined. If the facts are what the hon. Member has stated them to be, we shall certainly consider the feasibility of constructing this line as early as possible.

**Mr. Speaker:** Does the hon. Member wish me to place the matter before the House?

**Shri B. R. Bhagat:** No, Sir.

DEMAND NO. 1.—RAILWAY BOARD—contd.

*Amenities to Passengers on B.B. & C.I. Rly.*

**Shri Jajoo (Madhya Bharat):** I beg to move:

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

It has been my painful duty to place this very thing here, ever since I have come here.

**Dr. Deshmukh** (Madhya Pradesh): A hardy annual.

**Shri Jajoo:** It has become not only a hardy annual but twice and thrice a year and still it is my misfortune that whatever I have said has been falling on deaf ears of the Railway Board. This year, fortunately, the hon. Shri K. Santhanam was good enough to visit my area, and perhaps he is the first Minister who ever paid a visit to that area.

The whole thing is given on page 26 of the Explanatory Memorandum. It is clear that the B.B. & C.I. Railway is the greatest dividend earning concern, and still we find that so far passenger amenities are concerned and though it serves a desert area, still a sum of only Rs. 2,000 has been allotted for water supply to the passengers as if nobody drinks water in the desert, and only Rs. 37,000 for provision of new over-bridges whereas we have been fighting for this very thing all this time. We have been fighting that in Gwalior and Indore—these two important stations—there should be overbridges and we have received assurances from the hon. Minister as well as the Madhya Bharat Ministers that this will be provided, but unfortunately it has not been done yet. As for other items, for instance the provision of bathing facilities, there is not a farthing provided, probably it is felt that in this desert area nobody takes a bath.

Another thing I want to refer to is the provision of lights on station platforms. For this not a farthing has been provided. They probably believe that every thing is going on quite well and happily there, and nobody is going to complain to them.

As for improvement of station approaches, a sum of only Rs. 61,000 has been allotted and you can easily understand what can be done within this amount.

For booking facilities not a farthing has been provided, they probably think it is all 'Ram Raj' there because the whole area comes from the Indian States and the rulers there have been all Indians.

For sanitary arrangements only Rs. 9,000 has been provided, you can easily imagine how much can be done within this sum of Rs. 9,000.

But the most important item is the provision of refreshment and tea stalls and for this not a farthing has been allotted; perhaps in this famine ridden area nobody eats anything. That seems to be the criterion of the Railway Board. Mr. Speaker, Sir, you also come from this B.P. & C.I. area, i.e., Ahmedabad, and you might be fully aware of these difficulties, and.....

**Dr. Deshmukh:** The Member wants the Speaker's personal sympathy?

**Shri Jajoo:** No question of the personal sympathy of the Speaker. The sympathy of the hon. Minister will do, and his help is needed.

There is no time, otherwise I would have explained the whole thing, but now I will only enumerate the points I have. During the course of one year, I find from the list that 127 railway trains have been introduced, and eighty-eight trains were extended, but in my area I find that hardly one old train has been restored, or hardly one service has been restored and that also only a part of it, just for 30 miles, from Ratlam to Ujjain. We have been pressing that there should be mail trains, but I do not know whether there is not the

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desire nor the will; though we have been told here in reply to our questions that something will be done, nothing has yet materialised. To give one example, from Ajmer to Khandwa it is a distance of only 393 miles and it takes as long as 23 hours to cover this distance, which means an average speed of about 17 miles an hour. Compare with this the fact that from Bombay to Delhi a distance of 861 miles the Frontier Mail takes only 29 hours 30 minutes at a rate of 30 miles an hour. Sir, in these days in 23 hours one can go from Delhi to London and here we take 23 hours to go from Ajmer to Khandwa.

There is no provision for waiting rooms at Chitoregarh, Ratlam and Fatehabad and people coming from far off places like Kathiawar, Gujarat 3 P. M. and Maharashtra have to stay in biting cold at Chitoregarh for a long time—for 7½ hours for getting connection. The train arrives at 22.29 hours and the departure of the connecting train is at 6 o'clock which results in 7½ hours waiting at the station. Connection at Fatehabad for Ujjain train is bad and there is no proper arrangement for waiting rooms. It is a frequent thing that thieves come there.

About revising the time-table I would say whenever it is done, Bhopal is neglected. If anybody has to go to Ujjain and Fatehabad from Gwalior he has to stay in Bhopal for six hours or so.

**Dr. Deshmukh:** The connecting train is made to leave just fifteen minutes earlier.

**Shri Jajoo:** If unfortunately anybody who is bound for Gwalior is to come to Agra, travelling in class III and though has a through ticket, he cannot entrain at Agra Cantt. because only first class passengers are allowed in those connecting trains and as such he has to stay there for about 5 or 6 hours simply because he is a poor person and cannot purchase a first-class ticket, though he has covered more than 300 miles with the through ticket via Ajmer to Agra. That is the difficulty. Another difficulty is people coming from B.B. & C.I. have to get down at Agra Fort and though now we see B.B. & C.I. and G.I.P. are run by the same administration, still there is no connecting train from Agra Fort to Agra Cantt. We have to go in a Tonga or other conveyance with a possibility of missing the train.

Another thing is that provision has been made for fans at Indore Station. Mr. Speaker, Sir, perhaps you have been to Indore recently and might have had the experience of the facilities available there. There is no furniture in the waiting room. What can anybody do with a fan if there is no sleeping accommodation, no sitting accommodation nor even standing accommodation.

With the integration of the Indian States by Sardar Patel I expected, with the administrative experience behind the hon. Mr. Gopaldaswami Ayyangar, that the integration of the country shall be completed in this respect also, and that the railway system will also be taken to those backward and undeveloped areas of Indian States. You have not even surveyed those areas and I say with all the vehemence that you have absolutely neglected those areas and you have not even given a hint that you are going to have the survey this year and I feel that it is not only a callous indifference but it is a cruelty on your part that those areas are being neglected in spite of our repeated requests here, and at times, after your assurances as well.

Another thing is that at Ajmer there are so many fairs, e.g., at Pushkar and at Khwaja Sahib Dargah and there is no proper arrangement for booking, and no sanitary arrangement is there and at times so many epidemics break

out; therefore something should be done by the Railway in this connection as well.

I want to say something about the Railway Police. Unfortunately the Deputy Prime Minister is not present here. The Railway Police in my area is directly under the States Ministry. The Railway Police in conjunction or collusion or in conspiracy with the railway authorities have made it a rule that one or two compartments in the trains must be used by them and in those compartments they will take only those passengers who will bribe them and they thus deprive the Railway concerned of their income because the passengers have no tickets. When people go to those compartments they say:

‘कितना मुर्गा लाया है तुम’ ‘How many cocks have you brought’ meaning thereby how many ticketless travellers are there. They take these passengers out and the ticket collector will allow them to pass, as everybody is sharing in the booty and I will say only one thing that so far as my area is concerned the Railway Board means Robbery Board.

**Shri Santhanam:** I feel that Mr. Jajoo has compressed quite a bundle of grievances in a few minutes. But I am afraid he has rather misinterpreted the figures on page 27 of the Budget memorandum. Out of a total of 3 crores, the B.B. & C.I. has been allotted 36 lakhs and it will be recognized.....

**Shri Jajoo:** I do not dispute the 36 lakhs but I am only saying that for the passenger amenities.....

**Shri Santhanam:** If he had only cared to look at item 12, it shows that 20,65,000 has been put as a lump sum grant because the Railways had not the time to distribute it among the various items and so I think this 20 lakhs will be re-allocated to some of the other items.

**Dr. Deshmukh:** Was there not time to distribute it and tell us the particulars?

**Shri Santhanam:** The reason is we have been urging on the Railways to improve the amenities of all places and when we gave them a limited amount of money and they have got schemes for many many stations, they have to fix up an order of priority and lessen the demands from each station and distribute them to cover as many stations as possible and naturally it must have caused them some difficulty. I may also assure Mr. Jajoo that I have impressed upon the Railways that they should give greater attention to metre-gauge sections. Hitherto more attention has been given to broad-gauge and I shall once again ask them to see that the metre-gauge section is looked after.

The integration of the State Railways is to take place from 1st April and my friend has already begun to complain that we have not done wonderful things to the State Railways. We are not magicians and he should give us some time.

**Shri Jajoo:** I wanted only an assurance.

**Shri Santhanam:** He was good enough to characterise the Railway Board as a Robbery Board before it has had an opportunity to rob him.

Then about the police we will certainly look into the matter now that he has made such charges but I hope things are not so bad as all that. About the Indore and Gwalior overbridges, we are very keen and I am sure that at least one of the overbridges is going to be built this year and the other overbridge will be built next year. My friend may not forget that we have to look after the entire Indian Railways. There are probably 3,000 to 4,000 stations

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and the vast majority of the stations are in somewhat same condition as described by him. The funds at our disposal will only enable us to improve conditions in a certain number of stations every year. We have already a four year programme and I am sure if he will watch the progress of the 4 year programme I think he will find that his part of the railway system will receive at least as much attention as any other part. I do not think it is right on the part of any hon. Member to expect us to make bricks without straw. They should not expect us to perform miracles with practically no money. We shall spend as much as we can lay our hands on to improve the conditions. Meanwhile, I will ask the Railway authorities to consult Mr. Jajoo and other friends before they draw up their time-tables, but I am sorry that it is not recognised that recently some improvements to passenger travel has been made in his section. I think there are now through carriages starting from Delhi which can take him straight to Indore. Previously they had to get down at Ajmer and then entrain at another station. Now, they have put in through trains and we are considering whether one of the mails going to Gujarat could not take half of the coaches to Khandwa and half to Ahmedabad, the other half being made up at Ajmer. We have to make the improvements by the existing rolling stock, both locomotives and coaches. Unfortunately we had to squeeze, the B.B. & C.I. Rly. and the O.T. Rly. in order to get the rolling stock necessary for the Assam rail link. As has already been stated by the hon. the Minister of Railways, we are getting more locomotives and coaches this year and expect that conditions will materially improve during the course of this year.

**Shri Jajoo:** What about the restoration of train services?

**Shri Santhanam:** It depends entirely upon the locomotives and coaches. We shall restore as many trains as we possibly can.

**Dr. Deshmukh:** On a point of information, Sir, May I know from the hon. Minister if there is any precedent for making a provision like he has suggested? How are the priorities to be determined and who is going to determine the priorities? Why should this House be denied detailed information in the budget? I think this is a novelty. Would my hon. friend be able to say what precedent there is for making a lump sum provision? Who is going to distribute the money and who will fix the priorities?

**Shri Santhanam:** This is a provision for passenger amenities. The House has granted 3 crores. It is not necessary for the House to know how much is going to be spent on each item of passenger amenities. This is a matter for the railway administration, in consultation with the Local Advisory Committee to determine, and then for final sanction it will come to the Financial Commissioner of the Railway Board. I do not think there is any possible objection to this.

**Mr. Speaker:** Shall I put the cut motion?

**Shri Jajoo:** No Sir.

**Shri T. Hussain (Bihar):** May I know, Mr. Speaker, whether those members who are not moving any cut motions will be allowed to take part in the debate?

**Mr. Speaker:** I do not wish to stand in the way of any hon. Member who wants to take part in the proceedings. If they want to speak, they are certainly entitled to speak. There may be an arrangement amongst the members of the Congress Party, but if any member of the Congress Party wants to speak, I do not wish to come in the way. It is a matter between them and the Congress Party.

**Shri T. Hussain:** If you see any member trying to catch your eye, will you give him an opportunity to speak?

**Mr. Speaker:** So far as the Chair is concerned, it is perfectly open to any Member to speak or take part in the debate. I do not wish to come in the way of anybody. If I see anybody trying to catch my eye, I shall certainly give him an opportunity. Whether he should do so in view of the arrangement made, it is entirely for him.

**Shri Sonavane:** In view of the fact that time is running short and within the course of 45 minutes we have completed only the cut motions of three members, I do not know whether such of the Members who have given their names would get an opportunity at all. I would request that some arrangement be made to exhaust the list.

**Mr. Speaker:** It is not in my hands to make any arrangements. It is an agreement between the Members and the Party. They have agreed to speak only for three minutes. If they exceed that time, they naturally draw upon the time of other Members. I cannot help it. I will do one thing. In view of the difficulty pointed out by the hon. Member, I shall call the names as they are, and in the case of absent members, they lose the right to move their cut motions.

**Shri Tyagi (Uttar Pradesh):** Sir, you may call the absentee members first.

**Mr. Speaker:** I will go by the list and will find out if any Member is absent.

*Janata Expresses on Madras-Trivandrum Line*

**Shri Lakshmanan (Travancore-Cochin):** I beg to move:

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

The object of the cut motion, as is evident from the motion itself, is to impress upon the hon. Railway Minister the necessity of introducing ‘Janata’ Express trains in the Madras-Trivandrum line. Judging from the all-round success of ‘Janata’ Express trains wherever they have been introduced, it is no wonder if third class passengers whose hard lot it is to put up with all inhuman conditions in the trains clamour for the introduction of these trains in this line also. From my personal experience, of the various railways in this country, I can assert without fear of contradiction that of all the railways, the South Indian Railway is the worst in point of passenger amenities.

**Shri T. T. Krishnamachari (Madras):** Question.

**Shri Lakshmanan:** Several of my hon. friends who have spoken before me have catalogued the grievances of third class passengers and I think it will be cruel on my part to take the House over the same matter again. I would only say that the grievances of the third class passengers are a common feature of our railways, particularly so in the case of the South Indian Railway and more particularly so in the case of the Madras-Trivandrum line. The reason for this is not far to seek. Pages 23-25 of the Explanatory Memorandum give us a detailed list of the works in progress and the works that will be taken up during the budget year 1950-51. I was shocked to find that no single item of work is now in progress or provided for to be taken up during the budget year barring the construction of an overbridge in the place of the existing level-crossing in the Madras suburban area. I am supported by a great authority in my proposition that the South Indian Railways are miserably lacking in passenger amenities. A reading of the Raman Committee Report which has been prepared with special emphasis on the conditions existing in the M. & S.M. and S.I. Railways will go to show that the conditions in the

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South Indian Railways are positively bad. The lack of passenger amenities is more felt by long-distance passengers and judging from that standard, the Madras-Trivandrum line which, I believe, is the longest in the S.I.R. and therefore a very high priority should be given to this line in the matter of the introduction of 'Janata' Express trains. Further, it is in this line that overcrowding and all sorts of insanitary conditions are persisting and are acute.

Before I close I may be permitted to point out briefly to one other circumstance. The hon. Minister of Railways in his Budget speech has referred to the Indian railways reaching out to the uttermost corners of this vast country. May I in all humility point out that the southernmost corner of India, about which there can be no mistaking, is not Trivandrum but Cape Comorin but the present railway terminus is Trivandram. As was submitted by my colleague from Travancore, the extension of the line from Trivandrum to Cape Comorin will be advisable from more than one stand-point. The hon. the Railway Minister did not advert to that aspect in his reply. Therefore I again draw his attention to it.

**Shri T. Husain:** I wish to make one or two observations. May I know how long I will be allowed to speak? Hon. Members 'three minutes'. I shall take only three minutes.

Recently I went to England and there I had an opportunity to travel by railway also. I found that the difference between the Indian railways and the British railways was tremendous. There is no comparison between the two. Now I will tell you what I found outside the platforms and inside the platforms and inside the trains as briefly as I can in the three minutes I am allowed to speak and, with your permission, in the fourth minute make some suggestions. There in England, in all the trains including the tubes and the underground, the refreshment rooms are all outside the platform. There were also no cigarette shops and no hawkers inside the platforms. There was no noise and also there were no beggars inside the platforms. Nowhere in England beggars are to be found. Of course we cannot help having beggars here as the country is poor. But I cannot understand why the railway authorities cannot prevent the beggars entering the platforms. They can easily do so.

In England the porters take your luggage and deposit it inside the guard van. You will not find there any one going inside a compartment with luggage such as bedding, suit cases or heavy trunks. The only luggage he may take inside a compartment is a small attaché.

The result is that when you enter a compartment in England you find it clean, with no overcrowding. Here the overcrowding is due more to the passengers taking with them everything belonging to them and not due to the number of passengers. You have sleeping berths there in the upper class as well as in the lower class. I do not say that we should not have more than two classes. We shall have the four classes. In England in the sleeping berths they provide you with blankets and pillows and sheets and all that. Here we have to carry all these things.

**An Hon. Member:** Do you know the charge for that?

**Shri T. Husain:** I have only three minutes. Charges are practically the same as in India.

One thing more. You will find that in every train there is a corridor running from one end right to the other end of the train. Now, inside the train, there are two carriages where refreshments are supplied—one for upper class passengers and the other for the lower class passengers.

**Khwaja Inait Ullah (Bihar):** Is the story of England relevant to our Budget, Sir?

**Shri T. Husain:** It is all relevant. I am making suggestions.

**Mr. Speaker:** Let him not spend his time replying to interruptions.

**Shri T. Husain:** I am telling the hon. Minister what sort of conditions we should provide for travel in India. I hope he will live long to improve all this. What I want him to do is to change the existing carriages and have corridor trains throughout and arrange for refreshments rooms as in the English trains where all the two classes of people can get their requirements without getting out of the train. Of course nobody should be allowed to take his bedding inside the compartments. The compartments and the carriages in India have become old and hopeless. It is better to change the whole lot and have railways as in Europe. With these few words I resume my seat.

**Shri Santhanam:** I am very grateful to my friend Mr. Tajamul Hussain for giving us the benefit of his experience of travel in British railways. He has wisely refrained from quoting the fares charged there. Had he done so I would have asked the House whether we could raise the third class fares to the level obtaining in England and give the same accommodation or comforts.

As regards his suggestion to build corridor trains, I may say that if we have such trains the chances are that the big trunks, baskets and other things will be travelling in the corridors and the passengers will have great difficulty in getting in or out of the compartments. We have to fashion our railways to the customs and traditions and habits of our people. We can change the railway system only to the extent we can change the habits and customs of our people and improve their capacity to pay for their journeys. All these things have to go together. Comparisons when the conditions are not the same will not take us far.

As regards the point raised by my hon. friend Mr. Lakshmanan I am not prepared to admit that the conditions in the South Indian Railway are anywhere anyway worse than in other railways in this country. Even the third class passengers there have got cleaner and better travelling facilities than in many of the North Indian Railways. I wish he travels by train one day from here to Howrah and if he does he will realise that his criticism of the South Indian Railway is not fair.

**Babu Ramnarayan Singh (Bihar):** You meant to say that the conditions there were only as bad as in other railways.

**Shri Santhanam:** The South Indian Railway has been allotted 22 lakhs of rupees for passenger amenities. If the hon. Member looks up at the Construction Projects he will find that we are re-modelling the Olavakote junction, the Trivandrum Junction and the Tellicherry station. On the whole the South Indian Railway cannot complain that it has been badly treated.

**An Hon. Member:** Of course both the ministers are south Indians.

**Shri Santhanam:** That is handicap. You will find that both the Ministers are concentrating on the improvement of the railways on the north-Indian system. In these circumstances I hope my hon. friend will not press his motion.

As regards his request about the Janata Express. I may say that trains Nos. 19 and 20 are running between Madras Egmore and Trichy. They both cater for third class passengers mainly. The following figures will prove that. In the No. 19 train whose total capacity is 495, the result of a census shows that only 219 passengers are travelling. Similarly in train No. 20 which has a total carrying capacity of 495, the census taken shows that only 175 passengers are travelling in the most crowded part of the section. Therefore I do not think it is absolutely essential to have a through Janata Express from Madras Egmore to Trivandrum. Actually in the Trivandrum Express the number of

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compartments reserved for upper class passengers is comparatively small. The whole train is meant mostly for third class passengers. Again, these third class passengers can reserve accommodation in that train. Only people travelling more than 150 miles are issued tickets in it. I do not think there is overcrowding in that train as suggested by the hon. Member.

In the circumstances, while the South Indian Railway, like every other Railway in the country, will try to put in more trains wherever there is overcrowding, there is nothing very urgent in this matter.

**Mr. Speaker:** Does the hon. Member wish that his motion should be put to the House?

**Shri Lakshmanan:** No, Sir.

**Mr. Speaker:** Very well. We will now take up the other cuts by the unattached members.

**Khwaja Inait Ullah:** The time of those Members who are absent should be given to the Party members.

**Mr. Speaker:** It has already been taken by the Members who have spoken according to the arrangement and that is why I said the time from 3-30 will be reserved for the unattached Members. I find they have not come to any arrangement amongst themselves. I find that there are four of them and I find that Seth Damodar Swarup is not here. I trust they will each arrange and move only those cuts which they think are important, so that every one of them will get an opportunity to have their say on the cuts. What time shall I reserve for the hon. the Railway Minister to reply? It all depends possibly what points they make.

**Shri Gopaldaswami:** I take it, Sir, that you would like the reply to be given to each unattached cut motion as it is moved and after the Member has spoken we can deal with that particular cut motion. In that way I shall not require any time at the end apart from the time to replying to the cut motions themselves.

**Mr. Speaker:** That means that we have an hour and a half and that means 90 minutes and that is to be divided between four. But there are three present and the fourth may turn up at any time.

The point is that I wanted to divide the time and I think we shall get about 30 minutes to each.

**Shri Gopaldaswami:** The debate on the cut motion?

**Mr. Speaker:** We will take up three cut motions and there are three Members. They may select which cut they may want to move and for the whole debate. We shall allot 30 minutes in respect of each demand.

**Shri Gautam** (Uttar Pradesh): How much for the mover?

**Sardar Hukam Singh** (Punjab): We want to speak on more than one cut motion.

**Mr. Speaker:** I wanted to give as far as possible opportunity to each of them to have his say on the cut motions.

**Sardar Hukam Singh:** How many of us are there ?

**Mr. Speaker:** There are three but the hon. Member Sardar Hukam Singh has given 5 cut motions. Mr. Anthony has given one.

**Shri Frank Anthony** (Madhya Pradesh): I shall only deal with one.—

**Mr. Speaker:** It will be necessary for hon. Members if they want to have a longer discussion over any of them to select those on which they would like to speak.

**Sardar Hukam Singh:** If the time limit is enforced, they will deal with the same 2 cut motions.

**Mr. Speaker:** It all depends upon the subject. I have no objection. I am allotting 30 minutes practically to each Member and in that the other Members will also take the chance, but that does not mean that the time limit for them is more than 15 minutes. They will be subject to that time-limit also.

DEMAND No. 6—WORKING EXPENSES—OPERATING STAFF.

**Mr. Speaker:** Motion is:

“That a sum not exceeding Rs. 35,52,81,000, 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—Operating Staff.’”

*Disabilities of Railway Staff.*

**Shri Frank Anthony:** I beg to move:

“That the demand under the head ‘Working Expenses—Operating Staff’, be reduced by Rs. 100”

I believe this is the first cut motion relating to the disabilities and the needs of Railway staff that has been moved in this House. I have many grievances to ventilate, but in fifteen minutes time, it would be impossible to deal with any but the more important grievances.

Before I begin to deal with those grievances, I feel that I should pay a word of tribute to my hon. friend the Minister of State for Transport and Railways Mr. Santhanam. Comparisons are odious but I must say that I have found him comparatively more responsive to the grievances of Railwaymen than his predecessors and that he is disposed to approach them with sympathy and in a friendly manner. But lest this tribute be taken as an unqualified expression of my impression that the hon. Minister of State for Transport and Railways has become a paragon of sweet reasonableness, may I say that in many cases where I have represented what I regard as legitimate grievances, in many cases he has not seen fit to see eye to eye with me.

The first major grievance I wish to draw the attention of the Ministry to is with regard to what I regard as not only inconsiderate but irresponsible transfers. The grievances are particularly bitter so far as the M. & S.M. Railway is concerned. I know that one of the hon. Ministers while replying to me will take up the position that the exigencies and the needs of the administration dictate transfers. So far as these transfers are concerned, I am quite prepared to concede the absolute right of the Railway Administration to transfer people where and when they like. But I cannot help feeling that on the M. & S. M. Railway, no consideration not only of the convenience but the elementary needs, whatever is made so far as the running staff are concerned. Two places have been indicated as illustrations in point—Jolarpet and Arkonam. I am told that while you have numerous vacancies for drivers, vacancies to such an extent that you have had to cut down your schedule of trains, in spite of this you are transferring drivers from Jolarpet and Arkonam and you are transferring them to places like Pakala and other little places, whose names I find difficult even to pronounce, where these men and their families have been living in Railway bogies and in places which are apologies for kitchens.

[Shri Frank Anthony]

[PANDIT THAKUR DAS BHARGAVA in the Chair]

I would ask you to look into this matter which has caused the greatest resentment among the running staff of the M. & S. M. Railway and I would ask you if you have any regard for your staff, if you feel that your approach ought to be governed to some extent by sympathy for your staff, I would ask you to take these matters into consideration. I have got several cases. Here is a case of a man; he has been transferred from Jolarpet; he has a wife and nine children. You may say that he has no right to have nine children. The fact is that he has no place to take his nine children at Jolarpet and he has been transferred to Pakala. Not only that but his family has been disrupted and the education of his children destroyed. His wife faces having to live on the streets.

I would ask you, Sir,—after all you do profess to have the interests of your staff at heart—when you order transfers could you not see whether it cannot be co-ordinated and whether it is absolutely necessary that your men should be transferred? If you feel that it is absolutely necessary, then alone they should be transferred. Then the other consideration is this: I find that senior men with huge families are sent to places where there are no facilities to educate the children. On the other hand, bachelors are sent to other places where there are facilities for educating their children.

Sir the next grievance is with regard to the running staff. If I were to detail all the grievances which the running staff bring to my notice one would feel that they are the most persecuted section of the railway staff. I will only bring to your notice, Sir, some of their major grievances which have been brought to my attention.

The first point is with regard to the prescribed scales. My friend, the hon. Minister of State, will remember giving me an assurance on the floor of this House that the introduction of the prescribed scales was done solely with the intention of benefiting the railway staff and that the Railway Administration does not desire a single man to lose as a result of the introduction of the prescribed scales. Nobody has been able to understand even remotely the implications of these prescribed scales. I myself have spoken to officials. The running staff are not very educated persons: many of them are pre-1931 men. I may tell the House that I have asked senior railway officials and they said that they had not a clue. If your senior officials have not got a clue how do you expect the poor drivers, who are not over-burdened with intellectual acumen to assess the full implications of the prescribed scale? The men had been given two dates—one was 1-1-47 and the other 16-8-47. What is the implication of these two dates? They went to their A.T.S., D.T.S. and other S's. They pointed out that they did not know the implications but presumably a man had to elect one of these two dates. They did it. Some unfortunate person by electing one of the dates has lost in emoluments and when he enquired the reason he was told "You opted wrongly. Why did you opt for that date?" These are some of the difficulties, Sir, which have been brought to my notice. I have brought them to the notice of the Railway Minister and I hope he will redress them.

Another grievance which has been brought to my notice is that since the mileage system has been introduced you have also introduced a restriction. Whereas formerly the men were paid  $1\frac{1}{2}$  overtime rate, as compared with the ordinary working day, for Sundays or holidays, you now pay them mileage on exactly the same rate as on ordinary days. The men have a grievance over this. If you can restore the old system of  $1\frac{1}{2}$  overtime rates for Sundays and holidays they will bless you and your family.

The next grievance is also with regard to mileage. On the G.I.P. Railway you have introduced a formula according to which you have equated eight hours of duty to 100 miles. That is the basis on which mileage and overtime are calculated. But there is this complaint: that while you have got this formula

of equating eight hours to 100 miles of route covered you also say that every hour extra over the eight hours you will calculate as equivalent to eight miles of route covered. That is not being done. I have got an illustration of the Katni to Sahdol line which is a length of 78 miles. The schedule time is  $4\frac{1}{2}$  hours but actually the men take anything from ten to fourteen hours, not through any fault of their own but you have incompetent controls and unavoidable detentions. Though the men take 14 hours to cover this length you still pay them on the basis of the 78 miles as if they have worked only for  $4\frac{1}{2}$  hours instead of 14 hours. Something ought to be done in this regard.

Now I come to another grievance of the running staff. This is a major grievance of the running staff. The men feel that they are made scapegoats of your rather unsatisfactory fuel position. The drivers are your last link in your chain of coal consumption. You have allowed them a limit of 1 cwt of coal. If the fuel consumption is in excess you issue what you call a T. 20 and if the man gets five T. 20s his increment is stopped. They tell me "We represent the last link. The Railway Board, whatever the reason, will not penalise the other people in the link, who perhaps are really responsible for the extra coal consumption." Coal is consumed when taking the engine from the shed, your maintenance may be bad—and it is very often bad—the coal is hopelessly inferior and they have to go begging for oil. Yet these unfortunate men, who represent the last link, if they get five T. 20s have their increment stopped. This is a very serious grievance with regard to the running staff.

Another grievance is a matter which I have raised before and I would ask my hon. friends who seem to be more humanistic in their approach than their predecessors to consider this. It is a long-standing grievance and it is peculiar to the railways, namely the fact that you keep your men temporary year in and year out. This was a matter which I brought to the notice of the Central Pay Commission, namely that on the railways you keep men officiating two, five, ten and even fifteen years. We recommended that no one who had officiated in a particular job for a period of two years should be kept temporary. But the Railway Board has chosen to ignore that recommendation. The position, I believe, is worse on the M. & S. M. Railway. In 1938 the majority of the permanent staff had the prefix 'temporary' attached to their designations with the result that you have got the anomaly, which can exist only in the railway department, of staff being 'temporary permanent'—which is a contradiction in terms. I say it is grossly unfair. The men say it is a dishonest device to get work without giving them the pay. What is happening? If the temporary permanent staff go sick or take one month's leave they lose their increment. They have got to work for thirteen months before qualifying for an increment. If they take leave you give them their salary not in the officiating appointment but that of the next lower grade. Sick leave is converted into ordinary leave and you penalise them and you pay them at the next lower grade. You make them work for thirteen months to earn their increment.

Sir, I would like to raise another point. This grievance has been stressed to me by all sections of the staff and that is this rule of 21 days officiating before a man can get an officiating allowance. They do not say that it is operated dishonestly but its operation is characterised as being dishonest. I will tell you the reason. Take the running staff. A man works 11 days in place of X and another ten days in place of Y. You say that the man did not work continuously for 21 days in place of X and so you do not give him the officiating allowance. In other cases if there is a break between the officiating periods even though he, in fact, officiates for months, but not for 21 days at a stretch, he gets no officiating allowance. I would ask you to consider this question. You can make some kind of concession that where a man is officiating for more than 21 days he should not be done out of his officiating allowance.

I would like to refer to three more points. I had a cut motion about selection. I had many things to say about. I was very disappointed when

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the hon. Minister for Railways told me, last year, that section had come to stay. Selection is good in principle, but a ramp in practice: on the railways you will never recover your pre-war level of efficiency, because resentment is growing against the manner in which junior men are pitchforked over senior and tried people. That resentment is growing: it is a source of putrefaction on the railways and it is destroying the morale of the railwaymen. I am not going to point my finger at any one but I do want the hon. Minister to lay down some formula by which the present system of nepotism and rank jobbery can be qualified. I believe one of the railways is trying to put some check by giving 25 per cent. for service, 25 per cent. for record, 25 per cent. for selection etc. If that is done it may help to qualify the tremendous amount of mischief that selection has opened up on the railways. I know of a case of the son-in-law of a General Manager. The man starts his career as an inconsequential guard in an Indian State. After the State was merged the man is brought in and by processes of super-accelerated promotions today he has become an officer. I do not want to name the person but it is a scandalous instance of the railways. On the G.I.P. Railway,—Mr. Santhanam could not meet me on this point—you have got people who were disqualified for selection for Class I, because they were regarded as incompetent. They had to be fitted in. They were considered good enough for class II. You have made these incompetents, so far as Class I is concerned, permanent: you have projected them into Class II, and you have destroyed the careers of your Class II men. Is that playing the game? Your Class II men who have given you thirtytwo years of good service, who have officiated year in and year out as Class II Officers, you are now pushing out from Class II by young *chokras* whom you are going to put permanently into Class II. Do you expect the morale of the senior men to be anything above zero level? It is grossly unfair. The Central Pay Commission and, I believe, the Central Advisory Council for Railways said that provided you could not get suitable men to fill Class II, then only could you make direct recruitment. But in contravention of that and everything that has been accepted by the Central Advisory Council and everything that was recommended by the Central Pay Commission you are putting in young *chokras* and destroying the careers of tried men who are the linchpins of your railway system.

One word about regrouping. No one can attempt to say precisely what the implications of regrouping are going to be. All I want to do is to sound a note of warning, because I feel that regrouping at this stage will not only precipitate but it may lead to chaos. After all, each railway system has grown up over a period of decades and it has become very much like a scrambled egg. With your passion for innovation and change you are trying to unscramble it. I know who will suffer. It will be the staff. If you are going to regroup the O. & T. Railway with the E. I. Railway, what is going to happen to the O. & T. men? The General Manager will be an E.I.R. man; all the senior officials will be E.I.R. men, and the O. & T. men will be relegated to obscurity. When you try to fit them into your regrouping, their scales and cadres are going to be taken away from them. I would request you to consider this very carefully. I know you have taken over a lot of State Railways. You can absorb them into the nearest Class I Railway. I would ask you not to go ahead with regrouping in a precipitate manner because it may create chaos, and I know it will be impossible for it to create anything but resentment among the staff.

**Mr. Chairman:** Cut motion moved:

"That the demand under the head 'Working Expenses—Operating Staff', be reduced by Rs 100."

**Shri Santhanam:** It is a pity that my friend Mr. Anthony should have mixed up so many matters in his speech. I was particularly sorry that he should have thought that the question of regrouping or not should be considered not in

the light of the necessities and the conditions of the country but purely from the point of view of the convenience of the staff. I do not think that is the way in which national interests can be considered. The railways are not for the staff but for the people of India, and whatever is necessary for doing the maximum good to the people of India must be done, irrespective of the inconvenience to certain members of the existing staff. But I do not think there is going to be any such inconvenience even if we regroup the Railways.

Taking his points one by one, so far as transfers are concerned, I think he has been unduly excited by the fact that consequent on the implementation of the scales of pay recommended by the Running Staff Committee, the running staff had to be allotted to grades servicewise—mail train drivers had to be allotted to A grade, main line passenger drivers to B, and others to C. As a result of this a number of transfers have been made from one district to another on the M. & S. M. Railway. The number of transfers involved in the entire Railway was, drivers 44 and guards 27. This was necessitated by the new arrangements regarding the scales of pay and allowances. After all, if it is inconvenient for one living in a better station to go to another station which may not be so very convenient, it is also not quite fair to condemn another member of the running staff to an unsatisfactory station all his life. While I am prepared to agree that transfers have to be made only when there is necessity or other justification, I do not think that we can get along without the necessary transfers.

About running staff, mileage and over-time my hon. friend was naturally very hazy. The rules about these matters are so complicated that he has got only a vague idea of the complaints. We have been looking into every one of these complaints. When the new pay and allowances were brought into force we gave to every member of the running staff protection of their existing emoluments. That is, if the new scales and allowances increased their total emoluments they were free to take them; if their total emoluments were reduced, then we gave them an assurance of giving the previous total emoluments. That has been accepted by all the running staff. Though at the earlier stages many members of the running staff were complaining, I think now they have settled down and they have found that on the whole the new scales of pay and allowances have benefited most of them. I cannot say that it has benefited every one of them. At the same time, not a single member has lost anything, and this ought to be considered as satisfactory as possible. Especially in the matter of running staff the differences between the various Railways were particularly great and when we bring about uniformity certainly we had to square many angularities. Therefore, it is quite possible that some people who were particularly favoured and were getting high incomes in the previous regimes have not found it more profitable in the new dispensation.

**Shri T. T. Krishnamachari:** May I ask my hon. friend a question, namely, if in the matter of asking workers to elect one or the other of the scales, the labour organisations were consulted and if they gave advice to the railwaymen?

**Shri Santhanam:** There have been two stages here. The Central Pay Commission prescribed certain scales, but at the same time suggested that the pay and allowances of running staff were too complicated for them to deal with and they suggested the appointment of a Committee. Like all other government servants, whether in the Railways or in other departments of the Government of India the railwaymen were also given the option of the two dates—the 1st January 1947 or the 16th August—as suggested. That was the thing adopted over the entire service, and this was given to them. But when the Report of the Railway Staff Committee, before which all the labour unions had the right to make representations, was implemented this guarantee was given, in reply to the protest of many members, that their existing total emoluments

[Shri Santhanam].

will be protected. Therefore, many of these people in the lower grades, especially people like firemen and the lowest grade of drivers, have got considerable improvements in their status. Of course when you went to the very highest grades they did not get so much advantage. But everyone of them has been protected in his old emoluments. If Mr. Anthony will bring to our notice any case where the total emoluments for the same amount of work has diminished, I am quite prepared to look into the matter.

About the fuel, I think even my friend Mr. Anthony will admit that the economy in fuel represents one of the few available avenues of railway economy. After all, the driver is asked to account not for the total fuel but for the fuel put in his locomotive. If all the locomotives in a railway take increased fuel because of the quality of coal then naturally no one is going to be penalised. But where a particular driver for the same class of engine uses up more coal for the same mileage, then it is a matter which requires looking into. If any particular driver is found to be using more coal than has been the experience of his other fellow-drivers, then naturally we cannot allow that kind of thing to go on without being checked. If we say that anybody can use any amount of coal, then naturally there can be no economy whatsoever. Therefore, when a man is entrusted with a locomotive and a certain amount of coal, it is his responsibility to account for the use of that coal in

4 P. M. the same way as any cashier entrusted with a certain amount of cash has to account for that cash. If there is any general grievance on the part of drivers that all of them are being penalised, then I can very well understand that it cannot be due to the drivers but to the locomotives. If any such case is brought to our notice, we are quite prepared to go into the question, but I do not think that that is likely to be the case.

He again made a grievance of certain Class I people being put in Class II. Ordinarily, these Class II posts are filled only by promotion from Class III, but in the case of certain persons like the special apprentices it may not be so. We take these special apprentices, train them at Railway expense in the Railway workshops for five years, teach them all that has to be learnt in Railway engineering and when we find they are not quite fit to be taken into Class I, or even when they are fit when there is no vacancy in Class I service, is it not the just thing, in the interests of the efficiency and the economy of the Railways to fit in these people in Class II?

**Shri T. T. Krishnamachari:** Provided the prospects of the existing class II people are not affected. If you keep a certain number of posts in Class II for people from Class III intact, then you can do whatever you like with the remaining number.

**Shri Santhanam:** We have not given any cent. per cent. guarantee to Class III people for promotion to Class II. All that we have assured is that Class II posts will be filled from Class III, at the same time we have intimated all Class III staff that the Railways reserved the right of recruiting a certain proportion to Class II from outside. We are not using this power at all except in very rare cases so that practically the Class III people are getting a hundred per cent. chance of promotion. But, in the case of an apprentice, after having spent five years for training at a cost of Rs. 2,000 to 3,000 per apprentice annually, when you find that he can become useful in Class II, to say that we should not use the reserve power to put him in Class II, is, I do not think, fair at all. I do not think, on the whole, Class III people have been materially affected. If the hon. Member insists that we should define the proportion and have that proportion recruited directly to Class II, we shall have no objection, but in the interests of Class III staff themselves we have not enforced any definite proportion so that we may give the maximum opportunity to this Class III staff.

I believe I have replied to all the specific points, except the complaint about the temporary staff. I do not know if my hon. friend, Mr. Anthony has been keeping in touch with the latest developments. The total number of temporary staff that have been confirmed between June 1948 and 30th November, 1949, is no less than 1,16,880. On 30th November, 1949, the number of temporary staff who were not yet confirmed was 1,42,467.

**Shri Frank Anthony:** On a point of explanation. I was not talking about temporary staff. I was talking about permanent staff who were made to officiate for years in a temporary capacity in the next higher grade.

**Shri Santhanam:** The posts in each grade are fixed according to the interests of the railway working. Whenever there is a permanent vacancy, a person can be put in permanently. When there is no permanent vacancy, he can have only an officiating chance. I do not know what my hon. friend suggests. As soon as a member from a lower scale has officiated for one or two years, should we automatically create a permanent post in the higher grade? We can fill only the posts that are available and it happens that owing to other reasons the particular post has been vacant—for instance, a person going on deputation or on other business. Then this man has to be officiating; there is no other way.

**Shri Frank Anthony:** For ten years?

**Shri Santhanam:** Well, in that case what we will do is to send him to his own job and put in somebody else for a short period. I do not think that is the solution which my hon. friend wants.

I shall conclude by thanking Mr. Anthony for the frank recognition that there has been hardly a single case which he has brought to our notice and which has not been very carefully looked into. In some cases we have not been able to accept his suggestion, and then we have always explained why. In other cases where we find that he was championing a good cause, we have adopted his suggestions and given him the remedy as suggested or some other remedy. There has been no lack of attention to any grievances. In a big Railway Administration, we are fully conscious that the grievances have to be enquired into and that prompt decisions have to be made. It is not possible to say that every demand will be complied with; if that were so, then the Administration will dissolve into chaos. But wherever there is a legitimate demand we do consider it, and wherever a case is made out we do not hesitate to go back upon a previous decision to render justice.

**Shri Frank Anthony:** In view of the assurance given by the hon. Minister that he will take up the cases I have to bring to his notice, I beg leave to withdraw my cut motion.

*The cut motion was, by leave, withdrawn.*

#### DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

**Mr. Chairman:** Motion is:

"That a sum not exceeding Rs. 28,32,24,000 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—Operation (Fuel)'."

#### *Fuel Economy*

**Shri Massey (West Bengal):** I beg to move:

"That the demand under the head 'Working Expenses—Operation (Fuel)' be reduced by Rs. 100."

[Shri Massey]

I do not know whether hon. Members are aware that today, our losses on fuel, as compared with the year 1944-45, amount to very nearly Rs. 4 crores, a sum which is more than twice the anticipated surplus in the General Budget. These figures are taken from the Administrative Reports. In 1948-49 the consumption of coal on your mail and passenger services, or what they call passenger and proportion of mixed, is 51 lbs higher than it was in 1944-45. The load of the train that year was 22 vehicles as against 18 today. In the case of the goods service, your consumption is 17 lbs higher than it was at that time. Here your load of the train is about the same today. There are other factors also which contribute towards these losses but this is the main one. If you work out this excess consumption on the basis that 1 lb per 1000 GTM would result in a loss of 10 lakhs of rupees (which is the basis on which the Indian Railway Enquiry Committee calculated their losses) this would be very nearly Rs. 3½ crores.

Pointing out the loss is one thing and being able to save it is another, I am not going into the details of how this loss has occurred, but briefly it is due to two things. They are: (1) The Fuel Organisation. (2) Purchase or Allotment Policy, whichever you call it. Let us first take the Fuel Organisation. The Fuel Staff are today working in most cases, under the Chief Mechanical Engineer, and where they are not under him, they are under the Chief Operating Superintendent. The duties of the Fuel Staff are to find fault. They are really a fault finding machine. They have to find out ways and means of conserving coal. Saving of coal is not only a question of the Loco Department, economy in coal can be effected in every Department, indeed in every household. As long as the Chief Mechanical Engineer has your Fuel Officer and his Staff working directly under him, you cannot expect him to do anything. It is like your asking a Sub-Inspector of Police to file a case against the Inspector-General of Police. He simply cannot do it. That is why your fuel organisation today is useless. It is beter to scrap it than to have it in its present form. If a Fuel Inspector reports that a certain engine is consuming a lot of coal, the first thing that the Chief Mechanical Engineer will say is, "You do not know your job. You ought to be reduced!" If, on the other hand, he complains of the inferior quality of the coal, he may be treading on a corn, on account of vested interests. The Chief Mechanical Engineer will once again say, "You do not know your job. You ought to be reduced!" Then the last one in the picture—the poor driver. He has to pay for all the faults of either the Chief Mechanical Engineer or the colliery concerned, because he is the lowest paid man. You say that your consumption of coal is regulated by the ration system. I have experience of that system, and know what it means. It is far from correct or economical. Coal consumption is assessed by a coolie, who neither knows to read or write his own mother tongue, let alone English. He comes along and says;

“इंजन नंबर ४ आया ६ बाल्टी लिया”

(Engine No. 4 came and took six or ten buckets)

He does not know whether it is six or ten. The Fuel Officer records it as six or seven just as he likes. This is the answer to the hon. Minister's reply to my hon. friend, Mr. Anthony in this connection. You cannot hold the Fuel Officer and his Staff responsible. The policy is dictated by the Chief Mechanical Engineer.

Now, fuel consumption also affects the wagon position. The hon. Minister said that there is no bottleneck in the wagon position. Let me quote some figures. In August, your allotment to the Bengal-Bihar collieries were 3292 wagons a day. In February, the figure dropped to 2683 a day—nearly 600 wagons short! That is on account of the way we are getting coal. Our Loco

Sheds are not built to take coal from every colliery. Wagons come in mis-marshalled with all grades and classes of coal, fuel staff are trying their best to sort them out, they have not got the room to do shunting and therefore wagons are delayed. Wires are issued to loading or base stations not to send any more wagons, because they are unable to cope with what they have got. There are hundreds of these wires. If the hon. Member will come with me to Adra, I shall show him, but if he goes by himself, he will never be shown these cases.

Then, let us take the allotment policy. First, let us just decide whether we must consider Railways as a National asset, of which we are all proud and which we want to see a thorough success, or whether we must consider private enterprise or vested interests by catering for the collieries. What is your policy today with regard to allotment? The Coal Commissioner says, "There are difficulties reducing the number of supply collieries, as this would seriously jeopardise the interests of the smaller collieries." This means that the interests of the colliery come first, and Railway funds have to bear the profits and losses for private enterprises! In other words, it is no more than a back-door system of subsidies through which the Railways spend money for the upkeep of the collieries. Now, Sir, what is the number of collieries from which we have to take coal today? We have 200 or 300 of them for each Railway. In the olden days, we had only 8 or 10 per Railway with which to deal.

I now leave the causes of waste and come to the remedies. First, you require a proper fuel organisation working directly under the Railway Board. For political reasons, the Railway Board, I believe, may not like to take over the Fuel Department, because it will mean that their expenditure will rise and the hon. Members will want to cut out the Railway Board altogether! But it is necessary to have an independent Fuel Organisation. It must be thoroughly independent of every District Officer, every Chief Mechanical Engineer and every Departmental Head.

Look at your Administrative Reports. You have put down several things that you are going to do. Just show me one item which was not discussed in 1944. Show me one item which was not done in 1922, 1923 and 1924. I have 26 years of Railway experience and I am prepared to answer any questions on this point. There is not one item which is new. There is nothing new in your recommendations for fuel economy. You are trying in one breath to justify the Fuel Organisation while on the other side the Chief Mechanical Engineer is trying to do his best to show some economy in Staff by retaining the work under him. That is the only thing that might be new in it. If you want to bring about improvement, it can be done, even with your existing organisation, by strengthening it, bringing it under the Railway Board. By doing this, you will definitely save Rs. 1½ crores, if not more, on fuel in 1950.

I now turn to the collieries. As I said a few minutes ago, we must decide whether we are going to back vested interest and private enterprise or whether we are going to let the Railways which are a National asset thrive. If we want to destroy the National asset, have this system of supporting private enterprise. Give every colliery the assurance that even if they give you black stones, you will give them orders for coal. Once again, I would request the hon. Minister to come with me. I will show him tons of coal which are not utilized, because the coal cannot be burnt. That coal can be burnt in houses. We burnt it in Calcutta in every House. But it can never be burnt by a locomotive. I have not got the facts and figures up to date, but I hope to get them out soon. But I can tell you from my experience that the coal you purchase is not what you show as 'consumed'. I want to know what the 'purchased' coal is. On one Railway—I do not want to mention the name—my experience shows that the difference between the 'consumed' and 'purchased'

[Shri Massey]

figures is 90,000 tons. That is the difference between the statistical and Chief Auditor's statements. Now, that is not a small amount. In all your Reports, I am not aware—I am open to correction—of any reference made to the amount of coal actually purchased. What is the amount purchased? What is the amount that is written off and not used? Under the rules, some sheds are allowed to write off 2 per cent., sometimes even 6 per cent. Even if you take it as 2 per cent., it means more than Rs. 50 lakhs. Is that a small amount? Can you ignore it, when your total surplus in the General Budget is only Rs. 1½ crores? This needs to be carefully looked into. I feel that those of us who may have vested interests must subordinate them to National interests. With these words, I beg to resume my seat.

**Mr. Chairman:** Cut motion moved:

“That the demand under the head ‘Working Expenses—Operation (Fuel)’ be reduced by Rs. 100.”

**Shri Santhanam:** I am sure my hon. friend Mr. Massey has made out a case for looking into this question of fuel consumption. I shall certainly have every one of his suggestions carefully examined. I must confess, however, that in regard to this particular question I have no very clear knowledge as to how things are being done. Therefore, I am not quite competent, at the moment, to make any pronouncement as to what should or should not be done. I have an open mind and am prepared to examine both his charges and his remedies. But the House may know that this question of fuel has not been neglected by the Railway Board or the Administrations. They are fully alive to the importance of utilising the available coal to the maximum capacity. Our recent economy drive has been specially directed towards this end. In view of the vital importance of this subject, the Railway Board has already set up a Fuel Committee and this body has now been functioning since October 1948. I may mention a few of the terms of reference to this Committee,—it is a long list and I will not read all of them.

One of the functions of the Committee is to coordinate the work of fuel control organisations on the different railways; another is to examine the results of research work of locomotive fuel carried out by the railways and other research establishments both in this country and abroad and then to investigate the economic possibilities of different fuel saving devices; to make recommendations for an effective control of leakages of fuel; to standardise test methods of locomotive fuels and fuel consumption trials. There we have put some of our experts.

**Shri Massey:** Would the hon. Minister also read out what was said in 1944; is it not merely a repetition of what was said in 1944—perhaps in different language?

**Shri Santhanam:** Because we ate rice in 1922, we do not say that we should not go into the problem of rice in 1950. The Railways have been using coal as fuel from the earliest times; consequently, this matter must be gone into periodically. Complete re-examination of even old questions, as my hon. friend is aware, must be useful. Coal being a permanent article of consumption and as it costs our budget Rs. 25 crores, it has to be re-examined continuously with a view to finding out whether old methods will do, or whether old methods require readaptation.

**Shri Massey:** Then it should be continuously examined. It was examined in 1944 and then completely forgotten until it was revived in 1949.

**Shri Santhanam:** I do not know what the hon. Member is driving at. Is he objecting to our appointing a committee to go into this question and to scrutinise every aspect of the question?

**Shri Tyagi:** What is the personnel of this Committee?

**Shri Santhanam:** I am afraid I have not got the names; if the hon. Member wants it I can supply him the information. It consists of railway engineers and railway operators who know fully about this problem.

**Shri Tyagi:** Will the hon. Minister consider the desirability of associating an hon. Member who knows about the subject with the working of the committee?

**Shri Santhanam:** It is a sort of a standing committees to which is referred any problem of fuel consumption which is brought to our notice.

I should, however, admit that our research organisation in this respect is not as it should be. In fact on our railways the research organisations are in a state of infancy. We have decided to expand them, but unfortunately financial stringency and considerations of economy have come in our way and we had to postpone one of our cherished programmes. When we are speeding up research on a large scale, I am sure this question of fuel research will be given the topmost priority that it deserves.

**Mr. Chairman:** Does the hon. Member wish me to put his cut motion to the House?

**Shri Massey:** In view of the assurances given by the hon. Minister, I beg leave to withdraw the cut motion.

*The cut motion was, by leave, withdrawn.*

DEMAND No. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION FUND

**Sardar Hukam Singh:** At the fag end of the day, I am under certain handicaps in proceeding with my cut motions.

**Mr. Chairman:** Motion is:

“That a sum not exceeding Rs 17,00,00,000 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—Appropriation to Depreciation Fund.”

DEMAND No. 4—WORKING EXPENSES—ADMINISTRATION—*contd.*

### *Social Guides*

DEMAND No. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION FUND—*contd.*

### *Amenities to Class III Passengers*

**Sardar Hukam Singh:** I beg to move:

(i) “That the demand under the head ‘Working Expenses—Administration’ be reduced by Rs. 100.”

(ii) “That the demand under the head ‘Appropriation to Depreciation Fund’ be reduced by Rs. 100.”

My first motion relates to a new institution that was brought into existence in 1947 or to be more correct in the beginning of 1948. Towards the end of 1947 the Chief Administrative Officer of the E.P. Railway in Delhi undoubtedly an officer with some imagination noticing considerable increase in corruption and malpractices, took it into his head that he should devise some organisation whereby he could improve matters. He was, I should say, more imaginative when he thought that he should invite public organisations to help him in bringing about this institution. He invited the Delhi Provincial Congress Committee, W.M.C.A., Hindustan Scouts, Central Relief Committee and such other

[Sardar Hukam Singh]

public bodies to advise him, so that he might get suitable social workers who should help him and the Administration in finding out corruption, and detecting the culprits, helping passengers wherever they were in difficulties. In the beginning about four women and twenty men were recruited and it was confined to Delhi Main Station alone. They did very valuable work and this was corroborated in reply to a question of mine. This is also confirmed by the fact that although the scheme in the initial stages was confined to Delhi, subsequently it was extended to other important stations on the E.P. and other Railways. Difficulties naturally arose when the other railways did not emulate the salutary conditions of recruitment. When the scheme was started the Chief Administrative Officer confined the recruitment to candidates other than employees of the railways; he recruited the guides on the advice of the public organisations. Secondly, this organisation was directly responsible to the Chief Administrative Officer and they were answerable only to him and not to the railway staff at the stations. These guides, enthused as they were with public spirit and answerable to the Chief Administrative Officer alone, did very good and useful work. When the scheme was extended to the other railways these guides came to be recruited from the ranks of railway employees; they were also made answerable to the station staff. Naturally in the discharge of their duties they came into conflict with the station staff and unpleasantness between them began to increase. Consequently they have lost that utility which they had when this service was started. And also, I find they are being discouraged everywhere. At first they were started on a pay of Rs. 150, and now they have been told that the pay is reduced to Rs. 100 and some allowance has been added, but new recruits are being taken on a pay of Rs. 100 only. So we do not get good work and they do not have the same enthusiasm to do this work; they are not satisfied with their job. Recently, I understand that there is a proposal that if this organisation is not found proving useful it should be discontinued. The workers are not made permanent and rumour has it that their services might be terminated. My submission is that instead of taking them away, what is necessary is to remove the existing defects, the present discouragement should be removed and they should be encouraged and we must infuse enthusiasm in them for the work so that they may work with the same zeal. This public utility service should not be discontinued; that is my first submission made in connection with the first cut motion.

Then I come to my second motion. It is connected with the subject of overcrowding in trains, and amenities to passengers on which every year so many speeches are made. I will not elaborate at any great length, but within the few minutes at my disposal, I will mention a few points, particularly about overcrowding in trains because reference was made to it when we were having the general discussion of the Railway Budget. I feel that I should acknowledge that there has been considerable improvement in the administration and we were told in the speech of the hon. Minister that punctuality has gone up, that wagon turn-round has certainly improved, that priorities have ceased, and that goods are booked with ease and moved with speed. When there is this continuous attempt for the betterment of amenities, certainly we feel gratified. But I must say that there is not as much improvement as far as amenities to passengers are concerned, particularly in the matter of overcrowding in the trains. This was admitted even in the speech of the hon. Minister because he told us that the availability of coaches has been far from satisfactory and that this has to be increased, mainly with the object of relieving overcrowding in passenger trains and it has been planned to obtain as many coaches as the financial position and the productive capacity in the country make it possible to do so. And then he gave some apology that it was not possible to get as many coaches as he desired. Of course, I was a little surprised when I listened to my hon. Minister the other day when he said that the occupation ratio—I think

that is what it is called—has decreased to some extent and the hon. Minister told us in the House that whereas it was about 80 previously in the last year, now it has come down to 75 or so and the attempt was that it should be brought down to 65 or some such figure. But.....

**Shri Santhanam:** May I correct my hon. friend? I said last year it was 85 and it has now come down to 80 and we have fixed a minimum of 66 2/3 and a maximum of 75 for the occupation ratio of the third class.

**Sardar Hukam Singh:** I thank the Minister for the correction. I was myself doubtful about the figures, I was quoting only from memory. Really, I was surprised when I found that there has been a relief to a certain extent and further relief can be expected and that attempts are being made in that direction. But actually what we find in the railways is that we do not feel that there has been any relief so far as the overcrowding is concerned. If I were to give one example, I would refer to the route from Amritsar to Delhi, particularly from Jullundur, Ambala, Karnal, Panipat and Sonapat. When the passenger comes to the station, he finds that it is not a utility service at all. He feels, on the other hand that he has to undergo an ordeal. It is no pleasure to travel in these trains at all. It is really an ordeal and when one makes up one's mind to undertake a journey, he feels a pang in anticipation of what he will have to undergo. These occupation ratios might have been assessed on averages, but I may say that they need not be correct. It is possible that on one portion of the line there may not be as much strain as on other portions of the same line. So counting the ratios and judging on them would not be safe, and if you will permit me, Sir, I would like to relate a short story here. There was a *Patwari*—village accountant—who had to cross a *nadi* (a river), and he had with him his family members, ladies, children and all. He had to cross the river, but there was no boat. Then he thought he must find out what the depth of the river was and so he went in and measured the depth at a few points and being an accountant, he worked out the average depth of the river, and probably worked out also the average height of his family members as well. On his calculations he found that his family would not be drowned, and so he advised them to come straight after him and he entered the river. But to his misfortune, most of them were drowned. As he was safe on the other shore he looked into his papers and his averages and was amazed to find that his averages were quite all right and did not know why his family members were drowned.

**Shri Tyagi:** I might clarify the position and say that the story comes from the Punjab and not from any other place.

**Sardar Hukam Singh:** Certainly when I relate it, surely I claim that credit. I do not want to give it to Mr. Tyagi.

My submission is that our hon. Minister and the Administrator who have these occupation ratios should go and see for themselves which parts of the railway are most crowded. The best thing would be to run some shuttle trains between these stations where there is so much overcrowding. For instance, you can have one between Jullundur and Ludhiana and between Ambala and Delhi because there is so much overcrowding in Panipat and Sonapat. Therefore if some special shuttles were arranged that might relieve this overcrowding and the present pressure.

As far as the other difficulties are concerned, I may also submit that the difficulties of the passenger begin as soon as he reaches the precincts of the railway station. The first thing he has to face is that he does not know when the train is to arrive. I do not mean the late arrival of the trains but the actual time and there is no arrangement so far as class III is concerned. There is nothing to indicate the times of arrivals and departures of trains. It is usually

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the procedure that such notices are put in class I and II gates but not in class III gates. Then he has to face the cooly. If there was no overcrowding, perhaps he might carry his own luggage but he is compelled under certain circumstances to engage a cooly otherwise he finds it impossible to get into the train. The next difficulty is when he goes to the ticket window. If he has to go to a long distance the clerk there would not bother in preparing that ticket and he would straightway say: 'no ticket for that destination, but take to an intermediate junction' and then he has to buy that and bear the additional burden when he has to again board another train at that junction. Then he is taken to the station. As soon as the train arrives there he is puzzled as to what to do because he runs from place to place and sometimes he is guided by the cooly and at other times by others. He sees that at every window people are thrown out and he gets perplexed and in some cases he has to pay additional tip to the cooly to be pushed through the window himself like others who are coming. Then the train moves but there is no space for him to sit or even to stand. You say amenities have been provided and some better arrangements will be made in the future but I want to press that these are not the amenities that are required immediately—of course these are required as well but there should be some space where he can keep his legs on and some moving space. Another amenity that he would like immediately is sanitary conditions. Lavatory is an impossibility to reach while travelling. People cry for that but they are advised to have patience because there is no room to reach to them. Patience would sometimes be exhausted and the passengers shall have to go there and when they reach that in the night he would seldom even find a candle there and even if there is one light, there would in some cases be no tap at all, what to say of water. Then if he has undergone those sufferings, it is difficult to reach his own place and under such difficulties—I should say harassment—he has to carry on that journey. Therefore, I beg to submit that if certainly we have no coaches then we are not making this surplus as out of a utility service but we are squeezing out this money from those poor people.

**Shri Santhanam:** I shall dispose of the latter half of my hon. friend's speech in a few sentences. I have no objection to his taking this opportunity to repeating the conventional complaints but so far as I am aware E. P. Railway has done particularly good work in increasing the number of trains and I think on the whole there has been a substantial diminution of overcrowding in that Railway during the last few months. There is no doubt that in certain sections of this Railway just as in other sections.....

**Shri Sondhi (Punjab):** Not on main line?

**Shri Santhanam:** Even on main line, we have had another Janata express. For the through passengers at least I do not think there is such a heavy overcrowding. I do not say there may not be overcrowding especially on particular trains or at particular times. As for his interesting Punjabi story regarding averages, I do not see how any Railway administration can function except on the basis of averages. For instance I gave a figure of 33 1/3 per cent. as occupation ratio of class I. It is quite possible that on a particular day owing to a particular cause even the first-class may become overcrowded. There may not be seats available on a particular day but are we on that account to increase class I compartments because on one blooming day in a whole year it gets overcrowded while on the average it is 2/3rds empty. Therefore, if we are able to reduce the average occupation ratio in class III to 66 2/3, the inference will be that on most days and on most trains there will be no overcrowding and if there is owing to a particular *mela*, then that is a thing which can never be eliminated in a big railway system and with a huge population like ours. We have to aim at a reasonable state of affairs as a normal stage. We cannot

provide that even in the peak period on any day in the year there shall be no overcrowding. Otherwise we shall have to bring down the occupation ratio to 30 per cent. and let our trains run empty two-thirds all the time.

**Shri Sondhi:** May I suggest to the hon. Minister to go once in our Railway incognito.

**Shri Santhanam:** Overcrowding is not incognito. I have travelled over this line and I have watched every compartment. I am not suggesting that there is no overcrowding in some sections.

As to passenger guides, this is the first time he has raised the point and I hope he will permit me to deal with it in some detail. I am afraid when the scheme for appointing passenger guides was taken up sufficient consideration was not given to all the implications. They were appointed in a spirit of enthusiasm. Their functions were not well defined and no avenues of promotions were open to them. They were simply taken as temporary *ad hoc* staff. The only definite function assigned to them was to look after the lady passengers and next also the men passengers, to get tickets at booking windows when the printed tickets were scarce; when booking windows were few and were not open for a sufficient length of time, they did some good work in some stations. In other cases they were expected to go round class III waiting halls and also in the platforms and help class III passengers, either by showing them the way or do some odd jobs but on the whole many of them found themselves unable to do any kind of effective work. When first, I took charge here, I had the greatest interest in the passenger guides and there is hardly any station to which I went where I did not enquire about the work being done. I tried to speak to them direct and many of them confessed that they did not know what to do. It is not their fault because they were more or less an alien element injected into a system without definite functions or powers or chances of promotion. Therefore their enthusiasm was practically exhausted after the first year of service. We have been considering in recent months as to what we should do. If we are to keep the system of passenger guides, we must make them part and parcel of the railway system. They must have the chances of promotion in the railway. They must have specific grades. When a boy or girl is taken at the age of 20 or 22 for one or two years he or she can work with enthusiasm on miscellaneous jobs and may not ask for promotion. But continuously they cannot go on for their whole life-time on either Rs. 50 or Rs. 100 without any chance of promotion. That is not possible. We have reached the tentative decision that they should be integrated into the railway system and that they should be assigned definite functions. One of the functions we are contemplating is that they should be posted to long-distance trains to help the passengers during the journey, because it is during the journey that railway passengers require the greatest assistance, especially third class passengers. A child may be ill; there may be lack of water or there may be other grievances. Their help is not needed on the platforms so much. After all people come there for fifteen minutes or so and then they somehow get into the trains and at the other end also they get the porters to carry their luggage or carry their luggage themselves and go home by tonga or bus or something. At either terminals, the time is short and the need for passengers to be attended to is very small.

In the matter of corruption, I do not think they were ever assigned the task of detecting corruption. In the East Punjab Railway I know that these passenger guides tried to bring cases of corruption to light.....

**Shrimati Durgabai (Madras):** What is the assistance that these people can render during the journey I cannot understand. Assistance is mostly needed in the stations.

**Shri Santhanam:** Our idea is that as soon as we can get corridor compartments, each bogey or one or two bogeys together will have one whole-time attendant who will be going from one end of the bogey to the other and trying to

[Shri Santhanam]

render any kind of assistance which the passengers may require, just in the same way as people in the First Class air-conditioned coaches are attended to.

**Shrimati Durgabai:** Just like the air hostesses.

**Shri Santhanam:** Yes, just like that. That is what we are trying to do. All persons who are qualified as social guides.....

**Shri Tyagi:** Are educational qualifications required in this case also?

**Shri Santhanam:** There should be a minimum educational qualification.

**Shri Tyagi:** I do not think any educational qualifications are necessary for serving people.

**Shri Santhanam:** It is rather news to me that social service above all does not require any kind of qualification. In fact, some of these people are well-qualified. They have got either M.S.L.C., Intermediate or the B.A. qualification and they have also undergone some course in social service institutions.

**An Hon. Member:** They should know first aid also.

**Shri Santhanam:** For each grade, of railway service, they have got certain minimum qualifications and so long as these people possess those minimum qualifications, they will be entitled to be taken in that particular grade, and once they are taken to that grade, we also want to give them every chance of promotion.

**Sardar Hukam Singh:** When you recruited them with the assistance of public bodies, they were doing some service and they were more useful to the public, but as an integral part of the railway staff, they will be only as good as the other employees.

**Shri Santhanam:** Now, when tickets are available freely, practically no assistance is required at the booking window and I have seen girls, passenger guides, sitting idle, perhaps thinking that if anyone wanted their help, they would come to them. In the ladies' window there is no crowd these days. To keep them without any definite occupation is demoralising to them. That is the difficulty. We can turn them out, but I do not think it is fair to take in a number of young men and women, then to engage them for one or two years and then telling them, we have no jobs for you. We are trying to absorb them in some regular posts. That is how we are trying to integrate these social guides into the railway system. I do not see what else we can do. There is also one lesson which we should learn from the experiment with these passenger guides.

**Lala Achint Ram (Punjab):** What about engaging them on anti-corruption work?

**Shri Santhanam:** For anti-corruption, there is an Anti-Corruption Department of the Home Ministry. Only those persons who have got the requisite power can do it. It is not possible for anybody to go and say that a particular man is corrupt. Who will believe them? What has occurred on the East Punjab Railway has been revealing to me. Some social guides have been alleging corruption against some ticket inspectors and on the other hand some of the railway staff have been alleging corruption against the social guides. How are we to investigate between these two? We have to hand over both to the Anti-Corruption Police. That is the situation. Without power and without the necessary authority, these poor social guides can never function as anti-corruption officers. My friend, Lala Achint Ram, has got the theory that whatever a social guide says about another person must be believed. What happens is that every corruption charge is denied immediately, even if the offender is caught red-handed in the act. Supposing a ticket inspector takes five rupees from a

ticketless traveller and a social guide finds him out, then the ticket inspector will turn round and say, "It was you who took the money." Who is to judge?

5 P. M. The higher officer will support the railway official, and unless we have got some kind of judicial authority in every station, available at every station, we cannot go on having these wrangles at every station and try to arbitrate between these two.

**Mr. Chairman:** Order, order. The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper 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 the corresponding heads of demands entered in the second column thereof."

*The motion was adopted.*

[As directed by Mr. Chairman the motions for Demands for Grants which were adopted by Parliament are reproduced below.—Ed. of Deb.]

#### DEMAND NO. 1—RAILWAY BOARD

**Mr. Chairman:** The question 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'."

*The motion was adopted.*

#### DEMAND NO. 2—AUDIT

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 28,76,000 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 'Audit'."

*The motion was adopted.*

#### DEMAND NO. 3—MISCELLANEOUS EXPENDITURE

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 61,52,000 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 'Miscellaneous Expenditure'."

*The motion was adopted.*

#### DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 22,76,77,000 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—Administration'."

*The motion was adopted.*

#### DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 51,84,68,000 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—Repairs and Maintenance'."

*The motion was adopted.*

## DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 35,52,81,000 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—Operating Staff'."

*The motion was adopted.*

## DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 28,32,24,000 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—Operation (Fuel)'."

*The motion was adopted.*

## DEMAND NO. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 9,97,39,000 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—Operation other than Staff and Fuel'."

*The motion was adopted.*

## DEMAND NO. 9.—WORKING EXPENSES—MISCELLANEOUS EXPENSES

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 15,02,26,000 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—Miscellaneous Expenses'."

*The motion was adopted.*

## DEMAND NO. 9A.—WORKING EXPENSES—LABOUR WELFARE

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 3,12,68,000 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'."

*The motion was adopted.*

## DEMAND NO. 10—PAYMENTS TO INDIAN STATES AND COMPANIES

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 37,40,000 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 'Payments to Indian States and Companies'."

*The motion was adopted.*

## DEMAND NO. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION FUND

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 17,00,00,000 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—Appropriation to Depreciation Fund'."

*The motion was adopted.*

## DEMAND NO. 12A—OPEN LINE WORKS (REVENUE) LABOUR WELFARE

**Mr. Chairman:** The question is:

"That a sum not exceeding Rs. 1,45,21,000 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 'Open Line Works (Revenue) Labour Welfare'."

*The motion was adopted.*

**DEMAND No. 12B—OPEN LINE WORKS (REVENUE) OTHER THAN LABOUR WELFARE**

**Mr. Chairman:** The question is:

“That a sum not exceeding Rs. 2,29,76,000 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 ‘Open Line Works (Revenue) other than Labour Welfare.’”

*The motion was adopted.*

**DEMAND No. 13—APPROPRIATION TO DEVELOPMENT FUND**

**Mr. Chairman:** The question is:

“That a sum not exceeding Rs. 10,00,00,000 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 ‘Appropriation to Development Fund’.”

*The motion was adopted.*

**DEMAND No. 14—APPROPRIATION TO REVENUE RESERVE FUND**

**Mr. Chairman:** The question is:

“That a sum not exceeding Rs. 2,00,65,000 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 ‘Appropriation to Revenue Reserve Fund’.”

*The motion was adopted.*

**DEMAND No. 15—CONSTRUCTION OF NEW LINES**

**Mr. Chairman:** The question is:

“That a sum not exceeding Rs. 2,66,31,000 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 ‘Construction of New Lines’.”

*The motion was adopted.*

**DEMAND No. 16—OPEN LINE WORKS—ADDITIONS**

**Mr. Chairman:** The question is:

“That a sum not exceeding Rs. 14,33,52,000 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 ‘Open Line Works—Additions’.”

*The motion was adopted.*

**DEMAND No. 17—OPEN LINE WORKS—REPLACEMENTS**

**Mr. Chairman:** The question is:

“That a sum not exceeding Rs. 22,72,67,000 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 ‘Open Line Works—Replacements’.”

*The motion was adopted.*

**DEMAND No. 18—OPEN LINE WORKS—DEVELOPMENT FUND**

**Mr. Chairman:** The question is:

“That a sum not exceeding Rs. 6,00,00,000 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 ‘Open Line Works—Development Fund’.”

*The motion was adopted.*

## DEMAND NO. 19—CAPITAL OUTLAY ON VIZAGAPATAM PORT

**Mr. Chairman:** The question is:

“That a sum not exceeding Rs. 10,60,000 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 ‘Capital Outlay on Vizagapatam Port.’”

*The motion was adopted.*

## DEMAND NO. 20—DIVIDEND PAYABLE TO GENERAL REVENUES

**Mr. Chairman:** The question is:

“That a sum not exceeding Rs. 31,84,98,000 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 ‘Dividend payable to General Revenues.’”

*The motion was adopted.*

*The House then adjourned till a Quarter to Eleven of the Clock on Monday, the 6th March, 1950.*