

Wednesday, 20th December, 1950

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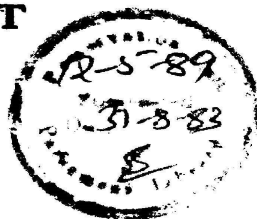
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PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT



THIRD SESSION (FIRST PART)

of the

PARLIAMENT OF INDIA

(1950)

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THE
PARLIAMENTARY DEBATES
(Part I—Questions and Answers)
OFFICIAL REPORT

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1072

PARLIAMENT OF INDIA

Wednesday, 20th December, 1950.

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

[MR. SPEAKER in the Chair]

Mr. Speaker: The hon. Member Shri Mahamaya Prasad Sinha is present here today and wishes to take his oath. I am told that he is not in a position to move from his place to the Chair and back; I am, therefore, permitting him to take his oath from his seat. The Secretary will administer the oath to him.

MEMBER SWORN.

Shri Mahamaya Prasad Sinha
(Bihar).

ORAL ANSWERS TO QUESTIONS

PUNJAB MAIL (DERAILMENT)

***1094. Shri Sidhva:** (a) Will the Minister of Railways be pleased to state whether the investigation of the derailment of the Punjab Mail near Patna on May 7th, 1950, has been completed?

(b) If so, with what result?

(c) Has any prosecution been launched? If so, against how many and what is the position today?

The Minister of State for Transport and Railways (Shri Santhanam): (a) to (c). Apparently, the question refers to the investigations conducted by the Bihar State Police. They have found that this derailment was due to sabotage and have prosecuted 17 persons whose trial will shortly commence. In view of the matter being *sub judice*, it is not possible to give more details.

Shri Sidhva: May I know whether in this prosecution any railway employees are involved?

Shri Santhanam: I have got the list of seventeen persons here, but I am 247 P.S. Debate.

not in a position to say whether any railway employees are included in it.

Shri Sidhva: May I know whether the hon. Minister can say whether any railway employee is involved in this?

Mr. Speaker: About any railway employee being involved, I don't think he can say. As to whether any of the accused are railway employees, he says he has no information.

Pandit Munishwar Datt Upadhyay: What is the amount of claims of losses in connection with this derailment?

Shri Santhanam: All that has been answered in reply to questions in the last session. If you wish, I shall give the information.

Mr. Speaker: It is not necessary to answer it again.

ALLOTMENT OF SUGAR

***1095. Shri Sidhva:** (a) Will the Minister of Agriculture be pleased to state the basis on which sugar quota is allotted to each State by the Centre?

(b) How much sugar has been supplied to all States under Part 'A', 'B' and 'C' each month separately from January 1950 upto-date?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) The allotment of sugar to different States is made in consideration of the following factors:

(i) Per capita consumption in each State during the last control period (1945-46).

(ii) Estimated population of each State urban and rural in 1948.

(iii) Availability of supply.

(b) A statement giving the required information is placed on the Table of the House. [See Appendix IX, *annexure No. 12.*]

Shri Sidhva: May I know whether any additional sugar quota was granted to each State during the Divali holidays and if so, how much?

Shri K. M. Munshi: An additional quota of sugar was granted to the States for Diwali and several other holidays.

Shri Sidhva: What is the quantity.

Shri K. M. Munshi: Unfortunately I have not got the figures here.

Shri Sidhva: May I know when the order in Bombay State was issued for the purpose of this extra quota for Diwali holidays?

Shri K. M. Munshi: I would like to have notice of that question.

Shri Sidhva: Is it not a fact, Sir, that the order was issued three days after the Diwali holidays?

Shri K. M. Munshi: That is not correct. The order was issued long before, but for various reasons the Bombay Government issued the orders to the public later.

Shri Sidhva: What was the reason—has the hon. Minister enquired?

Shri K. M. Munshi: I have not enquired officially.

Prof. Ranga: What is the position, Sir, in regard to the derationing of sugar in certain of the States; in how many States is this in progress?

Shri K. M. Munshi: The hon. Member refers to the recent decision?

Prof. Ranga: Yes.

Shri K. M. Munshi: As a matter of fact the recent decision of Government is that except for the rationing of 10 lakh tons during the year, there should be a free market of sugar. So far as Part C States are concerned, the order has already gone. With regard to the other States, the State Governments have been told that they should enforce the order.

Shri Kesava Rao: May I know which State gets the highest quota of sugar and what are the reasons for it.

Shri K. M. Munshi: The highest quota is given to Bombay and Uttar Pradesh.

Shri Earman: Is the hon. Food Minister aware that the population of West Bengal has gone up by several lakhs since 1948 and has Government taken this factor into consideration in the allotment of sugar to West Bengal?

Shri K. M. Munshi: I should like to have notice of that question.

Shri Goenka: May I know the quantity of sugar which has already arrived in the country out of the

quantity which has recently been decided to be imported from abroad?

Shri K. M. Munshi: I am afraid I have not got the information.

Dr. M. M. Das: May I know whether the 'Daurala' sugar cubes come within the category of sugar and are issued on a quota basis?

Shri K. M. Munshi: They don't come within the category of sugar.

Shri Tyagi: May I know on what grounds the hon. Minister allotted the highest quota to his own province?

Mr. Speaker: Order, order.

Shri Tyagi: May I know, Sir, why his Province of Bombay got the highest allotment?

Mr. Speaker: I won't allow that question when it refers to Bombay as his province.

Shri J. R. Kapoor: Am I to understand that the directive that has been sent to the various States amounts to this that along with rationing of sugar there shall be free and open market for sugar even from now.

Shri K. M. Munshi: That is not so

बाबू रामनारायण सिंह : जव मंत्री जी से पूछा गया कि बम्बई सरकार ने आर्डर देर से क्यों जारी किया, तो उन्होंने जवाब दिया था कि हमने आफिशियल तरीके से इसकी जांच नहीं की है। मैं जानना चाहता हूँ कि क्या उन्होंने नानआफिशियल तरीके से जांच की है, और अगर की है तो क्या पता लगा ?

[**Babu Ramnarayan Singh:** When the hon. Minister was asked the reason of delay that Bombay Government caused in issuing the order, he had said that no official enquiry had been made in that regard. May I know whether there has been a non-official enquiry and if so, with what results?]

Shri K. M. Munshi: Well, unofficially I have heard—I am speaking subject to correction—that the Bombay Government thought that for some days they could keep this as a reserve; but later on they carried out the instructions and distributed it.

Shri Sidhva: May I know whether instructions for derationing of sugar

have been already sent to the States, besides Part C States?

Shri K. M. Munshi: Instructions were sent immediately after the decision was taken and the State Governments were asked to carry out the instructions.

AIR LINES IN INDIA (EXPERTS COMMITTEE'S REPORT).

*1096. **Shri Sidhva:** (a) Will the Minister of Communications be pleased to state whether the report of the experts committee appointed by Government to investigate into the working of the various air-lines in India has been considered by Government?

(b) What are its recommendations?

(c) What decisions have government taken on them?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) to (c). The Report of the Air Transport Inquiry Committee is still under examination by Government. Copies of the Report have already been supplied to all Members of Parliament.

Shri Sidhva: May I know whether this Report will be considered by this House? If so, may I know whether it will be considered in the next session and whether Government will take a decision after this House has expressed its opinion?

Mr. Speaker: It is hardly a question to be put to the hon. Minister. If the House desires it can do so.

Shri Sidhva: The House desires.

Mr. Speaker: Let him make a motion to that effect.

Shri Sidhva: What is the Government's intention?

Mr. Speaker: Order, order.

MALNAD DEVELOPMENT BOARD

*1097. **Dr. M. M. Das:** (a) Will the Minister of Agriculture be pleased to state whether it is a fact that the scheme of setting up the Malnad Development Board has been postponed for indefinite period?

(b) If so, what are the reasons for this postponement?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) and (b). The establishment of Malnad Development Board has not been postponed indefinitely. But as a first step a Planning Committee consisting of representatives of the States concerned was set up to draw up comprehensive plans for the development of Malnad

areas. The interim report submitted by this Committee is under examination.

Dr. M. M. Das: May I know what is the total acreage of land that is proposed to be developed by this Board?

Shri K. M. Munshi: 5,90,000 acres.

Dr. M. M. Das: May I know the total expenditure that will be incurred or is being incurred by the Central Government for this Board?

Shri K. M. Munshi: It has not yet been decided to incur any expenditure at all on the scheme. As I have already stated, the Report of the Committee is being examined, and after examination of the same the financial implications will be considered.

Dr. M. M. Das: May I know what the Government is paying for meeting the cost of this Planning Committee?

Shri K. M. Munshi: The Central Government is paying the cost. About Rs. 20,000 was sanctioned; I do not know how much has been spent.

Dr. M. M. Das: May I know the varieties of crop that will be grown?

Shri K. M. Munshi: Millets and rice are the main crops.

Dr. M. M. Das: What will be the amount?

Shri K. M. Munshi: The estimate made by the Committee is this: additional paddy production 1,00,000 tons, other produce 25,000 tons.

Prof. Ranga: Have Government any other similar schemes for other areas, notably Rayalaseema and Orissa?

Shri K. M. Munshi: Well, at the moment there is only the Malnad scheme before the Government.

Shri Poonacha: Which are the areas that are contemplated to be brought under the scheme?

Shri K. M. Munshi: They are distributed in Madras, Bombay, Coorg and Mysore.

TRAMWAYS

*1098. **Shri S. C. Samanta:** (a) Will the Minister of Railways be pleased to state the names and length of tramways controlled and managed by the Railway-Board?

(b) Do the employees working under tramways enjoy the same amenities and privileges that are due to railway employees?

(c) How many employees are working at present under the tramways departments?

The Minister of Transport and Railways (Shri Gopalaswami): (a) The names and length of the Tramways controlled and managed by the Railway Board are:

Bhavnagar-Mahuva	
Tramway	67.25 route miles
Wadhwan-Sayla	
Tramway	16.97 " "
Morvi-Ghantila	
Tramway	31.00 " "
Morvi-Tankara (including Sanala-Amran Road Branch)	28.00 " "

These Tramways form part of the Saurashtra Railway.

(b) Yes, but the scales of pay of the staff employed on the Tramways are lower to the extent that the maximum of their scales of pay, in each category, is limited to the stage of the first efficiency bar of the scales of pay applicable to the other staff in the same category on the Saurashtra Railway. The question of determining and allotting the Central Pay Commission scales of pay appropriate to the duties of the various categories of staff of the Saurashtra Railway is under examination.

(c) The number of staff working at present on the Tramways, department-wise, is as follows:

Traffic	115
Engineering	212
Mechanical	63

Shri S. C. Samanta: May I know whether the Government consider it advisable to introduce tramway systems in towns and cities in India together with, or instead of, Transport Corporations?

Shri Gopalaswami: Tramways within municipal or town area limits are a matter for the States to embark upon. It is not a subject in which the Central Government is concerned.

Shri S. C. Samanta: Do Government propose to encourage the State Governments in the matter?

Shri Gopalaswami: I do not know what encouragement the hon. Member refers to. It is for the States to take the initiative.

SOIL EROSION

*1099. **Shri S. C. Samanta:** (a) Will the Minister of Agriculture be pleased to state the main causes of soil erosion in India?

(b) How many acres of land have been lost to agriculture due to soil

erosion caused by floods, rains, etc., in India during January to September, 1950?

(c) What steps have Government taken or propose to take to fight soil erosion in India?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Wind, water, haphazard cultivation, uncontrolled grazing, and over-felling of trees.

(b) Approximately 136,000 acres have been temporarily lost to agriculture in the States of Travancore and Cochin, Saurashtra, Orissa, Kutch, West Bengal, Coorg, Himachal Pradesh, and Delhi. In the remaining States either the loss has been negligible or it has not been assessed.

(c) The preparation and execution of schemes for prevention of soil erosion are primarily the responsibility of the State Governments who have been asked to take all possible steps in the matter and have been afforded necessary technical advice from the Centre. Schemes have been drawn up for several areas in the States and are being implemented. Enactment of a central legislation for controlling soil erosion is also under consideration.

Shri S. C. Samanta: May I know in which of the States the soil erosion as mentioned by the hon. Minister is the greatest?

Shri K. M. Munshi: Well, I have not got the records from all the States, but from the figures before me Travancore-Cochin and Saurashtra appear to head the list.

Shri S. C. Samanta: May I know whether the Government have taken the matter with the F.A.O.?

Shri K. M. Munshi: As a matter of fact this erosion has been due to floods, and it is difficult still to realise how much of the land will be lost and how much will be recovered.

Shri Barman: Is it a fact that slit erosion is a common factor attached to heavy rains and there is a large amount of soil washed away every year in all parts of India?

Shri K. M. Munshi: I am afraid I cannot answer that question off-hand because I must have the figures.

Shri T. N. Singh: Is it a fact that in several of the hilly tracts in the Centrally Administered Areas there has been indiscriminate cutting of trees in the forests lately, and may I know what steps have been taken by Government to prevent erosion as a result of the denudation so occurring?

Shri K. M. Munshi: I take it that the hon. Member's question relates to Part C States. So far as Delhi is concerned the administration has taken up the conservation of soil and various other schemes covering 12,000 acres in Tughlakabad and Arab-ki-Serai.

An Hon. Member: He refers to hilly tracts.

Shri K. M. Munshi: That would be perhaps Himachal Pradesh. The promulgation of Land Development Act is under consideration. Subsidy is proposed to be given to private individuals for construction of field embankment and proper afforestation in the areas.

Shri Jhunjhunwala: Apart from the reasons given by the hon. Minister for causing erosion and disintegration of soil, has the use of unsuitable manure resulted in causing erosion and disintegration of soil and making the land unfertile?

Shri K. M. Munshi: I have no knowledge. I would like to have notice.

बाबू रामनारायण सिंह : इरोजन
क्रिया से ज़मीनें नष्ट न हों इसके लिये
और कौन सा उपाय रहा है ?

Babu Ramnarayan Singh: What other steps are being taken to prevent soil erosion?

Shri K. M. Munshi: That is what I have already stated in my reply. My reply to part (c) answers the question. If the hon. Member wants more details, the Soil Conservation Officers of the Government of India tour extensively in almost all the States to study local problems and to advise local Governments about the measures to be adopted for combating soil erosion in the respective areas. Detailed schemes have been drawn up and there is a Soil Conservation Officer of the Government of India also in the Ministry who is giving the technical advice to the States.

CALCUTTA TELEPHONE SYSTEM.

*1100. **Dr. M. M. Das:** (a) Will the Minister of Communications be pleased to state whether the Government of India have received any memorandum on the Calcutta Telephone Service submitted by the Calcutta Citizens' Association, complaining about the deterioration in the standard of service of the telephone system in Calcutta?

(b) If so, what steps have been taken by Government to remedy the alleged defects?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) Yes, from an association styled "Calcutta Citizens' Association".

(b) The attention of the hon. Member is invited to the replies given to Starred Questions No. 334 on 25th November 1950 by Shri B. K. Das and Starred Question No. 832 on 12th December 1950 by Shri S. C. Samanta. Samanta.

Dr. M. M. Das: May I know whether Government is prepared to implement the suggestions that have been placed before the Government by this Association?

Shri Khurshed Lal: Most of the suggestions made by this Association are absolutely incapable of implementation.

Dr. M. M. Das: May I know whether it is a fact that the telephone operators have been recently deprived of some of their amenities such as free meals and free refreshment such as tea during office hours and that their pay has been reduced?

Shri Khurshed Lal: Not recently. In the Company's days the telephone operators were given free meals. When the telephone system was taken over by the Government, the telephone operators in Calcutta could not be paid emoluments different to those paid in the rest of the country. Of course, for all Central Government employees in Calcutta there are certain compensatory and house rent allowances given. Similarly the salary of the telephone operators have been fixed as a result of the recommendations of the Central Pay Commission who have taken all factors into consideration and therefore it is impossible to give a differential treatment to employees in Calcutta.

Shri B. K. Das: May I know, Sir, whether with a view to effect some improvement in the telephone system in Calcutta some administrative changes have been recently introduced in the form of transferring some of the Engineers from the charge that they were holding.

Shri Khurshed Lal: I do not know if anybody had been transferred on that account. Of course, transfers have taken place.

Shri Tyagi: By which time does the hon. Minister think he can complete the automatization of the telephone system in Calcutta?

Shri Khurshed Lal: As I have already stated in this House, the automatization scheme is expected to be completed by the end of 1954 but the first part will be completed by 1952. If I may say so, Government are not going to rest content with the completion of the automatization scheme to improve the telephone system in Calcutta and a number of short term measures are being taken, which I narrated in this House some time back.

AIR-CONDITIONED HOTEL IN DUM DUM

*1101. **Dr. M. M. Das:** (a) Will the Minister of **Communications** be pleased to state whether it is a fact that Government are contemplating to build an air-conditioned hotel in the Dum Dum air port for tourists from abroad?

(b) If so, have Government taken any decision in this matter?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) and (b). Government are considering the question of constructing at the Dum Dum airport a rest house of 24 rooms for the use of passengers in transit. No final decision has been taken in the matter so far.

Dr. M. M. Das: May I know the number of International passengers that pass yearly through this port?

Shri Khurshed Lal: I cannot give separately the number of International passengers but in the Dum Dum air port there are 30,000 or 40,000 passengers per month.

Dr. M. M. Das: May I know whether any other air port has got similar hotels like that proposed?

Shri Khurshed Lal: This is not going to be a hotel. What is intended is to construct 24 rooms out of which 16 will be double rooms and the question of providing such accommodation at any other place has not yet arisen.

Dr. M. M. Das: May I know if an estimate has been made of the total expenditure?

Shri Khurshed Lal: Yes. The cost is estimated to be Rs. 2 lakhs; the cost of maintenance of the rest-houses is estimated to be Rs. 22,000 a year and the income estimated is Rs. 58,000 per annum.

Shri Kamath: Is there any proposal to provide similar accommodation at the other international air port, in Santa Cruz?

Shri Khurshed Lal: Not at the present moment.

Prof. K. K. Bhattacharya: Do Government propose to have a hotel of this kind at Bamrauli air port in Allahabad?

Shri Khurshed Lal: The Bamrauli air port has hardly any traffic.

Shri Sidhva: Is it a fact that in several aerodromes in foreign countries such a convenience as rest rooms are existing?

Shri Khurshed Lal: Well, such amenities will certainly be very desirable, but the progress depends on the funds that we can have.

NON-INDIANS EMPLOYED IN MINISTRY OF WORKS, MINES AND POWER

*1102. **Prof. K. T. Shah:** Will the Minister of **Works, Mines and Power** be pleased to lay on the Table of the House a statement showing:

(a) the number, status, and salary of the non-Indians employed, as expert advisers or gazetted officers, under the Ministry of Works, Mines and Power, in all the several branches of that Ministry, including the C.W.I. N.C., Housing and Central Electricity Commission?

(b) If any of these non-Indians are employed on a contract basis, when will the term of such contracts end?

The Deputy Minister of Works, Mines and Power (Shri Buragohain): (a) and (b). A statement giving the information is laid on the Table of the House. [See Appendix IX, annexure No. 13.]

This does not include any appointments under the Damodar Valley Corporation which is a semi-autonomous Corporation established under the Damodar Valley Corporation Act 1948.

Prof. K. T. Shah: May I know at the time when the non-Indians were appointed no Indians of like qualifications were available?

Shri Buragohain: At the time of making the appointments; certainly this was taken into consideration.

Prof. K. T. Shah: I did not quite get the answer.

Mr. Speaker: The hon. Minister has said that it was taken into consideration at the time of making appointments.

Prof. K. T. Shah: Then the answer is that they were not available. Then may I ask whether the non-Indians

who have been employed by the Government of India have any contact or connection with the foreign firms from which equipment or apparatus for these services is imported or who produce such apparatus?

Shri Buragohain: Not to our knowledge.

Prof. K. T. Shah: Have any arrangements been made with these people to train Indians during the period of their service if Indians with like qualifications were available?

Shri Buragohain: Advantage was taken of their presence here.

Shri A. C. Guba: Has Government taken any steps so that when the present contract expires, they will be relieved and Indians can be trained to take their place?

Shri Buragohain: That will be considered, Sir.

Shri B. K. Das: Has there been any replacement of the foreign Engineers during the last one year or two.

Shri Buragohain: Vacancies have been filled up, Sir, when their terms expired.

Shri Sidhva: What is the total number of non-Indians?

Shri Buragohain: According to the statement, seven. Out of them one has already left this country although his contract will expire some time during this month.

Mr. Speaker: Next question.

AGRICULTURAL IMPROVEMENT AND IRRIGATION

*1103. **Shri Jnani Ram:** Will the Minister of Agriculture be pleased to state:

(a) the amount of contribution given by the Government of India to the different States for agricultural improvement and irrigation during the years 1948-49, 1949-50 and 1950-51; and

(b) the amount utilised by them?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) and (b). A statement giving the available information is placed on the Table of the House. [See Appendix IX, annexure No. 14.]

I may mention that by an oversight, the break up of the total that amounts according to the different States has not been given in the Statement. I shall see that it is supplemented.

Shri Jnani Ram: May I know the reason why the entire amount for the year 1948-49 was not spent?

Shri K. M. Munshi: The States were not able to carry out the works which they had undertaken.

Shri Jnani Ram: May I know how they are progressing this year?

Shri K. M. Munshi: This year, we have not got reports as to how the grants have been utilised so far, as you will see from the statement.

Shri Jnani Ram: May I know the reason for not obtaining the figure for 1949-50?

Shri K. M. Munshi: As a matter of fact, you will see that they have not yet reported because, 1949-50 ended by 31st March 1950, and the States have not submitted any report so far.

Sardar B. S. Man: What are the States that did not utilise the money given to them under this scheme?

Shri K. M. Munshi: As a matter of fact, the procedure is this. When once a grant is sanctioned, it is placed at the disposal of the State. When a work is completed or is in progress, they draw upon that amount; but, then, they must submit a report as to what they have ultimately spent on the scheme. That has not been received so far.

Shri Lakshmanan: Are these amounts given apart from and independent of the Grow More Food schemes?

Shri K. M. Munshi: These are really parts of the Grow More Food Schemes.

Shri Deshbandhu Gupta: May I know whether the States include Part C States also?

Shri K. M. Munshi: Oh yes.

Shri Deshbandhu Gupta: If so, what is the amount given to Delhi?

Shri K. M. Munshi: I pointed out that by mistake, the break up of the amount has not been given. I will supplement it as early as possible.

Dr. M. V. Gangadharra Siva: What is the amount that has been given to the Madras State for irrigation schemes.....

Mr. Speaker: He has not got the break up of the figures. I think we better proceed to the next question.

KONAR DAM

*1104. **Shri Jnani Ram:** Will the Minister of Works, Mines and Power be pleased to state:

(a) the name of firm which prepared the construction plan for the dam of Konar; and

(b) whether the work is being carried on according to plan?

The Deputy Minister of Works, Mines and Power (Shri Buragohain): (a) Messrs. Hind Construction Ltd., and Patel Engineering Co. Ltd.

(b) According to the Damodar Valley Corporation, the work is being carried out generally according to plan.

Shri Jnani Ram: Is it a fact that a different plan has been prepared for the Konar dam?

Shri Buragohain: Detailed designs are being handled by Messrs. Gruner Bros. who are also in charge of the construction supervision. The Board of Consultants have suggested further changes in design, which have been accepted by Messrs. Gruner Bros. The new Chief Engineer, Mr. Komora will now personally examine the whole situation.

Shri Jnani Ram: What was the cost of the previous plan?

Shri Buragohain: I should like to have notice of the question.

FOOD IMPORTS

*1106. **Shri Kishorimohan Tripathi:** (a) Will the Minister of Food be pleased to state the total value in rupees of food imported into India from the U.S.A. during the year 1950?

(b) What would have been the value of the food referred to prior to devaluation?

(c) Was the quantity of food not obtainable from countries which have devalued their currency along with India?

(d) Were maximum efforts directed towards obtaining food imports on barter system?

(e) Did India ever try to obtain food from America in exchange for tea, manganese ore and other commodities which America imports from India?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) The C and F value of foodgrains imported from the U.S.A. between January and October 1950 and expected to be received in November and December 1950 will be about Rs. 10 crores.

(b) About 7-6 crores.

(c) No.

(d) It is not necessary to buy foodgrains from the U.S.A. on barter basis.

(e) No.

Shri Kishorimohan Tripathi: May I know what is the programme of imports in respect of food from the U.S.A. for the next year, 1951-52?

Shri K. M. Munshi: So far, during 1950, arrangements have been made for the purchase of 8,80,000 tons of foodgrains from the U.S.A. Of this quantity, 6,80,000 tons will consist of milo and 2,00,000 tons of wheat. Arrivals of this up to the end of December 1950 are expected to be 4,00,000 tons. The balance will arrive during the first half of 1951.

Shri Kishorimohan Tripathi: What concession in rates if any has Government been able to obtain in respect of this purchase from the U.S.A.?

Shri K. M. Munshi: Except in respect of 4,27,000 tons of milo, there has been no concession given to India.

Shri Kishorimohan Tripathi: May I know if any attempts were made to get Russian wheat in exchange for Indian tea?

Shri K. M. Munshi: No specific effort was made to barter tea for wheat.

Shri Kamath: Is there any truth in the Press report that our Ambassador in Washington, on behalf of Government is negotiating a deal for the import of 2 million tons of food grains in the near future?

Shri K. M. Munshi: Yes; it is true.

Shri Syamnandan Sahaya: Was the price charged for the wheat sold to us by the U.S.A. the same as the price obtaining in their country for wheat?

Shri K. M. Munshi: Wheat is bought under the International Wheat Agreement and the cost is Rs. 15/4/- landed in India. I do not know what the internal price is.

FOOD PROCUREMENT

*1107. **Shri Kishorimohan Tripathi:** (a) Will the Minister of Food be pleased to state whether a common system for the procurement of food has been evolved?

(b) If so, what are its salient features?

(c) When is the system going to be enforced?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) and (b). A committee recently appointed early this year by Government to report on various systems of procurement in the country with a view to evolving a uniform method, submitted its report. The Report was considered by a conference of the States Food Ministers with the Central Government. It was generally agreed that wherever possible subject to slight local variations, a system of procurement with minimum variations shall be adopted in various States. But the abnormal conditions of floods, drought and failure of monsoons obtaining in various States prevented implementation of the recommendations.

(c) State Governments are asked to implement them when conditions are favourable for it.

Shri Kishorimohan Tripathi: I could not follow the answer to part (b). What are the salient features of the new plan?

Shri K. M. Munshi: It is monopoly procurement. I think that is the general system as suggested by the Thirumala Rao Committee.

Shri Raj Bahadur: May I know whether before the recommendations of this Committee are brought into operation, there is any attempt made by Government to ensure to the producer prices which are approximate to the prevailing market prices?

Shri K. M. Munshi: The prevailing market prices are adjusted to the procurement price.

Shri Raj Bahadur: My question is whether Government is making any attempt to ensure that the producer gets prices which are approximate to the prevailing market prices.

Shri K. M. Munshi: The all-India prices are fixed by the Government of India. When they fix the prices, they take into account the cost and various other factors. They do not take into account what may be called black-market prices.

Dr. Parmar: Sir, is it a fact that in Himachal Pradesh, this procurement is being done not from the producer of the grain but from the *Arthis* or agents?

Shri K. M. Munshi: I would like to have notice of the question, and I would like to know whether it is being done there.

Shri Satish Chandra: Sir, may I know why the report of Foodgrains Procurement Committee is kept confidential and is not available to Members who would like to see it?

Shri K. M. Munshi: It is not confidential, but it has not been published yet.

Pandit M. B. Bhargava: Will the Government be pleased to state whether the procurement was decided on a voluntary basis or was it to be on a compulsory basis?

Shri K. M. Munshi: If it is monopoly procurement, the people come and bring in whatever grain they want to sell. It would be a levy where it is compulsory. It depends upon each locality.

Prof. Ranga: What is the Government's policy with regard to the inadequate producer who has less than 5 acres of dry land and 2½ acres of wet land? Do Government propose to exempt them from this monopoly procurement, leaving those producers free to place at the disposal of Government whatever surplus they may have with them?

Shri K. M. Munshi: Each State has its own different methods and they try to secure as much as they can in what may be called compulsory levy. In monopoly procurement the people are free to bring whatever they want to sell.

PURCHASE OF MACHINERY BY D.V.C.

*1108. **Dr. R. S. Singh:** Will the Minister of Works, Mines and Power be pleased to state the value of machinery purchased so far by the Damodar Valley Corporation?

The Deputy Minister of Works, Mines and Power (Shri Buragohain): The information has been called for from the Damodar Valley Corporation and will be laid on the Table of the House when received.

Dr. R. S. Singh: Sir, may I know whether some more additional machinery will be required by the Damodar Valley Corporation and if so, what is their estimated cost?

Shri Buragohain: I could not follow the question.

Prof. S. N. Mishra: Is it a fact that some officers of the Damodar Valley Corporation were sent abroad to negotiate the purchase of machinery and if so, what was the cost of sending them abroad?

Shri Buragohain: I do not have the information with me here and I would like to have notice of the question, Sir.

Shri S. C. Samanta: May I know, Sir, how much of the machinery required by the Damodar Valley Corporation was purchased from the Disposals?

Mr. Speaker: The Minister said he has not got the information yet. It will have to be collected.

Prof. Ranga: Sir, this raises a matter of principle. Due notice was given of this question in which some definite information was asked for, information as to the value of machinery purchased so far by the D.V.C. It cannot be contended by the Government that the information has not been sent to them by the D.V.C. The Government is expected to get the information from them. Surely the D.V.C. will have it on their registers how much money has been spent on the purchase of these machineries.

The Minister of Works, Mines and Power (Shri Gadgil): Sir, there are five questions about the Damodar Valley Corporation today, out of which 4 questions will be duly replied with full information. If in respect of one the D.V.C. is not able to give us information in time, surely there is no malice in it; no desire to conceal anything from the House. I promise that as soon as the information is obtained, the first hon. Member to receive it will be my friend Prof. Ranga.

LAND RECLAMATION

*1109. **Dr. R. S. Singh:** Will the Minister of Works, Mines and Power be pleased to state how much land has been planned to be reclaimed by the Damodar Valley Corporation in the first five years?

The Deputy Minister of Works, Mines and Power (Shri Buragohain): Approximately 75,000 acres.

Dr. R. S. Singh: May I know, Sir, whether the land target fixed for reclamation in the first five years also includes the land to be reclaimed for forests and pastures?

Shri Buragohain: Sir, I have not got the detailed information with me just now.

Shri Syamnandan Sahaya: Will the Government be pleased to state what is the area which is likely to come permanently under water and become unfit for agricultural purposes owing to the Damodar Valley Corporation schemes?

Shri Buragohain: Sir, this does not come within the scope of the present question. I should like to have notice?

Dr. R. S. Singh: May I know whether the target of land reclamation just given will be reached by the machineries which have already been obtained by the Damodar Valley Corporation?

Shri Buragohain: 75,000 acres of land is the area proposed to be reclaimed in the first five years. So far, owing to certain difficulties we have been able to reclaim only 1,100 acres within 2½ years.

Shri Raj Bahadur: Sir, is it a fact that some buildings constructed for the Sindri Fertilizer Factory will be submerged owing to the construction of one of the dams connected with the Damodar Valley Scheme?

Shri Buragohain: That is not true. I do not think the hon. Member's information is correct.

Pandit Munishwar Datt Upadhyay: Sir, what are the areas to be irrigated by this scheme?

Shri Buragohain: That is also a separate question and I do not have the information now with me.

Ch. Ranbir Singh: Will the hon. Minister be pleased to state whether the reclaimed land is proposed to be allotted to those agriculturists whose lands have been acquired by Government?

Shri Buragohain: Yes, that is so.

PERENNIAL IRRIGATION SYSTEM

*1110. **Dr. R. S. Singh:** Will the Minister of Works, Mines and Power be pleased to state:

(a) whether the Damodar Valley Corporation has plans for the introduction of perennial irrigation system; and

(b) if so, how much land will be irrigated by this system?

The Deputy Minister of Works, Mines and Power (Shri Buragohain): (a) The Damodar Valley Corporation say that they have prepared a plan.

(b) According to the latest estimate 9,67,117 acres will be irrigated inclusive of 1,86,000 acres at present partially irrigated by the existing Damodar Canal during the *khari* season.

LANDS ACQUIRED FOR CHITTARANJAN FACTORY

*1111. **Shri Ramraj Jajwari:** (a) Will the Minister of Railways be pleased to state whether it is a fact that hundreds of acres of agricultural lands were acquired for the works in connection with locomotive factory at Chittaranjan in the district of Santhal Parganas in 1948?

(b) Is it a fact that no compensation has yet been paid to the owners for the land acquired except for the standing crops of 1948?

(c) If so, have arrangements been made by Government for payment of compensation to the cultivators?

(d) What rates of compensation have been fixed for these lands?

(e) Is it a fact that the rates of compensation for exactly similar lands acquired in the adjoining district of Burdwan in the State of Bengal have been fixed at higher rate than those fixed for these lands in the district of Santhal Parganas in the State of Bihar?

(f) If so, what are the reasons for the same?

The Minister of Transport and Railways (Shri Gopaldaswami): (a) Altogether 219.3 acres of land have been acquired in the Santhal Parganas District of which considerably less than half was agricultural land.

(b) and (c). The payment of compensation is the responsibility of the State Government. The Railway Administration accepts the figures furnished by the State Government and receives debit in due course. The General Manager, Chittaranjan Locomotive Works, has already accepted all the figures submitted by the State Authorities for acquisition of land.

(d) and (e). The rates of compensation are assessed by the State Government. In determining the amount of compensation, the Authorities concerned are guided by the provision contained in Sections 23 and 24 of the Land Acquisition Act, which, *inter alia*, take into account the market value of land. Land values depend on local conditions and prevailing rates and generally vary between different districts of the same State and between different States.

(f) Does not arise.

PRODUCTION OF SUGAR

*1112. **Prof. Ranga:** Will the Minister of Agriculture be pleased to state:

(a) whether Government have examined the observations made by Sir C. V. Raman in his speech before the

sugar technologists regarding the possibility and need for raising productivity of sugarcane and cheaper production of sugar; and

(b) if so, what steps Government propose to take to improve the sugar industry in the suggested direction?

The Deputy Minister of Food and Agriculture (Shri Thirumala Rao): (a) Yes.

(b) A special grant of Rs. 75 lakhs has been made to the Indian Central Sugar Committee for conducting intensive research on improving the yield and sugar content of cane. Several schemes of research financed from this grant and from grants made by the States are in progress. Steps have also been taken to provide the Indian Institute of Sugar Technology with a suitable library and scientific equipment necessary for sugar technological research.

Prof. Ranga: Sir, apart from providing libraries and some machinery for technological institutions, have any steps been taken for improving and bringing about cheaper methods of production of sugar?

Shri Thirumala Rao: Almost every State in India has its own research institution and schemes of research and such researches are being carried on in these directions. With regard to evolving of good cane and increasing the total output of cane, and evolving cheaper methods of production, research is being conducted in these directions also.

Prof. Ranga: Are any efforts being made to improve the extraction methods adopted by the *khandsari* producer and also the *gur* producer?

Shri Thirumala Rao: In the plan of sugar research indicated by the Central Research Institute, it has been stated that substantial amounts of money and equipment should be devoted for carrying on research work with regard to *khandsari* and *gur* also.

Shri Sidhva: Sir, may I know if the U.P. Government have set aside for research a part of the cess they levy from this industry and whether the contribution from the Centre is over and above this contribution from the U.P. Government?

Shri Thirumala Rao: The Central Government gives assistance on a fifty fifty basis for these research schemes of the States. The U.P. Government also has been financing its schemes and it gets grants from the Centre also.

Shri Syamaandan Sahaya: Sir, will the hon. Deputy Minister be pleased to state what is the scheme for the supply of sugar-cane to the sugar mills, because the cheapness of sugar largely depends on the supply of the cane to the mills?

Shri Thirumala Rao: Sir, it is an administrative matter and...

Mr. Speaker: Yes, order, order. I go to the next question.

NATIONAL HIGHWAY BETWEEN CAPE COMORIN AND BOMBAY

*1113. **Shri Lakshmanan:** (a) Will the Minister of Transport be pleased to state whether Government have any idea of constructing a National Highway from Cape Comorin to Bombay?

(b) If so, what steps, if any, have been taken by the Government in the matter so far?

The Minister of State for Transport and Railways (Shri K. Santhanam): (a) and (b). Cape Comorin and Bombay are already connected by National Highways via Madura, Salem, Bangalore, Hubli, Poona, Bombay. A proposal to develop a road from Trichur to Hubli (the West Coast Road) which will give another direct National Highway connection from Cape Comorin to Bombay has been under consideration, but the Central Government have not yet, because of financial difficulties, been able finally to place this section in the National Highway system.

Shri Lakshmanan: May I know whether the maintenance of the existing parts of the National Highways is undertaken by the Central Government or whether it is done by the State Government?

Shri Santhanam: If any section is taken as a National Highway its maintenance is the liability of the Central Government. All the other roads are the liability of the State Governments.

Shri Lakshmanan: May I know whether any particular portion in the Travancore-Cochin State is the special charge of the Central Government regarding maintenance?

Shri Santhanam: As regards Travancore-Cochin, under the Federal Financial Integration, the Government of India have assumed contractual liability in respect of the existing roads in that State which will be linked up with the West Coast Road.

Shri Poonacha: Was any survey ever made as to the opening of this West Coast National Highway?

Shri Santhanam: No survey is necessary. As a matter of fact, there are roads of various kinds connecting the entire length. Only they have to be bridged and the roads improved.

PRICE OF FOOD GRAINS

*1114. **Shri V. K. Reddy:** Will the Minister of Food be pleased to state:

(a) whether the Government of India intend to revise the existing procurement prices of food grains for the current year; and

(b) if the answer to part (a) above be in the affirmative, when will the prices be fixed?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) and (b). Presumably the hon. Member is referring to the fixation of the procurement prices of foodgrains. Procurement prices of Rabi grains were fixed in April last and will remain in force throughout the Rabi Season ending April, 1951. Procurement prices of Kharif grains for the season 1950-51 have recently been fixed at the same level as obtaining during the year 1949-50, except in U.P. and Saurashtra where at the instance of the State Governments themselves, a small reduction in rice and paddy prices has been effected. The Kharif grain prices will remain in force till the end of October, 1951.

Shri V. K. Reddy: Are the Government aware that the cost of production of foodgrains has gone up?

Shri K. M. Munshi: Yes, Government is aware.

Shri V. K. Reddy: If so, do Government propose to increase the prices?

Shri K. M. Munshi: The procurement prices have been fixed after taking that into consideration.

Shri V. K. Reddy: May I know why there is difference between one State and another State in regard to prices of procurement?

Shri K. M. Munshi: Because the conditions of production differ from State to State.

Shri Rudrappa: May I know who is the ultimate authority for the fixation of these prices?

Shri K. M. Munshi: The Government of India.

Shri Rudrappa: May I know who is the authority who recommends the fixation of the price after taking into consideration the various circumstances in the cost of production?

Shri K. M. Munshi: The State Governments make their proposals and then the prices are fixed in consultation with the different States.

Shri Rudrappa: Will the Central Government reduce the price or increase the price according to the recommendation of the States?

Shri K. M. Munshi: Not necessarily by the recommendations of the States. Where it is found that the prices deserve to be raised or reduced, it will be accordingly done by the Government of India. Generally it is done in consultation with the States.

Dr. M. M. Das: May I know whether the losses due to flood and draught suffered by the cultivators are taken into consideration in fixing prices?

Shri K. M. Munshi: All factors are considered and the prices are recommended by the States.

Shri V. K. Reddy: Has the Government of Madras represented to increase the price of foodgrains for this year?

Shri K. M. Munshi: No, the proposal was only to have the prices of last year.

Prof. Ranga: Are these procurement prices which are actually paid to the peasants or are they merely ceiling prices below which the procurement agents are free to purchase?

Shri K. M. Munshi: These are the producers' prices, that are paid to the peasants.

Shri R. L. Malviya: Is it a fact that the State Governments have made representations to the Central Government for increase of prices and if so, what steps have been taken?

Shri K. M. Munshi: Several States did recommend—I have not got the list here—that the price should be raised but after discussion and taking into consideration all the factors, it was decided to keep to the level of last year.

Prof. Ranga: My hon. friend the Minister has brought out a new term "producers' prices". Am I to understand that those are the prices at which the grain is actually being purchased from the producers?

Shri K. M. Munshi: That is so. These are the prices at which the foodgrains are to be procured from the producers.

Prof. Ranga: May I know whether it is not a fact that in several places their own monopoly procurement agents do insist upon purchasing foodgrains at prices much lower than these

procurement prices and then issue the usual form which alone is recognised by the Department?

Shri K. M. Munshi: I am not aware of it. I will enquire into the matter.

Shri Satish Chandra: Is it a fact that the procurement prices in certain States are higher than the landed cost of foodgrains imported from abroad or transferred from other States?

Shri K. M. Munshi: That is so.

Shri Raj Bahadur: May I know what are the market prices for *jowar* and *bajra* of this crop and the procurement prices fixed for these?

Shri K. M. Munshi: I would like to have notice of this question.

Shri Shiv Charan Lal: Is the Government aware that the prices fixed for *bajra* and maize are so low that the Government is not getting any grain on those prices?

Mr. Speaker: Order, order. This need not be answered.

TOBACCO RE-DRYING PLANT

*1115. **Prof. Ranga:** (a) Will the Minister of Agriculture be pleased to state when was the decision to establish a tobacco re-drying plant taken?

(b) When was it purchased and received in India and at what cost?

(c) When was the decision taken to establish it in Guntur?

(d) What was the cause for not establishing it till now?

(e) When will the plant be placed in full working condition?

(f) Is it a fact that the small boiler and accessories needed for the plant can be obtained in India?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) The decision was taken in March, 1947 by the Indian Central Tobacco Committee.

(b) The order was placed in March, 1949 and the plant was received in December, 1949. The total cost of the plant including all charges on freight, insurance, departmental charges etc. is about Rs. 2,74,000.

(c) In March, 1947, and subsequently confirmed in February, 1950.

(d) The selection of a suitable site for the plant in Guntur was entrusted to an expert *ad hoc* sub-committee which selected a site in April, 1950. Since then steps for the acquisition of land are being taken by the Government of Madras and the plans for

the construction of buildings for the plant are being prepared by the C.P.W.D.

(e) By December, 1951, when the next tobacco drying season will begin.

(f) Boilers of the exact specification needed for the plant were not available in India and have since been obtained but some accessories are available here and will be purchased in due course.

Prof. Ranga: Are Government aware of the fact that during this long period of three years and six months as many as three re-drying plants have come to be established in Guntur where there was none at all when they were taking the decision to establish their own at Guntur?

Shri K. M. Munshi: I have no information. I would like to have notice of this question.

Prof. Ranga: Have Government made any enquiries to ascertain why their own plant could not be established while private plants had come to be established with the necessary boilers and other things that were needed?

Shri K. M. Munshi: I will have enquiries made if he wants.

Pandit Munishwar Datt Upadhyay: May I know in what places have these plants been established?

Shri K. M. Munshi: Only in one place—in Guntur.

Pandit Munishwar Datt Upadhyay: May I know which is the largest tobacco-producing State?

Shri K. M. Munshi: Guntur district is the largest producing place.

WRITTEN ANSWERS TO QUESTIONS

पक्षियों तथा पशुओं द्वारा फसलों की हानि

*११०५. डा० देवी सिंह : (ए) कृषि मंत्री यह बतलाने की कृपा करेंगे कि बन्दरों के अतिरिक्त अन्य कौन कौन से ऐसे पक्षी तथा पशु हैं जो समस्त भारत में फसलों को हानि पहुंचाते हैं; तथा

(बी) इस प्रकार प्रति वर्ष होने वाली अनुमित हानि कितनी है ?

DAMAGE TO CROPS BY BIRDS AND ANIMALS

[*1105. **Dr. Devi Singh:** (a) Will the Minister of Agriculture be pleased to state the various birds and animals excepting monkeys which cause damage to crops in India?

(b) What is the approximate damage caused on that account every year?]

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Crows, sparrows, parrots and pigeons among birds, and pigs, jackals, nilgais, elephants, bears, porcupines, deer, etc. among animals, are known to cause damage to crops in India.

(b) No quantitative assessment of such damage has been undertaken.

TOBACCO RE-DRYING PLANT

*1116. **Prof. Ranga:** Will the Minister of Agriculture be pleased to state:

(a) whether it is a fact that the Guntur Tobacco Marketing Committee established under the Madras Agricultural Marketing Act has enough site for the establishment and operation of the re-drying plant and that the Committee has offered to place the site freely at its disposal;

(b) if so, why Government have decided to purchase nearly 8 acres of land outside Guntur and along Guntur-Amaravati road;

(c) whether that land has been purchased and if so, at what cost;

(d) whether the Tobacco Marketing Committee has once again addressed the President and the Indian Central Tobacco Committee suggesting that the plant should be installed on their site and offering to place their storage accommodation also at its disposal; and

(e) whether Government would consider the suggestion favourably?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a). No, the site offered was not sufficient for the purpose.

(b) Does not arise.

(c) The Madras Government are taking necessary action to acquire the site which is estimated to cost about Rs. 82,300/.

(d) Yes. The Marketing Committee offered to place its storage accommodation at the disposal of the Indian Central Tobacco Committee provided a loan of Rs. 11,62,509/- is given to them.

(e) The suggestion was considered by the Indian Central Tobacco Committee at its meeting held on the 25th November, 1950 but was not accepted for good reasons and Government do not propose to reconsider the matter.

PROJECTS (PROGRESS)

*1117. **Shri Balwant Sinha Mehta:** (a) Will the Minister of Works, Mines and Power be pleased to state the progress which has so far been made

on the various projects of India undertaken by or under the auspices of the Central Government?

(b) How many of them are Multi-purpose, Irrigational and Power Projects?

(c) How many of them have lagged behind the scheduled period?

(d) Where are they located?

The Minister of Works, Mines and Power (Shri Gadgil): (a) to (d). The most important projects are the Bhakra-Nangal, the Damodar Valley and the Hirakud project situated in Punjab, Bengal, Bihar and Orissa. All these are multipurpose projects including irrigation and power production. Copies of the latest available progress reports are placed on the Table. [Copy placed in the Library, see No. P-126/50.]

Every effort is being made to expedite progress keeping in view availabilities of finance and trained personnel.

AIR INDIA INTERNATIONAL

*1118. **Shri Kishorimohan Tripathi:** Will the Minister of Communications be pleased to state the net loss or gain to Government from the date when the investment was first made by the Government of India in Air India International?

The Deputy Minister of Communications (Shri Khurshed Lal): An amount of Rs. 19,79,254 was paid by Government last year to the Company towards losses incurred by it during 1948. Out of this, the Company is now repaying Government Rs. 2,10,229/- from profits made by it during 1949. So, the net loss to Government so far is Rs. 17,69,025. These payments are provisional and subject to audit of the Company's accounts by Government.

TRADE APPRENTICESHIP (RECRUITMENT)

*1119. **Shri Chandrika Ram:** (a) Will the Minister of Railways be pleased to state how many persons were recruited in the O.T. Railway during the year 1950 for Trade Apprenticeship?

(b) How many of them were from scheduled castes?

The Minister of Transport and Railways (Shri Gopaldaswami): (a) 69.

(b) 10.

सिंचाई योजनायें

*११२०. **श्री जांगड़े :** (ए) निर्माण, खान तथा विद्युत मंत्री यह बतलाने की कृपा करेंगे कि वर्तमान वित्तीय वर्ष में कितनी नवीन केन्द्रीय सिंचाई योजनायें प्रारम्भ की जायेंगी;

(बी) क्या इससे पूर्व कोई अन्य योजनायें भूमापन अथवा निर्माण के हेतु निश्चित की गई थीं तथा जिनको अर्थाभाव के फलस्वरूप छोड़ देना पड़ा;

(सी) क्या कोई केन्द्रीय सिंचाई योजना सन् १९५१ तक वास्तविक सिंचाई कार्य प्रारम्भ कर देगी; तथा

(डी) क्या वर्तमान अथवा आगामी वित्तीय वर्ष में मध्य प्रदेश में कोई केन्द्रीय नदी घाटी योजना के भूमापन तथा निर्माण कार्य को प्रारम्भ करने की कोई प्रत्यापना है ?

IRRIGATION SCHEMES

[*1120. **Shri Jangde:** (a) Will the Minister of Works, Mines and Power be pleased to state how many new Central irrigation schemes will start working in the present financial year?

(b) Were any other irrigation schemes earmarked before this for survey and construction work and which had to be abandoned for want of Finance?

(c) Will any Central irrigation scheme start actual irrigation work by 1951?

(d) Is there any proposal to undertake the survey and construction work of any Central river valley project in Madhya Pradesh in the present or next financial year?]

The Minister of Works, Mines and Power (Shri Gadgil): (a) No new Central Irrigation schemes will start working in the present financial year. But as a part of Damodar Valley Corporation's reclamation and headwaters control programme, four small "dams" which have so far been built in the Upper Valley of the Damodar together with ahars will irrigate about 1,000 acres.

No.

(c) Three small irrigation projects in the Damodar Valley (Siwani, Charwa and Gonda) are now ready and will provide irrigation for about 20,000 acres by 1951 (Kharif).

(d) The following projects in the Madhya Pradesh are under investigation:

- (i) Upper Mahanadi Project.
- (ii) Jonk Dam Project.
- (iii) Tawa Project.
- (iv) Punasa Project.

None of these investigations have been completed, hence the question of construction does not arise at this stage.

SURVEY OF GOLD FIELDS IN HYDERABAD

*1121. **Shri S. V. Naik:** (a) Will the Minister of Works, Mines and Power be pleased to state whether any extensive survey of Hatti gold fields in Raichur District of Hyderabad State was carried out by Government?

(b) If so, what are the prospects of gold-mining there?

(c) If not, do Government propose to conduct such survey in the near future?

The Minister of Works, Mines and Power (Shri Gadgil): (a) The gold deposit referred to has been prospected in detail by the Hyderabad State Geological Department and the results are embodied in Bulletin No. 6, Hyderabad Geological Series, copies of which can be had from the Mines and Geological Survey Office, Khairatabad, Hyderabad.

(b) According to this Bulletin, the prospects of gold mining in the area are believed to be good. There has actually been some production from this mine in recent years.

(c) Does not arise.

NATIONAL HIGHWAYS IN U.P.

*1122. **Pandit Munishwar Datt Upadhyay:** Will the Minister of Transport be pleased to state the initial amount of cost for construction and the amount of maintenance expenditure per mile per year incurred by the Government of India for the National Highways in Uttar Pradesh?

The Minister of State for Transport and Railways (Shri Santhanam): It is not possible to give the cost of construction per mile of National Highways, as this varies from mile to mile depending on factors like the type of surface, topographical conditions, bridge requirements, distance of quarries, etc. The total estimated cost of original works on National Highways

sanctioned in Uttar Pradesh from 1st April 1947 to date is about Rs. 136.64 lakhs. A list showing the details of these works is laid on the Table of the House. [See Appendix IX, annexure No. 15.]

The rate of maintenance expenditure has averaged Rs. 2,950/- per mile during the current financial year.

TAPIOCA

*1123. **Shri R. Velayudhan:** Will the Minister of Food be pleased to state:

(a) whether any order has been circulated to the State Government of the Travancore-Cochin Union insisting on the free movement of tapioca from there to other States; and

(b) whether the State Government have complied with the same?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) No.

(b) Does not arise.

DEVELOPMENT OF MALNAD AREA

*1124. **Shri Thimmappa Gowda:** (a) Will the Minister of Agriculture be pleased to state whether Government have constituted the Central Planning Committee for the development of Malnad areas?

(b) Has the Committee held any meetings and if so, where and on what dates?

(c) Have the Committee made any recommendations or submitted any interim report?

(d) Have Government taken any action on any such recommendations or report?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Yes; a copy of the Government of India Resolution on the subject is placed on the Table of the House. [See Appendix IX, annexure No. 16.]

(b) Yes; six meetings so far. The details regarding dates and places of meetings are as follows:

Place of Meeting	Dates of Meeting,
(1) Bangalore	26th and 27th October 1950.
(2) Madras	1st November, 1950.
(3) Bombay	15th and 16th November, 1950.
(4) Bhadravati in Shimoga Distt. (Mysore State)	29th November, 1950.
(5) Jog in Shimoga Distt. (Mysore State)	30th November, 1950.
(6) Bangalore	1st to 4th December, 1950.

(c) and (d). The Committee submitted their interim report on the immediate and short-term plans on the 5th December, according to para. 4 of the Government Resolution, and the report is under examination of the Government of India.

CENTRAL MALNAD DEVELOPMENT BOARD

*1125. **Shri Thimmappa Gowda:** (a) Will the Minister of Agriculture be pleased to refer to the answer given to starred question No. 846 on the 14th March 1950 and state whether Government have since constituted the Central Malnad Development Board?

(b) If so, what is the personnel of the Board?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Not yet. It has to be set up only after considering the Planning Committee's report.

(b) Does not arise.

WATER SUPPLY BETWEEN STATES

*1126. **Shri Bahmiki:** Will the Minister of Works, Mines and Power be pleased to state:

(a) the number of disputes arising out of water supplies between different States of India after the partition of the country;

(b) the reasons therefor; and

(c) the steps taken by the Government for their remedy?

The Minister of Works, Mines and Power (Shri Gadgil): (a) to (c). Complicated questions of apportionment of water supplies between different States as also of apportionment of water supplies between different objects e.g. irrigation and generation of hydro-electric power, necessarily arise in almost all cases of multi-purpose river valley development of inter-State rivers. Efforts are continually made to settle these differences by negotiations with the parties and interests concerned. The question of undertaking legislation under Article 262 of the Constitution of India is also under consideration.

MOTORABLE ROADS IN HIMACHAL PRADESH

*1127. **Dr. Parmar:** Will the Minister of Transport be pleased to state the total mileage of motorable road constructed in Himachal Pradesh in each district since the formation of Himachal Pradesh?

The Minister of State for Transport and Railways (Shri Santhanam): About 4 miles of the Sidhpur-Baghi road in Mahasu District have been constructed and 11.25 miles of roads in Sirmur District have been surfaced.

In addition, a number of motorable roads have been improved in all the districts.

COMMUNICATIONS IN TRIBAL AREAS OF ASSAM

*1128. **Shri J. N. Hazarika:** (a) Will the Minister of Communications be pleased to state to what extent the Postal and Telegraphic communications in the Tribal Areas Part A and Part B of the State of Assam have been developed?

(b) How many Post Offices are run departmentally, experimentally or otherwise in the Naga Hills, North Cachar Hills and Lushai Hills in Part A Tribal Areas and in the Misimi Hills and Abor Hills in Part B Tribal Areas, besides the Post Offices of the District and sub-Divisional Head Quarters?

(c) How are the Postal Mails carried from and to Kohima and Mukakchang, Aijal and Lungleh?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) 33 Post and Telegraph offices have been opened under the development scheme in the Tribal Areas Part A and Part B in the State of Assam, since 1946. There are now 84 Posts and Telegraph offices (including combined offices) in the Tribal Areas Part A and B of the State of Assam.

(b) A statement furnishing the required information is placed on the Table. [See Appendix IX, annexure No. 17.]

(c) (i) Postal mails from and to Kohima are carried by Mail Motor operating daily between Manipur Road and Imphal.

(ii) Mails from and to Mukakchang are carried by runners between Mukakchang and Nakachari RS of the Assam Railway.

(iii) Mails from and to Aijal are carried by mail motor plying thrice weekly in each direction between silchar and Aijal.

(iv) Mails between Lungleh and offices situated between North and South Lushai Hills are carried by runners serving between Lungleh and Aijal and those to and from Lungleh and from and to other parts of India pass through East Pakistan in closed bags via Demagiri, Borkal, Rangamati, Chittagong, runners-cum-launch service.

NEW HOUSES IN VINAYNAGAR

*1129. **Shri Lakshmanan:** (a) Will the Minister of Works, Mines and Power be pleased to state how many new houses are constructed in Vinaynagar and how many units of accommodation do they provide?

(b) What is the total number of Central Government employees who though married are provided accommodation only in Chummeries in Delhi and New Delhi?

(c) Have any representations been received from these people for allotment of the new houses in 'Vinaynagar'?

(d) How far have Government been able to meet their request?

The Minister of Works, Mines and Power (Shri Gadgil): (a) 240; 960.

(b) 395.

(c) Yes.

(d) The quarters at Vinaynagar are primarily intended to be regular accommodation for Class III Government servants getting a pay of less than Rs. 75/- p.m. It is, therefore, not possible to shift all married allottees of chummeries to Vinaynagar quarters, out-of-turn. 35 Class III Government servants getting a pay of less than Rs. 100/- p.m. and 22 other Government servants getting higher pay—and having large families, were recently allowed to change to Vinaynagar quarters. The question of shifting some more will be considered when further construction under contemplation is complete.

NEW POST AND TELEGRAPH OFFICES FOR RAJASTHAN

*1130. **Shri Balwant Sinha Mehta:** (a) Will the Minister of Communications be pleased to state how many new Post and Telegraph offices have been opened this year in Rajasthan?

(b) Where are they located?

(c) Have all the former State Post Offices been taken over?

(d) What are the new proposals for the next year with regard to opening of new Post and Telegraph Offices in Rajasthan?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) 45 rural Post Offices, 8 Urban Post Offices and a telegraph branch in a sub post office were opened during the current year.

(b) A statement is laid on the Table of the House. [See *Appendix IX, annexure No. 18.*]

(c) Yes.

(d) The programme for next year can only be finalised when it is known as to what funds will be available for development.

CONSTRUCTION OF SUPER-POWER PLANT

*1131. **Shri Rathnaswamy:** (a) Will the Minister of Works, Mines and Power be pleased to state whether it is a fact that a contract has been given to one Kuljian Corporation of Philadelphia to construct a Super-power plant in India?

(b) If so, does this contract include any other installation works?

The Minister of Works, Mines and Power (Shri Gadgil): (a) The Damodar Valley Corporation has given a contract to the Kuljian Corporation of Philadelphia for complete erection and operation for two years of the 2,00,000 K.W. Thermal Power Station at Bokaro.

(b) This contract does not include any other installation works.

CONSTRUCTION OF LALKUA-RAMPUR RAILWAY LINE

*1132. **Col. B. H. Zaidi:** Will the Minister of Railways be pleased to state:

(a) whether a proposal for the construction of a branch line between Lalkua and Rampur in Uttar Pradesh has been under consideration; and

(b) if so, whether the line is likely to be constructed in the near future?

The Minister of Transport and Railways (Shri Gopalaswami): (a) Yes.

(b) The construction of this line will have to be examined again in view of the justification now put forward by the U.P. Government. Even if it is approved by the Central Board of Transport, the actual commencement of the work will depend upon the availability of funds.

DELHI-LUCKNOW ROAD

*1133. **Col. B. H. Zaidi:** Will the Minister of Transport be pleased to state:

(a) whether the Delhi-Lucknow road passing through Garhmukhteshwar has been classified as a National Highway;

(b) if so, what improvements have been effected since such classification was made; and

(c) whether there is any proposal regarding the construction of a pukka bridge over the Ganges at Garhmukhteshwar, or the utilisation of the existing railway bridge as a rail-cum-road bridge?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Yes.

(b) and (c). A statement listing the improvement works is laid on the Table of the House. [See Appendix IX, annexure No. 19.]

These include a survey for the projected bridge across the river Ganga near Garhmukhteshwar.

AIRWAY STATION AT PURNEA, BIHAR

*1134. **Saikh Mohiuddin**: Will the Minister of Communications be pleased to state whether there is any proposal to open any airway station at Purnea in Bihar?

The Deputy Minister of Communications (Shri Khurshed Lal): A fair-weather airstrip which was constructed by the Bihar Government already exists at Purnea and is available for casual flights.

TUNGBHADRA PROJECT

*1135. **Shri K. Vaidya**: (a) Will the Minister of Works, Mines and Power be pleased to state whether Government have received any reports from Madras and Hyderabad States regarding the progress made by them in the Tungbhadra Project?

(b) Have the Government of India given any subsidy to this Project?

(c) If so, how much have they given to Madras State and how much to Hyderabad State?

The Minister of Works, Mines and Power (Shri Gadgil): (a) Yes. The latest report on the project is laid on the Table, of the House. [See Appendix IX, annexure No. 20.]

(b) No.

(c) Does not arise.

BRIDGE OVER RIVER KRISHNA

*1136. **Shri Satyanarayana**: (a) Will the Minister of Transport be pleased to state when the construction of bridge over the river Krishna near Vijayawada will be taken up?

(b) Have Government any plans to have a railway-cum-road bridge?

(c) If so, has the matter been investigated, and have plans been finalised?

(d) If not, have separate estimates been prepared for putting up a bridge over the Krishna?

(e) What is the total expenditure to be incurred?

(f) In how many years is the construction proposed to be complete?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Subject to availability of funds, it may

be possible to start construction in 1952-53.

(b) No.

(c) Does not arise.

(d) Yes.

(e) About Rs. 76 lakhs.

(f) About five years.

BHAKHRA DAM

*1137. **Shri Mohan Lal Saksena**: (a) Will the Minister of Works, Mines and Power be pleased to state what was the estimated cost of Bhakhra dam as sanctioned and what is the anticipated increase in the cost?

(b) What are the reasons for the increase?

The Minister of Works, Mines and Power (Shri Gadgil): (a) and (b). The estimates of cost of Bhakhra Dam have not yet been sanctioned. The Bhakhra Dam forms part of the Bhakhra-Nangal project, the cost of which is estimated to amount to Rs. 133 crores. These estimates are at present under examination by the Bhakhra Control Board.

Pre-partition estimates of some of the component parts of the project are now out of date, largely due to increase in the cost of labour and materials as also changes in designs and specifications.

TUBE WELLS

*1138. **Shri Kannamwar**: (a) Will the Minister of Agriculture be pleased to state how many tube-wells, ordered from foreign countries have been distributed to each State?

(b) What is the cost of each such tube-well?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Entire tube-wells cannot be imported as such from foreign countries. With the help of rigs, operated either by hand or by power, holes are drilled in the ground for the required diameter. These holes are then fitted with pipes, and then pumps are fitted at the top. The pumps are powered either by diesel engines or by electric-motors. Some of the pipes, pumps, engines and motors have usually to be imported from abroad. Construction of tubewells as such is the responsibility of the State Governments.

(b) The cost of a tubewell varies according to the method of powering adopted, the diameter of the tubewell, its capacity and the kind of strata encountered while boring, etc. The cost of a standard tubewell in the Ganges Valley about 300 ft. deep, is

inches in diameter and capable of giving $1\frac{1}{2}$ c. ft. of water per second is approximately Rs. 22,500.

TYPEWRITER RIBBONS AND CARBON PAPERS (PURCHASE)

*1139. **Shri Tyagi:** (a) Will the Minister of Works, Mines and Power be pleased to state the amount spent annually by the Government of India on the purchase of Typewriter Ribbons and Carbon Papers through the Controller of Printing and Stationery?

(b) Is it a fact that during the war years (1943-44 and 1944-45) more than 75 per cent. of the Government of India's requirements for Typewriter Ribbons were met by Indian manufacturers?

(c) Is it a fact that in 1950-51 orders for 98 per cent. of the requirements for Typewriter Ribbons have been placed with non-Indian firms?

(d) Is it a fact that in spite of a decision to place 50 per cent. of the requirements for 1950-51 with some Indian manufacturers, the orders were actually placed with a non-Indian firm, who were allowed to bring their tendered rates to a lower figure than the one tendered by the Indian firm, and thus almost the entire business was placed with a non-Indian firm?

(e) Is it a fact that the quotations of Indian manufacturers after the war have been about the same as during the war and those of non-Indian firms, some of whom were quoting 50 per cent. higher rates than Indian manufacturers during the war, have come down to 20 per cent. below those of the Indian manufacturers?

The Minister of Works, Mines and Power (Shri Gadgil): (a) On the basis of an average of the last three years, Rs. 1,35,000 and Rs. 5,64,000 were spent on the purchase of Typewriter Ribbons and Carbon Papers, respectively.

(b) No; the distribution between the Indian and non-Indian manufacturers was in the ratio of 50:50 in the year 1943-44 and 71:29 during 1944-45.

(c) No.

(d) No.

(e) Yes.

RAILWAY RATES TRIBUNAL

*1140. **Shri Raj Kanwar:** (a) Will the Minister of Railways be pleased to state how many cases have been disposed of by the Railway Rates Tribunal since its creation?

(b) What is the number of pending

The Minister of State for Transport and Railways (Shri Saathanam): (a) and (b). Attention of the hon. Member is invited to my reply to Starred Question No. 231 asked by Shri Jagannath Mishra on the 21st November, 1950. Two more cases have since been referred to the Railway Rates Tribunal and all the three cases are under disposal.

TRAFFIC CONGESTION IN TALCHER LINE OF B. N. RAILWAY

*1141. **Shri B. K. Pani:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware of the severe traffic congestion in Talcher line of B. N. Railway between the railway stations Berhampur and Meramandali, Kharagpur and Meramandali and Puri and Meramandali where thousands of passengers have been waiting for tickets for the last few weeks;

(b) whether it is a fact that Talcher-bound trains are over-crowded with people travelling on foot-boards of trains and on engines and in parcel vans at risk of life;

(c) whether any special trains were provided for such heavy traffic and if so, how many such trains were provided to Meramandali railway station and also why they were discontinued; and

(d) what special sanitary and accommodation arrangements are made by Railways for the passengers on these way-side stations?

The Minister of State for Transport and Railways (Shri Saathanam): (a) to (c). There has been very heavy passenger traffic to and from Meramandali during the last one month or so; but it is not correct that thousands of passengers have been waiting for tickets for the last few weeks. In the initial stages there might have been occasions when some passengers had to wait for a few hours due to suspension of further booking for want of room in the passenger trains running at that time. But, later on no such instances were reported. The loads of the scheduled passenger trains on the Talcher Branch were augmented and as many as 71 special trains were run to and from Meramandali during the period 15th November to 10th December 1950. The special trains to Meramandali were discontinued from 16th December, 1950 when the Orissa Government banned booking of passengers to stations in the neighbourhood of Meramandali, but special trains are still being provided for passengers returning from Meramandali. The

to prevent people travelling on foot-boards of trains and in parcel vans and generally to provide such transport facilities as were immediately practicable.

(d) All possible medical and sanitary arrangements have been made by the Railway, including inoculation of passengers and disinfection of carriages and water supply at roadside stations. As this heavy traffic developed without any warning there has not been adequate time to erect shelters for the accommodation of passengers at roadside stations but provision of additional booking clerks, ticket collectors, waterman, policemen, etc, was promptly attended to.

FAST BY SHRI V. N. SAGAR AT ANAKAPALLE, MADRAS

*1142. **Shri V. J. Gupta:** (a) Will the Minister of Railways be pleased to state the action taken by Government to enlarge and remodel the Railway station at Anakapalle in Madras State on the M. & S. M. Railway line?

(b) Are Government aware of the fast unto death undertaken by Shri V. N. Sagar, a youngman of Anakapalle from 26th November 1950 as a protest against the inaction of the Railway authorities for the last two years or more regarding the various representations in this respect?

(c) If so, what steps are being taken by Government to meet the demands of the people and to save the life of Mr. Sagar whose health is fast deteriorating?

The Minister of State for Transport and Railways (Shri Santhanam): (a) The remodelling of the station at Anakapalle has been programmed for 1951-52.

(b) The Government are aware of the fast unto death understood to have been commenced by Shri V. N. Sagar on 26th November and given up on 1st December 1950, but there was no justification for such fast on the score of inaction. Every proposal for remodelling has to be considered in its due turn in relation to other such proposals.

(c) Other demands are also under examination of the M. and S. M. Railway Administration, and suitable action will be taken in respect of those as are found reasonable and feasible. Shri V. N. Sagar was advised by the hon. Minister in a personal telegram on 29th November, 1950 of the position in brief and that as there was no moral justification for continuing the fast, he was asked to give it up. This was followed by another telegram from the hon. Minister on 30th November

1950 in reply to Shri V. N. Sagar's telegram of the same date. The latter replied on 1st December 1950 that he had given up the fast on that evening.

HEAD OFFICE OF DAMODAR VALLEY CORPORATION

*1143. **Shri Jnan Ram:** (a) Will the Minister of Works, Mines and Power be pleased to state whether lands have been acquired at Ranchi for the Head Office of Damodar Valley Corporation?

(b) If so, what progress has been made to shift the Head Office to Ranchi?

The Minister of Works, Mines and Power (Shri Gadgil): (a) The Damodar Valley Corporation have acquired approximately 315 acres of land at Hotwar near Ranchi in September 1949 when the intention was to locate its Headquarters at that place.

(b) No progress in shifting the Damodar Valley Corporation Headquarters to Hotwar has been made because as a measure of economy it was decided not to construct the Headquarters now.

SHOOTING OF WILD BIRDS IN DELHI

*1144. **Sardar Sochet Singh:** Will the Minister of Agriculture be pleased to state:

(a) whether it is a fact that sportsmen in Delhi have been prohibited from shooting certain categories of wild birds, in spite of their abundance, in the State of Delhi by an order of the Chief Commissioner and if so, why;

(b) whether it is a fact that, under this new order, Delhi sportsmen who go out for shooting into the adjoining States of the East Punjab and Uttar Pradesh, etc., are prohibited from bringing into the limits of the Delhi State the game shot and killed even outside the limits of the Delhi State;

(c) if so, what are the reasons for thus causing embarrassment to the sportsmen of Delhi; and

(d) whether Government are prepared to reconsider their decision in this respect and if not, why not?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Yes, as a result of the recommendations of the District Fauna Committee.

(b) Yes.

(c) To avoid extinction of certain species which are helpful to cultivators and to preserve the beauty of the country-side.

(d) On reconsideration the ban has been removed by the Chief Commissioner, Delhi in respect of 15 birds out of a total of 50

NALLIAPOOL CASE

*1145. **Shri J. N. Hazarika:** Will the Minister of Railways be pleased to state the number of Railway employees who had been involved in what is popularly called 'Naliapool Case' of Dibrugarh (Assam) and how many of them have been convicted?

The Minister of Transport and Railways (Shri Gopaldaswami): Three hundred and eight Railway employees were arrested in connection with the Naliapool case of whom twenty-four were released before any charge was framed and four were convicted to six months imprisonment for resorting to hunger strike while under custody. Of the remaining who were sent up for trial two were convicted to transportation for life, twenty three to two years R. I. and two hundred and nine to a fine of Rupees fifty or to one month R. I. in default. Five were released after admonition and warning and forty-one acquitted with benefit of doubt.

AIR STRIPS IN TRIBAL AREAS OF ASSAM

*1146. **Shri J. N. Hazarika:** Will the Minister of Communications be pleased to state:

(a) the number of new Air Strips opened recently or to be shortly opened in the Tribal Areas, Part A and Part B, in the State of Assam; and

(b) whether the present air lifting capacity of goods from the Hill districts is sufficient to meet the demands of the trade?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) A statement showing the number of airstrips which have already been opened and are in use or which are proposed to be opened in the Tribal Areas, Part A and Part B, in the State of Assam, is laid on the Table of the House. [See Appendix IX, annexure No. 21].

Besides the places mentioned in the statement, airstrips were opened at certain other places also in these areas by the Defence Ministry during the last war but they were subsequently abandoned and are not in use now.

(b) Yes, Sir. The air transport capacity of the companies who operate charter flights from Calcutta to points where freight is offered is sufficient to meet all the current demands of the traffic.

N. S. RAILWAY

*1147. **Shri S. V. Naik:** Will the Minister of Railways be pleased to state:

(a) whether the Adjudicators Award and leave rules have been made applicable to N. S. Railway and implemented. [Vide Railway Board letter No. E(ADJ) 49/8 of 16-2-50];

(b) whether the Central Pay Commission scales of pay have been made applicable and implemented on the N. S. Railway; and

(c) if the reply to parts (a) and (b) above be in the negative, what are the reasons for delay, and what time would be taken for the implementation?

The Minister of Transport and Railways (Shri Gopaldaswami): (a) The Adjudicator's Award in respect of hours of work, periods of rest and leave reserves has been extended to the N. S. Railway. The recommendations regarding the liberalisation of leave rules and other holiday concessions made in the Award are under consideration and have not yet been accepted by Government. These recommendations relate only to the Staff who are daily rated and/or are in inferior service. The question of extending these benefits to the staff of the N. S. Railway will be considered after a decision to accept them is arrived at by Government. Railway Board's letter No. E(ADJ)49/8 of 16th February, 1950 quoted in the question refers to the revised phases for recruitment of staff to implement the Adjudicator's Award on the 9 former Indian Government Railways who were parties to the trade dispute and is not meant for the N. S. Railway. The preliminary work required in connection with the application of the Adjudicator's Award has, however, been completed on the N. S. Railway and the Railway Board have agreed to the commencement of the application of the Award immediately and its completion by July 1951.

(b) The Central Pay Commission scales of pay had already been adopted on the N. S. Railway with effect from 1st January 1947 in accordance with the formula adopted in respect of the former Indian Government Railways. It has been decided, however, that the equation of the existing posts on the N. S. Railway to posts under the Central Pay Commission scales on the former Indian Government Railway needs examination before being accepted by Government. The task of examining the scales of pay prevailing on the erstwhile Indian State Railways and the equation of posts with those on the former Indian Government Railways after the introduction of the C.P.C.

scales of pay has been entrusted to the Central Railway Service Commission and complete implementation of the C.P.C. scales on the N. S. Railway will come into effect after this examination has been made by the Central Railway Service Commission and a decision arrived at by Government.

(c) This does not arise.

UNAUTHORISED CONSTRUCTIONS

*1148. **Shri Balmiki:** (a) Will the Minister of Works, Mines and Power be pleased to state the number of Harijan displaced persons who have made unauthorised constructions in mud huts and *pukka* houses in Delhi and New Delhi?

(b) How many notices have been served on them for the requisition of land?

(c) What steps do Government propose to take to give them alternative accommodation?

The Minister of Works, Mines and Power (Shri Gadgil): (a) 10 and 784 respectively in Delhi and New Delhi. These figures include both local and displaced Harijans for whom separate figures are not available.

(b) None. Notices have however, been served on almost all of them asking them to demolish these unauthorised structures.

(c) No displaced person who is entitled to alternative accommodation is evicted, unless he is provided with the same.

DISPLACED ENGINEERS

*1149. **Shri Balmiki:** (a) Will the Minister of Works, Mines and Power be pleased to state the number of displaced engineers who came after partition to India?

(b) How many of them are resettled and where, during 1947-48, 1948-49 and 1949-50?

(c) What facilities are Government providing to them?

The Minister of Works, Mines and Power (Shri Gadgil): (a) to (c). The information is being collected and will be laid on the Table of the House in due course.

K. L. M. AIR CRASH (REPORT)

*1150. **Shri Kamath:** Will the Minister of Communications be pleased to state:

(a) whether a copy of the report of the Netherlands Government's Committee appointed to inquire into the KLM air crash at Bombay of July 1949 has been received; and

(b) if so, whether their findings and conclusions tally with these of the Committee appointed by the Government of India?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) Yes, Sir,

(b) Yes, Sir. The findings and conclusions of the Dutch Court are substantially the same as those of the Committee appointed by the Government of India.

TELEPHONE BILLS (ARREARS)

74. **Shri P. Basi Reddi:** Will the Minister of Communications be pleased to state:

(a) the total amount of the outstanding telephone bills:

(i) for the whole of India; and
(ii) for Delhi City;

(b) the amounts of the bills due from

(i) public bodies and
(ii) private persons; and

(c) the steps the Government have taken to expedite the recovery of the dues?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) (i) About Rs. 68 lakhs. (ii) About Rs. 8 lakhs.

(b) (i) and (ii). No separate statistics are maintained for private and public bodies. But the amount due from subscribers other than Government Departments or Offices is about Rs. 8 lakhs.

(c) In respect of Government subscribers, the Chief Secretaries of State Governments and Secretaries of different Ministries of Central Government have been requested to settle the outstanding bills without delay. Strict instructions have also been issued by the Ministry of Defence to the various Commands to expedite the settlement of bills. Every possible step is also being taken to recover the outstandings from private subscribers.

POSTAL LIFE INSURANCE POLICIES

75. **Shri Kamath:** Will the Minister of Communications be pleased to state:

(a) whether the Postal Life Insurance policies of displaced Government servants and pensioners who opted from Pakistan for India after 15th August 1947 are still intact; and

(b) if not, what steps Government propose to take in the matter?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) At the time of Partition, option for service

with either Government was given only to Central Government servants, members belonging to All-India Services and also to the servants of the partitioned provinces of Punjab, Bengal and a portion of Assam. On the basis of their opinion, the Governments of India and Pakistan assumed responsibility. In respect of others the responsibility was assumed by the two Governments on the basis of the residence of the policy holders on 31st March, 1948.

(b) The question of keeping in force the policies for which the Government of Pakistan is responsible and the holders of which have come over to India is under consideration of the Government.

PROSPECTING WORK IN KULU REGION

76. **Shri Kamath:** Will the Minister of Works, Mines and Power be pleased to state:

(a) whether the Kulu Gazetteer of 1902 (or thereabout) refers to deposits of gold or other precious metals in the Kulu region;

(b) if so, whether any prospecting operations have ever been undertaken there; and

(c) if not, why not?

The Minister of Works, Mines and Power (Shri Gadgil): (a) The Gazetteers of 1883-84 and 1897 mention occurrences of veins of silver, copper and lead in the Vazeeri Rup, Kulu Sub-Division.

(b) According to the Gazetteers, monopoly to work these deposits was granted to Mr. J. Calvert in 1869 but was cancelled in 1883 as he did not meet with much success. The workings mentioned by Messrs. J. Calvert and F. C. Hughes were examined during May-June 1949 by an officer of the Geological Survey of India, who, as a result of field and laboratory work concluded that the ancient reputed silver mines at Uchich contain only small quantities of silver.

(c) Does not arise.

LABOUR-MANAGEMENT CO-OPERATION

77. **Shri Raj Kanwar:** (a) Will the Minister of Railways be pleased to state what machinery exists on the various railways in India to ensure labour-management co-operation?

(b) What is the constitution and what are the precise functions of such a body?

The Minister of State for Transport and Railways (Shri Santhanam): (a) and (b). Staff Councils or Welfare Committees under different designations exist practically on all the Indian

Government Railways, the constitution and functions of these Councils or Committees being generally as laid down in the Rules regulating the formation and functions of Staff Councils, a copy of which is in the Library of the House.

INDEX OF OPERATING EFFICIENCY

78. **Shri Raj Kanwar:** Will the Minister of Railways be pleased to state:

(a) whether the Ministry or the Railway Board have prepared any index of operating efficiency of each of the Class I, Railways in India since the outbreak of the Second World War in the year 1939; and

(b) if so, whether Government propose to lay on the Table of the House a statement showing the operating efficiency on each Railway separately every year from the year 1939 to the year 1949?

The Minister of State for Transport and Railways (Shri Santhanam): (a) and (b). A composite index of operating efficiency of Railways has been suggested but the Government have not yet decided whether it can be adopted as a standard for comparison. A further examination has yet to be made. The Government is not in a position at present to lay a statement on the Table of the House in this connection.

TREES PLANTED DURING Vana Mahotsava

79. **Shri Sidhva:** (a) Will the Minister of Agriculture be pleased to refer to the reply given to my starred question No. 64 asked on the 2nd August, 1950 and state the number of trees planted during the Vana Mahotsava?

(b) What is the latest report regarding the up keep of these trees?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) and (b). Reports so far received from States show that approximately three crores of trees were planted during the last Vana Mahotsava. All efforts are being made by the State Governments to ensure that the newly planted trees survive and grow.

FISH AND BLOOD-MEALS (EXPORT)

80. **Shri Sidhva:** (a) Will the Minister of Agriculture be pleased to state whether it is a fact that Government of India have entered into an arrangement with the Government of Czechoslovakia to export 2,000 tons fish and blood-meals?

(b) If so, whether these natural fertilisers are used in India or not?

(c) Has India got a surplus of these commodities?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) Yes, Sir.

(b) The use of fish and blood-meals in India is negligible due to religious prejudices and the prohibitive prices of these fertilisers.

(c) No reliable statistics of the availability of blood and fish meals in the country are available, but the fact that the existing production cannot be absorbed within the country at current prices shows that there is a surplus.

IMPORT OF WHEAT

81. Dr. R. S. Singh: (a) Will the Minister of Food be pleased to state whether it is a fact that the Government of the United Kingdom have diverted to India a few vessels carrying wheat from Australia to England?

(b) If so, what is the number of those vessels, and how many tons of wheat do they carry?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) and (b). Yes. Five steamers have so far been diverted, which are likely to bring about 41,600 tons of wheat from Australia.

BRITISH CROWN CRESTS

82. Prof. Ranga: Will the Minister of Works, Mines and Power be pleased to state:

(a) when the British Crown Crests, placed or built-in on top of the towers on the Secretariat Buildings will be removed; and

(b) whether steps are being taken to remove similar emblems of British Crown and rule from other offices and buildings?

The Minister of Works, Mines and Power (Shri Gadgil): (a) The British crowns and crests placed or built-in on top of the towers on the Secretariat Buildings have already been removed except in the case of the emblem on the main dome which will also be removed shortly. The Crown Crests on Parliament House and Government House have also been removed.

(b) No. The number of such insignia is very large and it would be a waste of time and energy to start removing them all except those which exist in places of constitutional significance.

OFFICE AND RESIDENTIAL ACCOMMODATION

83. Prof. Ranga: Will the Minister of Works, Mines and Power be pleased to state:

(a) the steps that are being taken to construct office and residential accommodation in different places including Nasik, Hyderabad, Rajasthan

for offices to be shifted from Delhi and Simla;

(b) What will be their cost.

(c) when they are expected to be completed; and

(d) whether the offices concerned are being shifted, as and when the housing accommodation becomes available?

The Minister of Works, Mines and Power (Shri Gadgil): (a) to (c). It is proposed to set up a new Printing Press at Nasik and the requisitioning of suitable land for the Press and of the staff to be employed in it is now under consideration. The question of constructing office and residential accommodation at other places for the move of offices out of Delhi and Simla has to be examined in the light of the present financial situation and is under consideration.

(d) The shift of offices is determined by the expenditure involved in the move and by the availability of adequate and suitable accommodation outside Delhi and Simla.

PRICE OF FOOD GRAINS TO STATES

84. Shri Kishorimohan Tripathi: Will the Minister of Food be pleased to state the amount which has still to be realised from the State Governments, being the price of food grains supplied to them in the years 1947-48 and 1948-49?

The Minister of Food and Agriculture (Shri K. M. Munshi): On the basis of available figures, an estimated amount of 3.12 crores has to be recovered from some of the Part B States.

ENQUIRY COMMITTEE ON SUGAR

85. Shri Kishorimohan Tripathi: (a) Will the Minister of Agriculture be pleased to state what progress has so far been made in the enquiry instituted by Government into last year's sugar shortage?

(b) Has the enquiring Committee been clothed with sufficient powers to carry on its work?

(c) Has any interim report been submitted by the Committee?

(d) If so, what are its interim findings?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) The Sugar Enquiry Committee has completed the enquiry and is expected to submit its report by the end of this month.

(b) Yes.

(c) No.

(d) Does not arise.

STATISTICAL DEPARTMENTS FOR
CROP YIELDS

86. Shri Kishorimohan Tripathi: (a) Will the Minister of Agriculture be pleased to state if it is a fact that all the State Governments have now set up statistical departments for ascertaining crop yields?

(b) If so, is the method suggested by the statistical department attached to the Ministry of Agriculture being followed by all the States?

The Minister of Food and Agriculture (Shri K. M. Munshi): (a) The Governments of all Part 'A' States, except Punjab have set up suitable statistical organizations for carrying out the work relating to crop cutting surveys for estimation of yields of principal food crops. In the part 'C' states of Ajmer-Merwara, Coorg and Delhi, the work is done directly by the Statistical Branch of the Indian Council of Agricultural Research. Other states of the Union do not at present have suitable organizations for the purpose.

(b) The method suggested by the Indian Council of Agricultural Research for carrying out the crop cutting surveys for yield estimation on the random sampling method is at present being followed by all the Part 'A' States except West Bengal who follow the method suggested by the Indian Statistical Institution and by the Part 'C' states of Ajmer-Merwara, Coorg and Delhi.

RICE PROCUREMENT

87. Shri Kshudiram Mahata: Will the Minister of Food be pleased to lay on the Table of the House a statement containing the following information:

(i) the names of States where procurement of rice (paddy) has started with this harvest,

(ii) the procurement rates of such States, and

(iii) whether each such State is a surplus one in respect of rice?

The Minister of Food and Agriculture (Shri K. M. Munshi): A statement giving the information is laid on the Table of the House. [See Appendix IX, *annexure No. 22*].

SYNTHETIC MICA

88. Prof. Ranga: Will the Minister of Works, Mines and Power be pleased to state:

(a) whether it is a fact that in America a pilot plant was started for the manufacture of synthetic mica;

(b) whether the development of its large-scale production would not affect Indian mica industry;

(c) whether such development could be discouraged or prevented if Indian mica is rationalised and the quality of our mica products is improved; and

(d) what steps Government propose to take in this regard?

The Minister of Works, Mines and Power (Shri Gadgil): (a) Yes.

(b) It is too early to foresee the extent to which the development of synthetic mica will affect the Indian mica industry.

(c) It is doubtful how far anything we can do at our end will prevent technical developments or induce other countries to abandon their efforts to improve their own resources or to attain self-sufficiency. The development of synthetics is not due to our mica being defective in quality, but to other reasons.

(d) The question of imposing a cess on the mica industry for financing a Research Laboratory is under consideration. Also, the Indian Standards Institute, in co-operation with the Member Associations of the International Standards Organisation, is attempting to evolve a uniform and objective method of grading and classification of mica.

IRRIGATION PROJECT IN MADRAS

89. Prof. Ranga: Will the Minister of Works, Mines, and Power be pleased to state:

(a) whether Government are aware of the successful experiment made by the Government of Madras in inducing peasants in Tinnevely and Rannad districts to contribute more than a crore of rupees as loan towards the big local irrigation project undertaken by Government;

(b) whether Government have considered the advisability of launching similar campaigns in the areas to be benefited by the irrigation projects; and

(c) whether Government have also considered the possibility of raising the land improvement levy upon all the lands to be brought under irrigation or to be protected from floods and collecting such levy in a number of instalments?

The Minister of Works, Mines and Power (Shri Gadgil): (a) Government have seen a report to this effect.

(b) and (c). These are questions of policy for the consideration of the States Governments concerned. I may add that the Ministry of Finance have recently addressed a letter to all State Governments to consider the imposition of a betterment fee on all lands brought

under irrigation and to earmark the proceeds towards repayment of loans taken from the Centre for financing these schemes. I also understand that the matter is further under consideration of the Planning Commission.

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PARLIAMENTARY DEBATES

PARLIAMENT OF INDIA

OFFICIAL REPORT

Part II—Proceedings other than Questions and Answers.

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THE
PARLIAMENTARY DEBATES
(Part II—Proceedings other than Questions and Answers)
OFFICIAL REPORT

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PARLIAMENT OF INDIA

Wednesday, 20th December, 1950.

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

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

11-45 A.M.

PAPERS LAID ON THE TABLE.

**NOTIFICATIONS AMENDING DELHI MOTOR
VEHICLES RULES**

The Minister of Transport and Railways (Shri Gopaldaswami): I beg to lay on the Table, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939, a copy of each of the following notifications issued by the Chief Commissioner, Delhi, amending the Delhi Motor Vehicles Rules, 1940:

(1) No. F. 12(54)-48-HPW, dated the 24th March, 1949.

(2) No. F. 12(54)-48-HPW, dated the 28th May, 1949.

(3) No. F. 12(182)-49-MLT, dated the 19th January, 1950.

(4) No. F. 12(187)-49-MLT, dated the 27th February, 1950.

(5) No. F. 12(12)-50-MLT, dated the 22nd March, 1950.

(6) No. F. 12(185)-49-MLT, dated the 23rd March, 1950.

(7) No. F. 12(12)-50-MLT, dated the 3rd June, 1950.

(8) No. F. 12(53)-50-MLT, dated the 10/12th June, 1950.

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(9) No. F. 12(152)/49-MLT(I), dated the 12th June, 1950.

(10) No. F. 12(152)/49-MLT(II), dated the 12th June, 1950.

(11) No. F. 12(152)/49-MLT(III), dated the 12th June, 1950.

(12) No. F. 12(194)-49-MLT, dated the 14/17th June, 1950.

(13) No. F. 12(194)49-MLT, dated the 20th July, 1950.

(14) No. F. 12(73)-50-MLT, dated the 21st July, 1950.

(15) No. F. 12(72)-50-MLT, dated the 1st August, 1950.

(16) No. F. 12(77)-50-MLT, dated the 12th August, 1950.

(17) No. F. 12(60)-50-MLT, dated the 23rd August, 1950.

(18) No. F. 12(109)-50-MLT, dated the 17th November, 1950.

[Placed in Library. See No. P-123/50]

**NOTIFICATION AMENDING AJMER-
MERWARA MOTOR VEHICLES RULES**

Shri Gopaldaswami: Sir, I beg to lay on the Table, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939, a copy of the notification issued by the Chief Commissioner, Ajmer, No. 15/1/48-LSG, dated the 19th July, 1950, amending the Ajmer-Merwara Motor Vehicles Rules, 1940. [Placed in Library. See No. P-124/50]

**NOTIFICATION AMENDING PUNJAB MOTOR
VEHICLES RULES**

Shri Gopaldaswami: Sir, I beg to lay on the Table, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939, a copy of the notification issued by the Chief Commissioner, Himachal Pradesh, No. Tr-96-29/49, dated the 15th September, 1950, amending the Punjab Motor Vehicles Rules, 1940. [Placed in Library. See No. P-125/50].

ELECTION TO COMMITTEES

ESTIMATES COMMITTEE

The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to move:

"That this House do proceed to elect, in such manner as the hon. Speaker may direct, one Member to serve until the end of the financial year 1950-51 on the Estimates Committee *vice* the hon. Shri Ajit Prasad Jain, resigned."

Mr. Speaker: The question is:

"That this House do proceed to elect, in such manner as the hon. Speaker may direct, one Member to serve until the end of the financial year 1950-51 on the Estimates Committee *vice* the hon. Shri Ajit Prasad Jain, resigned."

The motion was adopted.

STANDING COMMITTEE FOR THE
MINISTRY OF HOME AFFAIRS

Shri Satya Narayan Sinha: I beg to move:

"That this House do proceed to elect, in such manner as the hon. Speaker may direct, one Member to serve on the Standing Advisory Committee for the Ministry of Home Affairs for the unexpired portion of the current financial year *vice* Pandit Thakur Das Bhargava, resigned."

Mr. Speaker: The question is:

"That this House do proceed to elect, in such manner as the hon. Speaker may direct, one Member to serve on the Standing Advisory Committee for the Ministry of Home Affairs for the unexpired portion of the current financial year *vice* Pandit Thakur Das Bhargava, resigned."

The motion was adopted.

Mr. Speaker: I have to inform hon. Members that the following dates have been fixed for receiving nominations and holding elections, if necessary, in connection with the following Committees, namely:

	Date for nomination.	Date for election.
(1) The Estimates Committee.		
(2) The Standing Committee for the Ministry of Home Affairs.	20.12.50	21.12.50

The nominations for these Committees will be received in the Par-

liamentary Notice Office up to 5 P.M. on the date mentioned for the purpose. The elections, which will be conducted by means of the single transferable vote, will be held in the Assistant Secretary's room No. 21 in the Parliament House between the hours 10.30 A.M. and 1 P.M.

I. CENTRAL ADVISORY COUNCIL FOR
RAILWAYSII. STANDING COMMITTEE FOR THE
MINISTRY OF DEFENCEIII. STANDING COMMITTEE FOR THE
MINISTRY OF HEALTH

Mr. Speaker: I have also to inform the House that upto the time fixed for receiving nominations for the Central Advisory Council for Railways, the Standing Committee for the Ministry of Defence and the Standing Committee for the Ministry of Health, one nomination for each of these Committees was received. As there is only one vacancy in each of these Committees, I declare the following Members to be duly elected:

I. *The Central Advisory Council for Railways.*—Shri Manik Lal Gupta.

II. *The Standing Committee for the Ministry of Defence.*—Pandit Thakur Das Bhargava.

III. *The Standing Committee for the Ministry of Health.*—Dr. K. V. Thakkar.

SUGAR CRISIS ENQUIRING
AUTHORITY BILL

The Minister of Food and Agriculture (Shri K. M. Munshi): I beg to move for leave to withdraw the Bill to vest an Enquiring Authority with certain powers.

Mr. Speaker: The question is:

"That leave be granted to withdraw the Bill to vest an Enquiring Authority with certain powers."

The motion was adopted.

DEMANDS FOR SUPPLEMENTARY
GRANTS FOR 1950-51—RAILWAYS

Mr. Speaker: The House will now proceed to consider Demands for Supplementary Grants. First, Grants for Railways will be taken up and the discussion on those Grants will continue up to 3 P.M. today when there will be guillotine and the Demands will be put to the House. Thereafter the House will proceed with the General Supplementary Grants from 3 o'clock till the time the House rises for the day, and tomorrow also, I believe, up to 4 P.M. I understand that after

4 P.M. tomorrow when the Demands for Grants are disposed of, the House will be taking up Dr. Ambedkar's Bills,—The Representation of the People Bills (Nos. 1 and 2), one for reference to Select Committee and the other which was left unfinished the other day.

Shri Tyagi (Uttar Pradesh): Till what time shall we sit today?

Mr. Speaker: Till six.

Shri Tyagi: Shall we meet day after tomorrow also?

Mr. Speaker: That depends on the progress of the business. And, tomorrow the People's Representation Bill with respect to Part C States will be taken up first.

An Hon. Member: Will only these two Bills be taken up?

The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha): Government have no intention for the present to proceed with any other Bills except those two which you have referred to. And for that if we have to sit on the 22nd also we cannot help it. Of course, if we can finish both the Bills tomorrow itself that is all the better, but if not then certainly the House will have to sit...

Mr. Speaker: That is not the question. The query was whether Government intends to take up any Bill other than the ones mentioned. To that the reply is in the negative?

Shri Satya Narayan Sinha: Yes, in the negative.

Mr. Speaker: Government have no idea of taking up other Bills. Hon. Members should try to follow with reference to the context.

A point was raised by Mr. Tyagi: up to what time are we sitting today? That depends upon the pleasure of the House. If the House wants to sit up to six, I have no objection.

Some Hon. Members: No, not every day.

Mr. Speaker: Or if they want to sit only up to five.

Shri Sidhva (Madhya Pradesh): No, Sir, up to six o'clock. We have sat up to six for the last two days.

Mr. Speaker: That is no reason for sitting longer today also.

Some Hon. Members: Up to five.

Mr. Speaker: Then we shall sit up to five o'clock, if that is the general wish.

Shri Sidhva: Sir, as for the announcement that you made that these Railway Demands will be discussed up to 3 o'clock, may I say that that gives us one hour and forty minutes only whereas you have given nearly six hours for the General Demands. Of course, the amount involved in that case is higher compared with the amount for Railways, but even then the Demands for Railways also are more than Rs. 10 crores. Sir, the unfortunate part about these Supplementary Demands is that always Government comes up at the fag end of the session for these amounts, and we have been repeating it so many times that it is very unfair to the House. It is done again now when we have democratic institutions, when we have a Parliament, and even after the inauguration of the new Constitution which lays down definitely that sufficient time should be given to the House to discuss such Demands. Just when we are about to disperse, in order that we should not take a long time on it, in order to avoid criticism from the House and in order to give only good opinions to the hon. Minister.....

Mr. Speaker: Order, order. I do not think the hon. Member is right in carrying on in that manner with inference.

The Minister of Transport and Railways (Shri Gopalaswami): May I.....

Mr. Speaker: And any time now spent in this discussion is subtracted from the time allocated for the Railway Grants.

Shri Sidhva: That I know.

Mr. Speaker: The hon. Member will see that cut motions in respect of Railway Grants are tabled only on one item.

Shri Sidhva: Because we do not want to move cut motions but want to express our views. That is why cut motions have not been given notice of. The inference should not be the other way.

Mr. Speaker: The hon. Minister wanted to say something.

Shri Gopalaswami: I only wanted to take exception to the insinuation that my hon. friend Mr. Sidhva made about Government in this connection.

Shri Sidhva: There was no insinuation.

Mr. Speaker: He did not mean to insinuate, but the language did imply an insinuation.

Shri A. C. Guha (West Bengal): May I inform you, Sir, that these papers were circulated to us only yesterday morning at 8 A.M. and some of us had to come to the House at 9-30 A.M. to attend some Conference and then we sat up to 6 P.M. in the evening and now we are asked to pass these grants amounting to crores. I submit that we ought to have been given sufficient time and the papers should have been circulated earlier.

Mr. Speaker: Looking to the time at which motions have been received and also remembering the fact that they were received earlier than yesterday morning, it is clear that the papers were circulated one day before.

Shri A. C. Guha: At least, I got it only yesterday morning.

Shri Tyagi: Even so, I would seek your help in the matter of getting the privileges of the House protected. Many times these questions are raised and every time it seems—may I have your ears, Sir?

Mr. Speaker: Yes. It is open to an hon. Member to complain that, in view of the pressure of business in the House, he has not had sufficient time to study the papers. That argument can be appreciated, but I have got here the Parliamentary Bulletin dated the 18th December, in which it has been clearly stated that "The Demands for Supplementary Grants in respect of Railways for 1950-51 may be taken up on the 20th December, 1950 (vide Combined List of Business dated the 20th and 21st December, 1950). Copies of the Book of Demands for Supplementary Grants (Railways) giving detailed information are being circulated to hon. Members today." It said "today"—that is, the 18th December.

Shri Sidhva: "Today" is all right. But they were received on the following day. In the Constitution House where there are nearly 80 Members of Parliament staying, papers are received usually in the morning between 8 and 9 A.M.

Shri Tyagi: Only two hours before the sitting.

Sir, I wish to submit that even if the papers had been sent on the 18th December, i.e. two days earlier.....

Shri A. C. Guha: I say they had not been sent on the 18th.

Mr. Speaker: If the hon. Member is going to speak continuously like that,

I should take more serious notice of it. While another hon. Member is on his legs, he should at least have the courtesy to give him a hearing, apart from the other rules of the House.

Shri Tyagi: As I was saying, even if the papers had been circulated on the 18th, my submission is that it is not very fair to the House that every time these Demands come before the House protest has to be lodged. Protest was lodged on the previous occasion. It is on record. The House goes on lodging such protests and the Government shows such a hostile attitude towards this House. I submit that it is for you to see that Government obey the dictates of this House. I do not want to waste your time, but I would like to remind you, Sir, that last time protests were made and the House demanded that the footnote attached to these Supplementary Demands for Grants should be more detailed. Otherwise, how is it possible for us to understand the justification of the Demands? If we do not get full details as to why these Demands were needed and what is the justification for them, we are put in a difficult position. In some places, not even a reference to the proceedings of the Railway Standing Finance Committee is given. Wherever there is reference to that Committee, the dates of the meeting are only mentioned as yesterday or day before yesterday. The proceedings had not been given to us. How can we know then what was decided, what transpired, and what sort of notes were submitted before the Standing Finance Committee? Because these Demands have come through the Standing Finance Committee, we should at least know what the reactions of that Committee were and what were the notes submitted to that Committee. It is really unfair and not at all in keeping with the traditions of a democratic Government that every time such sorts of incomplete notes are supplied to us and the Demands are hustled through, especially when they pertain to crores of rupees

12 NOON.

Shri Gopaldaswami: May I mention that so far as the Supplementary Demands for Grants for Railways are concerned, every one of those Demands was placed before the Railway Standing Finance Committee and the proceedings of that Committee have been printed and I believe that copies have been circulated to hon. Members.

Shri Sidhva: I think, Sir, that you have got the power to request the

Ministries to send the reports at least a few days in advance and also allocate sufficient days for their discussion in the House. Very many times, we have made this suggestion and I am sure you must have written to the Ministries. I would like to know what are the difficulties of the Ministry in sending us these Demands earlier during this Session. If they could not fix up an earlier day, at least they could have sent us all the details much earlier than they have done. I do not think that anything would be lost if these Demands are considered in the Budget Session, because every time we are told that these are merely Supplementary Demands. I do not think that they are so simple and if there is no constitutional difficulty, I would reiterate my suggestion that we may have full discussion on these Demands during the Budget Session if we cannot have it during this Session.

The Minister of State for Transport and Railways (Shri Santhanam): May I just point out that it was the hon. Member Mr. Sidhva who protested against our bringing these Supplementary Demands in the Budget Session? We agreed with his suggestion and have placed these Demands before Parliament at the earliest possible opportunity. We had to place them before the Railway Standing Finance Committee and as soon as that was done, notice was given to bring them before Parliament.

Shri Sidhva: It is true that I said that they should not be brought up during the Budget Session, but I did not say either that they should be brought at the fag end of this Session. That is not proper.

Mr. Speaker: Order, order. No more arguments. The time at the disposal of the House is only two hours.

Pandit Kunzru (Uttar Pradesh): May I just say a word?

The fact is that the Supplementary Demands for Grants for Railways were received by us only yesterday morning—by the majority of us anyway. My hon. friend the Minister of Railways said that these Demands had been placed before the Standing Finance Committee for Railways and that the proceedings of that Committee had been circulated to us. I do not know whether they have actually been circulated or not. At any rate, so far as I know, there is no copy with me and when I came this morning to the House and asked the Librarian to give me a copy of those proceedings, he said that no copy had been received

yet from the Railway Board. Thereupon, I telephoned to the Secretary of the Railway Board and got a copy for myself.

Prof. Ranga (Madras): They are available in the Library.

Pandit Kunzru: They are available now, because the Librarian telephoned to the Railway Board and got the copies half an hour ago.

Shri Tyagi: There is utter inefficiency in the Secretariat.

Mr. Speaker: First, I shall try to clear the ground so far as the facts are concerned. The proceedings of the meeting of the Standing Finance Committee to which the hon. Minister of Transport and Railways referred were circulated to hon. Members on the 13th inst. and I have got here a copy of the circulating note. Whether they were circulated a day earlier or two days earlier or two days later, it is not a matter of much consequence, because—as I said at the beginning—the complaint by hon. Members that owing to the pressure of work in the House and the time occupied by various things, they have not had sufficient time at their disposal to study the papers will not be altogether of a type which can be rejected at once. I do see the force and the substance of it. But I do not like that hon. Members should immediately jump to the conclusion that the Government want to keep away anything from them, or that they want to rush the House and get sanction for anything that they bring. That seems to me to be the remnant of old memories, ignoring the character of Government that we now have. But I need not enter into the defence of the Government over this point: they are capable of defending themselves. My only point is that we must change our approach towards the Government. (*An Hon. Member:* What about the Government?) Whatever may be the mistakes of Government, we are now a Sovereign House and the Government is responsible to the House. (*An Hon. Member:* They are not.) If they are not, I should say the House is weak enough not to drive them out.

Shri Tyagi: It is for you.

Mr. Speaker: It is not for the Speaker. It is for the majority to be strong and insistent and I am sure any Government which claims to be democratic and responsible to the House is bound to respond to what the House says. But that is a different matter and I need not go into that.

[Mr. Speaker]

My only point is that, our approach of looking at them must be entirely different now. Of course, I could understand the approach of an opposition. But that too has to be a constructive one and not one of immediately jumping to conclusions and attributing motives. That is not the way in which we can go on in a parliamentary democracy.

As I have already said, there is substance in the argument that hon. Member have not got sufficient time. There is also substance in the argument that they must have sufficient information, as much information as possible. After all parliamentary Government is government by discussion. Whatever that may be, as pointed out by the hon. Member, Mr. Santhanam, Supplementary Grants were brought in during this Session instead of at the Budget Session, to remove one of the grievances, but the other grievance that they have not sufficient time at their disposal still remains. But circumstanced as we are today, what other course is open to us? Either we have to postpone this item and take up the other Bills; or, if we are not inclined to postpone it we have to go through them. I am sure, next time, things will be done in a better manner and a longer notice will be given. It is more in the hands of Members than in the hands of the Chair. Therefore, let us now start with the discussion.

Shri Sondhi (Punjab): Sir, so far as the Standing Finance Committee is concerned, as is given on page 2 of the Report, it met on the 2nd, 7th, 12th and 14th. On the 7th we asked the hon. Minister to give us time and he was good enough to give us six days in the course of which all the items were covered. So far as the Committee was concerned, their work was over by the 14th; for the rest it was for the Department.

Prof. Ranga: So far as I find, all the information is given in the proceedings of the Standing Finance Committee for Railways. It has always been a custom for us to receive these skeleton information and if any additional information is required it is a practice with us to ask the Ministers. Where, I ask, is the ground for the fear that any information is being purposely withheld?

Mr. Speaker: Apart from that, the fact that complaints are made without even looking into papers circulated, *prima facie* shows that they had no time to read.

Shrimati Durgabai (Madras): Sir, may I bring a point for your considera-

tion? I find that the discussion now will be confined to Supplementary Grants for Railways. But so far as the General Supplementary Grants are concerned, the time allowed for us is just one hour, that is from 3 P.M. to 4 P.M., unless you are good enough to extend it.

Mr. Speaker: The hon. Member is perhaps labouring under a misapprehension. The Demands will be taken up today at 3 P.M. and continued till 4 P.M. tomorrow. So, the House will have two hours today, if we sit till 5 P.M.

Shri Sidhva: We may sit till 6 o'clock, Sir.

Mr. Speaker: I said five o'clock, because I thought that was the desire of the majority of the House. That was what I learnt. At any rate, it is a matter for the House itself to decide.

DEMAND NO. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Speaker: Shall I place all the demands, or place demand No. 5 in respect of which there is a cut motion? I had better place demand No. 5 before the House. Motion is:

"That a supplementary sum not exceeding Rs. 4,42,40,000 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 'Ordinary Working Expenses—Repairs and Maintenance.'"

Pandit Kunzru: The hon. Minister has not asked us to vote this demand; he has not placed his demand yet before the House.

Mr. Speaker: I am now following the procedure we have been following for more than two years; there is nothing new about it.

Pandit Kunzru: I think it is desirable that the Minister should put forward the demands. He may have something to say in connection with some demand. He may feel that the supplementary demand asked for is large enough to require some more explanation than is given in the Report of the Proceedings of the Standing Finance Committee for Railways. I do not think, Sir, that whatever the past practice may be, it is right for the Speaker to place a demand before the House before it has been moved by the Minister concerned.

Mr. Speaker: The hon. Member is entirely mistaken. It is not a question of the Chair moving it. We have been following the practice which is

followed in the House of Commons; and two years back when we changed to this method, I made a statement on the floor of the House that the Demands will be assumed to have been moved and they will be proposed from the Chair, so that the time of the House may be saved. But it is perfectly competent for the hon. Minister to make a statement in the beginning, if the House and if he also, so desires. If that is the point of making him move it, then for that purpose he need not necessarily move it, and if he so wishes he can make some opening remarks. Does he wish to say anything at this stage?

Shri Gopaldaswami: Not on this particular demand, Sir, I think full information is given in the Proceedings of the Standing Finance Committee. If there is anything required by way of general observations as regards all the Demands put together, I have no objection to making a statement. I thought that I could do it, more appropriately, in conformity with the practice that we have been following, at the end of the debate.

Mr. Speaker: So, I shall now call upon Mr. S. N. Das to move his cut motion. He is absent.

There is no other cut motion. I shall place the Demands before the House.

DEMAND No. 2—AUDIT

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 1,04,000 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.'"

DEMAND No. 3—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 16,04,000 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.'"

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 53,55,000 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 'Ordinary Working Expenses—Administration.'"

DEMAND No. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 15,71,000 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 'Ordinary Working Expenses—Operating Staff.'"

DEMAND No. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 1,87,49,000 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 'Ordinary Working Expenses—Operation (Fuel).'"

DEMAND No. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 2,36,01,000 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 'Ordinary Working Expenses—Operation other than Staff and Fuel.'"

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 1,20,33,000 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 'Ordinary Working Expenses—Miscellaneous Expenses.'"

DEMAND No. 9A—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 15,15,000 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 'Ordinary Working Expenses—Labour Welfare.'"

DEMAND No. 12A—OPEN LINE WORKS —(REVENUE)—LABOUR WELFARE

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 68,17,000 be granted

[Mr. Speaker]

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.' "

**DEMAND NO. 12B—OPEN LINE WORKS
—(REVENUE)—OTHER THAN LABOUR
WELFARE**

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 40,02,000 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.' "

**DEMAND NO. 15—CONSTRUCTION OF
NEW LINES**

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 1,01,31,000 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.' "

**DEMAND NO. 16—OPEN LINE
WORKS—ADDITIONS**

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 1,53,48,000 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'."

**DEMAND NO. 17—OPEN LINE WORKS—
REPLACEMENTS**

Mr. Speaker: Motion is:

"That a supplementary sum not exceeding Rs. 7,45,21,000 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—Replacements.' "

Shri Gopalaswami: Sir, I take it that the general sense of the House is that I should make a preliminary statement on the Supplementary Demands that are being placed before the House for being voted upon. The total of these Supplementary Demands aggregates to about Rs. 22 crores of which Rs. 12 crores will be charged

to Revenue and about Rs. 10 crores to Capital and the Development Fund and the Depreciation Reserve Fund.

It is a matter of some concern to me that it should have been necessary for me to come to the House to ask for a Supplementary Demand of these dimensions. But hon. Members will notice from the particulars that have been furnished in the Proceedings of the Standing Finance Committee that these Demands are absolutely necessary at this stage: practically most of them are inescapable. I wish to inform the House that this Demand for Supplementary Grants does not indicate any lax administration or any kind of over-spending which has been capriciously resorted to for which I seek the sanction of the House. As a matter of fact, on the Railways we started an economy campaign sometime last year, and we have been pursuing this campaign since, trying to economise expenditure wherever it was possible to do so. That process is still going on. In order to acquaint the House with the results of this campaign I need only say that comparing the current year with the previous year we have been able to reduce the operating ratio, which was 79.4 per cent. last year, to something like 73.1 per cent. in the budget of this year. After these Supplementary Demands are voted we propose to show an even greater improvement and reduce it to something like 71.2 per cent. Wherever staff has been found to have been entertained in excess of actual requirements they have been retrenched or absorbed against posts created for implementation of the Adjudicator's award or in other vacancies arising in the normal course. The actual numbers retrenched are small, not amounting to more than about 1,500 for the last twelve months.

Another big item on which we have made very careful investigations is fuel consumption. We have recently, in connection with this matter as well as with the general question of stores, appointed a High Power Committee with Mr. A. D. Shroff of Tatas as the Chairman, for investigating into the expenditure on stores on the Railways and to suggest economies wherever that was possible. Well, as a result of the economy campaign that was put into force we were able to make a saving of something like Rs. 140 lakhs in the budgeted expenditure for 1950-51. But after the budget was passed other factors have intervened and these have led to additional expenditure which it is not possible to escape. That is the reason why it

has become necessary for me to ask for these Supplementary Grants.

Amongst the items which are of importance I would mention for the information of the House the following. On account of the application of the C.P.C. scales of pay to the employees of the Indian State Railways which we took over, increased expenditure over the budget figures of something like Rs. 102 lakhs has to be provided for. We have taken, as the House is aware, a number of anti-sabotage measures, measures for greater protection on the railways, we have had to undertake repairs due to cyclones, flood and earthquake damages on a large scale, and we have also had to undertake repairs to rolling stock and works due to train accidents. This has aggregated to about Rs. 85 lakhs. Increased provision has had to be made for maintenance of rolling stock, plant and machinery due to the directive issued by the Ministry for overtaking all arrears of maintenance as early as possible. That is responsible for Rs. 260 lakhs. A large quantity of coal has had to be routed by the rail-sea routes to certain Railways, particularly in the South, and as the cost of freight by sea is higher than the freight by the all-rail route the increased expenditure has come to something like Rs. 110 lakhs.

On the side of payment of claims, compensation for goods lost or damaged, an increased expenditure of Rs. 170 lakhs has to be met. As hon. Members are aware, there has been an intensive drive in regard to the clearing of arrears of old claims which have been outstanding for years. As a result of this, much of the arrears has been cleared and the receipts for claims also have shown a substantial tendency to go down. The increased expenditure in all these directions is responsible for the items of Supplementary Demands which are being placed before the House.

As I said, the increased debit to Revenue is something like Rs. 12 crores. But hon. Members should not be apprehensive that this is going to violently upset the position of Railway finance as I put it before the House during the Budget debates. We expect that in spite of these items of additional expenditure we shall close the current year in an even more satisfactory way, at least in as satisfactory a way as we did in the Budget itself. It will not interfere with the amount of dividend which we are committed to pay to General Revenues.

As a matter of fact, there will be a slight increase in the amount which the General Revenues will get from Railway Revenues. It will not interfere with our appropriations to the Depreciation Reserve Fund or the Development Fund. If anything, the Depreciation Reserve Fund will probably get an additional credit. I think I need say no more on the different items. If hon. Members are anxious to get any more information than is obtainable in the papers circulated, I shall be quite willing to give it to them at the end of the debate.

Shri Frank Anthony (Madhya Pradesh): Quite frankly, Sir, I have not had the opportunity of carefully scrutinizing the details supplied to us by the Railway Ministry, but on a fairly hurried examination which I made five minutes ago of the details in respect of which the Standing Finance Committee have given their approval, I have not been able to find any request for Supplementary Demands in respect of the provision of quarters for the staff. Why I have picked on this particular point is because—I feel sure the Ministry will agree with me when I say that this problem is an acute and immediately urgent problem—I think it is a problem which should be given, if it has not already been given, the most urgent priority. Sir, I am saying nothing which should be new to the Ministry when I emphasize the point that today this shortage of accommodation for your railway staff and particularly your loco staff is not only acute, but it is a growingly acute problem. What has rather perturbed me is this. In a recent extensive tour of Railway centres which I undertook, there was a consensus of opinion among senior railway officials that although this problem was acute because of the tremendous shortage of adequate accommodation for the staff and particularly for the loco staff to whom they are not able to provide them their family needs in respect of accommodation and shelter, this problem is going to be accentuated and aggravated by the implementation of the Adjudicator's Award. One senior Railway official told me that when he will be called upon to implement the Adjudicator's award, he is going to escape his responsibility by applying for long leave, because he told me quite frankly that already his staff are being required to work without the provision of any kind of quarters. When the Adjudicator's award is going to be implemented, he told me that the problem would be reduced to a hopeless level and that he would find it utterly impossible to be able to

[Shri Frank Anthony]

provide even one out of ten of his running staff with any kind of quarters. This problem I found most acutely manifest in the M. and S. M. and S. I. Railways and I feel that I would not be discharging the responsibility to Railwaymen for whose needs I have always displayed the very greatest anxiety, if I did not ask the Railway Minister to give me an assurance that this particular position, which has assumed a very aggravated form on the M. and S. M. and S. I. Railways, will receive his immediate attention.

Sir, in July and August I toured about thirty centres on the M. & S. M. and S. I. Railways and quite frankly in most of these centres I found the position not only of the railwaymen untenable but a sorry position, a position which no administration should advisedly reduce its staff to. I found the Railways insisting on the loco staff working—and the men are not opposed to working long hours—but at the same time they go on refusing to give them any kind of accommodation. Now, during the last session, I raised this matter.....

[Mr. DEPUTY-SPEAKER in the Chair.]

Shri Sidhva: I find on page 12 of the Proceedings of the Standing Finance Committee for Railways that nearly Rs. 45 lakhs are provided for quarters:

“DEMAND No. 12-A—RAILWAYS—OPEN
LINE WORKS (REVENUE)—LABOUR
WELFARE.

- (a) Provision of 'A' type quarters found necessary etc. Rs. 36 lakhs.
- (b) Lumpsum provision for quarters costing not more than Rs. 20,000 each. Rs. 5½ lakhs.
- (c) Inescapable staff amenity works found necessary. Rs. 2½ lakhs.”

Nearly Rs. 45 lakhs are provided.

Shri Frank Anthony: I am grateful to my hon. friend, Mr. Sidhva for having supplied me with this information. I do not know whether this sum that is indicated is to be spent on the erection of additional quarters.

Shri Santhanam: It is an additional amount to the amount already provided in the Budget.

Shri Frank Anthony: If that is so, I would like to know whether these

additional quarters are going to be made available essentially to your loco and your running staff, because the problem is most acutely felt by them today. Not only that. Is it the intention of Government to ensure that every one of its employees, particularly your loco staff and the running staff, who are required to work between 12 and 18 hours a day and in all kinds of weather, should be provided with quarters? I submit that it is Government's inescapable duty to provide quarters for every member of the running staff. What is happening today on the M. & S. M. and S. I. Railways? It is a matter which I have brought to the attention of the hon. Minister for Transport and I regret to say that I have not received adequate relief from him. Today on the M. & S. M. and S. I. Railways the loco staff are told: “You have to carry out the transfer”. They are told: “No provision is going to be made for you in respect of quarters.” If they ask for the transfer order to be suspended or the transfer order to be cancelled or for time to appeal against the transfer order, they are told summarily: “You will carry out the transfer order; otherwise you will either be suspended or removed.” It is an acute problem, Sir, and I am really aggrieved to think that the Ministry has not applied its mind to it with a sufficient sense of urgency and I feel today that the morale of your loco staff is at a very low ebb and it is understandably at a low ebb, because, to begin with, you do not give the worker any shelter. In addition to that you do not provide any shelter for his family. I have brought not one, but several cases to the notice of my hon. friend, Mr. Santhanam where a senior Railway employee is required to carry out a transfer within a week. No provision is attempted to be made in respect of accommodation at the place where he is to be transferred. In addition he is told that no provision is going to be made for his family. They will have to abandon the quarters which they are occupying at present; his family is faced with the prospect of walking in the street; he is faced with the prospect of living on a platform where he is going to and he is faced with the prospect of maintaining two families, on a wage which enables him barely to keep body and soul together. It is a serious problem and what I feel deeply resentful about is this: When I raised this matter—I have raised it incessantly to the General Manager, Mr. Reid—he has treated my representations with scant respect but with deliberate discourtesy and I think any General Manager,

who is prepared to treat with scant respect and discourtesy a request that he should make it his duty to provide some form of shelter and accommodation, is not fit to hold his job and I have also made it another matter for a basis of representation and that is this:.....

Shri Santhanam: I protest that Mr. Reid is not here and he is not entitled to be criticised. I can say that for every one of Mr. Anthony's letters, I have taken special pains to go into the matter and give him a full and detailed reply. I do not think he is entitled to criticise the General Manager; he is entitled to hold me responsible.

Shri Frank Anthony: I can understand my hon. friend's solicitude for the General Manager. I am most grateful for the consistent courtesy which the hon. Mr. Santhanam accords to all my representations. But, I repeat, the General Manager, M. S. M., has consistently treated with discourtesy representations from me, representations relating to his Railway which he does not seem disposed to attend to at all. I would end with this statement that on this particular Railway, we have this acute problem which stands out in a more accentuated form than on any other Railway. The aggravation is added in this way. I have also brought this matter to the notice of the hon. Mr. Santhanam and I am hoping that he will deal with that not only sympathetically, but urgently. Quarters are available in particular stations; vacancies are available in particular cadres. A man is promoted from B to A cadre. Instead of being made to fill one of those vacancies, he is promoted to a little station where there is no accommodation. He is told that there is no accommodation for him; there are no educational facilities for his children. This is a matter which has gravely affected the morale of the loco staff, particularly on the South Indian Railway. I feel that there should be some coordination of effort. I am glad to notice that there is going to be provision for quarters. Already there is some provision for quarters for the running staff. I hope that the hon. Minister, to whom I am deeply grateful for the fact that he invariably treats representations with the maximum of courtesy and consideration, will insist that there is some coordination and see that although there is this inevitable lack of accommodation, this grievance is reduced to a minimum by some coordination in making transfers. Vacancies exist in a particular station and a man is promoted to the

next higher cadre. Why not that man, consistent with efficiency and, as I said, with due regard, to your needs, be given one of those vacancies instead of posting him to a small place where no facilities of any description exist?

Shri Goenka (Madras): The Supplementary Demands amount to 12 crores debit to revenue and 10 crores debit to Capital Expenditure. From the figures which the hon. Minister for Railways has given just now, it appears that the operating ratio will not be raised by these Supplementary Grants, and that the operating ratio will practically be the same. How will the operating ratio be the same? The revenue will be increased by about 12 crores and the expenditure debit to revenue will also go up by about 12 crores. There may be so many reasons. But, unfortunately, if I remember aright, even in the last year's Railway Budget, the same was the position. Revenue increased and expenditure also increased over and above what was provided in the previous year's Budget. Today, from these Supplementary Grants, the same story repeats itself. Our revenue goes up by about 12 crores; our expenditure also goes up by about 12 crores. Our operating ratio practically remains the same. While the expenses may be justifiable, I must admit that I have not gone through the report of the Standing Finance Committee and therefore I am incompetent to speak on every item of it. Generally speaking, I do feel that we require a tightening up of our purse in regard to expenses. If our revenue is higher, we must not see that every pie of revenue that we get is spent, however justifiable the expenditure may be. I do not want to speak very much more on this subject except to say that what happened last year is happening this year. If the revenue increases, I would like the same to go into the kit of Railway Reserves and not spent away. This is a matter to which I would like to draw the attention of the hon. Railway Minister. I am sure he will go into the matter from the angle which I have just referred to.

Pandit Kunzru: I think the Railway Budget that was passed in March last showed that after payment of the contribution to the general revenues, there would be a surplus of about 14 crores. We are now asked to vote additional expenditure to the tune of 12 crores. I heard the hon. Minister for Railways say that this additional expenditure would not lead to any decrease in the payment to be made to

[Pandit Kunzru]

the general revenues; but I could not hear the other remarks that he made on this subject which, I understand from Mr. Goenka's speech, were of a reassuring character. I should therefore ask him to let us know exactly what the position is; or, if he has already given us this information, to be good enough to repeat it. We should like to know not merely in a general way that our revenue will increase either in consequence of the additional expenditure, or on account of other causes, but definitely what is the estimate of revenue now made by the Railway Board. If it is true, as Mr. Goenka has pointed out, that all the increase in revenue will be swallowed up by the increase in expenditure, it is not a very satisfactory position. In so far as expenditure has been necessitated by earth-quakes and floods, it is doubtless a matter of satisfaction that in spite of these extraordinary expenses, our surplus should not go down. But, we expect that our revenue will increase in a higher proportion than our expenditure. We have never been told so far that the highest limit to which our revenue could go has been reached and that henceforward we should not expect the increased expenditure to lead to increased income.

Another point that I should like to draw the attention of the House to is the question of repairs. It is stated in the proceedings of the Standing Finance Committee on Railways that some of the additional expenditure to be incurred has been rendered necessary by the speeding up of repairs to railway stock. Now, I should like to know what is the efficiency of our railway workshops now, and also whether they deal with locomotives or with the repairs of carriages and wagons. There was a time when we were given a rather hopeful account of the progress that had been made already and also the progress that could be expected in future. Now I should like to know, especially because we are almost at the end of the current financial year, what is the position in this respect now. Has the progress that was made been maintained only, or has any further improvement been effected? This is important, not merely in connection with the Demands that are placed before us, but in connection with the working of the railways generally. We all know how great were the difficulties caused in the handling of traffic owing to the decrease in the efficiency of the railway workshops.

The last question that I should like to refer to will be in connection with

the capital programme. The House, in March last, voted about Rs. 19½ crores so far as I remember, for capital expenditure. Now the Demands placed before us for additional capital expenditure total up to Rs. 10 crores. This means that the Government ask us to allow them to raise the amount to be allowed for capital expenditure by 50 per cent. It is true that reasons have been given in the proceedings of the Standing Finance Committee for Railways for the Demand for increased capital expenditure. But it is rather surprising that the railway authorities could have failed to estimate the amount required for capital expenditure to such an extent. I do not want, Sir, to reflect on the efficiency of the Railway Board; but I think we have a right to ask them to be more careful in future in framing estimates of capital expenditure. Among the items, Sir, on which additional money is to be spent, are new locomotives and new coaches and new wagons. Now, in so far as these have been already obtained, they should lead to an increase in revenue. Our railway stock had become old and we all know that it was urgently necessary to obtain new stock in order to enable the railways to discharge their duties towards the country satisfactorily, both in respect of handling passenger traffic and in respect of handling commercial traffic. I should like to know to what extent it is hoped that the early delivery of locomotives and coaches and wagons will enable us to add to the railway revenues.

There is just one more point which I would like to refer to, before I sit down. We are asked to-day to vote about Rs. 12 crores of expenditure that will be debited to revenue. In the course of the next three months, the course of expenditure may make it necessary for Government to come forward with further Demands for Supplementary Grants. The position, therefore, requires to be carefully watched. I should also suggest that we should be supplied with a fuller explanation of the causes that led to increased expenditure. In the proceedings of the Standing Finance Committee for Railways, the heads on which expenditure is to be incurred are given; but no one can say merely from a perusal of the heads, whether the additional money asked for is necessary. What I mean is, something more should be said in order to show, either that the expenditure could not be postponed, or that it was advantageous from the financial point of view that it should be incurred immediately.

Sir, this is all that I had to say and I hope that my hon. friend the Minister of Railways will be able to give such information on these subjects as he can.

Shri T. N. Singh (Uttar Pradesh): In common with other hon. Members, I feel that the presenting of such Supplementary Demands which amount to such a large percentage of the total budgetted for, is rather not a very welcome thing; and if the House and the Members are critical, I think they are only just doing their duty. Firstly, I would like to urge that a Supplementary Demand, if it is due to certain unforeseen circumstances, should not be objected to at all, because there may be causes over which no man can have any control. A flood, an earthquake, or a war or certain unforeseen rises in prices, any of these may affect all your calculations. So, naturally, if the previous budget calculations are upset as a result of these unforeseen circumstances, I think the hon. Minister of Railways and his Department will have every sympathy of the House and also its support in whatever measures he may take to meet those contingencies.

But, Sir, when one has to get additional grants for the simple reason that he has miscalculated things, then naturally it becomes the duty of every Member to go deeply into the matter. I would like especially to draw your attention to Grant No. 5—Ordinary Working Expenses, Repairs and Maintenance. Under this grant a sum of nearly four and a half crores are being asked for. Out of this it is stated in the Railway Finance Committee report itself, that a sum of Rs. 105 lakhs is due to actual under-estimate in the budget. Now, Sir, I would be failing in my duty if I did not draw the attention of the Minister to this aspect of the matter. It is very essential and some of us pointed out during the budget discussions on the Railways as well as on the General Budget that every care should be taken that there should be no under-estimating; for it not only deprives the House of forming a correct estimate as to whether we are not overstepping the limits of our resources but it also sets up a wrong practice which should be discouraged. Similarly I would like to draw your attention to another item viz., item 17 in the Supplementary Demand for Grants—Open Line Works and Replacements. Out of the 7½ crores asked for, there is a Demand for 304 lakhs for renewal of tracks as a safety measure. Now I will take the hon. Minister back to certain

observations and criticisms made by Members in this House. They felt that as a result of heavier engines now introduced, and as a result of war-time wear and tear, there was greater need for renewal of tracks and that accidents have become more frequent because tracks have not been renewed in time. This House had asked for this very thing. But we were ignored. I want to know in estimating the Railway Budget last year when it was presented for this current year whether it would not have been better if more heed had been paid to the remarks and observations in this House and whether it would not have prevented the Government from coming with this Supplementary Demand at this stage. Probably you may soon be compelled to go in for large schemes of renewals and replacements and also in regard to the very important machinery parts etc. Therefore I feel that it will not be improper for me to say that more care is necessary in estimating the budgets when they are presented originally. If this had been done we would not have been faced with this circumstance; otherwise naturally there is criticism—perhaps the House could be persuaded to understand the position—but the public is there who feel that more than 15 per cent. or even 50 per cent. in certain cases is being demanded at this late stage. They naturally feel that it does not redound to our credit. Therefore the first point I would make is that in estimating the budget originally greater care is necessary.

Now with regard to certain other aspects I will say that it will not be out of place even in a Supplementary Demand if I refer to certain things. You have referred to increase in pay to staff under the Pay Commission Award. That is the right thing to do also, but I feel that some more effort is necessary to get a corresponding increase in efficiency from the workers in the Railways. I would like to point out a few instances from my own experience. I was travelling very close to my home town of Benares. There is a big junction called Mogalsarai which is one of the bigger junctions on the E.I.R. Can you believe, Sir, that when at about 5 P.M. I was changing at Mogalsarai, in that platform there was no water and when I asked the officials concerned, they paid no heed. As a matter of fact for one hour the train was standing there and no body took care. Are we to be satisfied with that sort of efficiency? I have seen other instances also where carriages have not been cleaned. There are small things

[Shri T. N. Singh]

which could easily have been done without any extra cost and now that we have increased their pay and acceded to almost all their demands we should see to it that efficiency is also improved. I would not have raised this point at this stage but for the fact that a good part of the increased demand is attributable to the Central Pay Commission's recommendations which are being given effect to.

Lastly, I would draw attention to the Workshop grant that is included in these demands. I hold a very strong opinion and I have always held it that in the management of workshop what is very essential is that apart from the technicians that we may engage, there should be very strict vigilance. I know that from the workshops lot of things disappear. It must be in the knowledge of the Railways Minister himself. Similarly the efficiency of the worker can be improved if there is greater vigilance. I need not have gone into these details at this stage but since the matter has come up, therefore I would draw your attention to this aspect. With these words, I close my observations.

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

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

[MR. SPEAKER in the Chair.]

Shri Jajoo (Madhya Bharat): This time at the very outset I want to congratulate the hon. Minister for Railways for a general improvement in the administration as a whole as well as in amenities for passengers. In saying that I cannot, at the same time, help saying that we on the metre gauge sections are still getting a step-motherly treatment. We are being given a treatment which I feel, with respect to the revenues accruing from those sections, is not in keeping with the proportion of those revenues.

Another grievance of those undeveloped areas from where the Railways make substantial profits is that the Railways are not returning them in the shape of better facilities for the travelling public, like creating more amenities for the passengers and introduction of additional train services. I come from Madhya Bharat which is a very thickly populated area. Indore and Gwalior are the two commercially-developed towns in Madhya Bharat. So far as Indore is concerned, it comes next to Bombay in that area.

Sir, we have been saying it in this House in the past and also bringing it to the notice of the hon. Minister as well as his Minister of State for Transport and Railways, that an overbridge at Railway crossing is a necessity at Indore. And they have agreed to do it. It may be due to fault or delay on the part of the Madhya Bharat Government or of the Railway Ministry here, but any way that overbridge at Indore has not so far materialised. Similarly, Gwalior also needs such an overbridge and that also has not materialised yet. In Ujjain there is heavy traffic, but still no attention is being paid for constructing an overbridge even on the platform, not to speak of an overbridge at the road crossing.

Sir, from the report of the Standing Finance Committee as well as from the Supplementary Demands for Grants, I find that many trains have been restored even on the metre gauge and a Demand has been made for "Ordinary Working Expenses—Operation (Fuel)". But so far as resumption of trains on lines in Madhya Bharat is concerned whenever any question is put the stereotyped reply is that immediately the fuel situation improves trains will be restored. I do not know whether the fuel situation does not improve at all only for this line or whether it is so for other lines also. I would like to know how many metre gauge trains have been restored and how many out of them are on the lines in Madhya Bharat. In spite of an assurance by the hon. Minister of State for Railways in this House, restoration is not done in my area.

One more thing about the restoration of services. Unfortunately, these earthquakes, cyclones and floods affect only those areas where metre gauge services exist and because of that we are being asked to cut down the number of coaches even from our existing regular trains. So, no question of restoration or resumption of trains arises. I would request the hon. Minister that he should pay more attention towards increasing the metre gauge rolling-stock and coaches by placing orders for more metre gauge coaches and locomotives as also rolling stock. That requires his immediate attention because unless these undeveloped areas are brought on a level with more developed areas, I feel the people in those undeveloped areas will not be benefited by the general improvement in administration.

An Hon. Member: Seven thousand coaches have been ordered.

Shri Jajoo: They might have been ordered. A hungry man will be satisfied when he gets bread—not when an order has been placed for it even with the best hotel in the world. (*Interruption*). No, hope does not fill my belly, I require bread.

Another thing which I would bring to your notice is that during his last visit in October this year to Indore our revered leader, the then Deputy Prime Minister, Sarfaraj Patel, before a very large gathering in a public meeting said that after appreciating the conditions in Madhya Bharat it was clear that a broad gauge section from Ujjain to Mhow was a necessity. He might have pointed this fact out to the Railway Ministry also, but from the reports supplied to us by the Railway Ministry I find that not even a survey or even a hint about having a survey regarding this section has been made. Sir, I would submit that that was an utterance from our esteemed and revered leader and the Railway Ministry should make a note of it. Next time when the hon. Minister comes up with the Railway Budget, I hope, he will give us sufficient information on this point.

Another thing is that in that particular area of the country certain hydro-electric schemes are under construction. One of them, our Minister for Works, Mines and Power has stated, will be one of the biggest schemes in the country. While that is so, no survey or schemes for development of railway services in that area which will be served by the hydro-electric scheme are being undertaken. I pointed this out on a previous occasion also. I request, Sir, that it should be taken up now. Actually, in some cases where railway projects were surveyed or even approved by the then Indian State Railways, for example the Chittore-Kotah section, those schemes have been abandoned. I hope our administration will not abandon those schemes but will pursue them and pursue them with zeal so that we on the metre gauge lines also would feel that we are being treated fairly. I would request that more attention should be paid to the metre gauge lines.

Shri Sidhva: It is necessary at times that for emergency works Supplementary Grants are needed. But I find that generally when the Budgets are presented proper estimates are not made and subsequently a very large Supplementary Demand is made on

the ground that the expenditure was of an emergency nature, that it was not contemplated when the Budget was prepared and that therefore necessity arose to spend the money after the Budget was passed. Sir, that kind of a procedure, in my opinion, should be changed and more attention should be paid to these facts at the time of the preparation of the Budget and as little an amount as possible should be presented by way of Supplementary Demands to this House. That would be the proper course.

I do not dispute the emergency cases, but if you refer to page 5 under "Ordinary Working Expenses—Repairs and Maintenance" you will find that Rs. 105 lakhs are provided for locomotives "due partly to the original budget having been under-estimated and partly to more provision being found necessary on account of increase in repairs in pursuance of the Railway Board's policy to overtake arrears of maintenance and increase in the cost of stores and labour". Similarly under "Open Line Works" also, we find a large amount has been provided for on the ground that the estimates were not properly made at the time of presenting the Budget. That is my main complaint, namely, that every year we find that the Supplementary Demands are for larger amounts than was the case in the previous year. I would request the hon. Minister to see that except in very rare and emergent cases, full care should be taken not to ask for such big Supplementary Grants. At the time of the preparation of the Budget, the full amount should be provided, so that the original Estimates may not be exceeded in the manner they are being done at present, necessitating huge Supplementary Grants.

My hon. friend Mr. Anthony was referring to the housing of railway staff. As I told him, nearly Rs. 64 lakhs have already been provided for this. Please see page 12. The point is, whether this amount is going to be spent this year. While this Supplementary Grant can be passed, I would like to know whether it is taken for granted that this money will be spent during the current financial year. I would also like to know the extent of progress that has been made with regard to the housing problem.

My hon. friend Mr. Jajoo referred to the metre gauge. I entirely agree with him that the metre gauge position is comparatively bad. There has been improvement in the matter of wagons, coaches and locomotives in regard to the broad gauge. We are glad

[Shri Sidhva]

to find that some metre gauge locomotives have been imported and in this Supplementary Demand also provision has been made for 50 metre gauge coaches, 35 narrow gauge locos and 7,000 wagons and coaches of the metre gauge and narrow gauge. The amount is nearly Rs. 150 lakhs. So far so good. They say that it is proposed to get them from West Germany and Belgium. I would like to know whether they are going to arrive before 31st March. That is really the important point that should be clarified.

Then again, provision has been made for track renewals for safety purposes amounting to Rs. 304½ lakhs. If this provision for safety has been made after some report, I would like to know what that report says. I am anxious to know what kind of safety measures Government are going to provide by renewal of the tracks. If any new device has been found for preventing accidents, I would welcome it. During this year, many accidents have occurred and we have been discussing avoidance of accidents so many times.

Shri Gopaldaswami: May I draw the attention of the hon. Member to the fact that these Rs. 304½ lakhs are for track renewals?

Shri Sidhva: Yes, but would you kindly read further on—it is said "as a safety measure". It is not ordinary renewal. If it is ordinary renewal why was it not provided in the Budget?

Shri Gopaldaswami: Renewal itself is a safety measure.

Shri Sidhva: This is a provision against some risk. It is a safety measure. An explanation is necessary, especially as the words "as a safety measure" have been put in. I do certainly support it, but what kind of safety measure is intended to be provided should be explained.

Then Sir, an amount of Rs. 50 lakhs has been provided for a suspense account for the Chittaranjan Workshops. Although I cannot place my finger immediately on it, I know that we have provided a certain amount already as a suspense account for these Workshops. How far has that amount been spent, and why has necessity arisen to provide for a fresh sum of Rs. 50 lakhs?

This morning, much capital was made of the Standing Finance Committee for Railways. I have been a member of that Committee and know something of it. We are called for half an hour or an hour and these huge

amounts are made to be passed without giving proper and sufficient information. Even in this report, there is nothing to enlighten hon. Members. When you are submitting a report to hon. Members, a little more information is necessary to be provided.

I repeat again: it is unfair that Supplementary Demands are piled up every year without proper attention being paid at the time of preparation of the Budget.

With due deference to my hon. friend the Railway Minister, no greater clarification has resulted by the submission of the Standing Finance Committee report. In future, it would be very desirable that for the benefit of non-Members of the Standing Finance Committee sufficient information should be made available. After all, a large sum is being asked to be passed by the House.

In regard to these track renewals, we would like to know what is behind the mind of the hon. Minister. It is not enough to say that it is for track renewals as a safety measure. We have provided crores of rupees for track renewals in the last Budget. I would like to know what happened to that money and what fresh necessity has arisen now to provide for these Rs. 304½ lakhs. On this point, I would like to have an explanation.

With these words, I resume my seat.

श्री डी० डी० पंत : जनाब सदर, में इस मीके पर हिन्दी में इसलिये बोल रहा हूँ कि जिस डिमान्ड (demand) पर मैं बोलना चाहता हूँ यानी ९ ए और १२ ए वह लेबर वेलफेयर (Labour welfare) के बारे में है। मजदूरों की भाषा में बोलना उचित होगा।

पिछले बजट को अपनी स्पीच में मिनिस्टर ऑफ़ रेलवेज (Minister of Railways) ने कहा था कि रेलवेज एक तरह से मजदूरों की हो चुकी हैं, रेलवेज इन ए सेन्स बिलांग टु दि वर्कर्स (Railways in a sense belong to the workers) ठीक यही अल्फाज वह काम में लाये थे, लेकिन मैं ने देखा है कि जिस तरह से मज-

दूरों की भलाई के लिये, उन की खुशहाली के लिए काम यहाँ हो रहा है उस से उन की कोई भलाई नहीं हो रही है खाली कुछ लेबर वेलफेअर आफिसर मुकर्रर कर देने से या एक दो ऐम्बुलेन्स कार (Ambulance cars) खरीद देने से मजदूरों का फायदा नहीं होता है। जैसा मैं ने पहले सुझाया था कि यदि रेलवे मजदूरों की हो चुकी है तो धीरे धीरे मजदूरों का सहयोग लिया जाये और धीरे धीरे वह बिःकुल मजदूरों के हाथ में चली जाये और उस को मजदूरों की भलाई के लिये चलाया जाये। ऐसा हो जाता कि मजदूरों की ही कमेटियाँ बना दी जातीं और कहा जाता कि तुम अपनी भलाई के लिये यह रकम खर्च करो और यह कहा जाता कि इतना रुपया आप इस तरह से खर्च कर सकते हैं। तब यह मालूम पड़ता मजदूरों को भी कि रेलवे हमारी भलाई के लिये काम कर रही है, सरकार हमारी भलाई के लिये काम कर रही है। आज यह होता है कि जो रुपया खर्च होता है वह अफसरों के जरिये से होता है और उस का एक बहुत बड़ा हिस्सा उन की तनख्वाहों में निकल जाता है या उनके तरह तरह के सफर खर्च में निकल जाता है जिस से मजदूरों के पास बहुत कम रुपया पहुंचता है। अगर इस तरह पर यह काम किया जाता तो यह होता कि मजदूरों की सब जगह कमेटियाँ बन जातीं और जनरल मैनेजरों से यह कहा जाता कि आप हर एक विषय में और हर डिपार्टमेंट में जो रुपया खर्च करते हैं सब मजदूरों की कमेटियो के जरिये खर्च करें। ऐसा होता तो मैं समझता हूँ कि मजदूर भी खुशहाल होते और रात दिन जो मजदूरों के भंगड़े हुआ करते हैं जिस में कि हमारे मिनिस्टर महोदय और हमारी सरकार ने एक मामूली से भी मजदूर को भड़काने के आगे घुटने टेकने पड़ते हैं और किसी न किसी तरह से उस के

पैदा किये हुए झगड़े को सुलझाना पड़ता है वह हरगिज न होता। इसलिये मैं कहता हूँ कि जो भी पैसा हमारी सरकार मजदूरों के नाम पर हम से लेती है मजदूरों की भलाई के लिये वह सब रुपया मजदूरों की मार्फत ही खर्च होना चाहिये। हाँ उस वक्त यह जरूर देखा जा सकता है कि मजदूर उसे बेकार तो नहीं फँक रहे हैं। इसके लिए यह जरूरी है कि उन के लिए एक विधान बना दिया जाये, उन की एक कमेटी हो और वह कमेटी तय करे उन की भलाई के लिये या अस्पताल के लिए इतना पैसा चाहिये, और क्वार्टर्स के लिए इतना पैसा चाहिये, सफ़ाई के लिये इतना पैसा चाहिये, मजदूर हो उस खर्च को करें। इस से उनको मालूम हो जायेगा कि उन की भलाई हो रही है और उन में जो यह भावना पैदा हो रही है कि और लोग हमारी भलाई के लिये कुछ नहीं करना चाहते यह भावना मिट जायेगी और वह यह समझने लगेंगे कि इस रेलवे से हमारा गुजारा है, यह रेलवे हमारी है और रेलवे हमारी भलाई के लिये यह सब काम कर रही है। मैं समझता हूँ कि यह सुझाव हमारे मिनिस्टर साहब को मंजूर होगा और वह यह देखेंगे कि हर एक रेलवे में जितना भी पैसा मजदूरों के लिए खर्च किया जाता है वह अफसरों के मारफत खर्च न किया जाये बल्कि मजदूरों के मारफत खर्च किया जाये।

(English translation of the above speech).

Shri D. D. Pant (Uttar Pradesh): Sir, I am speaking in Hindi on this occasion, because the demand, on which I want to speak, that is 9(A) and 12(A) is about Labour Welfare.

The Minister of Railways in this speech during the last Budget Session had stated that the "Railways in a sense belong to the workers". He had

[Shri D. D. Pant]

used exactly these very words, but I have observed the work which is going on for the workers' welfare, is doing no good to them at all. The labourers are not benefited only by the appointment of some Labour Welfare Officers and by purchasing one or two ambulance cars for them. As I had suggested previously that if the Railways were to belong to the workers, then their co-operation ought to be sought and they should gradually pass into the hands of the workers. They should be run in the interest of the workers. It would have been better to set up Committees of the workers and to give them a free hand to spend this money for their own welfare. They may have been asked to spend money in a particular way. Then the workers would have also realised that the Railways administration and the Government are doing something for their betterment. In the present set-up, money is spent through the officers and a large portion of that money is spent on their salaries or travelling expenses and thus the workers receive a very small amount of money. Had the action been taken on these lines, then the Committees would have been formed everywhere and the General Manager would have been asked to spend the entire money which they spend on various items and departments through the Committees of the workers. If it was done so, I am sure that the workers would have been well off and the labour disputes which frequently arise these days, in which the hon. Minister and the Government have to yield to the demands of ordinary workers just to settle the dispute anyhow, would not have assumed such proportions. I, therefore, submit that all the money, which Government demands from us for the welfare of workers, should be spent through the workers; of course, care should be taken to see that the workers may not misuse it.

To achieve that end, it is necessary to make a legislation for them. They should have a Committee of their own, and if that Committee decides to spend a particular sum of money for hospitals, quarters, sanitation and general welfare, it should be spent through the workers themselves. This will make them feel that really something is being done for their welfare and the feeling, that the Government do not want to do anything for their good, will vanish and they will begin to feel that the Railways belong to them and all these steps are being taken for their own welfare. I hope that this suggestion would be acceptable to the hon. Minister and that he will see to it that the money which is spent for the

welfare of the workers is spent through the workers and not through the officers.

Shri Kshudiram Mahata (Bihar): In connection with these Supplementary Demands, I have to voice the grievances of my local area, so that the hon. Minister may take steps to redress them.

Mr. Speaker: Order, order. On his own admission, the hon. Member has put himself out of court. He cannot be permitted to speak on a general question; if he wants to say anything about the Supplementary Demands, he is welcome.

श्री भट्ट : माननीय अध्यक्ष महोदय, मैं रेलवे फ़ाइनेंस कमेटी (Railway Finance Committee) का एक सदस्य हूँ और उस नाते कोई नुफ़ताचीनी करने के लिए मुझे बोलना नहीं है, लेकिन एक दो बातें मैं यहाँ आम तौर पर सुझाना चाहता हूँ।

हमारे माननीय मित्र श्री सिधवा ने कहा कि फ़ाइनेंस कमेटी के सामने जब चीजें आती हैं तो आधे घंटे में उन सब चीजों को मंजूर करना पड़ता है। मैं नया नया आदमी हूँ और अभी उम्र में गया हूँ लेकिन मैं मानता हूँ कि हर सदस्य को जिन जिन चीजों के खुलासे वह चाहता है वह उन्हें मिलते रहते हैं और जब तक उस को संतोष न हो जाये तब तक हम मिनिस्टर्स (Ministers) को भी आगे नहीं बढ़ने देते हैं। तो मेरी समझ में नहीं आता कि सिधवा जी को, जो बहुत बहस मुवाहसा कर सकते हैं और जिन को बहुत गहराई में जा कर सोचने का अभ्यास है, यह तजर्बा कैसे हो गया। आप ने स्टैंडिंग फ़ाइनेंस कमेटी (Standing Finance Committee) की प्रोसीडिंग (proceedings) देखी होंगी जो कि आप के सामने हैं। उन से आप को मालूम होगा कि हम ने कई चीजों के खुलासे मांगे और उन खुलासे के बाद ही हम ने जो चीज़ थी उम्र

को मंजूर किया है। और जो चीज हम को नहीं मिल सकी वह हम को समझाई गई और आयन्दा उस के बारे में जो मसाला चाहिये था वह देने का जब वायदा किया तभी हम आगे बढ़े। तो मैं यह चीज सिर्फ खुलासे के तौर पर कहना चाहता हूँ। मेरी समझ में नहीं आता कि मेरे मित्र सिधवा जी जैसे जो कि फ़ाइनेन्स कमेटी के बहुत पुराने सदस्य हैं, किस रीति से बजट (Budget) और ऐस्टीमेट (Estimate) और सप्लीमेंटरी ग्रांट (Supplementary Grant) मंजूर करते रहे।

दूसरी बात में यह कहना चाहता हूँ, जैसा कि एक और मित्र ने कहा है और ठीक ही कहा है, कि जो चीज हम बजट में रखते हैं वह पूरी खर्च नहीं हो पाती है। ऐस्टीमेट के बारे में भी यह है कि ऐस्टीमेट बदलते रहते हैं। यह बात मैंने फ़ाइनेन्स कमेटी में भी कही थी कि अगस्त में ऐस्टीमेट अलग होता है, नवम्बर में अलग होता है, फ़रवरी में अलग होता है और आखिर मार्च में आता है तो अलग होता है। इस तरह से ऐस्टीमेट बदलते रहते हैं। शायद ऐस्टीमेट बनाने वालों के पास बहुत काम रहता हो और उन का दिमाग़ व्यस्त रहता हो इसलिए शायद यह गड़बड़ी होती होगी। लेकिन जो कुछ रकम हम मंजूर करते हैं वह खर्च नहीं हो पाती है और इस के लिए मैं खास तौर से माननीय मंत्रियों का ध्यान दिलाना चाहता हूँ कि हमारे महकमों में इस प्रकार से कार्रवाई चलती है कि अगर ५ रुपये या १० रुपये का भी काम हो तो वह जल्दी से नहीं हो पाता है, उस में महीनों लग जाते हैं। दिनों तक तो कागज़ पूरे नहीं होते हैं। जो खानापूरी करनी पड़ती

है और दफ़्तरों का पेट भरना पड़ता है उस में इतना समय लग जाता है कि सारी रकम रह जाती है और दिन गुज़र जाते हैं और पांच या दस रुपये का काम भी नहीं हो सकता है। मझे बम्बई की एडवाइज़री कमेटी (Advisory Committee) का अनुभव है। मैंने वहाँ कहा कि अगर आप को एक बेंच बैठने के लिए देनी है तो उस में महीनों लगे जाते हैं। मुझे यह आश्वासन मिलता रहा कि यह काम जल्दी हो जाने वाला है। अगर एक छोटा सा दरवाज़ा लैटरीन (Latrine) में लगाना है जिस में कि कुछ ज्यादा खर्च नहीं है तो कहा जाता है कि यह लग जायेगा लेकिन ६ महीने के बाद जब मैं फिर दरयाफ्त करता हूँ कि अभी तक क्यों नहीं लगा तो कहते हैं कि अभी मंजूर होने गया है, और उस के बाद लग जायेगा। तो अगर माननीय मंत्री गोपालस्वामी जी मेरी हिन्दी समझ लेते हैं, और मैं समझता हूँ कि ज़रूर समझ लेते होंगे, तो मैं उन को यह सुझाना चाहता हूँ और हमारे देशमुख जी भी बिराजमान हैं उन को भी कहना चाहता हूँ, कि बजट जो हम मंजूर करते हैं उस के माफ़िक चीजें जल्दी से नहीं होने पाती हैं और हम आशा लगाये बैठे रहते हैं। हमारे सीताराम जी भी आशा लगाये बैठे हैं कि कब छोटे डब्बे आयेंगे और कब अजमेर से खंडवा तक कम से कम एक गाड़ी जारी हो जायेगी। लेकिन मैं इन बड़ी बड़ी बातों में नहीं जाना चाहता। लेकिन मैं चाहता हूँ कि आप को एक तरीक़ा अस्तित्थार करना चाहिये कि पांच सौ तक, या एक हजार तक, या दो हजार तक, या पांच हजार तक, खर्च करने का किसी न किसी अफ़सर को यह अधिकार देना चाहिये कि जब एक प्लान (Plan) आप ने मंजूर कर लिया और हम सब ने एडवाइज़री कमेटियों में और सेंट्रल

एडवाइज़री कमेटी (Central Advisory Committee) और स्टैंडिंग फाइनेंस कमेटी में मंज़ूर कर लिया, तो वह उस रुपये को खर्च कर सके। क्या वजह है कि महीनों तक वह रकम खर्च नहीं होती है और लोग परेशान होते रहते हैं और जो सहूलियत हम चाहते हैं वह नहीं मिलती हैं। यही सुझाव देना था और मैं आशा करता हूँ कि इस सुझाव पर आप ध्यान देंगे और इस के लिए कोशिश करेंगे।

(English translation of the above speech)

Shri Bhatt (Bombay): Sir, I am a member of the Railway Finance Committee and as such have not to speak here for the sake of criticism but I want to suggest one or two things in general.

Our hon. friend Shri Sidhva has complained that whenever anything comes up before the Finance Committee they have to accept all that within half an hour's time. I am quite a fresh hand and have been there only recently, but I confess that members usually get gists of all those things which they demand and unless they are satisfied we do not allow our Ministers to proceed on with those things. In the light of this knowledge I am at a loss to understand as to how Shri Sidhva, who can raise a lengthy debate and who is used to deep thinking, has had this experience. He might have seen the proceedings of the Standing Finance Committee which are here and he would have come to know that we asked for gists of several things and it was only after receiving those gists that we accepted those things. We were explained those things of which we could not get gists and we went ahead only when we were promised that the requisite material in this connection would be furnished in future. I want to make this thing quite clear. I am at a loss to understand how and in what way my friend Shri Sidhva, who is a very old member of the Finance Committee, accepts the Budget, the estimates and the supplementary grants.

The second thing which I would like to submit, is that any sum which is kept by us for a particular purpose in the budget is not spent in full on that purpose. The same is the case with the estimates as well, they always vary. I pointed out this very thing in

the Finance Committee as well, that our estimates generally varied and were different at different times. They differ from each other a lot when they are presented in August, November, February or in the end of March. In this way estimates go on changing. Perhaps the persons who prepare these estimates are over-busy and they are always busy. Perhaps this is the reason why such things happen. Whatever sums we grant they are not being spent. I would especially draw the attention of our hon. Ministers to this carelessness which is prevalent in our departments so much so that even if a thing were to cost five or ten rupees only the thing is not done immediately, it takes months together. Papers remain incomplete for days together. The official red-tapism takes so much of the time that the entire money remains unspent, days pass and the purpose for which those five or ten rupees were granted remains unfulfilled. I have experience of Bombay Advisory Committee. I had asked there as to why it takes months together to supply even a bench. From time to time I was assured that the work was going to be accomplished soon. If a small door, which would not cost much, is to be provided to a latrine we are told that it would be provided. But after a period of six months when I again enquired as to why the door was not provided, the reply came that it awaited sanction and would be provided after the sanction was received. If the hon. Minister Shri Gopalaswami understands my Hindi, and I think he might certainly be understanding it, I would like to tell him as well as to our Shri Deshmukh, who is sitting by his side, that things are not accomplished soon in accordance with the budget proposals that we make and we are kept awaiting in expectation. Shri Sita Ram too is waiting as to when the metre-gauge compartments would be available and when one train at least will run from Ajmer to Khandwa. But I do not want to go into these big issues. What I want is only this that once a plan is accepted and is also approved by us in the Advisory Committee, the Central Advisory Committee or the Standing Finance Committee, such a procedure should be adopted whereby some officer should be authorized to spend any amount to the limit of say five hundred, one thousand, two thousands or five thousands. What is the reason that those sums are not being spent for months together, with the result that people are being put to trouble and we also do not get the facilities which we want. This was the thing that I had to suggest. I hope that the Government would consider this issue and would try to this effect.

Shri Jhunjhunwala (Bihar): Sir, I have not much to say. I have just one point to bring to the notice of the hon. Minister for Railways in connection with Supplementary Demand No. 16. While he comes forward for some Supplementary Demands we naturally take it that some important factors have arisen which necessitate this demand.

Sir, for the last three or four years representations are being made to the hon. Minister for giving one line from Murliganj to Madhoripur. It is only a matter of thirteen miles. The hon. Minister, in reply to a question put to him said: "Traffic and engineering surveys for this process were carried out by the old B.A. Railway in 1948. Reports reveal that the line, if constructed, would result in an annual loss of Rs. 2.10 lakhs on a capital cost of Rs. 13.79 lakhs. Actually the cost would be higher." But the hon. Minister while bringing forward this Demand for Supplementary Grant has not taken into consideration the fact that circumstances which obtained in 1947 have changed. This area from Madhoripur to Murliganj is a jute producing area and is fast developing. Large quantities of jute are being grown there, but for want of proper transport they are discouraged from growing it. This is unfortunate, particularly at a time when we require so much of this commodity in our country. If only the hon. Minister had taken into consideration the quantity of jute grown in this area and the huge volume of traffic it would offer, he would have found that a line, if opened would be a paying proposition. In addition to that it will help in providing our country with a large quantity of the much needed jute.

Apart from this line there is another line from Bagha to Chittorighat which, if constructed, will afford very good traffic. Every time hope is given that it will soon be undertaken, but nothing has so far been done with the result that people living in this area are put to considerable hardships. I hope early action will be taken for the construction of this line.

Shri Sonavane rose.

Mr. Speaker: It is guillotine time now. The Hon. Minister.

3 P.M.

Shri Gopaldaswami: I shall be very brief in dealing with the points that have been raised during this debate. First let me take the general point that was raised by several hon. Members, namely, the alleged habit of this Ministry to bring up for Supplementary Grants items which aggregate to a large sum as compared with the

original budget appropriation. In this connection I wish only to point out that it is impossible for any government to avoid Supplementary Grants. One main reason for this is that our budget estimates for a particular year are framed months in advance of that year. Actually we start preparing figures for the budget somewhere about August of the previous year. These figures mostly go into the budget as sanctioned, though we try to revise those figures as far as possible to bring them up-to-date sometime about the date on which we actually present the budget. It naturally follows that these estimates do become defective on account of factors which come into existence after they were originally prepared. We get two corrections of these figures before we actually present the budget. Even so there are deviations from the figures according to actual realities, and that is why in the course of the year in which the budget has to be executed we have to come before the House for Supplementary Grants. I accept the principle that as far as possible we should try and make the budget approximate to what might be anticipated to be the expenditure for the budget year and that as far as possible we should also refrain from asking the House for Supplementary Grants except for what may be absolutely necessary or what may be actually desirable for the purpose of carrying on the administration of the country. I shall give the assurance that I shall endeavour to do so as much as possible. But I cannot give the assurance that we will not come before the House for Supplementary Grants. In some years it may be necessary for us to ask for Supplementary Grants of large dimensions in order to meet the needs of the particular year.

Now, Sir, I come to other general points. There was first the criticism which my hon. friend Mr. Goenka made that while we are asking for revenue supplementary expenditure to the tune of something like Rs. 12 crores, we are saying that that will not interfere with the operational ratio, and that therefore the inference is that we are swallowing up every rupee of additional revenue in supplementary expenditure which we are asking the House to sanction. That is not very accurate. What I pointed out was that in spite of the fact that we shall incur all this supplementary expenditure before the year is over, our operating ratio will not be affected in a direction which will be disappointing at the moment. As a matter of fact the revenue returns that we have had up to the end of November last enable us to anticipate that by the end of the year our revenue estimations will be

[Shri Gopaldaswami]

such as will not only cover the Supplementary Grants that are now being asked for but will probably give us something more. It is not quite wise for me to give any estimated figures as regards the improvement in revenue, but I think I am in a position to assure the House that the revenue returns are quite satisfactory, that the increase in revenue should be such as will not only cover the expenditure I am asking for but will probably give us something more. I am also in a position to assure the House that the operating ratio which was somewhere about 73.1 per cent. in the budget will get improved by the end of the year to 71.2 per cent. on account of the improvement in revenues.

My hon. friend Pandit Kunzru raised a point to the effect that his expectation and the expectation of the House was that the improvement in our revenues should be somewhat better than the increase in expenditure that we might find necessary to provide for. As a matter of fact, that is so, so far as the Railway Budget is concerned. I have already told you that while we are asking for Rs. 12 crores of additional expenditure, our increase in revenues would be even more than the Rs. 12 crores that we are asking you to sanction.

Going to the individual points that were raised by various speakers, I should like first to refer to my hon. friend Mr. Anthony's statement about staff quarters. As a matter of fact, we are providing as much money as we possibly can for staff quarters. If in the original budget we were unable to provide more, it is due to the fact that the expenditure on staff quarters is capital expenditure, and for capital expenditure we depend upon funds which the hon. the Finance Minister can make available to us. It is only with reference to the quantum of funds made available to us that we can determine the extent of provision for staff quarters. It so happened since the year began that it has become possible for us to provide something more for staff quarters. That is what explains the present position. I am as enthusiastic as Mr. Anthony himself about providing quarters, and it is the policy of the Railway Ministry to provide staff quarters for every railwayman, if I may say so, and particularly for every railwayman of class IV and class III. But that means a large amount of work and a huge expenditure of funds. It cannot be done in a day: it has to be spread over several years. I can give him the assurance that it will be my endeavour in each year to provide as much as possible for the construction of staff quarters.

As regards the minor point which he raised about transfers of railwaymen to places where no quarters are provided and so on, that when there is a choice between a place with quarters and a place where there are no quarters, some consideration should be given to the man's family needs and so on and that the transfer should be so made as to cause him the least inconvenience, I entirely sympathize with that and I think, on some representations that he made with regard to some particular person, I did go into that matter and issued orders which mitigated the inconvenience caused to that man. I dare say that all the officers of the Railways keep this in mind; it is not to their interests to cause this kind of inconvenience to their subordinates.

Then, Mr. T. N. Singh complained that there was some kind of wrong estimating in our Capital Budget. Pandit Kunzru pointed out that our original Budget provided for expenditure from Capital to the tune of Rs. 19½ crores. We are now asking for another Rs. 10 crores which is more than 50 per cent. of the amount that was entered in the original Budget. These are not very accurate; and I should say these do not cover the whole of our Capital Budget, because expenditure which may be described as capital is financed from three sources. First of all from our Depreciation Reserve Fund, then from our Development Fund and lastly from Capital Funds which General Finance provides for us. Now all these three items go into the ways and means position of the Government as a whole and for the amount of money that we can draw from all these three sources, we are dependent to a large extent on the general ways and means position. To the extent that funds are made available to us, we provide for capital expenditure from these three different sources in our Budget. But if the position improves and we are able to find more funds under any of these heads, we try to provide for more capital expenditure. As a matter of fact, in the Budget, I think we provided something like Rs. 46 crores, Rs. 20 crores coming from General Finances and Rs. 20 crores coming from the Depreciation Reserve Fund and about Rs. 6 crores from the Development Fund. We are now adding Rs. 10 crores under the Supplementary Demands, out of which Rs. 7½ crores come from the Depreciation Reserve Fund and only Rs. 2½ crores from General Finances. As a matter of fact a large amount under these earmarked funds of ours is at the disposal of the hon. the Finance Minister. We have to see to

the strength of the general financial position before we can draw heavily upon these funds for merely railway requirements.

Well, Sir, an assurance was demanded from me that I shall not ask for any more Supplementary Grants before the end of the year. I am afraid, I cannot give that assurance at this stage. As a matter of fact, these Supplementary Demands were based upon information which we had collected somewhere about July or August and if Supplementary Demands had come up before the House during the last session, I should probably have asked for practically the whole of the money that I am asking for now but as the Railways work on the basis of a commercial system, new things supervene and fresh expenditure becomes necessary, if we have to give a service and to improve the quality of that service as we go along in the course of the year, and if any such factors do intervene between now and the end of the year, I cannot put them off to the next year and it will become my duty to invite hon. Members again to consider some additional supplementary grants.

In this connection, I might refer to another assurance which has been demanded of me. I think it was Mr. Sidhva who referred to 2 or 3 items and asked whether they were all intended to be spent by the end of the current year. Of course, the intention is to spend all that amount before the 31st March 1951. That is the estimate of the expenditure under those items up to the end of the current year and most of them are items on which expenditure is already being incurred in anticipation of the sanction of the House. He may take it, therefore, that it would be our endeavour to spend the whole of the amount that we are asking for before the end of the current year.

My hon. friend, Pandit Kunzru asked whether the conditions of work in our workshops have continued to show an improvement. As a matter of fact, when this question was investigated towards the end of 1948, certain instructions were issued for the purpose of speeding up the work in our workshops, particularly the repairs, overhauls and so on and a definite improvement was registered in the course of 1949-50. That improvement is not only being maintained but on the Broad Gauge it is being substantially improved in the course of the current year. I have here figures before me which indicate this improvement.

On the Broad Gauge, for instance, in respect of locomotives the outturn

per month improved from 25 in 1947-48 to 39 during 1948-49. There was a slight set-back in 1949-50, but for the current year the average is approximately 42 engines per month, which is far better than during any of the last three years. Similar is the case under carriages and wagons. There is room for some improvement in regard to the Metre Gauge, but that is being attended to.

Sir, my hon. friend, Mr. Jajoo complained about the neglect of Metre Gauge Railways in his part of the country. He also complained of neglect with regard to certain improvements to be made in the number of trains and the restoration of certain lines and so on. As he knows, all these matters are being attended to. These are matters in respect of which there have been heavy arrears and heavy neglect in the past and we can only attend to them gradually and I can give him an assurance that I am impressed with the fact that the Metre Gauge area has not been given as much attention in the past as the Broad Gauge lines have been. It would be the endeavour of the Railway Board to see that the metre gauge lines get greater attention in the future. It must have been noticed that in regard to both locomotives and carriages that we have ordered from abroad, we have given special attention to the improvement of the conditions on the meter gauge lines.

As regards the line from Ujjain to Mhow to which he referred, I recall that Sardar Patel wrote to me specially about that particular line. A survey of that line has been ordered as a result of his letter to me and I believe it is in progress. Meanwhile, we have received certain representations as regards the alignment of that line somewhat differently from the alignment which Sardar Patel himself had recommended. That also will be investigated in the course of the survey. This is a matter which is receiving our attention and as soon as the survey report is received, we shall give it our earnest consideration.

Sir, one hon. Member referred to the extra 50 lakhs under Suspense, provided for under Demand No. 16 in connection with the Chittaranjan Locomotive Workshop. This is Suspense under Manufacturing Account and is due to the fact that we are accelerating the manufacture of locomotive component parts. These parts will be utilised in 1951-52 in the manufacture of locomotives. When they are so utilised, this account will be cleared. This is Suspense account for the present.

[Shri Gopaldaswami]

[PANDIT THAKUR DAS BHARGAVA in the
Chair]

I must here refer to what my hon. friend Mr. Jhunjhunwala referred to. That was under Demand No. 16, he said. Whichever Demand it may come under, he knows the history of the proposed line between Murliganj and Mahadeopur. It is a small length of 13 miles. He gave a part of the previous history of that. I have had deputations about this, I have heard representations about this and the matter has not been lost sight of. The trouble is that not only has it so far been considered to be unremunerative, which I think I can brush aside if the line was otherwise necessary, but some doubt has been cast upon the engineering feasibility of this line, whether even if it is constructed, it would not be washed away by the next flood. I want to be satisfied about this particular matter and I believe my officers are going into this question. Once I am satisfied of it, the hon. Mr. Jhunjhunwala may expect greater progress on it than has hitherto taken place.

I have nothing more to say.

Shri Sidhva: I raised a point, Sir, regarding 3 or 4½ lakhs on page 16 regarding renewals as a safety measure. I wanted to know whether they relate to any new devices as a safety measure or ordinary renewal, and if it is for ordinary renewal, why this sum was not included in the Budget.

Shri Gopaldaswami: All over the lines, there are heavy arrears as regards track renewals and provision of funds has been restricted because of lack of sufficient funds. I believe the hon. Member himself should have found that for special expenditure to provide against accidents, we have made provision elsewhere. This particular amount is for renewal of tracks. They have been in heavy arrears all over. Our ordinary average requirement annually is somewhere about 11 crores. We provided, I think, for about 4,90,00,000 in the original Budget. We are now in a position to provide about 3 and odd crores more so that we may overtake those arrears more quickly than we are able with the original allotment. This is only replacement and renewal of tracks.

Mr. Chairman: I proceed to put the Demands to the House. The question is:

"That the respective supplementary 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 Supplementary Demands for Grants which were adopted by the House are reproduced below.—Ed. of P. P.]

DEMAND No. 2—AUDIT

"That a supplementary sum not exceeding Rs. 1,04,000 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'."

DEMAND No. 3—MISCELLANEOUS
EXPENDITURE

"That a supplementary sum not exceeding Rs. 16,04,000 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'."

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

"That a supplementary sum not exceeding Rs. 53,55,000 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 'Ordinary Working Expenses—Administration'."

DEMAND No. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a supplementary sum not exceeding Rs. 4,42,40,000 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 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND No. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

"That a supplementary sum not exceeding Rs. 15,71,000 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 'Ordinary Working Expenses—Operating Staff'."

DEMAND No. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)

"That a supplementary sum not exceeding Rs. 1,87,49,000 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 'Ordinary Working Expenses—Operation (Fuel)'."

DEMAND No. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL.

"That a supplementary sum not exceeding Rs. 2,36,01,000 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 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a supplementary sum not exceeding Rs. 1,20,33,000 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 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND No. 9A.—ORDINARY WORKING EXPENSES—LABOUR WELFARE.

"That a supplementary sum not exceeding Rs. 15,15,000 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 'Ordinary Working Expenses—Labour Welfare'."

DEMAND No. 12A.—OPEN LINE WORKS—(REVENUE)—LABOUR WELFARE

"That a supplementary sum not exceeding Rs. 68,17,000 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'."

DEMAND No. 12B.—OPEN LINE WORKS—(REVENUE)—OTHER THAN LABOUR WELFARE.

"That a supplementary sum not exceeding Rs. 40,02,000 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'."

DEMAND No. 15—CONSTRUCTION OF NEW LINES.

"That a supplementary sum not exceeding Rs. 1,01,31,000 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'."

DEMAND No. 16—OPEN LINE WORKS—ADDITIONS.

"That a supplementary sum not exceeding Rs. 1,53,48,000 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'."

DEMAND No. 17—OPEN LINE WORKS—REPLACEMENTS.

"That a supplementary sum not exceeding Rs. 7,45,21,000 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—Replacements'."

DEMANDS FOR SUPPLEMENTARY GRANTS FOR 1950-51.

Mr. Chairman: Now, we take up the Demands of the hon. Finance Minister. Which Demand would the hon. Finance Minister like to put first? No. 7, I think.

The Minister of Finance (Shri C. D. Deshmukh): Cut Motions have just been received in connection with Demand No. 1,.....

Mr. Chairman: They have not been circulated; they cannot be taken up. There is one cut motion for Demand No. 7. I shall put Supplementary Demand No. 7 to the House.

DEMAND No. 7—IRRIGATION (INCLUDING WORKING EXPENSES), NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (MET FROM REVENUE).

Mr. Chairman: Motion is:

"That a Supplementary sum not exceeding Rs. 1,20,000 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 'Irrigation (including Working Expenses), Navigation, Embankment and Drainage Works (met from Revenue)'."

Prof. K. T. Shah (Bihar): May I suggest, Sir, that it would be very helpful if the hon. Finance Minister would first make some general remarks explaining the nature of the Supplementary Budget, and then individual items may be taken up. I think the scheme of the entire Supplementary Budget ought to be explained in a few words so that if some hon. Members have to offer any general remarks, they may do so. Otherwise, it would happen that the details of individual items only might come under discussion and the general picture might be lost sight of. I suggest therefore that the hon. Finance Minister might show us the kindness to explain in brief the general scheme first, and then the individual items may be taken up after some criticism, if any, that the hon. Members might make.

Shri C. D. Deshmukh: There is no general scheme in this. It is a collection of Demands which have arisen. Most of them are of an *ad hoc* nature which could not be foreseen before. It does not represent the same pattern as the General Budget. I should have been glad to oblige the hon. Member; but this does not lend itself to that process.

Shri Sondhi (Punjab): I have to raise a point, Sir. The hon. Finance Minister says that these are specific Demands. The general question of economy about which so much was promised to us last year has now been absolutely smashed, and demands are now made for all the reduced items. I would very much like to hear the Finance Minister on that question, because it is a general question.

Shri B. Das (Orissa): I would support what my hon. friend Prof. Shah submitted, that the hon. Finance Minister should make a statement. We all recollect that on 31st March of this year, an omnibus Supplementary Demand for 118 crores was brought forward by the former Finance Minister. We all resented that and criticised the Government, particularly in the Finance Ministry for this kind of happening. This year I find that the Supplementary Demands come to Rs. 29 crores and the Finance Minister has to be congratulated that he has not come with Demands for Rs. 118 crores and instead of the last day of the Budget year, he has come some three months earlier. I do feel that it will be better if he gives a general picture and that would enable us to make useful observations.

Mr. Chairman: The Supplementary Demand in respect of item No. 7 has been placed before the House. I think it would be better if we discuss this

particular Demand now. So far as the general Demands are concerned, I see there is some substance in what Mr. Sondhi and Mr. Das said. I would, therefore, request the Finance Minister to refer to this general aspect of the question on some particular Demand. When he is dealing with some other Demand he may deal with this question of general economy also. But so far as this particular Demand, No. 7 is concerned, let us finish with it now. I would, however, request the Finance Minister to deal with this question about economy which has practically not been given effect to by the various Ministries. When an opportunity comes in connection with some Demand, he may discuss this aspect of the question. But in respect of this particular Demand, we should proceed with it now, and when we come to some motion which is of a general nature, the Finance Minister may discuss this point.

Shri C. D. Deshmukh: I could choose a suitable Demand in respect of which I could enter into this general subject. It is not very much I have to say. But I shall have to make a few observations with your permission, Sir, in connection with the alleged delay in circulating the papers, and I would like to put myself right with the House in that respect.

These Supplementary Demands had to be placed before the Standing Finance Committee, and since 25th November I have been trying to arrange meetings of this Committee, but due to one reason or other, and because particular dates could not suit particular Members, it was not possible to fix a date as early as I would have liked to. I admit that we made the mistake of putting other schemes before the Standing Finance Committee rather than the Supplementary Demand. It occurs to me now that if we had put the Supplementary Demands to the Standing Finance Committee at their earlier meetings, well, that might have given Members another week in which to study the matter. I do not think that even during that week, it would have been possible to print all the material that went before the Standing Finance Committee. It makes a total of about 255 typed pages of which 67 are here in the form of the printed booklet of 58 pages and it left out 188 typed pages which would have made it about 160 printed pages, and with the already existing burden on our printing mechanism, I would not really think that it would have been possible to...

Shri Sondhi: Could not the W.M.P. Ministry print it?

Shri C. D. Deshmukh: It could not be printed. Actually it happened this way. It was considered on the 11th. Of course it is possible that if we had reversed the order, then as I said, this might have come at the earlier meetings of the Committee, and perhaps there might have been left another week in which to study the items. But actually we considered them on the 11th and 14th and it has not been possible to print them. Actually the Standing Finance Committee has been working very hard. They had nine meetings and several during the session—about 4 during the session—and they disposed of 119 items besides two Supplementary Demands.

Shri Sidhva (Madhya Pradesh): In how many hours?

Shri C. D. Deshmukh: I submit that we made every effort; but as was said this morning by the hon. Speaker, I will do better next time.

Shri Tyagi (Uttar Pradesh): I may also add that last time repeated requests were made to the treasury benches to see to it that when Supplementary Demands are submitted for consideration of the House, footnotes may be given in more detail. But now I find that there are hardly one or two lines under some of the Demands. And therefore it is difficult to find out what are the real reasons which caused these Supplementary Demands. I submit, Sir, that if the hon. Minister was not able to give the fuller details for want of paper or printing, he should have ordered his Ministry to give footnotes in more detail, and given us some information about these Demands so that the House could know why these Demands are being brought forward and justified. This request was made repeatedly and I do hope that in future at least, this may be taken note of.

Shri C. D. Deshmukh: In the first place I deny that the information given is not illuminating. Even one or two lines are very illuminating in some places. We have also placed some of the proceedings of the Standing Finance Committee in the House—I do not know whether the hon. Member has seen them—and there.....

Shri Tyagi: No.

Shri C. D. Deshmukh: There they are. They can not be circulated and they are laid on the Table of the House and therefore copies are available. But these were circulated two days ago.

Shri Tyagi: And that is what I am objecting to, Sir. My point is the Finance Committee met so late and it was not possible to circulate the proceedings of the Finance Committee amongst the Members. And therefore greater details should have been given in the footnotes so that we could get some idea about these Demands.

Shri Hussain Imam (Bihar): May I make a suggestion? The solution seems to be that the Finance Committee should meet earlier rather than late. If they meet earlier, all these details would be available to us.

Shri A. C. Guha (West Bengal): The Finance Minister stated that these papers were sent to the Members two days ago; but I submit that they were received only yesterday morning. This morning the hon. Speaker stated that this was entered in the Parliamentary Bulletin of the 18th. But everyday we get the bulletin only the next day morning and so these books reached us only on the morning of the 19th.

Mr. Chairman: With regard to Demand No. 7, there is one cut motion and that is in the name of Shri Mathura Prasad Mishra. But that motion seems to be out of order as it relates to the Kosi Project which is not covered by this Demand. So I proceed to put the Demand to the House.

The question is:

"That a supplementary sum not exceeding Rs. 1,20,000 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 'Irrigation (including Working Expenses), Navigation, Embankment and Drainage Works (met from Revenue)'."

The motion was adopted.

DEMAND No. 8.—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES).

Mr. Chairman: Motion is:

"That a supplementary sum not exceeding Rs. 96,80,000 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 'Indian Posts and Telegraphs Department (including Working Expenses)'."

Shri T. N. Singh (Uttar Pradesh): I do not want to move the cut motion standing in my name, but I would, with your permission, like to make a few remarks on the point I have mentioned in my cut motion. That relates to Item No. III in the abstract given to us. First of all, I feel that there have been so many increases under this and other heads and the result is that we have an over-all increase of about ten per cent. over the budgeted figure. And the increases under this head have been very heavy.

With these few preliminary remarks I would like to invite your attention, Sir, especially to the foot-note (i) where it is stated that the increase is—

“Mainly due to larger payments to Railways and Air Mail Carriers on account of increase in traffic, air-lifting of second class mails and payment of arrear subsidies.”

Now I want to know especially why it was not possible to anticipate the arrears of the subsidies. After all they are known things. The subsidies have been regularly paid and in the budget at least this item could have been very easily anticipated and budgeted for. This is just a simple item and I want to draw your attention to this fact that when we know of a particular item of expenditure which has to be incurred, it has to be provided for in the budget estimates. Otherwise it will lead to under-estimating and this is what I fear is at the back of these huge Supplementary Demands that have been made and most humbly I would request the Finance Minister to see whether in preparing the estimates due care is being taken by the Departments concerned. I feel that many of these things can be avoided and they are avoidable. It is for this reason that I stood up. I sincerely feel that there is something wrong with the manner in which the estimating has been done previously. This happened also in regard to the Railways and probably this has happened in other cases also. I feel that this issue may be raised again and again by several other Members also. So will it not be better if an *ad hoc* discussion is allowed and Members may refer to other demands also and thus repetition would be avoided.

Pandit Munishwar Datt Upadhyay (Uttar Pradesh): I was going through the reasons that are given in the notes at the bottom of this Demand to show as to why the necessity arose for bringing them as Supplementary Demands and I would submit that if you look into the reasons that are given—and

a number of reasons have been given—you will find that these items could very well be in the minds of the persons who were in charge of the Departments and they should have known that these expenses were likely to come and they should have been provided for in the main Budget. You might look at anyone of these items. The note says that the amount is required to meet the debit for air conveyance of Posts and Telegraphs personnel evacuated from West Pakistan in 1947. They were evacuated as far back as in 1947 and I think that it must have been in the minds of those who were in charge of it and it could have been provided for in the budget and if you come to the other item you will find remarks like this: “Mainly due to refixation of basic pay of industrial workers and ex-piece workers from 1st January 1947”. You find another remark “Mainly due to training of Departmental officials in auto-telephony in U.K.” So to say that these unforeseen expenditures could not be provided for in the main budget at the time would not be justified in these cases. Therefore the point that was raised by my hon. friend Mr. T. N. Singh that most of the expenditure which has come in the form of Supplementary Demands now could very well be provided for in the main budget is quite correct. If you go to the other Demands also the same position exists. That is why I wanted that it should be noted and in future the Demands that can be provided for in the main budget should not be allowed to come as Supplementary Demands.

Shri Hussain Imam: I have simply to request the Government to be a little more generous in the use of words and printed space. I find the item of increased payment to Railways and Air-companies amounting to 13 lakhs. The question is that now we have covered all first-class mail from surface to air transport, how could there be possibly any increase in the railway charges. Probably it is because the heading happens to be Railway and Air. Government has given a combined head. The least they could do was to mention at least what was the amount. The note is item (i) which says:

“Mainly due to larger payments to Railways and Air-mail carriers on account of increase in traffic air-lifting of second class mails and payment of arrear subsidies.”

These are three items of arrear subsidies, then Railway expenditure and lastly for air mail. It should not come

under Air. It gives a wrong picture of expenses because we are not spending what was due for the current year but what had arisen last year which by non-clearance of account had remained overdue. All these things deserve a special mention at least separately that so much is due to last year and this much to Air-companies for second-class mail and so much for Railways. I doubt whether any large part of it will come to the hon. Minister for Transport.

Another item on which I would like Government to enlighten us is this that as far as taking over of the assets of the Postal Departments of the Class B States are concerned, I do not think it has created any liability. The States are not going to receive any payment for the assets of the Postal and Telegraph Departments that have been transferred to the Central Administration. We are not therefore providing for any payment. It is a book adjustment at best. You are getting certain windfalls or incomes by saddling the Postal Department with the interest charges of assets for which no payment is being made. We were told that even Railways that have been taken over from the States are not going to be paid for. We are going to make payments to Class B States on a different footing for the loss of their revenue. It includes also Customs revenue and other items. I feel that the complaint which was made by Mr. Tyagi is very justified that more details at least could be given and items could be separated so that we may get a more correct picture.

Shri A. C. Guha: This Supplementary Demand on item 8 is the second Supplementary Demand of the year. In August we got another Supplementary Demand on this item and as the two previous friends have stated, the reasons given for this Supplementary Demand ought to have been previously known to and foreseen by the Department.

Now, the amount required to meet the debit for air conveyance of Posts and Telegraphs personnel evacuated from West Pakistan in 1947 should have been known to them earlier. Similarly, many of the other items ought to have been known to them at the time of framing the budget. Sir, this does not show much of efficiency on behalf of the staff.

There is one very convenient phrase used here: Other charges, including "allowances, honoraria and contingencies". I think about Rs. 16 lakhs come under these heads. The House is entitled to know what these allow-

ances, honoraria and other charges are, how during these few months they have increased and why they could not have been foreseen before. There are other items also which require more explanation on behalf of the Department, but I would particularly ask the hon. Minister to give some idea about so much expenditure under heads, "Allowances, honoraria and contingencies". We find this throughout in this Demand. We find under every sub-head "Other charges—allowances, honoraria, etc., and contingencies", then "Other charges—contingencies", again, "Other charges—allowances, honoraria, etc." What are these items for? I should like the hon. Minister to throw some more light on these items.

Shri Lakshmanan (Travancore-Cochin): I should like to avail of this opportunity for offering some criticism regarding the working of the Postal Department. I would invite the hon. Minister's attention to the inequitous and rather disadvantageous position to which the erstwhile workers of the Anchal and Telephone Department of the Travancore-Cochin State have been reduced as a result of the integration of the Anchal system of that State with the Posts and Telegraphs Department. One of the most important recommendations of the Indian States Finance Enquiry Committee, on the basis of which an agreement was entered into between the President and the Rajpramukh of Travancore-Cochin was that the State employees in the Federal Departments should be absorbed in appropriate grades and on terms that should not in any way be disadvantageous compared with those enjoyed by them before the date of the integration. Now, by a recent order issued from the Posts and Telegraphs Department, the officers of the Telephone Department have been brought down by a step. This not only affects adversely their position and rank in service but also their emoluments. To point out one instance, telephone supervisors in Travancore-Cochin now get a scale of.....

The Deputy Minister of Communications (Shri Khurshed Lal): On a point of order, Sir. Will it be in order to discuss the Department generally on this Supplementary Demand? Because, this question of State employees does not come in anywhere here.

Mr. Chairman: I would request the hon. Member to confine his remarks to the item before him. He cannot discuss all the matters connected with the Department during the stage of Supplementary Demands.

Shri Lakshman Sir, under Demand No. 8, footnote (h) deals with the "creation of new operative posts due to increased activities of the Department and larger requirements of Anchal system of Travancore-Cochin Union. Therefore, I am perfectly in order to refer to these matters.

The supervisors in Travancore-Cochin now get a scale of Rs. 175-225. If they are reverted to the grade of 'phone inspectors, as ordered at present, their scale would be Rs. 60-170/-. From Rs. 175-225 they are brought down to Rs. 60-170. The maximum that is now ordered is lower than the minimum of their present scale. I would give another instance. The sub-divisional officers in Travancore-Cochin now get Rs. 275-325. In their reverted grade as supervisors they will be getting a scale of Rs. 100-300. With regard to the respective qualifications of these persons also, I have to say one word. We have twenty-seven supervisors. All of them without exception are graduates in engineering. Some of them are even from English Universities. The requisite qualification for this in the P. & T. Department is only E.S.L.C. and five years experience as telephone operator or telephone *mistri*. Sir, it is these people that have been brought down from the place of supervisor to that of 'phone operator.

The other thing which I would like to mention is the anomalous position of the persons who are absorbed from the State services. The lower subordinates in the P. & T. Department here get Rs. 30 by way of pay and another Rs. 30 by way of allowances. But the employees in the Anchal Department in the Travancore-Cochin State get only Rs. 14 by way of pay and another Rs. 18 by way of allowances. They are entitled to receive equal treatment with the rest of the employees in the other parts of the country. Even in Travancore-Cochin, after the financial integration which took place on 1st April, 1950, there has been a revision of the scale of lower subordinates in other Departments. They get Rs. 20 by way of pay and another Rs. 20 by way of allowances whereas the erstwhile employee in Anchal Department gets only Rs. 32 in all. This is a very inequitable state of affairs. I would, therefore, urge the hon. Minister to see that these inequities are removed as early as possible and justice meted out to these people.

Shri Sonavane (Bombay): Mr. Chairman, I have given notice of a cut motion but as it was given today

it has not been taken up. However, I will say what I have to bring to the notice of Government regarding the working of this Department, particularly with regard to the policy of opening of new post offices and with regard to the working of the telephone department. The hon. Deputy Minister some days back said that 4,000 new post offices are going to be opened in rural areas, one each for a population of 2,000. If this principle is followed, then I have not understood why an area with a population of 2,000, populated by workers who are ignorant, illiterate and not capable of voicing their grievances in the public, why such an area is not given a post office. Dharavi in Bombay is such an area. In Dharavi, about ten or fifteen years ago there was one post office manned by three or four persons. The same staff and that only one post office continue even today without any increase either in the number of the staff or in the number of post offices. The population of that area has grown five or six times more. I would therefore request the hon. Minister that in view of the increase in population of the area new post offices should be opened there.

4 P.M.

Another point that I would bring to the notice of the hon. Minister is that the working of the telephone system in Bombay City is absolutely inefficient. A telephone was installed in my place in May this year and after about seven days it went out of order. I made a complaint and it was attended to and again it went out of order. I wrote to the General Manager who immediately sent a man and assured me that hereafter my telephone would not go out of order. But there are hundreds of others who use telephones. They constantly complain and the complaints are not attended to promptly. Whenever a person lodges a complaint at the Exchange, the telephone girls do not care to give reasonable answers.

Shrimati Durgabai (Madras): Telephone boys also.

Shri Sonavane: I do not know what makes them deal with the public in this manner. One day, I wrote a letter to the General Manager and in my disgust I ended my letter abruptly with a "Yours sincerely". Particularly, in Bombay, business people need very efficient telephone services and they do not get it from the Telephone Department. This Department should try to be as efficient as we expect it to be.

With these remarks, I hope that the needful will be done in the matter.

Prof. K. K. Bhattacharya (Uttar Pradesh): I must content myself with a few observations. As the President of the Allahabad Branch of the P. & T. Association, I have come to know some of the difficulties of the P. & T. and R.M.S. staff. I may tell you that the opening of several unremunerative Post Offices was not at all justified. These Post Offices have got to content themselves with a very inadequate staff. Sometimes, there is not even adequate stationery. Things are very unsatisfactory indeed. If Post Offices are to be opened, they should be opened with proper equipment.

Secondly, as regards the carriage of mails, I may tell you that there is no necessity for extending the system of carrying letters by air. Only the big towns are in a position to benefit by that scheme—not the rural areas. In rural areas, letters reach sometimes after inordinate delay.

Thirdly, Sir, the condition of some Post Offices for want of bags for carrying letters is most deplorable. At Lucknow, this was brought specifically to the notice of the Post Masters. Even registered letters had to be carried in a bundle of cloth without any bag having been provided therefor. It is most unsatisfactory that registered letters should be carried in this miserable way. It does not reflect credit on the Department.

With regard to the telephone system, there has undoubtedly been some extension in Allahabad but it has been very meagre indeed. I am very sorry to say so, but requests have been turned down on so many grounds and installations have been done after three or four months delay. As a member of the Advisory Board, I am in touch with the telephone Department there. I know the inadequacy of the staff and the slow speed with which work is being carried on. Therefore, I specifically draw the attention of the hon. Minister—I am sorry, the hon. Minister not being here, the attention of the hon. the Deputy Minister—to this adequacy. I hope it will be rectified.

As regards the R.M.S. staff, I must tell you that the conditions under which they have to work are terrible. They have to sort out thousands of letters within a certain hour. It is a rate at which no man can do it. Therefore, the staff has to be increased.

As regards the amenities provided, I do not intend to dilate on that point

now. I shall deal with it during the Budget Session.

It is a patent fact that on account of the opening of unremunerative Post Offices, the income has fallen and sometimes those Post Offices are running at a loss. I think the time has come to review the position and see how many of these unremunerative Post Offices should be abolished. This is all that I have to say.

चौधरी रनबीर सिंह : सभापति महोदय, पिछली बार आनरेबुल मिनिस्टर साहब ने बड़ी आशा दिलाई थी कि देहात के अन्दर नये डाकखाने खोले जायेंगे। इसलिये मैं पोस्टल एक्सपेन्सेज इन्क्लूडिंग कास्ट आफ कम्बाइन्ड आफिसेज (Postal Expenses including cost of combined offices) की डिमान्ड (demand) के अन्दर उनसे जानना चाहता हूँ कि देहात के अन्दर कितने पोस्ट आफिसेज खोले गये और उन पोस्ट आफिसेज में से कितने आफिसेज में पोस्टल सेविंग बैंक (Postal Saving Bank) एटैच (attach) किया गया। पोस्टल सेविंग बैंक की बात सिर्फ मैं ही नहीं कह रहा हूँ बल्कि हिन्दुस्तान के बहुत सारे इकानामिस्ट (economists) और इस सभा के बहुत से दोस्तों का खयाल है कि पैसा देहात में चला गया है और उस पैसे को कंस्ट्रक्टिव (Constructive) काम में लगाने के लिये आज इस बात की आवश्यकता है कि देहातों में पोस्टल सेविंग बैंक खोले जायें। इसीलिये मैं उनसे जानना चाहता हूँ कि इस साल में कितने पोस्टल सेविंग बैंक उन्हीके देहात में खोले और कितने डाकखाने देहात के अन्दर खोले गये।

अभी मेरे लायक दोस्त श्री भट्टाचार्य ने कहा अनरेम्युनेरेटिव (unremunerative) पोस्ट आफिसेज के बारे में। मैं इस बारे में उनके विरुद्ध हूँ क्योंकि यह शहर

[चौबरी रनवीर सिंह]

के डाकखाने देहात के दम पर चल रहे हैं जिनकी आवाज बहुत कम है। इसलिए देहात के डाकखानों के रैम्युनिरेशन का सवाल नहीं होना चाहिये। अभी उनको खुले कितने दिन हुए हैं। यह अन्दाजा लगाना कि एक साल के अन्दर उनसे कितनी आमदनी हुई है यह गलत चीज है। आप को उनके ऊपर काफी पैसा लगाना चाहिये। देहात के भाई और उनके रिश्तेदार ऐसे हैं कि शायद उनको पता भी नहीं है कि उनके यहां डाकखाना खुल गया है। इसी लिये वह पोस्ट आफिस ज्यादा आमदनी नहीं दे रहे हैं। अभी यह सोचना कि अब बक्त आ गया है यह देखने का उन में से कितने बन्द किये जायें और कितने खुले रहें, पर इसके विरुद्ध हूं कन्वेयन्स आफ मेल्स (conveyance of mails) की तहत में जो पैसा बढ़ाया गया है, या बढ़ाने की जो मांग की गई है उसके अन्दर में जानना चाहता हूं कि कितना रुपया डाक को हवाई जहाज से भेजने के लिए चाहिये। आप कहते हैं कि तीस लाख रुपया हवाई जहाज से डाक भेजने के लिए चाहिये। हवाई जहाज के अन्दर डाक भेजने वाले पर फालतू पैसा नहीं लगता है। जितने में मामूली डाक से लिफाफा जाता है उतने में ही हवाई जहाज से जाता है। तो जरा आप अन्दाजा कीजिये कि एक तरफ तो आप कहते हैं कि अनरैम्युनिरेटिव पोस्ट आफिसेज को बन्द कर दिया जाये और दूसरी तरफ आप चाहते हैं कि आप की डाक हवाई जहाज से जाये। आप का इस तरह का डिस्-क्रिमिनेटिव ट्रीटमेन्ट (discriminative treatment) आखिर कब तक चलता रहेगा। यह आप खुद सीबें में समझता हूं कि उन्होंने जो सुभाव दिया है वह बिल्कुल विचार करने के लायक नहीं है।

आप ने जैसा वायदा किया था उस से देश को आप से बहुत आशा हो गई थी, और मुझे तो बड़ा दुःख हुआ जब पीछे किसी सवाल के जवाब में आनरेबल मिनिस्टर साहब ने बताया कि पैसे की कमी की वजह से वह उस स्कीम (scheme) को पूरे तौर पर लागू नहीं कर सकेंगे। मैं तो चाहूंगा कि आप इस हाउस से और रुपया मांग लीजिये और जो वायदा आप ने किया है उस को पूरा कीजिये। देहात के लोग एक बार आप की आवाज सुन कर आशा बांध लेते हैं और अब उस आशा को निराशा में तबदील करना आप के लिए बहुत श्रेयस्कर न होगा।

(English translation of the above speech)

Ch. Ranbir Singh (Punjab): Sir, last time high hopes were raised by the hon. Minister that new post offices will be opened in the villages. With regard to the demand under Postal Expenses including cost of combined offices, I want to know how many post offices were opened in the rural areas and with how many of them Postal Savings Banks were attached? Not only alone I am speaking for the Postal Savings Banks but it is the view of many economists of India and a number of my friends in this House that money has drifted to the villages and opening of Postal Savings Banks there is necessary in order to utilise that money for constructive purposes. This is why I want to enquire from him the number of the Postal Savings Banks and of post offices opened in the villages during the course of this year.

My able friend Shri Bhattacharya has just referred to unremunerative post offices. I am in disagreement with his views because the urban post offices are being run on the strength of those who live in the villages and who have little voice. Therefore there should be no question of remuneration for the village post offices. A very little period has elapsed since their introduction and to estimate income from them in such a small period is a wrong approach. The Government must spend a considerable amount of money over them. In fact the village people are such that they do not probably even know that a post office has been opened in their village. This is the reason of their not yielding suffi-

cient income. I am opposed to the idea that the time has come to review the position as to how many of them should continue and how many be abolished. I would rather like to know that out of the demand made under conveyance of mails what amount of money is required to send the mails by air? It is said that 30 lakhs of rupees are required for this purpose. One has not to pay extra amount for sending letters by air. The cost of conveyance of an ordinary envelop is the same as it is by the air mail. How far therefore is it reasonable that the hon. Members talk of closing the unremunerative post offices on one hand and want to send the mails by air on the other? How long such discriminative treatment will go on? I am sure the hon. Members will themselves realise that the suggestion made by them is not at all worthy of consideration. The country was entertaining high hopes on account of the promises of the hon. Minister. But I was very much shocked when afterwards in an answer to a question he informed the House that the scheme would not be implemented in full due to lack of finances. I would submit that the Government may demand more money from the House but the promises once given must be fulfilled. When the people of the villages have once developed a hope after hearing the announcements made on behalf of Government it would not be proper now to turn their hope into frustration.

Dr. Deshmukh (Madhya Pradesh): On the one hand everybody feels—and I am sure the hon. the Finance Minister also does—that the financial situation of the country is not too happy nor is the outlook very hopeful. On the other hand, huge sums of money by way of Supplementary Demands are being asked to be approved by this House.

So far as this particular Demand is concerned, Sir, a very large amount is being asked for. And what are the grounds on which it is being asked for? The explanation given is in one or two words, prefaced by the words "mainly due to", which means that this particular item of expenditure is due to that particular reason, but there may be other subsidiary reasons not stated anywhere. I do not know what is going to happen to repeated complaints of the House that we do not get sufficient information whenever Supplementary Demands are placed before the House. This morning also this complaint was voiced—I do not know what response there is going to be. (An Hon. Member:

No response.) I hope, Sir, that this sort of thing will not be permitted to be continued any longer, especially when the amounts involved are so large.

Now one of the items here is "Stationery and Printing". Twenty lakhs of rupees are being asked for and the only explanation given about it which is under (g) is, "Mainly due to printing of forms at private presses to meet the increased requirements and keep up minimum reserve". I for one am not convinced by this explanation. I am sure a minimum reserve has been provided for in the Postal Department from the time it came into existence. Why should it be necessary to provide such a large sum only now and why should they go to private presses which are more expensive. I know it for a fact that very often what printing done in the Government presses. It is absolutely impossible to read Unfortunately I did not expect this item to come up today; otherwise I would have brought a specimen of the printing done in the Government presses. It is absolutely impossible to read a single line of the printed forms and they are printed in lakhs and crores. Taking the opportunity of this demand, I would certainly like to point out that better care should be taken of the printing of the forms, if they are meant to be read by the ordinary citizens.

Then, Sir, I feel strongly and feel like condemning in strong terms this backdoor method of getting funds sanctioned by Parliament. This item of Airmail carriers for which Rs. 30 lakhs have been provided was discussed in the House at great length and it was felt that the expenditure upon the scheme will not be considerable. But when we find that a Supplementary Demand of Rs. 30 lakhs is being asked for from us, we are certainly entitled to ask, and really reflect over the matter as to whether we should not reject this demand.

Shri Khurshed Lal: May I correct my hon. friend? The expenditure under Airmail would be only Rs. 15 lakhs.

Dr. Deshmukh: I am very glad to have this explanation after so many complaints. We would have been very happy had this explanation come earlier.

When this All-up Air Mail Scheme was introduced it was expected that these aircarriers would carry all the mails and no payment would be necessary so far as the railways were concerned. It was soon discovered that this was absolutely idiotic—as I am tempted to call it—because all the

[Dr. Deshmukh]

mails can never be carried by air, because the planes touch only five points in the whole of India.

Shri Raj Bahadur (Rajasthan): What is the epithet used by the hon. Member?

Dr. Deshmukh: Idiiotic.

An Hon. Member: Is it parliamentary?

Dr. Deshmukh: It is quite parliamentary, though not very appropriate, I should confess.

When this All-up Air Mail Scheme was introduced it was probably thought that it would not be necessary to continue payments to the railways. Now it appears from the explanation given by the Deputy Minister that a sum of Rs. 15 lakhs is going to be given to the railways.

Shri Khurshed Lal: Only 9 lakhs.

Dr. Deshmukh: Even nine lakhs is a pretty big amount and would not have been necessary if the expectations of the Department had been fulfilled. Evidently they were not and that is the reason why such a large sum of money as Rs. 9 lakhs is asked for. Now, Sir, a sum of Rs. 9 lakhs or even Rs. 30 lakhs may not be of much consequence to my hon. friend the Deputy Minister. But when we find how the country is starved in the matter of national necessities like education and public health, even such 'small' sums would go a long way in meeting the needs of the public. This is not the way in which the House should be treated, so far as information is concerned. Lakhs and lakhs of rupees are asked to be sanctioned without giving a word of proper explanation.

Then I come to telephones. Here also I for one cannot suppress a sense of surprise at the 'Own your own' scheme and the grant of weekly 'offs' to the operators. I thought this was a wonderful scheme which emanated out of the brain-wave of either the Minister or his advisers and that we would have ample money out of the revenue derived. It was said that Government would not have to spend, anything and that people would have their telephones and Government would have its revenues. But here we find that neither of these are going to materialise. On the one hand, people complain that in spite of their contribution of the required amount they are not getting their telephones, while on the other, this House is being asked to vote money for this wonderful scheme.

There was another brain-wave in the Posts and Telegraphs Department—

that of giving holidays, as if all these years when no holidays used to be given something very disastrous was happening. Nor do I think is this the opportune time to launch on this new experiment, when all efforts should be directed to effect economy in administration. Of course, the hon. Minister can thank and congratulate himself that he has done something which will give satisfaction to the postal workers. I feel that in all these items of Supplementary Demands a proper sense of priority—giving importance to the proper item at the proper time—is lacking and that is why this House is faced with such Demands without proper information being placed before it.

Shri R. K. Chaudhuri (Assam): When I think of the main amenities which are given by the Postal Department, I am tempted to say 'No' to any supplementary grants. Sir, take the telephone, for instance. You hold up your receiver and wait for a response from the exchange. The exchange—male and female—are absorbed in conversation among themselves and you can just hear a bit of their secrets also. I feel tempted to break the receiver altogether. But after a few moments of patience I hear a sweet and gentle voice say: "Number please."

Then, if you say the number, she will straightway—he or she I do not know because I have not seen them—but straightway a gentle voice would come and say that the number is engaged, and directly they will engage themselves in conversation again. Sometimes you will find that so and so is away and not available, although the gentlemen to whom I wanted to speak might be just near the telephone. This sort of inconvenience has not at all been removed in spite of so much serious complaints. And on top of it sometimes is the very rude behaviour of telephone girls—they are girls I know, because I had to make specific complaints against them. There are two defects. They are not subjected to any sort of training, and, again, when they are found fault with, well, you will see that the male officers who are superior to them are always in a very forgiving mood, and no action is taken against any complaint which you make about telephone girls. This is the reason why there has been no improvement in the telephone system. Because, if you make a complaint, either your complaint will not be heeded, or, if any enquiry is made, when the offender will appear either before the hon. the Deputy Minister

or some other superior officer, the offender will put her case in such a humble and gentle way that the Deputy Minister will melt in tears. I respectfully remind the hon. the Deputy Minister that although his generosity must necessarily have exported admiration from valuable quarters, he has got a duty towards the public and he must be unforgiving when there is really a case of negligence on the part of the telephone operators.

Shri Tyagi: Be chivalrous!

Shri R. K. Chaudhuri: Sir, I should also like to make a reference in this connection to the transport of mails by air. I think I am correct in saying that no insurance packet is carried by air. Although if an extra charge is paid registered letters are accepted, no insurance is accepted by the postal authorities for carriage by air. I may be wrong, my messenger may have misled me, or he may have been misled. But generally whenever I wanted to send an insurance by air I have found that the insurance was not accepted. I do not understand the reason for it—when so many valuable persons can be carried by air why an insurance of even ten or fifteen rupees is not carried by air. This causes a great deal of inconvenience and I hope it will be removed.

I would also like to draw attention in this connection to the general attitude of indifference which the Government is said to have, or is alleged to have, towards some poor employees of their Department. I am not speaking so much about the postal peons. They are, by the grace of the Government as well as of God, fairly adequately attended to. But I am speaking of the clerks. Their pay is small and inadequate. They are not always provided with quarters. Over and above that, they are subjected to frequent transfers. I do not understand why there should be so much transfers in the Postal Department even so far as the lower staff is concerned. It entails great hardship on them. They have to keep two establishments in every case. During the past few years I have had occasions to bring such cases to the attention of the authorities, but I am ashamed to say that in every case this sort of legitimate grievance which is presented before the authorities had never been attended to. I should say that the hon. Minister should lay it down as a principle that there should not be transfers so far as the clerical staff is concerned. If there is anything for which they have to be punished, if any disciplinary

action has to be taken against them for any reason, regular proceedings should be drawn up and they should be punished as circumstances may require. But to punish by way of a transfer, without stating that he has been punished for this reason or that reason, only shows that the authorities are very anxious to show their power and do not mind the great inconvenience which is caused to their employees. Take for instance an employee drawing a salary of even Rs. 200 per month. What is his position? He has got a family. He has somehow to manage to have a house where he is paying a small rent. If he is transferred he has got to find out another house in the new place to which he is transferred. He cannot take away his family with him all at once. Therefore he has got to keep two establishments. Even while they are living together his salary is hardly enough to get adequate quantity of rice even, not to speak of other necessities. And these people are put to this hardship. I understand, and that is my experience, that the Postal Department is very well known for their honesty, that is to say, the clerical establishment and other staff is very well known for their honesty, and their honesty was compared to the honesty of the school teachers. But with this sort of treatment whereby they cannot meet their necessities, corruption is certainly bound to come in, and certainly there will be misappropriation of money orders and insurance and other packets if the Government do not deal with them sympathetically and give them their proper position and protect them against the vagaries of their immediate superiors. Sir, that is all that I have to say.

Shri Khurshed Lal: Sir, with your permission I shall first take up the points made by the last speaker. He complained of the inefficiency of telephone operators and the kindness of the superior officers and of the Ministers also.

Shri R. K. Chaudhuri: I did not say blindness.

Shri Khurshed Lal: I said kindness. I would only say, Sir, that kindness towards operators is not the monopoly of Ministers or superior officers but my hon. friend who is a very kind-hearted and chivalrous gentleman himself has also a certain tenderness for operators and perhaps he would recollect that on occasions he has intervened for lenient punishments being awarded to operators

Shri R. K. Chaudhuri: They were men operators.

Shri Khurshed Lal: Well, male or female, it does not matter. But, Sir, as I have repeatedly advocated in this House, unfortunately for us, formerly the girl operators were exclusively Anglo-Indians and they were much more efficient than the girls we are able to get now. We are taking steps to improve their standards, but there are difficulties in the way. I think, however, that with the increasing introduction of the automatic system those difficulties are disappearing.

Then my hon. friend complained of air-lift not being given to insured letters. That is true. Up till now air-lift is not given to insured letters because we did not want to send insured letters by air when we introduced the All-up Mail Scheme. But I can assure my hon. friend that that matter is under active consideration and I hope insured letters will soon be given air-lift also.

He also complained of lack of quarters for the clerks and about their frequent transfers. So far as the question of frequent transfers are concerned, Government are very much alive to the difficulties experienced by the staff on account of their transfers owing to the difficulties of securing houses these days and I think it was a little over a year ago, we issued orders that transfers so far as they were made on account of a person having stayed in a particular station for a particular period of time, should not be made and transfers are now only to be made when it is necessary to do so in the administrative interest and I think, my hon. friend, when he complains of frequent transfers is, unlike himself, a year behind the times.

So far as the question of quarters is concerned, I am very much aware of the difficulties which are being experienced not only by post offices but by all other Government Departments and members of the public as well on account of lack of housing accommodation. We would very much like to provide houses, but the difficulty is of funds; we have not got the money and this House and the hon. the Finance Minister will not be in a position to make funds available to me and therefore, we have to wait for quarters and for better times.

A word, Sir, about new post offices. We heard contradictory arguments today and particularly one from my

hon. friend, Prof. Bhattacharya, who lives as he does in the city of Allahabad and who, probably not having any experience of the condition of the rural areas of this country and the difficulties experienced by the rural population in the matter of their mails, light-heartedly advocated that the policy of giving new rural post offices should be stopped.

Prof. K. K. Bhattacharya: On a point of personal explanation. I did not say that unremunerative post offices should be abolished. My information is that these post offices are so inadequately staffed and there are not even pen-holders and other requisites to work with. These people who are working there are working with great difficulty to manage their post offices and that was the reason why I drew the pointed attention of the hon. the Deputy Minister to that. I do not want that they should be abolished. If you can equip them well and maintain them efficiently, I have no objection. Otherwise they should be abolished.

Shri Khurshed Lal: My hon. friend, tabled the other day a question asking for the number of new post offices opened, how many of them were remunerative and how many of them were unremunerative. Unfortunately for me, Sir, when the time to answer that question came, my hon. friend was not in his seat. I would like to tell this House that in a monopoly service like the post office, it will be very wrong if we confined ourselves to opening post offices only where they can be remunerative. We have got to go to the rural areas, open up our rural areas and give them post offices.

Shri Tyagi: May I know what is the hon. Minister's experience with regard to the post offices opened in the rural areas? Were most of them not paying?

Shri Khurshed Lal: I gave a written reply to my hon. friend's question as he was not here and therein I showed that out of the post offices opened in 1948-49 and 1949-50 39 per cent have already become remunerative. This shows that the traffic is waiting there; you have got to go to the villages and open post offices and in a short time they will become remunerative but if we are going to wait for them to become remunerative, I think we may have to wait till Doomsday.

Shri Tyagi: In case they are a paying proposition, will the hon. Minister speed up the further extension of post offices in the rural areas?

Shri Khurshed Lal: Government announced early this year that it was

their intention that during the course of this year all villages in India, having a population of 2,000 should be provided with a post office. That, Sir, would have entailed the opening of about 4,800 new post offices. Though some of the rural post offices become remunerative after sometime—some are going to be in the beginning all of them are losing concerns and some will always pay. This year, Sir, the House voted a sum of Rs. 25 lakhs as Supplementary Demand which was presented in the last session and to which my hon. friend, Mr. Deshmukh just objected. I would say that we opened about 2,800 new post offices this year. That was a part of the programme; it would have meant 4,800 post offices, but we have had to stop the implementation of that programme. Further on account of lack of funds—because Government cannot find funds—we could not open the rest of the 2,000 post offices, but it is hoped that steps will be taken to open them as soon as possible.

In this connection may I say—I am speaking from memory, but I think I am not very wide of the mark—that since the advent of Independence, this Department has opened about 7,000 new post offices in the rural areas and that, Sir, I submit is something on which we can legitimately be proud.

Shri Sonavane: What principle is the hon. Minister following to open new post offices in cities where the population is increasing?

Shri Khurshed Lal: In cities, Sir, necessarily, the number of new post offices that can be opened is limited. Apart from other factors the great difficulty we feel today in opening new post offices in the cities is that all our present post offices are over-worked; buildings are not sufficient. We do want new post offices. Our main difficulty in the towns today is that we cannot get adequate buildings to house new post offices and wherever we can get, we are prepared to open post offices, because a city post office, as a matter of fact, is a source of revenue to us and it will pay us to open more post offices and we cannot keep quiet simply because we cannot get buildings.

Then, Sir, a question was put as to what was this policy that we are only opening post offices in villages having a population of 2,000 and ignoring smaller areas or groups of villages having a population of 2,000? The post-war development plan envisaged a post office for every village with a population of 2,000 or a group of vil-

lages within a radius of 3 miles having a population of 2,000. In order to implement a part of that programme, we decided that we would this year open post offices in all villages having a population of 2,000 and next year we would have proceeded to take the villages group-wise. What our plans will be next year, I cannot say at the present moment because that would depend on what funds the hon. Finance Minister is able to give me.

Sir, a criticism was made as to why these arrears of payment which have come from previous years and which should have been known at the time of the framing of the original Budget, are being brought now and why they were not brought at the time of the original Budget. Sir, the arrears to Air Companies are about Rs. 15 lakhs. My hon. friend, Dr. Deshmukh was not quite right when he said that this was an additional annual expenditure. These are arrears which have arisen on account of certain circumstances.

If we look into that, we find that they are arrears of a nature which could not have been anticipated at the time of the original Budget. This sum of 15 lakhs includes one item of 1.5 lakhs, which is arrears due to the Indian Overseas Air Lines, on account of mails carried under Night Air Mail system. In this case, the Air Transport Licensing Board during the middle of the year 1949 reduced the rates. This company was paid at that time on the reduced rates. They contended that they were entitled not at the reduced rates, but at the original rates. That matter had to go to our legal advisers and they subsequently advised us this year that the company's contention was correct. This was an item which we could not have anticipated at the time of the original Budget.

Again, it includes a provision of three lakhs for which my hon. friend Mr. Rohini Kumar Chaudhuri's State is responsible. In the month of February, 1950, we had to give airlift to all airmails to Assam both first class and second class and this involved an expenditure of 5 lakhs which could not possibly have been envisaged at the time of the original Budget.

I can go on, if the House so desires to prove that each one of these items is such that it could not have been envisaged at the time of the Budget.

Shri T. N. Singh: What about arrears of subsidies under item (i)? Could this not have been anticipated?

Shri Khurshed Lal: The items under item (i) are the items which I am discussing at present.

Shri T. N. Singh: I am asking about arrears. There are several items and one of the items is "Arrears of Subsidies". I am asking particularly with reference to that.

Shri Khurshed Lal: As I said, the items under item (i), which I was trying to show to the House are items which are arrears of subsidies. As for instance, 1.5 lakhs and 5 lakhs. Then, there is the amount due to Dalmia Jain Co. for carriage of air mails during the period of the disturbances towards the end of 1947 and early 1948. This was also in dispute and the dispute has only now been settled.

My hon. friend Dr. Deshmukh thought that with the introduction of air mail, all of a sudden, we will not have to pay anything to the Railway, or in any case, no further payment will have to be made to them. Of course, so far as the question of the All-up Air Mail Scheme is concerned, my hon. friend Dr. Deshmukh and I have had so many arguments about that that I think it is time that we agree to differ on that point. I would only submit that my hon. friend must see that the Postal Department is an expanding department and our traffic is increasing by 7 per cent. every year. It is only 27 per cent. of first class mail which is given air-lift. All second class mail is carried by Railways. The volume of second class mail is continuously increasing and, therefore, we had to ask the Railway Department to give us additional accommodation and a sum of 9 lakhs has got to be given to them. I do not think that any legitimate complaint could be made about that.

There was another item of 20 lakhs on Printing and Stationery, to which my hon. friend took objection. The position is this. As I said, postal work is expanding at the rate of 7 per cent. a year, but printing facilities have continued to be what they were before the war, with the further difference that during the war a lot of strain was put on the printing presses, and they are now older than they were, and in a much less efficient condition. The result is that the Ministry of Works, Mines and Power which controls all these printing presses is not in a position to supply all the forms we need. The position came to this that in Bombay Circle, the position was so bad that at times, business had

to be refused because there were no forms.

Dr. Deshmukh: There were no forms available in many places,

Shri Khurshed Lal: We found that the Government presses could not supply us the forms. We decided that we must go to the private press, though we had to pay higher rates, because, whatever rates we may have to pay, we could not stop business in the post offices. We had also to see that we build up a reserve of one year's demand of these essential forms. That needed a sum of 50 lakhs for which we are asking for 20 lakhs, and we would be asking for 30 lakhs next year. This is a step which is designed to improve the efficiency of the Postal department and to have all the necessary forms at our disposal. I am sure if my hon. friend Dr. Deshmukh had known the facts, he would not have criticised this item as he has done.

Shri Sondhi: Probably, he wanted information only.

Shri Khurshed Lal: My hon. friend Dr. Deshmukh had again his usual grouse about holidays being given to the postal staff.

Dr. Deshmukh: No grouse so far as holidays are concerned, except in regard to cutting down of delivery on Sundays.

Shri Khurshed Lal: He had also certain very hard adjectives to use about what he called our brain waves. I am not in the habit of repeating adjectives. I would only say that it is a matter of surprise to me that in spite of all the explanations that have been given in this House about the necessity of a holiday on Sunday, that this was the only method of doing that, and in spite of the fact that a critic like my hon. friend Mr. Sidhva ultimately felt convinced that we were right in that, my hon. friend has not yet been able to see the justification of what we have done. As my hon. friend Dr. Deshmukh says, he does not object to holidays. If he does not object to holidays, I have yet to hear from him a scheme which would give a holiday to the postal staff, without inordinately increasing the burden on the tax-payer, without unduly wasting money.

Complaints have also been made about the scale of salaries granted to that part of the postal staff which we have taken over from the States. That complaint particularly came from the hon. Member from Travancore-Cochin.

Travancore-Cochin is in a rather peculiar position in regard to this matter. It had a system known as Anchal under which postal rates were very low and the salaries paid to the staff were also very low as compared to our standards. When we took over, the Travancore-Cochin Government were particularly anxious that their postal rates should not be increased. You cannot have it both ways. You cannot have a very cheap rate of postage and also insist that the pay of the staff should be at the rates at which we pay in the rest of India. For some time this system has been maintained by the Travancore-Cochin Government on an agency basis. But it is now our intention to take over that system ourselves and run it as part of the Indian postal system and pay the staff also as in the rest of India and also charge postal rates as we are charging in the rest of India.

Sir, there is just one thing more I would like to say. An hon. Member from Bombay has complained that the complaints organisation is inefficient and the system of attending to complaints is not satisfactory in the Bombay Telephone system. That complaint, I find is perfectly valid, that proper attention was not paid to complaints in Bombay. But I can assure the hon. Member that steps have been taken in this direction to see that all complaints are properly attended to and I hope that complaint will disappear.

Shri Sondhi: At least one man admits it.

Mr. Chairman: The question is:

"That a supplementary sum not exceeding Rs. 96,80,000 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 'Indian Posts and Telegraphs Department (including Working Expenses).'"

The motion was adopted.

DEMAND NO. 9.—CABINET.

Mr. Chairman: Motion is:

"That a supplementary sum not exceeding Rs. 1,05,000 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 'Cabinet'."

Shri B. Das: Will the Finance Minister make his statement regarding the policy of economy on this Demand?

Mr. Chairman: If the Finance Minister wants to do so, I have no objection.

Shri C. D. Deshmukh: Sir, I do not think this will be an appropriate item to hang reflections on.

Shri T. N. Singh: I suggest that when the Demand relating to the Home Ministry comes up, that will be an appropriate time to make these observations.

Shri C. D. Deshmukh: Probably item 84 will be suitable.

Mr. Chairman: But the difficulty is, at the rate we are going, that item No. 84 may not be reached at all.

Shri Raj Bahadur: Economy is connected with the over-all policy of Government and the entire Cabinet is responsible for that and therefore, this is the appropriate Demand for dealing with this matter.

Mr. Chairman: But the Finance Minister may choose whatever Demand he may out of these supplementary Demands and this discussion about policy of economy may take place on that Demand.

Shri C. D. Deshmukh: But this item does not lend itself to a debate.

Mr. Chairman: It is for the Minister to make a choice.

Shri T. N. Singh: Sir, in my motion I intend to raise this same question of the need for economy and the heavy increases in expenditure that have occurred. I want to know whether I can raise this issue here namely, the heavy increases that have occurred and I want some guidance whether I can raise this question in connection with this Demand. To my mind this appears to be the proper Demand in connection with which I can raise this matter.

Shri Sidhva: I cannot understand the position taken up by some Members. During the last Session, the House definitely stated that we should have more Deputy Ministers and this Demand here relates only to one more Minister and four Deputy Ministers. There is still the clamour for more Deputy Ministers, because all the Ministries have not been filled up in this respect. I do not know why there should be so much discussion on this item for which provision has been made. There should not have been any complaint and as regards one new Minister and a few Deputy Ministers. I do not think there is any point to be discussed in this item.

Shri R. K. Chaudhuri: Sir, I welcome this Supplementary Demand. I take this opportunity also to.....

Mr. Chairman: But we are not discussing the Demand. We are on the point raised by Mr. T. N. Singh whether he should be allowed to discuss the question of economy in connection with this Demand. So far as this particular item is concerned, it is perfectly open to any Member to discuss the question of economy as far as it relates to this Demand. Mr. Sidhva may be of the view that one Minister and some Deputy Ministers should have been appointed. But there may be others who do not take this view of the matter and so it is perfectly open to them to say that this Demand should not be passed. But with regard to the general question of policy and of economy I do not think that discussion will be justified in this connection. But the question of economy as it relates to one Minister and four Deputy Ministers in this Demand can be discussed.

Shri Sidhva: But how, Sir? You were one of the Members who supported this point last time.

The Minister of State for Transport and Railways (Shri Santhanam): Sir, according to our convention, we discuss particular items. If the motion deleted the total amount of the salaries to be voted for Deputy Ministers, then the cut would have been in order. But if it is to be a discussion of the general policy, then it is a matter for the General Budget. That is the convention from 1934 onwards and I suggest that unless we keep to that convention, this will become a General Budget debate.

Shri T. N. Singh: If we take every Demand one by one, on each one of them, there may be hon. Members who would like to raise the question of economy, saying that there has not been sufficient effort to economise here or there. The result will be there will be unnecessary waste of the time of the House. I would like to have a ruling or guidance on this point, Sir, whether we can raise the question of economy at a particular suitable occasion so that the time of the House may not be taken up by this question over and over again in connection with several Demands.

Mr. Chairman: The position is quite clear. So far as the general policy and the general question of economy is concerned, this is not the appropriate occasion. That will be the occasion of the Budget. But so far as the

question of economy on this particular item is concerned every Member will be in order if he deals with that part of it.

Shri R. K. Chaudhuri: Then have I to withdraw the one sentence that I have already spoken?

Shri B. Das: From 1924 onwards, whenever we tried to discuss the financial policy of the Government of India and to discuss the good or bad administration of the Government, we had gone to the Executive Council, and as Mr. Santhanam has pointed out, the Cabinet is the proper ground where we can discuss the question of economies and the financial policy of the Government of India. Unfortunately I do not find the Finance Ministry included among the Supplementary Demands now made. We cannot blame the Finance Minister for things that the whole Cabinet is responsible for. Mr. Sondhi was right, however, when he said that here we have Supplementary Demands relating to things that happened since March 31st and economy is one of the main problems which is dealt with by the Cabinet, which includes the Finance Minister. But as regards this subject of economy, we all seem to be groping in the dark, including the Finance Minister and therefore we have to evolve a new policy of discussing this matter, especially when Supplementary Demands of such magnitudes are brought before the House. The mandate that the Finance Minister received from the House was for strict economy, but still somehow the House seems to be groping in the dark, and nothing is done to economise expenditure. Therefore I say some new procedure must be evolved. I think until there is a finality on this proposition, the Cabinet should be the ground on which the general aspect of the problem may be discussed.

5 P.M.

Shri Sondhi: As my name has been mentioned, I would like to say a few words. What I wanted to say was that there are certain Ministries which agreed to have some cuts or on which certain cuts were forced. Now the same cut is being restored as in the case of the Home and External Affairs Ministries. Those will be items where we can have the policy of the Government from the Minister.

Mr. Chairman: The position is not so bad as Mr. Das has just stated. In olden days when budget was discussed I remember only the Demand for Cabinet and few other demands used

to be discussed. There were some Budget Sessions when only the demand for Cabinet was discussed. Now things have changed. Even then the rule was that general policies were not allowed to be discussed at the time of Supplementary Demands. To-day also we find there are different Demands in respect of which cut motions have been given. We are here to discuss these cut motions specifically in regard to particular Demands but as the general question is involved I have requested the Finance Minister to be good enough to kindly allow this discussion to take place on any one of these motions. This particular motion is not the motion on which according to past practice we should allow discussion in regard to the Cabinet. I have asked the Finance Minister to select anyone of these motions and I agree with Mr. Sondhi that there will be two other Departments on which this question will be particularly relevant—the Home Department and the External Affairs. If the Finance Minister chooses anyone of them, we can have the discussion about general Economy then.

Shri Hussain Imam: The hon. Finance Minister has suggested item 84 for the general discussion. It would be possible for us to take up 84 early tomorrow and have the discussion then. Why should we waste the time of the House now? We can have some useful discussion.

Shri B. Das: Item 84 is a small administrative matter.

Shri R. K. Chaudhuri: In this head the salary of the Deputy Ministers are included but for the Minister without Portfolio we have a separate Demand. Why should not that also come under this head?

Mr. Chairman: As a matter of fact, so far as this motion is concerned or even the next motion about the other Ministry is concerned, these are not the proper motions for raising a discussion on general economy. The olden days when the Cabinet was the subject of attack have gone. There will be occasion to-morrow for a general discussion on economy when the Finance Minister chooses any particular item. There is no point in having this discussion to-day now on item 9.

It is now five. Is it the sense of the House that we should continue now?

Some Hon. Members: No, we should adjourn.

Mr. Chairman: Then we shall adjourn now. The House stands adjourned to 10-45 A.M. tomorrow.

The House then adjourned till a Quarter to Eleven of the Clock on Thursday, the 21st December, 1950.