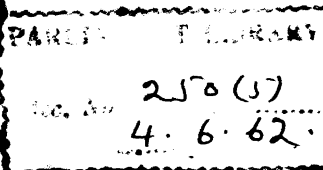


Thursday, 1st March, 1951

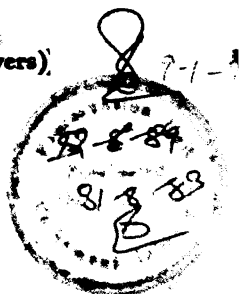


# PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT

VOLUME VI, 1951



(5th February to 31st March, 1951)

Third Session (Second Part)

of the

PARLIAMENT OF INDIA

1951

## CONTENTS

*Volume VI—from 5th February, to 31st March, 1951*

	<i>Columns.</i>
<b>Monday, 5th February, 1951</b>	
Oral Answers to Questions . . . . .	1137—1170
Written Answers to Questions . . . . .	1170—1174
<b>Tuesday, 6th February, 1951—</b>	
Oral Answers to Questions . . . . .	1175—1203
Written Answers to Questions . . . . .	1203—1218
<b>Wednesday, 7th February, 1951—</b>	
Member Sworn . . . . .	1219
Oral Answers to Questions . . . . .	1219—1246
Written Answers to Questions . . . . .	1246—1258
<b>Thursday, 8th February, 1951—</b>	
Oral Answers to Questions . . . . .	1259—1285
Written Answers to Questions . . . . .	1285—1292
<b>Friday, 9th February, 1951—</b>	
Oral Answers to Questions . . . . .	1293—1319
Written Answers to Questions . . . . .	1319—1332
<b>Monday, 12th February, 1951—</b>	
Oral Answers to Questions . . . . .	1333—1364
Written Answers to Questions . . . . .	1364—1373
<b>Tuesday, 13th February, 1951—</b>	
Oral Answers to Questions . . . . .	1373—1399
Written Answers to Questions . . . . .	1399—1408
<b>Wednesday, 14th February, 1951—</b>	
Oral Answers to Questions . . . . .	1409—1438
Written Answers to Questions . . . . .	1438—1454
<b>Thursday, 15th February, 1951—</b>	
Oral Answers to Questions . . . . .	1455—1487
Written Answers to Questions . . . . .	1487—1490
<b>Friday, 16th February, 1951—</b>	
Oral Answers to Questions . . . . .	1491—1522
Written Answers to Questions . . . . .	1522—1526
<b>Monday, 19th February, 1951—</b>	
Written Answers to Questions . . . . .	1527—1556
<b>Tuesday, 20th February, 1951—</b>	
Oral Answers to Questions . . . . .	1557—1586
Written Answers to Questions . . . . .	1586—1596
<b>Wednesday, 21st February, 1951—</b>	
Oral Answers to Questions . . . . .	1597—1631
Written Answers to Questions . . . . .	1631—1638
234 P.S.D.	

	<i>Columns</i>
<b>Thursday, 22nd February, 1951—</b>	
Oral Answers to Questions . . . . .	1639—1667
Written Answers to Questions . . . . .	1667—1678
<b>Friday, 23rd February, 1951—</b>	
Member Sworn . . . . .	1679
Oral Answers to Questions . . . . .	1679—1704
Written Answers to Questions . . . . .	1705—1712
<b>Monday, 26th February, 1951—</b>	
Oral Answers to Questions . . . . .	1713—1739
Written Answers to Questions . . . . .	1739—1750
<b>Tuesday, 27th February, 1951—</b>	
Oral Answers to Questions . . . . .	1751—1783
Written Answers to Questions . . . . .	1783—1802
<b>Wednesday, 28th February, 1951—</b>	
Oral Answers to Questions . . . . .	1803—1830
Written Answers to Questions . . . . .	1830—1838
<b>Thursday, 1st March, 1951—</b>	
Oral Answers to Questions . . . . .	1839—1865
Written Answers to Questions . . . . .	1865—1874
<b>Friday, 2nd March, 1951—</b>	
Oral Answers to Questions . . . . .	1875—1901
Written Answers to Questions . . . . .	1902—1914
<b>Monday, 5th March, 1951—</b>	
Oral Answers to Questions . . . . .	1915—1949
Written Answers to Questions . . . . .	1949—1956
<b>Wednesday, 7th March, 1951—</b>	
Oral Answers to Questions . . . . .	1957—1987
Written Answers to Questions . . . . .	1987—1996
<b>Thursday, 8th March, 1951—</b>	
Oral Answers to Questions . . . . .	1997—2042
Written Answers to Questions . . . . .	2042—2058
<b>Friday, 9th March, 1951—</b>	
Oral Answers to Questions . . . . .	2059—2085
Written Answers to Questions . . . . .	2085—2096
<b>Saturday, 10th March, 1951—</b>	
Member Sworn . . . . .	2097
Oral Answers to Questions . . . . .	2097—2131
Written Answers to Questions . . . . .	2131—2314
<b>Monday, 12th March, 1951—</b>	
Oral Answers to Questions . . . . .	2135—2166
Written Answers to Questions . . . . .	2166—2186
<b>Tuesday, 13th March, 1951—</b>	
Oral Answers to Questions . . . . .	2187—2217
Written Answers to Questions . . . . .	2217—2224
<b>Wednesday, 14th March, 1951—</b>	
Oral Answers to Questions . . . . .	2225—2254
Written Answers to Questions . . . . .	2254—2222

	<i>Columns</i>
<b>Thursday, 15th March, 1951—</b>	
Oral Answers to Questions . . . . .	2263—2295
Written Answers to Questions . . . . .	2295—2308
<b>Friday, 16th March, 1951—</b>	
Oral Answers to Questions . . . . .	2309—2340
Written Answers to Questions . . . . .	2340—234
<b>Monday, 19th March, 1951—</b>	
Member Sworn . . . . .	2343
Oral Answers to Questions . . . . .	2343—2371
Written Answers to Questions . . . . .	2371—2386
<b>Tuesday, 20th March, 1951—</b>	
Oral Answers to Questions . . . . .	2387—2416
Written Answers to Questions . . . . .	2416—2444
<b>Wednesday, 21st March, 1951—</b>	
Oral Answers to Questions . . . . .	2445—2474
Written Answers to Questions . . . . .	2474—2484
<b>Saturday, 24th March, 1951—</b>	
Oral Answers to Questions . . . . .	2485—2518
Written Answers to Questions . . . . .	2518—2526
<b>Monday, 26th March, 1951—</b>	
Oral Answers to Questions . . . . .	2527—2461
Written Answers to Questions . . . . .	2561—2576
<b>Tuesday, 27th March, 1951—</b>	
Oral Answers to Questions . . . . .	2577—2606
Written Answers to Questions . . . . .	2606—2618
<b>Wednesday, 28th March, 1951—</b>	
Oral Answers to Questions . . . . .	2619—2651
Written Answers to Questions . . . . .	2651—2658
<b>Friday, 30th March, 1951—</b>	
Oral Answers to Questions . . . . .	2659—2688
Written Answers to Questions . . . . .	2688—2698
<b>Saturday, 31st March, 1951—</b>	
Oral Answers to Questions . . . . .	2699—2732
Written Answers to Questions . . . . .	2733—2750

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

1839

1840

**PARLIAMENT OF INDIA**

*Thursday, 1st March, 1951*

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

[MR. SPEAKER in the Chair]

**ORAL ANSWERS TO QUESTIONS**

**PARAM VIR CHAKRAS**

\*1826. **Prof. S. N. Mishra:** Will the Minister of Defence be pleased to state:

(a) the number of Param Vir Chakras granted so far; and

(b) the names of officers and soldiers receiving it?

**The Deputy Minister of Defence (Major-General Himatsinhji):** (a) Four.

(b) (1) No. IC-521 Major Somnath Sharma, 4th Battalion Kumaon Regiment (Posthumous);

(2) No. SS-14246 2nd/Lt. Rama Raghoba Rane, Engineer;

(3) No. 27373 Naik Jadunath Singtr, 1st Battalion Rajput Regiment (Posthumous); and

(4) No. 22356 P/L/NK Karam Singh, M.M., 1st Battalion Sikh Regiment.

**Prof. S. N. Mishra:** May I know whether Param Vir Chakra is completely equivalent to V.C. so far as the order of precedence is concerned, and, if not, whether Government propose to assign it the same place?

**Major-General Himatsinhji:** The Param Vir Chakra is the highest of decoration in the country, but it happens to carry precedence only as far as decorations are concerned. The V.C. in the United Kingdom is the first both in the order of decorations and of precedence. I would be happy if the House will take this matter up and place the Param Vir Chakra first in the order of precedence.

**Prof. S. N. Mishra:** May I know whether the monetary benefits accruing to its recipients are analogous to the benefits which accrue to the recipients of V.C.?

**Major-General Himatsinhji:** Sir, the benefit is awarded both to the V.C. and the Param Vir Chakra almost on the same level. In the case of Param Vir Chakra it is Rs. 50 a month. In the case of V.C. in the U.K. it starts off with £10 a year but that can be increased to £75 a year in the case of disability or for old age.

**Prof. S. N. Mishra:** May I know whether Government propose to bring the Param Vir Chakra on par with the V.C. so far as monetary benefits are concerned?

**Major-General Himatsinhji:** The conditions in the two countries are different. Therefore I do not think it is advisable.

**Prof. S. N. Mishra:** May I know whether Government propose to introduce any other Chakra, and, if so, for what distinct purposes?

**Major-General Himatsinhji:** Awards for acts of gallantry in the face of the enemy comprise of three categories. Besides the Param Vir Chakra there are the Mahavir Chakra and the Vir Chakra. The introduction of Asoka Chakra for act of gallantry, not in the face of enemy, is under active consideration.

**Shri A. B. Gurung:** May I know whether there is any title equivalent to D.S.O.?

**Major-General Himatsinhji:** The Mahavir Chakra is intended to be equivalent to the Distinguished Service Order.

**Per Capita INCOME**

\*1827. **Shri Sidhva:** (a) Will the Minister of Finance be pleased to state whether the contemplated steps to obtain the income per capita in India have been materialised?

(b) If so, what is the income per capita?

(c) What was the average income of a citizen in the years 1930, 1940 and 1949?

**The Minister of Finance (Shri C. D. Deshmukh):** (a) and (b). The House is aware that a Committee to report on the National Income of India has been set up. It is expected that this Committee will submit its preliminary report containing *inter alia* an estimate of the per capita income in India shortly.

(c) The information is not available.

**Shri Sidhva:** May I know whether that Committee has already made sample survey of 1,800 villages, and, if so, has the report been submitted to that extent to the hon. Minister?

**Shri C. D. Deshmukh:** The result of the survey of village is part of the material for the report of the Committee, and it will be for them to see how much of it should be included in the report. I may add that the Committee is expected to submit their report by the end of this month.

**Shri Sidhva:** May I know whether the hon. Minister's attention has been drawn to a report issued by the U.N.O. Statistics Branch stating that India's per capita earning is 57 dollars, and, if so, whether the Government of India as a member of the U.N.O. gave that information to them, or whether that is correct?

**Shri C. D. Deshmukh:** I do not remember to have seen this particular report and therefore I am not in a position to say whether India was a party to the Committee which brought out this report. But in any case these reports are based on material which will not be comparable in its comprehensiveness to the material on which our Committee will base their report.

**Shri Sidhva:** Will he enquire whether this information was supplied by the Government of India, to avoid any complication?

**Shri C. D. Deshmukh:** I shall enquire, Sir.

**Dr. Deshmukh:** By what time is the report expected?

**Mr. Speaker:** He said, by the end of this month.

**Shri Kesava Rao:** May I know whether this Committee is taking any statistics regarding unemployment figures?

**Shri C. D. Deshmukh:** I do not think so.

**Dr. Ram Subhag Singh:** How does the purchasing power of our present per capita income compare with the purchasing power of our per capita income of the pre-war years?

**Shri C. D. Deshmukh:** We do not know what the per capita income is. Therefore it is not possible to answer this question.

**Shri Rathaswamy:** Is it a fact that the per capita income in India is the lowest in Asia?

**Shri C. D. Deshmukh:** All these questions it would be easier to answer after we have received the report of the Committee.

**Shri Raj Bahadur:** Is there no information available as to how the U.N.O. arrived at the figure of 57 dollars?

**Mr. Speaker:** It hardly arises. He has already explained the position.

**Shri T. N. Singh:** May I know whether this per capita income that is being calculated by the Committee is only on the basis of sample surveys of various categories of activities of the people or is it on the basis of overall estimates of various types of incomes of people?

**Shri C. D. Deshmukh:** Largely I think they depend on the sample survey. But again I would submit that hon. Members will get a great deal of information in regard to the procedure and the material when the report comes out, which will be during this session.

#### BILL TO CONTROL RENT AND EVICTION IN U.P.

\*1828. **Shri Sidhva:** (a) Will the Minister of Defence be pleased to state whether it is a fact that the Uttar Pradesh Government had passed a Bill in March, 1950 controlling rent and eviction?

(b) If so, is it a fact that the President sent back this Bill to the U.P. Government as it related to Cantonments areas and was beyond the scope of the State Government?

(c) If so, what steps do the Government of India propose to take in the matter of control of rents and evictions in Cantonment areas?

**The Deputy Minister of Defence (Major-General Himatsinghji):** (a) and (b). Yes, Sir.

(c) The Uttar Pradesh Government have already been requested to extend the provisions of the U.P. (Temporary) Control of Rent and Eviction Act to cantonments within that State under sub-section 2-A of section 1 of the said Act.

**Shri Sidhva:** May I know whether this Act which was promulgated by the Uttar Pradesh Government has been negatived by the President, that he has refused to sign it on the ground that the Cantonments fall within the purview of the Centre? If that is so, may I know what is the position and whether the Central Government propose to bring in a measure of this kind to protect the tenants?

**Major-General Himatsinghji:** What has been stated in the first part of the hon. Member's question is correct. With regard to the second part may I read the following statement which will give the full information?

"Notwithstanding that rent control in Cantonments is now a Central subject under item 3 of List I of the Seventh Schedule to the Constitution, there appears to be no objection to the application of State Acts which were in force on 26-1-50 to Cantonment areas by virtue of article 73(2) of the Constitution. The matter is, however, being examined in consultation with the Ministry of Law".

**Shri Sidhva:** Am I to understand that the hon. Minister is going to bring in a Bill in this session? It is already one year over.

**Mr. Speaker:** He said that the matter is under negotiation with the Ministry of Law, and I presume they will act according to the advice given.

**Shri Sidhva:** After consulting the Ministry of Law do they intend to bring in a measure?

**Mr. Speaker:** That will be hypothetical.

**Shri Sidhva:** May I know how long the tenants of the Cantonment area have remained without any kind of a fixed measure as to what the conditions are? The Act has been enacted in March, 1950. May I know the period the tenants remained without any kind of a measure regarding the conditions?

**Major-General Himatsinghji:** I want notice of that question, Sir.

#### FIVE YEAR DEVELOPMENT PLANS FOR AJMER

\*1829. **Pandit M. B. Bhargava:** (a) Will the Minister of Health be pleased to state what progress has been made during the years 1949-50 and 1950-51 in connection with the various five-year development plans for the Province of Ajmer, viz.—

(i) Construction of a hospital of 200 beds at Ajmer;

(ii) establishment of a Tuberculosis Clinic in the Victoria Hospital, Ajmer;

(iii) establishment of a secondary health centre at Beawar;

(iv) establishment of five Primary Health Units;

(v) Improvement of existing dispensaries in Ajmer; and

(vi) Headquarters Health Organisation, Ajmer?

(b) What amount was actually spent during the years 1949-50 and 1950-51?

**The Minister of Health (Rajkumari Amrit Kaur):** (a) and (b). A statement containing the information asked for is placed on the Table of the House. [See Appendix XIII, annexure No. 29.]

**Pandit M. B. Bhargava:** May I know if there is any possibility of any immediate financial aid to the rural dispensaries, which are in a very miserable condition?

**Rajkumari Amrit Kaur:** I think that more perhaps has been done for the rural dispensaries than for any other schemes that were originally planned for Ajmer. All the 8 district dispensaries in the villages have been taken over and necessary additional staff and equipment have been provided. New dispensary buildings at Sawar and Ramsar have been constructed and plans for the construction of staff quarters at some of these dispensaries are also under consideration. Some of the surplus American hospital equipment has been utilized in these village dispensaries.

**Pandit M. B. Bhargava:** Is there any proposal for starting travelling dispensaries in the rural area?

**Rajkumari Amrit Kaur:** There is a proposal to have a mobile dispensary in Ajmer, in addition to the one they have already got.

**Dr. Deshmukh:** Is the hon. Minister aware that in the territory, what were Indian States formerly, good many hospitals and dispensaries are being closed because there are not sufficient funds? Is any effort being made to utilize.....

**Mr. Speaker:** I am afraid the question is outside the scope of this question. It is restricted to Ajmer.

**Dr. Deshmukh:** It is 'one India' now.

**Mr. Speaker:** The question does not relate to the whole of India. Next question.

## ISOTOPES

\*1831. **Shri Jnani Ram:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether Isotopes are manufactured in India;

(b) the quantity imported annually from foreign countries for the country's use; and

(c) the quantity required?

**The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa):** (a) No, Sir.

(b) A statement giving available information is placed on the Table of the House. [See Appendix XIII, annexure No. 30.] Further information is being collected and a second statement will be so placed as soon as possible.

(c) It is not possible to give the quantity of Isotopes that would be required in the country for any given period. This would depend on the amount of research work to be undertaken and the requirements for medical use.

**Shri Jnani Ram:** May I know the value of Isotopes imported last year?

**Shri Sri Prakasa:** The statement laid on the Table of the House gives the amounts, but I cannot give the exact value in money.

**Shri Jnani Ram:** Is there any application for import of Isotopes for medical purposes?

**Shri R. Khan:** What is an Isotope?

**Mr. Speaker:** Order, order. The hon. Member may enquire later on.

**Shri Sri Prakasa:** Yes, Sir.

**Shri Jnani Ram:** May I know what steps are being taken for its production in India?

**Shri Sri Prakasa:** Before the production of Isotopes can be taken up in our country, it is essential to establish an Atomic Pile, the development of which is receiving the active consideration of the Atomic Energy Commission.

**Dr. Ram Subhag Singh:** May I know the country or countries from which we are importing Isotopes?

**Shri Sri Prakasa:** U. K and U. S. A, Sir.

**Shri Sidhva:** Besides the medicinal purposes for which this Isotope is used, may I know if this article is used for any other purposes? If so, what.

**Mr. Speaker:** I think we will proceed to the next question.

## INDIAN ADMINISTRATIVE POSTS

\*1832. **Shri R. Velayudhan:** Will the Minister of Home Affairs be pleased to state:

(a) the number of hands selected by the Special Recruitment Board for the Indian Administrative Posts and also in the Diplomatic Service in the year 1949 and 1950 respectively; and

(b) how many of them are Scheduled Castes and Scheduled Tribes?

**The Minister of Home Affairs (Shri Rajagopalachari):** (a) (i) Indian Administrative Service 1949.....173  
1950.....16.

(ii) The Special Recruitment Board is not concerned with the Indian Foreign Service if that is what is referred to.

(b) Scheduled Castes ... 12  
Scheduled Tribes ... 1

**Shri R. Velayudhan:** May I know whether any reservation is given to the Scheduled Castes on the basis of the Government of India communique that 12½ per cent. will be allotted to the Scheduled Castes in the recruitment?

**Shri Rajagopalachari:** 12½ per cent. of the vacancies in the Indian Administrative service filled on the results of the competitive examination are reserved for Scheduled Caste candidates. The same reservation applied to the vacancies filled by what is known as the 'open market candidates' on the recommendations of the Special Recruitment Board. All these services are subject to suitable candidates being available, that is to say, minimum qualifications. There is no reservation for the vacancies to be filled by the appointment of States Civil Service officers.

**Lala Achint Ram:** Will the hon. Minister kindly state whether Government is satisfied with the kind of stuff which they are getting for the I.A.S and I.P.S. and whether that would raise the standard of the administration of the country to the cherished goal?

**Shri Rajagopalachari:** Government is fairly satisfied with the quality of the materials available.

**Shri Rathnaswamy:** While appreciating this Government's stand that the appointments to Diplomatic Service should not be made on a communal basis, may I ask the hon. Minister what special efforts Government have taken so far to secure some representation in the Diplomatic Service for the Scheduled Castes?



**Shri Rajagopalachari:** The object of the Government is to get suitable candidates for the Diplomatic Service. The reverse process of getting suitable service for Scheduled Caste candidates is the concern of another Department.

**Shri Kesava Rao:** Out of the 12 candidates selected for the I.A.S. may I know how many are from the State Civil Service and how many are new recruits?

**Shri Rajagopalachari:** In 1949 out of 173 candidates from the State Civil Service officers appointed under the Emergency Recruitment scheme was 91 and the candidates from the open market were 82. Candidates appointed in 1950 in the open market was 13 and the State Civil Service officers were 3.

**Shri Kesava Rao:** My question is out of the 12 Scheduled Castes how many are from the State Civil Service and how many are new recruits?

**Shri Rajagopalachari:** As I mentioned already, there is no reservation for the enrolment of officers from the State Civil service. As a matter of fact, I see from this statement that 4 State Civil Service officers i.e., Scheduled Caste officers have been appointed on their own merits, I take it.

**Mr. Speaker:** Next question.

#### RESEARCH SCHOLARS SENT ABROAD

\*1833. **Pandit Munishwar Datt Upadhyay:** (a) Will the Minister of Education be pleased to state whether Government propose to send Indian scholars abroad for specialisation in Bibliography and research in chemistry, botany, etc.?

(b) If so, how many persons are to be sent, for what subjects, what will be their period of training and what will be the estimated cost of the Plan?

**The Minister of State for Finance (Shri Tyagi):** (a) and (b). The implementation of the Modified Overseas Scholarships Scheme for 1951-52 is under consideration and at this stage it cannot be said whether or not the subjects referred to by the hon. Member will be included.

**Pandit Munishwar Datt Upadhyay:** May I know if there has been any agreement with other countries for the exchange of such scholars?

**Shri Tyagi:** There was some talk with China but no conclusive decision has been reached so far.

**Shri T. N. Singh:** Is it a fact that Government are actually considering

sending somebody for research in bibliography?

**Shri Tyagi:** No student has been sent for research in bibliography. Out of the scholars in 1950-51 under the Government Overseas Scholarship scheme none was selected for bibliography. This year also no student has been selected. Only after the candidates have been selected and a reference has been made to the various ministries to appoint their nominees for scholarship, will the Committee decide about the subjects.

**Dr. Deshmukh:** Will the hon. Minister be in a position to state what is the amount provided for, for all these scholarships in the Budget?

**Shri Tyagi:** I am not actually the Minister for Education; however, I shall require notice.

**Mr. Speaker:** Next question.

#### DISPLACED GOVERNMENT SERVANTS FROM PAKISTAN

\*1835. **Shri T. N. Singh:** (a) Will the Minister of Home Affairs be pleased to state whether it is a fact that a number of displaced Government servants from Pakistan, who have been absorbed in the Government of India services, are not getting their salaries according to their grade and cadre in Pakistan?

(b) If the answer to part (a) above be in the affirmative, what is their number?

**The Minister of Home Affairs (Shri Rajagopalachari):** (a) and (b). The pay of displaced Government servants on their appointment to posts under Government of India is fixed with due regard to the previous pay drawn by them in Pakistan. The rules adopted by the Government of India in this respect ensure that the initial salaries fixed on appointment to posts under Government of India are not lower than

(1) the substantive pay drawn by such Government servants in Pakistan and

(2) the officiating pay drawn by them, provided they officiated in such posts in Pakistan for a period of not less than six months.

(i) The rule of appointment to a comparable post led in some cases to anomalies. The rule has now been liberalised. In a few cases the official does not draw what he was drawing in Pakistan but draws the maximum of the scale prescribed for the post he is appointed to.

(ii) When he is appointed in India to a post which is not comparable to the post in which he officiated in Pakistan for six months or more, his former substantive pay is protected. He may, however, draw an initial pay lower than his former officiating pay.

Information is not readily available as to the exact number of such exceptional cases. I am confident however that it must be small.

**Shri T. N. Singh:** Is it a fact that there are a number of officers who, because of these technical questions having arisen, in regard to the settlement of their salary, have not been able to draw their salaries for more than a year?

**Shri Rajagopalachari:** The question of appointment was what I investigated. As to the question of drawing their salaries actually although they were appointed, I did not think that was contemplated in the question.

**Shri T. N. Singh:** I put the question whether such Government servants are not getting their salaries according to their grade and cadre in Pakistan.

**Shri Rajagopalachari:** I did not think there was any difficulty in their actual drawing their salary. It may be a mistake. I thought the question referred to the posts to which they were appointed.

**Shri T. N. Singh:** In any case, may I know whether Government have received any complaints or representation from such persons in regard to their not getting their salaries?

**Shri Rajagopalachari:** I understand the hon. Member to mean that although they are appointed—there is no question about their grade and all that—the only question is about their actually drawing the money from the Treasury; I should like to go into the matter, if a question is sent to me privately or through the House.

**Lala Achint Ram:** Will the Government kindly say how many Government servants there are, who were junior in salary, rank and length of service, to displaced persons, but who have by-passed displaced persons?

**Shri Rajagopalachari:** Let me be clear about the question, Sir.

**Mr. Speaker:** In the service in India, there have been many people who were junior in service and salary to those who came from Pakistan; still they were preferred to Pakistan-returned people.

**Shri Rajagopalachari:** That is, some were already in service here senior as

compared with those who have come after displacement; and whether any reshuffling has not taken place in favour of those who have just come. I would ask the hon. Member, if he has any accurate figures of such injustices, to give notice of a fresh question.

**Shri A. C. Guha:** Will the hon. Minister state if any of the displaced officers coming in the year 1950 have been taken by the Government?

**Shri Rajagopalachari:** Displaced Government servants in this question meant persons who have come away after being appointed in Pakistan. If any figures as to particular years are put to me, I would have to analyse all that; it would be difficult for me to answer that question from here.

**Shri Sidhya:** May I know whether the services of those who were in permanent service, and who have come from Pakistan to India and absorbed in the various departments, have been counted as permanent or they are still temporary?

**Shri Rajagopalachari:** I have already answered that comparable posts are found for them and they are appointed. Their previous substantive as well as officiating pay during the last six months have been taken into account. All this would mean that their services are taken into account.

**Mr. Speaker:** Next question.

#### GEOLOGICAL SURVEY IN MADHYA PRADESH

\*1836. **Shri Munavalli:** (a) Will the Minister of Natural Resources and Scientific Research be pleased to state whether any Geological survey was made in Madhya Pradesh, Himachal Pradesh and Madras?

(b) How many different localities were investigated by Geological Survey and what are the minerals found therein?

**The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa):** (a) Yes, Sir.

(b) Geological Surveys for the whole of Madhya Pradesh and Madras and the greater part of Himachal Pradesh, were carried out several decades ago. In recent years several parts of Madhya Pradesh e.g. Chhindwara, Nagpur, Balaghat, Bhandara, have been taken up for detailed survey. In Himachal Pradesh, in addition to work done in the area in the early years, work has been undertaken during the last 20 years particularly in and around Simla. A party of officers of the Geological Survey has been at work in Madras State since 1941. A statement giving the

more important minerals found in these three States is laid on the Table of the House. [See Appendix XIII, annexure No. 31 (D).] A statement listing the reports published by the Geological Survey of India in its memoirs and records containing information regarding geological survey work done in these States, is also placed on the Table of the House. [See Appendix XIII, annexure No.31 (II)]

**Shri Munavalli:** May I know whether Government intends to acquire these minerals, to what extent and in what places?

**Shri Sri Prakasa:** Work is being carried on and the list is given in the statement that I have laid on the Table of the House.

**Shri T. N. Singh:** Besides the detailed surveys that have been made in these areas, may I know whether any mapping has been done in any new areas in these three States so far as Geological survey is concerned?

**Shri Sri Prakasa:** There is a definite plan according to which these scientists proceed. If there is any indication of these things being found elsewhere, we shall proceed with that.

**Dr. V. Subramaniam:** How many survey teams are now working, and what is the strength of the teams?

**Shri Sri Prakasa:** I have already given an indication of the various teams that are working in the various places. So far as the exact number of personnel is concerned, I have only got the rough figures for Madras. A party of Geological Survey consisting of 12 to 20 officers has been at work in that State.

**Shri Shiva Rao:** With reference to part (b) of the question, may I ask my hon. friend whether there is any truth in the report that promising coal deposits have been found near Mirzapur?

**Shri Sri Prakasa:** I have no information.

**Shri S. C. Samanta:** May I know whether any soil erosion survey has been made in Madhya Pradesh by the Geological Survey people?

**Shri Sri Prakasa:** That hardly arises out of this question. The hon. Member will please study the statement that I have laid on the Table of the House.

**Shri Dwivedi:** May I know whether the Government makes any survey of herbs and medicines also along with Geological Survey?

**Shri Sri Prakasa:** That hardly arises.

**Dr. M. V. Gangadhara Siva:** May I know whether it is a fact that Uranium is found in Kurnool District of Rayalaseema in Madras?

**Shri Sri Prakasa:** There is another question on Uranium. We can deal with this then.

**Mr. Speaker:** Next question.

#### COLOMBO PLAN

\*1837. **Shri B. R. Bhagat:** Will the Minister of Finance be pleased to state:

(a) whether a Conference of official representatives of Commonwealth Countries is likely to be held to consider the details of the Colombo Plan;

(b) if so, the subjects for considerations; and

(c) whether the working of the three year Technical Assistance Scheme through the Council of Technical Co-operation will also be discussed?

**The Minister of Finance (Shri C. D. Deshmukh):** (a) A Conference of official representatives of Commonwealth countries was held recently in Colombo to review the situation after the publication of the Colombo Plan.

(b) and (c). The following subjects were considered:

(i) Action taken since the last meeting of the Consultative Committee on Economic development in South and South-East Asia.

(ii) Progress in the Technical Co-operation Scheme.

(iii) The future work of the Committee and procedure for obtaining financial aid.

(iv) The role of the International Bank.

(v) Participation of non-Commonwealth Governments in the Area.

**Shri B. R. Bhagat:** Sir, may I know whether the Consultative Committee has decided to invite the International Bank to appoint a permanent representative on the Committee, and if so, what will be the functions of that representative?

**Shri C. D. Deshmukh:** The Committee issued a press release at Colombo on the 20th February which contains information on this and various other aspects of the consultation. According to paragraph 10 of that press release:

"The Committee noted with pleasure the statement of the President of the International Bank, that the Bank welcomed

the opportunity to co-operate in the work of the Committee. The Committee expressed the hope that close liaison with the bank would be maintained."

**Shri B. R. Bhagat:** Sir, may I know whether a suggestion was mooted in the conference by perhaps the British delegates and supported by other participating delegates that there should be periodical conferences of scientists of the participating countries to review the problems connected with the Colombo Plan, and if so what decision has been taken in the conference.

**Shri C. D. Deshmukh:** I have no information on the details of the deliberations in the conference, Sir.

**Shri T. T. Krishnamachari:** May I know Sir, if a representative of the United States Government also was present at the recent conference and if so what is the role that the U.S.A. plays in the implementation of the Colombo Plan?

**Shri C. D. Deshmukh:** A representative of the United States Government did attend as a member of the Committee. He said that his Government in accepting the invitation to attend the present meeting had announced that it welcomed the initiative of the countries participating in the Plan; that the Plan itself appeared to offer a basis for genuine economic progress, and that the United States intended to co-ordinate to the extent possible, the programmes it had undertaken or might undertake in the area with those under the Plan.

**Pandit Munishwar Datt Upadhyay:** Sir, did the Committee formulate any conclusions and will there be any talks at Cabinet level before final decisions are taken?

**Shri C. D. Deshmukh:** The work of the Committee was to make recommendations to the Governments in regard to the continuation of this organisation. Therefore, it was not for them to formulate any plans.

**Shri B. Das:** Sir, may I know if the International Bank would finance the activities under the Colombo Plan or the Government of the U.S.A. or will the two share the amounts needed to give effect to the Colombo Plan?

**Shri C. D. Deshmukh:** I cannot take this any further than what was indicated in what I said in answer to the previous question, with regard to the intentions of the International Bank and the United States Government. If they do come in, I do not suppose it

will be on any pre-arranged basis of sharing.

**Dr. Ram Subhag Singh:** Sir, is any non-Commonwealth Government, other than the U.S.A. expected to join the Colombo Plan of the Commonwealth countries?

**Shri C. D. Deshmukh:** The representatives of non-Commonwealth Governments who attended as observers, although I am unable to say at this stage whether or not their Governments would participate, stressed their Governments' continuing interest in the success of the Plan.

**Shri B. R. Bhagat:** Sir, may I know whether the American delegate who participated in the Conference while promising all help to the Plan said that due to.....

**Mr. Speaker:** Is the hon. Member reading out something? If he has got the information, then he need not put the question.

**Shri B. R. Bhagat:** No Sir, I am not reading out any information. It is a question. I want to know if the delegate said that in view of the worsening international situation a substantial part of the international finance of America will be diverted to the military aid programme instead of to the economic aid programme, and if so how is this going to affect the Colombo Plan which is an economic programme?

**Shri C. D. Deshmukh:** It appears that the hon. Member has more information that I have on the subject. My information is confined to what I read out just now from the press release.

#### NATIONAL INCOME COMMITTEE

\*1838. **Shri B. R. Bhagat:** Will the Minister of Finance be pleased to state:

(a) whether the National Income Committee appointed by the Government of India has started its work; and

(b) if so, the progress made so far in estimating the national income of the country?

**The Minister of Finance (Shri C. D. Deshmukh):** (a) and (b). The National Income Committee has made considerable progress. Work on all the Sectors has been completed, and a preliminary estimate of the National Income for the Indian Union as a whole was considered by the Members of the Committee and Foreign Advisers, in December, 1950 and January, 1951. The preliminary report will be submitted by the Committee to Government shortly which I hope will be by the end of this month.

**Shri B. R. Bhagat:** Sir, who are the foreign experts who are associated with this Committee?

**Shri C. D. Deshmukh:** They are:

Prof. Simon Kuznetz, Ph.D., University of Philadelphia, National Bureau of Economic Research, New York.

J. R. N. Stone, C.B.E., Department of applied Economics, University of Cambridge.

J. B. D. Derksen, Ph.D., National Income Unit, The United Nations' Statistical Office, Lake Success, New York.

**Shri B. R. Bhagat:** Sir, may I know whether the Finance Ministry has prepared its own estimate of the national income and whether that is going to be the basis for the estimate of this Committee?

**Shri C. D. Deshmukh:** No, Sir. If the Finance Ministry had been in a position to estimate, then they would not have constituted this committee of experts to advise them on it. Some estimates—very rough ones—had been prepared for the old Indian Provinces by various authorities beginning with one by Dr. V. K. R. V. Rao in 1931-1932 and the Ministry of Commerce in 1938-1939. But as I said, they related to the old Indian Provinces.

**Shri B. R. Bhagat:** Sir, I wanted to know whether those estimates would form the basis for making the present estimates?

**Mr. Speaker:** Let us first have the report of the committee.

**Shri C. D. Deshmukh:** Sir, the country has been transformed since then and these related to the old Indian Provinces, as I said.

#### CINCHONA (CULTIVATION)

\*1839. **Pandit Munishwar Datt Upadhyay:** (a) Will the Minister of Health be pleased to state what is the Russian method of cultivation of Cinchona?

(b) How does the Russian method prove to be more costly than the ordinary method?

(c) Does the need of Russian method of cultivation exist even now?

**The Minister of Health (Rajkumari Amrit Kaur):** (a) and (b). A detailed statement is laid on the Table of the House. [See Appendix XIII, annexure No. 32.]

(c) No. Fresh planting under the Russian method was discontinued at the end of the war. It was an emergency measure intended to produce

quinine more quickly than would have been possible under the normal method.

**Pandit Munishwar Datt Upadhyay:** Sir, may I know how this Russian method differs from our methods of cultivation of cinchona?

**Rajkumari Amrit Kaur:** The hon. Member will find all the information in the detailed statement. Briefly this is a short rotation method and it is also an intensive method of planting and in the long run it is more expensive.

**Pandit Munishwar Datt Upadhyay:** In which States has this new method been tried?

**Rajkumari Amrit Kaur:** In the two States which grow cinchona—Madras and Bengal.

**Shri Barman:** Are Government aware that there is sufficient possibility of the expansion of cinchona cultivation in West Bengal? If so, is it contemplated by Government to produce more quinine by the expansion of cinchona cultivation?

**Rajkumari Amrit Kaur:** The question is primarily one for the West Bengal Government to decide. But the hon. Member should remember that there is keen competition now with pure quinine because of the synthetic anti-malarial drugs that are being produced and many of the States do not wish to have pure quinine.

**Shri Barman:** Do I understand from the reply given by the hon. Minister that in the recent past, that is 1949-50 there has been no import of quinine from Java by the Government of India?

**Rajkumari Amrit Kaur:** There was a certain amount of import.

**Shri R. Velayudhan:** May I know whether the Government of India is giving any subsidy to the cinchona industry in Madras and the Nilgiris? What is the condition of the industry at present?

**Rajkumari Amrit Kaur:** The Central Government does not give any subsidy.

#### COLOMBO SIX YEAR PLAN

\*1840. **Shri Kamath:** Will the Minister of Finance be pleased to state what steps have so far been taken towards the implementation of the Colombo six year plan?

**The Minister of Finance (Shri C. D. Deshmukh):** Government are proceeding with the execution of those

schemes included in the Colombo Plan which had already been started within the limit of the resources available to them. Government are also exploring possibilities of augmenting their own resources and of securing the external finance required.

**Shri Kamath:** May I know if priorities have been assigned by the Consultative Committee for the agricultural, industrial and transport projects that are envisaged in the Colombo Plan?

**Shri C. D. Deshmukh:** No, Sir. Priority has been assigned by the Planning Commission which was called upon to advise when the Colombo Plan was prepared.

**Shri Kamath:** Is the Minister in a position to give us an idea of the priorities that have been so assigned by the Planning Commission?

**Shri C. D. Deshmukh:** I think a reference to the Colombo Plan, copies of which are available in the Library would show the priorities which have been assigned.

**Shri Kamath:** Has the Government of the United States given any hint or indication that economic aid would be available from that country even in the first stage of the Plan?

**Shri C. D. Deshmukh:** I think, Sir, that is covered by the answer which I gave previously that they welcome the initiative of the countries participating in the Plan, that the Plan does appear to offer a basis of genuine economic progress and that the U.S.A. intended to coordinate to the extent possible the programmes which they had undertaken or may undertake in the areas under the Plan.

**Shri Kamath:** At the last meeting of the representatives of the various countries that are participating in this Plan, which meeting was attended by a representative of the U.S.A. was it decided that the Commonwealth countries and the U.S.A. should consult each other throughout the progress of the Plan?

**Shri C. D. Deshmukh:** By the 'last meeting' is it meant the Colombo meeting?

**Shri Kamath:** Before or after that a meeting was held of the representatives?

**Shri C. D. Deshmukh:** The last meeting was the Colombo meeting; that was not a meeting of the representatives.

**Shri Kamath:** Last month.

**Shri C. D. Deshmukh:** The one before that was the one that I attended in London in September. That meeting was not attended by a representative of the U.S.A.

**Shri Kamath:** The meeting which was attended by the American representative.

**Shri C. D. Deshmukh:** That is the one to which I have referred.

**Shri Kamath:** Was any decision taken to the effect that the countries of the Commonwealth must keep the U.S.A. informed about the progress of the Plan?

**Shri C. D. Deshmukh:** Yes, that is implicit in this participation in the Committee that they will be kept in touch with developments.

**Shri B. R. Bhagat:** May I know whether any indication has been given that only those countries will be given financial aid which have a long term development plan and not short term plans?

**Shri C. D. Deshmukh:** I do not know to whom reference is made in the hon. Member's question. He said "indication has been given"; by whom?

**Shri B. R. Bhagat:** By the Consultative Committee of the Colombo Plan to the participating countries to the effect that only those countries will receive aid which will have long term development plans.

**Shri C. D. Deshmukh:** It is not for the Consultative Committee to indicate who will get aid and who will not. It is for the countries from whom aid is available.

**Mr. Speaker:** Next question.

#### SMALL SAVINGS SCHEME

\*1842. **Shri Kishorimohan Tripathi:** (a) Will the Minister of Finance be pleased to state the total volume of savings as effected through the small savings scheme during 1950?

(b) What were the comparative figures for 1948 and 1949?

**The Minister of Finance (Shri C. D. Deshmukh):** (a) and (b). The net amount realised from small savings, including Post Office Savings Deposits, in the three years 1948, 1949 and 1950 amounted to Rs. 31.21 crores, Rs. 22.1 crores and Rs. 29.52 crores respectively.

**Shri Kishorimohan Tripathi:** May I know if the scheme is effectively operating in Parts B and C States?

**Shri C. D. Deshmukh:** It is being extended to Parts B and C States and so far as rural areas are concerned I do not suppose that it has yet been possible to extend the scheme to them.

**Shri Kishorimohan Tripathi:** Is it proposed to utilise the village Post Office as a medium so as to make the scheme yield better results?

**Shri C. D. Deshmukh:** That is right; that is what I said in my Budget speech yesterday.

**Shri Sidhva:** May I know whether the commission agents who were originally appointed and subsequently withdrawn have again been appointed for this purpose?

**Shri C. D. Deshmukh:** The authorised agency system has been revived. First as an experimental measure it has been reintroduced only in three States—Madras, Bombay and West Bengal.

**Mr. Speaker:** Next question.

#### LOANS AND GRANTS TO STATES

\*1843. **Shri Kishorimohan Tripathi:** (a) Will the Minister of Finance be pleased to state what were the repayments received from State Governments during the year 1950 out of the loans given to them before 1950?

(b) Have all State Governments repaid their loans in time?

**The Minister of Finance (Shri C. D. Deshmukh):** (a) Rs. 931 lakhs.

(b) Yes, except in regard to certain ways and means advances.

**Shri Kishorimohan Tripathi:** What is the total amount of loans recoverable by the end of 1950 still remains to be recovered?

**Shri C. D. Deshmukh:** There are no outstandings, except as I said in regard to the ways and means advances, if I understood the hon. Member's question rightly.

**Lala Achint Ram:** How much money advanced to the States for loans being given to displaced persons remains unadvanced by the States to the displaced persons?

**Shri C. D. Deshmukh:** The question referred to repayment by the States of the moneys received by them from the Centre and not to the utilisation by the States of the moneys advanced to them.

**Shri T. N. Singh:** Out of these 931 lakhs which have been advanced to the States, how much have the States paid back to the Central Government

by taking further loans from the Centre as a sort of conversion loan?

**Shri C. D. Deshmukh:** I have no reason to believe that any of this repayment has been made with the help of further borrowings from the Centre.

#### TERRITORIAL ARMY

\*1848. **Shri Sidhva:** (a) Will the Minister of Defence be pleased to state what is the result of the Territorial week observed in January, 1951?

(b) How many technicians and skilled workers have joined the Territorial Army?

**The Deputy Minister of Defence (Major-General Himatsinhji):** (a) The result has been very encouraging. A marked improvement has been noticed in the public response to the Territorial Army, especially in Bombay, Madras, West Bengal and Madhya Pradesh.

(b) Technical and skilled personnel are coming forward to join the Territorial Army but not in sufficient numbers. It is not, however, in the public interest to disclose the exact number of technicians and skilled workers recruited to the Territorial Army.

**Shri Sidhva:** What will be the total number required for this training?

**Major-General Himatsinhji:** I have already refused to answer that question. But I will be able to give the information in confidence to the hon. Member if he sees me informally.

**Mr. Speaker:** Next question.

#### SELECTION FOR GRADE I OF CENTRAL SECRETARIAT SERVICE

\*1850. **Sardar Hukam Singh:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the preliminary selection for grade I of the Central Secretariat Service was made by the Departmental Promotion Committees of the respective Ministries;

(b) whether it is a fact that in a number of cases, officers considered suitable for the post of Deputy Secretary or Under Secretary by the Ministries were not considered fit for the Secretariat Service by the Special Recruitment Board and the U.P.S.C.; and

(c) whether it is a fact that in a number of cases, Special Recruitment Board placed officers graded V senior to those graded III by the Ministries?

**The Minister of Home Affairs (Shri Rajagopalachari):** (a) to (c). Yes.

The Central Secretariat Service (Re-organisation and Re-enforcement) Scheme provides that final selection to all grades of that Service would be made by the Union Public Service Commission. In order to facilitate the Commission's task a preliminary selection of departmental officers considered suitable for the various grades was carried out by the Departmental Promotion Committees of the respective Ministries assisted in each case by two Joint Secretaries from other Ministries nominated by the Ministry of Home Affairs. The Special Recruitment Board and the Commission thereafter interviewed all the candidates who were recommended in the preliminary selection as fit for appointment in Grade I. Five or six Joint Secretaries from the different Ministries who had assisted in the preliminary selection were also present as assessors during the interviews by the Special Recruitment Board. This procedure was designed to ensure full consideration of the claims and merits of all the officers concerned. It has also enabled the Commission in making their final recommendations arranged in a common order of merit to apply uniform standards of judgment, thus eliminating any cases of over-assessment or under-assessment which may have occurred in the preliminary selections made by different bodies in the different Ministries.

**Sardar Hukam Singh:** The answer to my question has not come from him. It may not be in the public interests to disclose it, but the answer is not there. It has been said that Departmental Promotion Committees were constituted which assisted in recruitment by a preliminary selection of persons for promotion whose names were then put before the U.P.S.C. My question was whether they selected certain persons for posts of Under-Secretaries and Assistant-Secretaries who were not thought fit by the U.P.S.C. for Secretariat service at all. That was my question, that has not been answered.

**Mr. Speaker:** Is it not answered by implication that they did not make the selections but that they only made preliminary selections and left the matter to the U.P.S.C.?

**Sardar Hukam Singh:** Then I expect.....

**Mr. Speaker:** He may ask the question if he wants to.

**Sardar Hukam Singh:** Yes, Sir. May I know whether the Departmental Promotion Committees made

any selections at all for any Secretariat posts, or for promotion to senior posts?

**Shri Rajagopalachari:** I have described accurately and as fully as I can the process by which the appointments are made. The question seems to suggest that there was a large difference between the recommendations made by the Departmental Committees and the final selection.

**Mr. Speaker:** The exact point is that appointment was made without reference to the U.P.S.C.

**Shri Rajagopalachari:** No, no.

**Sardar Hukam Singh:** May I know whether any selections or promotions were made on the recommendations of these Departmental Promotion Committees?

**Shri Rajagopalachari:** The recommendations of the so-called Departmental Promotion Committees were only recommendations and finally the U.P.S.C.'s decision is taken as basis for appointment. If there is any doubt on that matter, I definitely say, "No".

**Sardar Hukam Singh:** May I know whether there were any cases of recommendation by any of these Departmental Promotion Committees which were not referred to the Union Public Service Commission but were decided by the Committee itself or, on its recommendation, by the Ministry?

**Shri Rajagopalachari:** That is to say, whether any appointments were made without reference to the Union Public Service Commission. No, Sir.

**Shri Hussain Imam:** Is it a fact that certain persons who were selected by the Departmental Promotion Committees were appointed to certain posts and after the appointments had been made the matter was referred to the U.P.S.C. who rejected these appointments and made new appointments?

**Shri Rajagopalachari:** If I understand it correctly, the question is whether they were provisionally appointed or not and whether there were rejections by the U.P.S.C. of the recommendations of the Departmental Committee?

**Shri Hussain Imam:** Yes.

**Shri Rajagopalachari:** I shall give the figures. There is nothing to hide and I say this as some phrase was used about public interest. Out of 457 officers recommended by the Departmental Promotion Committees, 62 were classed by the Union Public



Service Commission as unsuitable. Out of 470 cases recommended by the Departmental Promotion Committees for the various grades of the Central Secretariat service, in 70 cases officers classed by the Departmental Promotion Committees in category V have been placed above certain other officers who were placed by the Departmental Promotion Committees in category III. Where several persons have to appraise the qualifications and equipment and capacity of persons who have to take up responsible posts, this amount of difference of opinion is quite natural.

**Sardar Hukam Singh:** May I know whether any new cadre in the Secretariat Service has been created on the recommendation of these Departmental Promotion Committees?

**Shri Rajagopalachari:** I would like notice for that question.

#### CANTONMENTS COMMITTEE

\*1851. **Shri Kamath:** Will the Minister of Defence be pleased to state:

(a) whether the Cantonments Committee has completed its work, and submitted its Report; and

(b) if not, how much longer is the enquiry expected to last?

**The Deputy Minister of Defence (Major-General Himatsinhji):** (a) No.

(b) It is understood that the Committee expects to complete its work by March, 1951.

**Shri Kamath:** When, Sir, was this Committee appointed and how many meetings has it held upto date?

**Major-General Himatsinhji:** Sir, the answer was given some time ago. The Committee was appointed some time in May, 1949—I don't remember the exact date. About eight meetings have been held so far; the last meeting was held about the middle of February this year.

**Shri Kamath:** What were the difficulties in the way of the Committee meeting oftener than it actually did?

**Major-General Himatsinhji:** The members of the Committee have to come from distant parts of India and it is difficult to get them together more often as they have to attend to their own important work also.

**Shri Kamath:** Is it not a fact that even though the Chairman of the Committee was absent from India there was a Vice-Chairman elected by the members, and why did the Committee not meet under the chairmanship of the Vice-Chairman?

**Mr. Speaker:** He is now arguing.

शौचद्वियों में रहने वाले व्यक्तियों का पुनर्वास

\*१८५२, श्री खारडे : स्वास्थ्य मंत्री यह बतलाने की कृपा करेंगी कि:

(क) क्या यह सत्य है कि दिल्ली में सड़कों के किनारे अथवा खुले स्थानों में शौचद्वियां बना कर रहने वालों के लिए जल, संडास तथा आरोग्य रक्षा के कोई प्रबन्ध विद्यमान नहीं हैं ?

(ख) क्या इन व्यक्तियों से इन स्थानों का जहां इन्होंने यह छोटी छोटी शौचद्वियां बनाली हैं, कोई किराया लिया जाता है अथवा वह सभी बिना किराये के ही रह रहे हैं ?

(ग) क्या सरकार उनके पुनर्वास की कोई व्यवस्था करेगी ?

#### REHABILITATION OF PERSONS LIVING IN HUTS

[\*1852. **Shri Khaparde:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that no arrangements for water, conservancy and sanitation exist for those living in small huts erected in the open spaces or by the road-side in Delhi;

(b) whether any rent is charged for the space where they have erected these hutments or are they all living rent free; and

(c) whether Government will devise some means to rehabilitate them?]

**The Minister of Health (Rajkumari Amrit Kaur):** (a) In most of the places arrangements exist, though they are not very satisfactory.

(b) No rent is charged.

(c) Government have in hand a sector-wise plan for clearing areas of squatters with a view *inter alia* to providing these persons with better accommodation and cleaner surroundings.

श्री खारडे : क्या माननीया मंत्री यह बतलाने की कृपा करेंगी कि दिल्ली शहर में ऐसे कितने परिवार हैं जिन के पास घरबार नहीं है और वह शौचद्वियों में रहते हैं ?

[**Shri Khaparde:** Will the hon. Minister be pleased to state the number of such families in Delhi City who have no housing accommodation and are living in huts?]

राजकुमारी अमृत कौर : जहाँ तक मुझे मालूम है तीस हजार कुटुम्ब ऐसे हैं जिन के पास अब तक उन की बनाई हुई कुटियां हैं और वह उन में रहते हैं।

[Rajkumari Amrit Kaur: As far as I know there are thirty thousand such families who are still living in huts made by themselves.]

श्री खापरडे : क्या यह बात सच है कि ऐसे लोग दो या तीन साल से वहाँ रहते हैं फिर भी उनके पर्मानेंट राशन कार्ड नहीं बन सके हैं ?

[Shri Khaparde: Is it a fact that these people have not been issued permanent ration cards although they have been living there for two or three years?]

राजकुमारी अमृत कौर : राशन कार्ड के बारे में तो मुझे मालूम नहीं है।

[Rajkumari Amrit Kaur: I do not know anything about ration cards.]

## WRITTEN ANSWERS TO QUESTIONS

### TRANSFER OF ANCIENT ARCHIVES

\*1830. Shri Raj Kanwar: Will the Minister of Education be pleased to refer to the reply to my Starred Question No. 754 asked on 20th December, 1949 and state at what stage the question of transfer from England to India of the various ancient manuscripts, archives and documents of political and historical interest, preserved in the late India Office Library in London, is pending?

The Minister of State for Finance (Shri Tyagi): The position still remains the same as stated in reply to Starred Question No. 754 on 20th December, 1949. It has not yet been possible to arrange a meeting of the Fact Finding Committee for the disposal of India Office building and its contents.

### INDO-PAKISTAN GOODWILL

\*1834. Dr. M. M. Das: Will the Minister of Education be pleased to state,

(a) whether it is a fact that the Government of India have requested the Calcutta University to take steps for the promotion of Indo-Pakistan goodwill;

(b) if so, whether any concrete suggestions have been made to the University; and

(c) whether adequate response has been received by Government from the University?

The Minister of State for Finance (Shri Tyagi): (a) and (b). The Government of India had addressed the Vice-Chancellors of all the Indian Universities including the Calcutta University, to take suitable steps for the promotion of Indo-Pakistan goodwill, in connection with the implementation of certain clauses of the Indo-Pakistan Agreement of 1950. They were particularly asked to take suitable steps to prevent the dissemination of mischievous news and opinion amongst students and teachers by any individual or organisation. They were also requested to issue suitable instructions, to ensure that the reports, magazines and publications produced or used in the University and Colleges, are in accord with the relevant clauses of the Indo-Pakistan Agreement. The Universities were also asked to consider the question of the exchange of students and teachers and the promotion of athletic contests between the teams of India and Pakistan.

(c) No reply has so far been received from the Calcutta University.

### INDIAN POLICE SERVICE

\*1841. Shri Balmiki: (a) Will the Minister of Home Affairs be pleased to state how many candidates were selected for Indian Police Service in all States during the year 1950-51?

(b) How many of them were Scheduled Castes candidates?

(c) Where are they posted?

The Minister of Home Affairs (Shri Rajagopalachari): (a) 79.

(b) 2.

(c) Both the Scheduled Castes candidates have been posted to West Bengal.

### COLOMBO PLAN

\*1844. Shri Biyani: (a) Will the Minister of Finance be pleased to state what steps have been taken to see that the Colombo Plan materialises within the time specified and within the estimates provided for the various schemes?

(b) In view of the rising prices in the international market will Government be pleased to state how far they have gone ahead with the executive side of the Colombo Plan?

(c) To what extent have Government been able to get the capital from the external channels as stipulated in the Plan for its execution?

(d) What are the conditions stipulated to such external borrowings of Government and what is the rate of interest fixed on them?

(e) What steps are Government taking to associate capable business talent in the execution of the various projects and schemes as envisaged in the Plan?

**The Minister of Finance (Shri C. D. Deshmukh):** (a) and (b). Government are proceeding with the execution of those projects included in the Colombo Plan which had already been started, within the limit of the resources available to them. Government are also exploring possibilities of augmenting their own resources and of securing external finance to make the full implementation of the Plan within the time specified possible. It is too early to say whether it would be possible to complete the various schemes within the estimates provided for in the Plan. The rising prices in the International Market will unavoidably affect the estimates, but Government will keep the position constantly under review.

(c) Except for the loans negotiated some time ago with the International Bank for Reconstruction and Development for a few projects included in the Colombo Plan, no other capital from external sources has yet been received for the execution of the Plan.

(d) Copies of the loan agreements entered into with the International Bank detailing the conditions attached to the loans negotiated with the Bank have already been placed on the Table of the House and are available in the Library of the House. The rate of interest for these loans varies from 3½ per cent. to 4 per cent. including 1 per cent. servicing charges.

(e) Government have, in certain cases in the past, set up Committees in which business men have been included to undertake the execution and management of the projects. The point will be considered in each individual case as and when Government decide to commence its execution. Over a large range of the projects and schemes the need for such association does not arise.

#### DIHANG PROJECT

\*1845. **Shri J. N. Hazarika:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) at what stage the progress of the Dihang Project in the Tribal Areas of Assam has been held up;

(b) when the work will be started; and

(c) what benefits are expected to be received by the cultivators?

**The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa):** (a) Only preliminary investigations of the Dihang Project had been taken up. The state of the investigations at the time they were suspended was as follows:

(i) Reservoir and dam site surveys had been completed and mapping was in progress;

(ii) Gauge, discharge and silt observations at the dam site were being observed;

(iii) Foot path from Passighat to dam site was under construction.

(b) The work will be started as soon as funds become available and the aerial photography of the valley which is being done by the Survey of India, is completed.

(c) This is a hydro-electric and flood-control scheme and the cultivators will be benefited to the extent that their crops will be saved from floods, and rural population will get the advantage of electric power.

#### U.P.S.C. EXAMINATION CENTRE FOR ASSAM

\*1846. **Shri J. N. Hazarika:** Will the Minister of Home Affairs be pleased to state:

(a) whether Government propose to consider the desirability of opening a Union Public Service Commission Examination centre in Assam;

(b) whether the Government of Assam has sent any proposal in this connection; and

(c) how many candidates are considered to be sufficient for the opening of a centre for examination for I.A.S. and I.P.S. in Assam?

**The Minister of Home Affairs (Shri Rajagopalachari):** (a) The question of the desirability of opening a centre in Assam for the Public Services Examination is at present under consideration of the Union Public Service Commission, who conduct these examinations.

(b) The Government of Assam have made a request that a Centre should be opened in Assam for the convenience of Assam candidates.

(c) No minimum number has been prescribed. Several considerations go to make the conclusion as to desirability of opening a Centre and meeting the expenditure involved.

URANIUM IN EASTERN AND CENTRAL  
INDIA

\*1847. **Shri J. N. Hazarika:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether it is a fact that two uranium bearing belts have been discovered in Eastern and Central India; and

(b) if so, when they will be worked out?

The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa): (a) Yes, Sir.

(b) A detailed examination of these areas is in progress and a considerable amount of geological and mining work is needed before the actual work of extraction can be commenced.

HOUSE BUILDING SOCIETIES IN DELHI

\*1849. **Giani G. S. Musafir:** (a) Will the Minister of Health be pleased to state how many registered Co-operative House Building Societies have been working in Delhi?

(b) What steps are being taken by Government to make necessary allotments of land to such societies?

The Minister of Health (Rajkumari Amrit Kaur): (a) Seventy-four societies have been registered.

(b) Government do not at present have suitable developed building land of their own for allotment to these societies. The question as to how the Co-operative Societies can be helped to acquire land is being examined.

MAGAZINES, DOCUMENTARIES AND  
NEWSREELS

\*1853. **Shrimati Jayashri:** Will the Minister of Information and Broadcasting be pleased to state:

(a) the number of magazines published, and documentaries and newsreels produced during the year 1950;

(b) the amount spent and the income earned from these; and

(c) whether the Finance Minister's economy plan advocates a cut in this Section and if so, the reasons therefor?

The Minister of State for Information and Broadcasting (Shri Diwakar):

(a) and (b). A statement giving the required information concerning magazines published by the Publications Division and documentaries and newsreels is placed on the Table of the House. [See Appendix XIII, annexure No. 20.]

(c) I presume that the word 'this Section' refers to Films Division. A proposal for the abolition of the Films Division on grounds of economy was

considered and it has since been decided to retain the Films Division.

INDIAN BRAILLE

\*1854. **Shri Barrow:** Will the Minister of Education be pleased to state:

(a) whether it is a fact that the Government of India have decided to change the Indian Braille, based on the Sanskrit script, to a new Braille based on an International script;

(b) if so, what are the reasons for this change; and

(c) what steps are Government taking to set up a Braille press in India?

The Minister of State for Finance (Shri Tyagi): (a) and (b). The matter is under consideration.

(c) an officer has been appointed to complete all preliminaries in connection with the establishment of the Braille Printing Press and it is hoped that the Press will start functioning by June this year.

HOSPITALS AND DISPENSARIES IN  
CENTRALLY ADMINISTERED AREAS

\*1855. **Prof. Yashwant Rai:** Will the Minister of Health be pleased to state:

(a) the number of Government Hospitals and dispensaries in the Centrally Administered Areas;

(b) the number of male and female hospitals;

(c) the number of Government hospitals and dispensaries in the rural areas; and

(d) the number of Ayurvedic and Unani dispensaries?

The Minister of Health (Rajkumari Amrit Kaur): (a) The total number of Government Hospitals and Dispensaries in the Centrally Administered areas is 158.

(b) There are no hospitals exclusively reserved for men. There are 51 general hospitals belonging to Government which admit both men and women and 8 exclusively reserved for women

(c) 103

(d) 72.

ELECTIONS TO PARLIAMENT

\*1856. **Shri S. C. Samanta:** (a) Will the Minister of Law be pleased to state the number of election petitions filed in connection with elections to Parliament since 26th January, 1950?

(b) Have all the cases been decided?

**The Minister of Law (Dr. Ambedkar):** (a) One.

(b) Yes.

#### JUDGES IN HIGH COURTS

\*1857. **Shri Shiv Charan Lal:** Will the Minister of Home Affairs be pleased to state:

(a) the number of Judges for different High Courts of Part 'A' and 'B' States;

(b) the number of Judges at present; and

(c) when Government are going to make up the number?

**The Minister of Home Affairs (Shri Rajagopalachari):** (a) I presume that the hon. Member is referring to the maximum number of Judges to be fixed under article 216 of the Constitution in relation to each High Court. This is still the subject matter of consultation with State Governments and High Courts.

(b) The actual strength of each High Court is as follows:

Name of High Court	Number of Judges (including Chief Justice.)
<b>Part A</b>	
(1) Allahabad	20
(2) Assam	2
(3) Bombay	11
(4) Calcutta	19
(5) Madras	16
(6) Nagpur	8
(7) Orissa	4
(8) Patna	11
(9) Punjab	7
<b>Part B</b>	
(1) Hyderabad	11
(2) Madhya Bharat	6
(3) Mysore	5
(4) Patiala and East Punjab States Union	4
(5) Rajasthan	9
(6) Saurashtra	3
(7) Travancore-Cochin State	7

(c) The question will arise when the number for each High Court is fixed.

#### ADVERTISING CONSULTANT OF MINISTRY OF INFORMATION AND BROADCASTING

\*1858. **Shri Jagannath Das:** (a) Will the Minister of Information and Broadcasting be pleased to state the expenses incurred by the office of the Advertising Consultant of the Ministry for the years 1948-49, 1949-50 and 1950-51?

(b) What are the qualifications and emoluments of the present Advertising Consultant?

(c) Was it an ad hoc appointment or through the Union Public Service Commission?

335 P.S.D.

(d) What is the criterion for considering newspapers suitable for purposes of Government advertisements?

**The Minister of State for Information and Broadcasting (Shri Diwakar):** (a) and (b). A statement is laid on the Table of the House. [See Appendix XIII, annexure No. 34.]

(c) The appointment has been made with the approval of the Union Public Service Commission.

(d) The main criterion for considering newspapers suitable for purposes of Government display advertisements is in circulation along with good standing and coverage.

#### CULTURAL STUDIES

\*1859. **Sri Krishnanand Rai:** Will the Minister of Education be pleased to state:

(a) how many students were exchanged between China and India under the agreement between the Government of India and the former Government of China for cultural studies in the two countries;

(b) whether those students have returned to their respective countries after the formation of the new Government in China; and

(c) whether any talk is going on between the present Government of China and the Government of India to revive the previous, or to conclude any similar agreement?

**The Minister of State for Finance (Shri Tyagi):** (a) 10.

(b) The students returned to their respective countries before the formation of the new Government in China.

(c) Yes. The matter is under consideration.

#### BARODA AND AHMEDABAD A.I.R. STATIONS

\*1860. **Shri R. Khan:** Will the Minister of Information and Broadcasting be pleased to state:

(a) the expenses involved in the maintenance of Baroda and Ahmedabad Stations of the All-India Radio in the years 1948, 1949 and 1950; and

(b) whether the Directors of the two stations know the regional language, Gujarathi?

**The Minister of State for Information and Broadcasting (Shri Diwakar):** (a) A statement is laid on the Table of the House.

(b) There is one Station Director for both Stations and he has a working knowledge of the regional language, though Station Directors are not required to possess knowledge of the regional language of the Station at which they may be posted. Station Directors are recruited on an All India basis and are liable to be posted anywhere in the country.

#### STATEMENT

*Expenditure on the maintenance of Baroda and Ahmedabad Stations of All India Radio*

Station	1948-49	1949-50	1950-51
	Rs.	Rs.	Rs.
Baroda	75,157	3,18,125	3,30,100
Ahmedabad	216	2,44,815	2,91,700

#### FILMS DIVISION

\*1861. **Shri R. Khan:** Will the Minister of Information and Broadcasting be pleased to state:

(a) the number of employees of the Films Division of the Ministry in 1949 and 1950 and the expenses incurred on their maintenance;

(b) the number of documentary films taken in 1949 and 1950 and their cost;

(c) whether any revenue is coming from these films; and

(d) if so, the total amount received in the years 1949 and 1950?

The Minister of State for Information and Broadcasting (Shri Diwakar): (a) and (b). A statement is laid on the Table of the House. [See Appendix XIII, annexure No. 35.]

(c) Yes.

(d) 1949 Rs. 4,88,572.

1950 Rs. 19,49,230.

#### PEONS AND JAMADARS

118. **Shri Sidhva:** (a) Will the Minister of Finance be pleased to state how many peons and jamadars are attached to each Minister and his Secretary?

(b) How many peons are attached to each Joint Secretary, Deputy Secretary and Assistant Secretary?

(c) Have Government considered at any time whether this number is justified?

(d) Has any number been sought to be reduced as a measure of economy?

The Minister of Finance (Shri C. D. Deshmukh): (a) and (b). The number of peons and jamadars normally attached is as follows:

Hon. Minister	1 Jamadar	3 peons
Secretary	1 ..	2 ..
Joint Secretary	1 ..	1 ..
Deputy Secretary		2 ..
Assistant Secretary	..	1 ..

(c) and (d). The requirements of peons and jamadars of each Ministry are under review, with the object of securing the maximum possible reduction in these grades compatible with efficiency.

Thursday, 1st March, 1951



# PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

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VOLUME IX, 1951

(5th March, 1951 to 30th March, 1951)

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Third Session

of the

PARLIAMENT OF INDIA

1950-51



## CONTENTS

*Volume IX—from 5th March, 1951 to 30th March, 1951*

	<i>Columns</i>
<b>MONDAY, 5TH MARCH, 1951—</b>	
<b>Papers laid on the Table—</b>	
Third Report of the Estimates Committee . . . . .	3936
Resolution adopted by the Kneseth re rearmament of Germany . . . . .	3937—37
Indian Standards Institution (Certification Marks) Bill—Introduced . . . . .	3938
Code of Civil and Criminal Procedure (Amendment) Bill—Introduced . . . . .	3938
Jhansi and Ajmer-Merwara Rent Control (Amendment) Bill—Introduced . . . . .	3938
Motion for Adjournment—	
Acute Scarcity of Cloth . . . . .	3938—40
Railway Budget—List of Demands . . . . .	3940—4027
Demand No. 4—Ordinary Working Expenses—Administration . . . . .	3946—4027
Demand No. 6—Ordinary Working Expenses—Operating Staff . . . . .	3946—4027
Demand No. 7—Ordinary Working Expenses—Operation (Fuel) . . . . .	3946—4027
Demand No. 9A—Ordinary Working Expenses—Labour Welfare . . . . .	3946—4027
Demand No. 15—Construction of New Lines—Capital and Depreciation Fund . . . . .	3946—4027
Demand No. 16—Open Line Works—Additions . . . . .	3946—4027
Demand No. 18—Open Line Works—Development Fund . . . . .	3946—4027
<b>TUESDAY, 7TH MARCH, 1951—</b>	
Railway Budget—List of Demands—Concluded . . . . .	4028—4117
Demand No. 1—Railway Board . . . . .	4028—4114
Demand No. 2—Audit . . . . .	4114
Demand No. 3—Miscellaneous Expenditure . . . . .	4114
Demand No. 4—Ordinary Working Expenses—Administration . . . . .	4028—4113 4114
Demand No. 5—Ordinary Working Expenses—Repairs and Maintenance . . . . .	4114
Demand No. 6—Ordinary Working Expenses—Operating Staff . . . . .	4028—4113, 4114
Demand No. 7—Ordinary Working Expenses—Operation (Fuel) . . . . .	4028—4113 4115
Demand No. 8—Ordinary Working Expenses—Operation other than Staff and Fuel . . . . .	4115
Demand No. 9—Ordinary Working Expenses—Miscellaneous Expenses . . . . .	4115
Demand No. 9A—Ordinary Working Expenses—Labour Welfare . . . . .	4028—4113, 4115
Demand No. 10—Payments to Indian States and Companies . . . . .	4115
Demand No. 11—Appropriation to Depreciation Fund . . . . .	4115—16
Demand No. 12A—Open Line Works—(Revenue) Labour Welfare . . . . .	4116
Demand No. 12B—Open Line Works—(Revenue) Other than Labour Welfare . . . . .	4116
Demand No. 13—Appropriation to Development Fund . . . . .	4116
Demand No. 14—Appropriation to Revenue Reserve Fund . . . . .	4116
Demand No. 15—Construction of New Lines—Capital and Depreciation Fund . . . . .	4028—4113, 4116
Demand No. 16—Open Line Works—Additions . . . . .	4028—4113, 4116—4117
Demand No. 17—Open Line Works—Replacements . . . . .	4117
Demand No. 18—Open Line Works—Development Fund . . . . .	4028—4113, 4117



	<i>Columns</i>
Demand No. 19—Capital Outlay on Vizagapatam Port . . . . .	4117
Demand No. 20—Dividend Payable to General Revenues . . . . .	4117
Appropriation (Railways) No. 2 Bill—Introduced . . . . .	4118—19
<b>THURSDAY, 8TH MARCH, 1951—</b>	
Motion for Adjournment—	
Census Operations in P.E.P.S.U. and Punjab . . . . .	4120—22
Appropriation (Railways) No. 2 Bill—Passed . . . . .	4122—44
Taxation on Income (Investigation Commission) Amendment Bill—	
Discussion on Motion to Consider—Not concluded. . . . .	4144—73
<b>FRIDAY, 9TH MARCH, 1951—</b>	
Papers laid on the Table—	
(i) Notification under Bombay Port Trust Act; (ii) Statement <i>re</i> redistribution	
of Seats on Port Trust Boards . . . . .	4147
Taxation on Income (Investigation Commission) Amendment Bill—Consi-	
deration of Clauses—Not concluded . . . . .	4147—97,
	4198—4247
Statement <i>re</i> Conditions of Trade in Jute . . . . .	4197—98
<b>SATURDAY, 10TH MARCH, 1951—</b>	
Papers laid on the Table—	
Declarations of Exemption issued under the Registration of Foreigners Act,	
1939 . . . . .	4248
Tariff Commission Bill—Introduced . . . . .	4249
General Budget—General Discussion—Not concluded . . . . .	4249—4347
<b>MONDAY, 12TH MARCH, 1951—</b>	
Death of Raja Bahadur Harihar Prashad Narain Singh . . . . .	4348
Penetration into Assam-Tibet Border by Chinese soldiers . . . . .	4348—49
Point of Order <i>re</i> Supplementary Questions on Statements . . . . .	4349—50
Procedure on Motion for Vote on Account . . . . .	4350—54
General Budget—General Discussion—Not concluded . . . . .	4354—4431
<b>TUESDAY, 13TH MARCH, 1951—</b>	
Papers laid on the Table—	
Action taken by Government on Assurances, Promises and Undertakings given	
during Second Session of Parliament 1950 . . . . .	4432
Trade Unions Bill and Labour Relations Bill—Petitions presented . . . . .	4432
Indian Tariff (Amendment) Bill—Introduced . . . . .	4432
General Budget—General Discussion—Not concluded . . . . .	4433—4528
<b>WEDNESDAY, 14TH MARCH, 1951—</b>	
Motion for Adjournment—	
Scarcity of Yarn . . . . .	4526—28
Papers laid on the Table—	
General Report of Geological Survey of India . . . . .	4528
Code of Civil Procedure (Second Amendment) Bill—Introduced . . . . .	4528
General Budget—General Discussion—Concluded . . . . .	4528—87
Demands for Grants on Account . . . . .	4587—4602
Demand No. 1—Ministry of Commerce and Industry . . . . .	
Demand No. 2—Industries. . . . .	
Demand No. 3—Commercial Intelligence and Statistics. . . . .	
Demand No. 4—Ministry of Communications . . . . .	
Demand No. 5—Indian Posts and Telegraphs Department (Including	
Working Expenses) . . . . .	
Demand No. 6—Meteorology. . . . .	
Demand No. 7—Overseas Communications Service. . . . .	

WEDNESDAY, 14TH MARCH, 1951—*contd.*

**Demands for Grants on Account—*contd.***

Demand No. 8—Aviation.	.	.	.	.	.	.	.
Demand No. 9—Ministry of Defence	.	.	.	.	.	.	.
Demand No. 10—Defence Services, Effective—Army	.	.	.	.	.	.	.
Demand No. 11—Defence Services, Effective—Navy.	.	.	.	.	.	.	.
Demand No. 12—Defence Services, Effective—Air Force	.	.	.	.	.	.	.
Demand No. 13—Defence Services—Non-Effective Charges	.	.	.	.	.	.	.
Demand No. 14—Ministry of Education.	.	.	.	.	.	.	.
Demand No. 15—Archaeology.	.	.	.	.	.	.	.
Demand No. 16—Other Scientific Departments	.	.	.	.	.	.	.
Demand No. 17—Education	.	.	.	.	.	.	.
Demand No. 18—Ministry of External Affairs	.	.	.	.	.	.	.
Demand No. 19—Tribal Areas	.	.	.	.	.	.	.
Demand No. 20—External Affairs.	.	.	.	.	.	.	.
Demand No. 21—Ministry of Finance	.	.	.	.	.	.	.
Demand No. 22—Customs	.	.	.	.	.	.	.
Demand No. 23—Union Excise Duties	.	.	.	.	.	.	.
Demand No. 24—Taxes on Income Including Corporation Tax	.	.	.	.	.	.	.
Demand No. 25—Opium	.	.	.	.	.	.	.
Demand No. 26—Stamps	.	.	.	.	.	.	.
Demand No. 27—Payments to other Governments, Departments, etc. on account of the Administration of Agency Subjects and management of Treasuries.	.	.	.	.	.	.	.
Demand No. 28—Audit.	.	.	.	.	.	.	.
Demand No. 29—Joint Stock Companies.	.	.	.	.	.	.	.
Demand No. 30—Miscellaneous Departments.	.	.	.	.	.	.	.
Demand No. 31—Currency	.	.	.	.	.	.	.
Demand No. 32—Mints.	.	.	.	.	.	.	.
Demand No. 33—Superannuation Allowances and Pensions.	.	.	.	.	.	.	.
Demand No. 34—Miscellaneous	.	.	.	.	.	.	.
Demand No. 35—Grants-in-aid to States.	.	.	.	.	.	.	.
Demand No. 36.—Miscellaneous Adjustments between the Union and State Governments	.	.	.	.	.	.	.
Demand No. 37.—Resettlement and Development.	.	.	.	.	.	.	.
Demand No. 38—Pre-partition Payments.	.	.	.	.	.	.	.
Demand No. 39—Extraordinary Payments	.	.	.	.	.	.	.
Demand No. 40—Ministry of Food and Agriculture	.	.	.	.	.	.	.
Demand No. 41—Forest	.	.	.	.	.	.	.
Demand No. 42—Survey of India	.	.	.	.	.	.	.
Demand No. 43—Botanical Survey	.	.	.	.	.	.	.
Demand No. 44—Zoological Survey	.	.	.	.	.	.	.
Demand No. 45—Agriculture.	.	.	.	.	.	.	.
Demand No. 46—Civil Veterinary Services	.	.	.	.	.	.	.
Demand No. 47—Indian Dairy Department	.	.	.	.	.	.	.
Demand No. 48—Ministry of Health	.	.	.	.	.	.	.
Demand No. 49—Medical Services	.	.	.	.	.	.	.
Demand No. 50—Public Health	.	.	.	.	.	.	.
Demand No. 51—Ministry of Home Affairs.	.	.	.	.	.	.	.
Demand No. 52—Cabinet.	.	.	.	.	.	.	.
Demand No. 53—Police.	.	.	.	.	.	.	.
Demand No. 54—Census	.	.	.	.	.	.	.



WEDNESDAY, 14TH MARCH, 1951—*contd.*Demands for Grants on Account—*contd.*

Columns

Demand No. 101—Commuted Value of Pensions . . . . .	
Demand No. 102—Payments to Retrenched Personnel . . . . .	
Demand No. 103—Capital Outlay on Schemes of Government trading . . . . .	
Demand No. 104—Capital Outlay on Development, . . . . .	
Demand No. 105—Loans and Advances by the Central Government. . . . .	
Demand No. 106—Capital Outlay on Forests. . . . .	
Demand No. 107—Capital Outlay on Broadcasting . . . . .	
Demand No. 108—New Delhi Capital Outlay . . . . .	
Demand No. 109—Capital Outlay on Civil Works. . . . .	
Appropriation (Vote on Account) Bill—Introduced . . . . .	4603
<b>THURSDAY, 15TH MARCH, 1951—</b>	
Ruling <i>re</i> Supplementary Questions on Statements made by Ministers in answer to questions . . . . .	4604—07
Paper laid on the Table—	
Statement <i>re</i> meetings of Standing Committees. . . . .	4607
Appropriation (Vote on Account) Bill—Passed . . . . .	4608—09
Demand for Supplementary Grant for 1950-51—Railways . . . . .	4609—25
Demand No. 7—Ordinary Working Expenses Operation (Fuel) . . . . .	4609—25
Taxation on Income (Investigation Commission) Amendment Bill—Passed as amended . . . . .	4625—53
Requisitioned Land (Continuance of Powers) Amendment Bill—Passed . . . . .	4657—67
Delhi and Ajmer-Merwara Rent Control (Amendment) Bill—Discussions on motions to consider and to refer to Select Committee—Not concluded . . . . .	4667—73
<b>FRIDAY, 16TH MARCH, 1951—</b>	
Resolution <i>re</i> destitute families of political sufferers—Discussion adjourned . . . . .	4674—84
Resolution <i>re</i> Elected Legislatures and popular Ministries in Part C States—Discussion not concluded . . . . .	4684—4741
<b>MONDAY, 19TH MARCH, 1951—</b>	
Leave of Absence from the House . . . . .	4742
Papers Laid on the Table—	
Directions to New India Assurance Co., Ltd. <i>re</i> Certain Investments . . . . .	4742
(i) Appropriation Accounts of Railways in India for 1947-48, Part I—Review	
(ii) Appropriation Accounts of Railways in India for 1947-48, Part II—Detailed Appropriation Account; (iii) Railway Audit Report, 1949; (iv) Balance Sheets of Railway Collieries and Statements of all-in-cost of Coal etc., for 1947-48; and (v) Capital Statements, Balance Sheets and Profit and Loss Accounts of India Govt. Railways 1947-48 . . . . .	4743
Election to committees . . . . .	4743—61
Minimum Wages (Amendment) Bill—Introduced . . . . .	4761-62
Delhi Joint Water and Sewage Board (Amendment) Bill—Introduced . . . . .	4762
Employees State Insurance (Amendment) Bill—Introduced . . . . .	4762
Delhi and Ajmer-Merwara Rent Control (Amendment) Bill—Discussion on Motion to consider—Not concluded . . . . .	4763—4807
Rubber Prices . . . . .	4807—17
<b>TUESDAY, 20TH MARCH, 1951—</b>	
Papers Laid on the Table—	
Report of Delegation to Economic and Social Council of U. N. . . . .	4818
Election to Committees—	
Standing Finance Committee . . . . .	4818—19
Central Advisory Council for Railways . . . . .	4819
Standing Finance Committee for Railways . . . . .	4819—20

**TUESDAY, 1 MARCH, 1951—contd.**

**Election to Committees—contd.**

Standing Committee for Roads . . . . .	4820
Delhi and Ajmer-Merwara Rent Control (Amendment) Bill—Passed as amended . . . . .	4821—76
Indian Tariff (Amendment) Bill—Motion to consider—Not concluded . . . . .	4878—95

**WEDNESDAY, 21ST MARCH, 1951—**

**Election to Committees—**

Public Accounts Committee . . . . .	4896—97
Estimates Committee . . . . .	4897—99
Indian Tariff (Amendment) Bill—Discussion on motion to consider—Not concluded . . . . .	4900—73
Loan to Exchange Bank of India and Africa . . . . .	4973—85

**SATURDAY, 24TH MARCH, 1951—**

**Papers Laid on the Table—**

Fourth Report of Estimates Committee . . . . .	4986
Indian Tariff (Amendment) Bill—Passed as amended . . . . .	4986—5036
Minimum Wages (Amendment) Bill—Discussion on motion to consider—Not concluded . . . . .	5036—38
Demands for Supplementary Grant for 1950-51—Railways . . . . .	5039—57
Demand No. 7—Ordinary Working Expenses—Operation (Fuel) . . . . .	5039—57
Appropriation (Railways) No. 3 Bill—Passed . . . . .	5057—59

**MONDAY, 26TH MARCH, 1951—**

**Elections to Committees—**

Standing Committees for the Ministries of Commerce and Industry, Communications, Defence and Education . . . . .	5060—61
Parliament Prevention of Disqualification Bill—Introduced . . . . .	5061
General Budget—List of Demands . . . . .	5062—5125
Demand No. 9—Ministry of Defence . . . . .	5066—5124
Demand No. 10—Defence Services, Effective—Army . . . . .	5066—5124
Demand No. 11—Defence Services, Effective—Navy . . . . .	5067—5129
Demand No. 12—Defence Services, Effective—Air Force . . . . .	5067—5125
Demand No. 13—Defence Services, Non-Effective Charges . . . . .	5067—5125
Demand No. 96—Defence Capital Outlay . . . . .	5067—5125
Purchase of Tractors and Ploughs . . . . .	5125—35

**TUESDAY, 27TH MARCH, 1951—**

**Paper Laid on the Table—**

Statement re Fertilizer Transactions . . . . .	5136
--	------

**Election to Committees—**

Standing Committees for the Ministries of External Affairs, Food and Agriculture, Health and Home Affairs . . . . .	5136—38
General Budget—List of Demands . . . . .	5138—5249
Demand No. 14—Ministry of Education . . . . .	5144—5206
Demand No. 15—Archaeology . . . . .	5144—5206
Demand No. 16—Other Scientific Departments . . . . .	5144—5206
Demand No. 17—Education . . . . .	5144—5206
Demand No. 48—Ministry of Health . . . . .	5207—48
Demand No. 49—Medical Services . . . . .	5207—49
Demand No. 50—Public Health . . . . .	5207—49

## WEDNESDAY, 28TH MARCH, 1951—

General Budget—List of Demands	5250—5323
Demand No. 18—Ministry of External Affairs	5250—5323
Demand No. 19—Tribal Areas	5250—5323
Demand No. 20—External Affairs	5250—5323
Business of the House	5323—25

## THURSDAY, 29TH MARCH, 1951—

Business of the House	5326
Statement re Post of Jute Controller	5323—27
Election to Committees—	
Standing Committees for the Ministries of Information and Broadcasting, Labour, Law and Natural Resources and Scientific Research	5327—29
Papers laid on the Table—	
First Report of Public Accounts Committee	5329—30
General Budget—List of Demands	5330—77, 5378—5445
Demand No. 87—Ministry of Works, Production and Supply	5330—77, 5378—5403
Demand No. 88—Supplies	5330—77, 5378—5403
Demand No. 89—Salt	5330—77, 5378—5403
Demand No. 90—Other Civil Works	5331—77, 5378—5404
Demand No. 91—Stationery and Printing	5331—77, 5378—5404
Demand No. 108—New Delhi Capital Outlay	5331—77, 5378—5404
Demand No. 109—Capital Outlay on Civil Works	5331—77, 5378—5404
Demand No. 64—Ministry of Natural Resources and Scientific Research	5404—45
Demand No. 65—Irrigation, Navigation, Embankment and Drainage Works —(Met from Revenue)	5404—45
Demand No. 66—Geological Survey	5405—45
Demand No. 67—Mines	5405—45
Demand No. 68—Scientific Research	5405—45
Vapour caused over Delhi by Foreign Aircraft	5377

## FRIDAY, 30TH MARCH, 1951—

## Motions for Adjournment—

Unidentified aeroplane over Delhi	5446—48
Leave of Absence from the House	5448—49
General Budget—List of Demands	5449—5563
Demand No. 70—Ministry of Rehabilitation	5449—5563
Demand No. 71—Expenditure on Displaced Persons	5449—5563

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

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3766

3767

**PARLIAMENT OF INDIA**

Thursday, 1st March, 1951

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.

**Shri Kamath (Madhya Pradesh):** May I, Sir, bring to your notice something that happened yesterday? A part of your ruling on my adjournment motion was not audible to me.

**Mr. Speaker:** Order, order. I do not allow that point to be raised. The hon. Member saw me and I explained the position to him and told him that I was not consenting to the adjournment motion which he is seeking to move today. As I said on a previous occasion, in cases where the adjournment motions are obviously not according to the rules, I withhold my consent in the Chamber instead of taking up the time of the House by reading it and explaining how it is inadmissible. If he has anything further to say, he can again see me in the Chamber. I would be only too glad to see him, but I will not permit him to discuss my ruling in the form of raising an objection on the score of his misunderstanding and so on. Practically, it amounts to an attempt to re-open what the Chair has decided. That will not be permitted.

**Shri Kamath:** I was not referring to that at all.

**Mr. Speaker:** Whatever it is, he may see me in the Chamber.

343 PSD

**Shri Kamath:** This is unreasonable, **Mr. Speaker:** Order, order. He cannot discuss the matter now. I am very clear on that. The hon. Member is going beyond his legitimate scope in passing remarks. So long as the occupant of the Chair is there, what is reasonable and what is not reasonable is a province entirely its own, (Interruption) Order, order. He is not entitled to pass remarks of that type.

**Shri Kamath:** I did not say that your ruling was unreasonable, but...

**Mr. Speaker:** No argument on that point. I am telling the hon. Member not to raise that point again and attempt to have a discussion over a thing which is closed.

**Shri Kamath:** I am not raising that point again. It is something else.

**Mr. Speaker:** He is again persisting.

**Shri Kamath:** In that case, I am afraid, I will have to leave the House, Sir.

**Mr. Speaker:** I am not asking him to leave. (Interruption) He may not persist again.

**Shri Kamath:** There is no alternative. You do not even let me say what I want to say.

**Mr. Speaker:** I will not permit him to re-open the question.

**Shri Kamath:** Since you will not hear me, Sir, I leave the House as a mark of protest.

**PAPERS LAID ON THE TABLE**

- (i) ANNUAL REPORT OF DAMODAR VALLEY CORPORATION, 1949-50,
- (ii) DAMODAR VALLEY CORPORATION BUDGET ESTIMATES FOR 1951-52.

**The Minister of Natural Resources and Scientific Research (Shri Sri Prakasa):** I lay on the table a copy of

[Shri Sri Prakasa]

the Annual Report of the Damodar Valley Corporation, 1949-50, in accordance with sub-section (5) of section 45 of the Damodar Valley Corporation Act, 1948. [Placed in Library. See No. IV M.4(8)].

I also lay on the table a copy of the Damodar Valley Corporation Budget Estimates for 1951-52, in accordance with sub-section (3) of section 44 of the Damodar Valley Corporation Act, 1948. [Placed in Library. See No. IV M.4(9)].

**Shri B. R. Bhagat (Bihar):** On a point of information, Sir. According to section 44(1) of the Damodar Valley Corporation Act, under which the papers have been laid on the Table, the Budget of the Damodar Valley Corporation ought to be prepared in October and laid before the Central and Provincial Legislatures as soon as may be after it is prepared, in accordance with sub-section (3) of the same section. Similarly, the annual report is to be prepared within six months after the end of each financial year and in this case by September 1950. I want to know whether there has been a reasonable cause for the delay in the submission of the report and the preparation of the budget.

**Shri Sri Prakasa:** The fact is that according to the law the annual report and budget estimates should have been in the hands of hon. Members and laid on the Table of the House in October and November. I am taking up this matter with the Corporation and enquiring as to why these delays have taken place.

MINISTRY OF COMMERCE NOTIFICATION No. 666-I(1)/46, DATED 20TH JANUARY 1951, ISSUED UNDER SECTION 2C OF THE INSURANCE ACT, 1938.

**The Minister of Finance (Shri C. D. Deshmukh):** I lay on the table a copy of the Ministry of Commerce Notification No. 666-I(1)/46, dated the 20th January 1951, in accordance with sub-section (2) of section 2C of the Insurance Act, 1938. [Placed in Library. See No. P-139/51].

#### POINT OF PRIVILEGE

##### PUBLICATION OF TAXATION PROPOSALS BY THE PRESS.

**Shri Hussain Imam (Bihar):** On a question of privilege, Sir, I should like to bring to the notice of the House that the taxation proposals which were made in this House at about, or fifteen minutes after, six o'clock yesterday were published and

sold in Delhi market at 7-15 P.M. when I was passing through Barakhamba. It seems rather strange that they should have become available to the Press so early that they were able to print them and publish them so quickly. How has it happened?

**Mr. Speaker:** They were, I am told, supplied to the Press after the Budget speech was over. That is what the Secretary tells me.

**An Hon. Member:** No, Sir

**Mr. Speaker:** I accept what the Secretary conveys to me, because the matter of distribution is entrusted to the Secretariat.

**Shri Sidhva (Madhya Pradesh):** But was it distributed by your office, Sir?

**Mr. Speaker:** Order, order. As regards the other part, of course it may be perhaps extra efficiency on the part of the Press. But we need not discuss that point any further now. We shall have to consider the matter and I would also consider as to how far there has been any factual basis for the statement made by the hon. Member, and if there has been a breach of privilege or something of that type, we shall proceed according to the rules.

**Shri Sidhva:** One section gets it and we do not get it. It is very unfair. There is privilege.

#### RAILWAY BUDGET—GENERAL DISCUSSION.—concl'd.

**Mr. Speaker:** We shall now proceed with the further discussion of the Railway Budget. I would remind hon. Members that a large number of them have a natural desire to speak. The time-limit is fifteen minutes (**An Hon. Member:** Why not reduce it to ten minutes?) and I will have it as fifteen minutes, because it is no use having only ten minutes. But I would earnestly request hon. Members not to exceed their time-limit. I know it is the art of eloquence to come almost to a conclusion and then start something afresh. I would request that this may not be done. Then, I would like to know what time the hon. Minister will take for reply.

**The Minister of State for Transport and Railways (Shri Santhanam):** I intend to speak now and the hon. Minister will conclude the debate.



**Mr. Speaker:** I am not referring to his intervening in the debate. I want to know what time will be taken for reply.

**The Minister of States, Transport and Railways (Shri Gopalaswami):** The maximum time that I shall be taking is about forty-five minutes.

**Mr. Speaker:** That means that we must close the discussion at 4-15 P.M. at the latest.

**Shri Sidhva (Madhya Pradesh):** For intervening in the debate, will the hon. Minister get fifteen minutes or more, Sir?

**Mr. Speaker:** He will perhaps be given more. He has to be given.

**Shri Sarwate (Madhya Bharat):** One of the hon. Members who preceded me said that had there been proper accounting this Budget would have been a deficit Budget. I am afraid that few, if any, of the Members of this House would agree with this remark. When the gross receipts of the Railways cover in full the working expenses plus the depreciation which is fixed at twice the amount suggested by the Convention Committee Report, namely, at Rs. 30 crores and still leave a balance of Rs. 55 crores, this Budget can never be said to be a deficit Budget. There has been a surplus and that too a comfortable surplus. But I am afraid that the whole credit for this does not go to the Ministry. One has to be realistic in assessing the credit or the blame and take an objective view of the facts. The facts as they stand show that there has been an increase in the passenger traffic earnings to the extent of about eleven per cent. and in the goods traffic earnings to the extent of about three per cent. But this increase in the passenger traffic is not due to increased comfort or improved amenities. As an hon. Member pointed out, it is due to the fact that four persons now travel in the accommodation meant for one. Necessity either compels them to do so, or they choose to do so. But the fact remains that they travel in this manner. The increase in goods traffic is due to increase in imports and exports and to the movements of foodgrains because of control. So, I am afraid that credit for the increased traffic could not go to the Ministry; nor do I think would the Ministry itself claim it. Just as the credit does not go to them, the blame for over-crowding also could not be placed at their door. The overcrowding is due to want of sufficient number of coaches and probably locomotives. These have been

the result of factors beyond the control of the Ministry for years past; and cannot be rectified in a short time. There is no Aladin's lamp with this House nor with the Railway Ministry, which would make up the deficiency overnight or even in a short time. We have only to see whether proper steps have been taken to make up the deficiency and the speech of the hon. Minister and the papers supplied to us go to show that proper steps have been taken. That should suffice for us. In matters like improvement in the punctuality in the running of trains and similar matters, a certain amount of credit does go to the Railway Ministry.

But I can hardly congratulate the hon. the Railway Minister for the proposed increase in third class fares. Two reasons have been given for this proposed increase. One reason given is that this amount is required for the rehabilitation programme for the next year. Secondly it has been suggested that the rates structure in this country is much lower than in the west. But I am afraid that such a comparison is obviously false and misleading, not simply because the comforts and amenities provided in the west are much greater than those given in India. There is another sound economic reason. A similar question was raised some years ago in England. It was said that the rates and fares in England were much higher than in France, for instance, or the United States of America. Then it was pointed out by the British Ministry that whereas in U.S.A. it cost about £ 17,000 and in France about £ 30,000 to construct one mile of track, it cost £ 56,000 in England. What was meant was that the fares bear a certain relation to the cost both as regards capital outlay and as regards working expenses. So, the real test is what percentage the net earnings bear to the Capital outlay. If the net earnings percentage is higher in one country than in another then the rates are higher; if the percentage of net earnings is lower the rates are lower. Applying this test we find that in U.K. for instance the net percentage of profits to the capital was one per cent. in 1949-50, whereas in India it was six per cent. That would show that certainly the rates in India are not lower, if at all they are not higher than those prevailing in U.K.

12 Noon.

It has been further said that the rehabilitation programme of the

[Shri Sarwate]

Ministry requires that the rates should be increased. I am afraid figures do not prove this. A sum of Rs. 50 crores has been provided for capital outlay for the next year. This is probably the highest figure provided for capital outlay during the past many years. Of this sum, Rs. 46 crores is proposed to be taken from the various funds at the disposal of the Railways and Rs. 20 crores are to be paid by the general revenues of the country. Now looking at the closing balance with the Railways, one finds that the total closing balance in the three Funds with the Railway in 1949-50 was about Rs. 140 crores. It rose up to Rs. 150 in 1950-51 and it is going to be augmented to Rs. 160 in the year 1951-52. That means it increased by Rs. 20 crores from the figures of 1949-50. Curiously enough the increased railway fare is to bring in about Rs. 20 crores. So, if these Rs. 20 crores are deducted from the Rs. 160 crores balance which is estimated to be at the end of 1951-52, the balance would be Rs. 140 crores, which is exactly the same as in the year 1949-50. It is obvious that Rs. 66 crores which is proposed to be spent on capital outlay could have been taken over either by way of outright expenditure or by way of advance from this Rs. 140 crores, still leaving a comfortable balance of Rs. 74 crores which as the Convention Report shows is quite comfortable for our purpose.

It is therefore clear that neither the structure of fares, nor the railway finance, nor the rehabilitation programme justifies, or requires the increase in the fares. But let us be honest to ourselves and sincere. Railways form an integral part of the economy of the country, and will naturally have to bear a certain portion of the sacrifices which the country may be called upon to make. Yesterday the hon. the Finance Minister revealed to us that the ways and means position of the Government of India is not comfortable. It is no doubt difficult if not precarious. Therefore, railways ought to contribute their share. But I was pained and shocked to find that the third class passenger should be asked to bear the greater portion of the burden. He has already sufficient burden by way of increasing cost of living. That we should make him bear this additional burden is tragic. But if the ways and means position of the Government of India does require it and if the public is required to make a sacrifice, this

is possibly a source and a field in which this sacrifice should be forthcoming. Therefore, not because of railway finances but because of the necessity of the situation and the critical times which require that the position of the Government of India as far as ways and means is concerned ought to be eased, I personally have no hesitation or have no alternative left but to give my assent to this increase.

Having made that point clear I shall utilise the few minutes at my disposal to make one or two suggestions to the hon. Minister for his careful and serious consideration. The first is this. I have been pressing for his consideration the conversion of the metre gauge to broad gauge of the line between Mhow and Ujjain. This is a distance of less than fifty miles and there are no heavy bridges to build within this distance. Strategically speaking Mhow has an important position in the defence of central India. And central India itself has a very strategic military importance from the point of view of the defence of India. Besides military considerations, Indore and Ujjain have very large textile industries. They produce almost one-sixth of the total cloth production in India. Much loss at present is incurred in transferring goods from metre gauge to broad gauge while bringing goods from the rest of India, from Bombay for instance, or while sending goods outside. This increases the price. If the broad gauge is constructed and Mhow is joined with Ujjain by broad gauge all this expenditure and loss in transshipment would be saved and there will be lesser cost and consequently lesser prices for the textile manufactures. The whole of India would benefit thereby, in these days of cloth scarcity and high prices. I am told by the authorities that the total cost of this undertaking would not go beyond Rs. one crore. I believe that this one crore can be floated by an ear-marked loan in that part of the country itself. There should therefore be no objection for the hon. Minister either to undertake this conversion by making an advance or by floating a loan if his policy permits him to do so.

My second point is this. I find from the record that a joint committee was set up to consider the grievances of the working staff arising out of the implementation of the Central Pay Commission recommendations. I am told that about one thousand guards have certain grievances, not

directly arising from the implementation of the Central Pay Commission recommendations but otherwise, though they are of the same nature. They have been down-graded in certain areas and certain persons recruited later have been made permanent while these people are officiating, with this result which I have seen that the father is officiating in a lower grade while the son goes up because he happened to be recruited later in that cadre. Such grievances should be considered thoroughly. If the hon. Minister has the time and the necessary energy—because the number of cases involved is one thousand—he should do it at leisure, or somebody else should be entrusted with this work.

The third suggestion which I want to make to him is this. In Gwalior there is a good and efficient work-shop. The railway in Gwalior State has been taken over by the Government. If the replacement and repair work which can be done efficiently in that work-shop can be given to that work-shop for that part of the railway certainly some expenses would be curtailed and there would be encouragement to local industrial concern, and probably a saving of money to the Ministry. I would request him to consider this point and place with that work-shop as much work of repair and replacement of the railway that is possible.

With these words I give my assent to the hon. Minister's proposals.

**Shri Santhanam:** I would like to deal with certain points which have been made during the course of the debate and leave others to my senior colleague. In spite of the bitter pill it contained the Railway Budget has had a very good, and I may say even generous, reception at the hands of the House. I am also grateful for some of the kind personal references made. But I may assure the House that I shall not take those references to mean that we are anywhere near completing the work we have been attempting to do. If we take an account of the situation that was prevalent in the railways in 1947, 1948 and early 1949 there is no doubt that we have gone a great way today. But when we look at the fact, as many Members of this Parliament have looked at from the view as to what the railways should be, then I know that we have got a long distance to go and it is only when, for many years to come, we progress continuously and progress faster and faster that we can hope to achieve that goal. Therefore I may assure this House

that there is no likelihood of our lapsing into any mood of complacency.

Before I proceed to deal with the points raised I must express my satisfaction that most Members did not care to deal with two points which used to recur in the previous debates. Most of the speakers confined themselves to the condition of passenger transport and they did not find it necessary to refer to the transport of goods and parcels. I am not prepared to say that even in that respect we have reached hundred per cent. perfection or that there are no difficulties. I know that there are bottlenecks in certain parts, in the O.T. Railway for instance, in certain sections of the M. & S.M. and the B.B. & C.I. especially in the metre gauge sections. But taking things by and large I may say that ninety per cent. of the goods and parcels are moving very freely and we have had to use directional quotas and other devices for the rest of the ten per cent.

[MR. DEPUTY-SPEAKER in the Chair]

The other point which used to figure largely in the debates was about corruption. I remember that one Member referred to the continuance of corruption in the matter of wagons. So far as I have been able to gather from direct contacts with the commercial community, I am convinced that the major forms of corruption have more or less come to an end. (Shri Sidhua: Not yet. Say 'improved'.) I am not here to say that all corruption has been eliminated. For that laudable consummation, we require a far greater co-operation between the public, the commercial community and the railway staff. We shall strive continuously after that consummation. In its major forms, especially in those forms which had crept into our administration during the war years, especially in the booking of tickets, wagons, parcels and such matters, corruption has ceased to a large extent. There is of course a certain irreducible minimum to get rid of which we should endeavour. (Shri A. C. Guha: Is the hon. Minister sure that the irreducible minimum has been reached?) Human nature being as it is, when you have to deal with ten lakhs of persons taken from all parts of the country, from all communities, from all standards of life, you cannot expect 100 per cent. perfection. While we must continuously try to reduce it, all that I want to say today is that it has been brought under control, under proportions which do not prevent the proper functioning of the economic life of the community.

[Shri Santhanam]

Most speakers have naturally and rightly stressed upon the persistence of overcrowding. In fact some Members have suggested that we should abandon all other amenities, all other expenditure and concentrate on the elimination of overcrowding. (Dr. Deshmukh: New lines or over-crowding?) The House may remember in the first Budget in 1949, which I had the privilege to address from these benches. I admitted what I called 'shameful over-crowding'. I know that overcrowding is still persisting and I have taken full note of all that Members of Parliament have had to say. At the same time, I hope the Members of Parliament have realized that overcrowding has been diminishing to some extent in recent years. I do not want to make a larger claim. I am trying to make a statistical estimate. In 1949 I estimated that the occupation ratio of the third-class was almost about 100 per cent. or even more. As I have explained more than once, the total passenger miles divided by the seat miles is the occupation ratio and that means, without allowing any interruption, if a seat was continuously occupied by a passenger all the time the train was going, it will give you the number of miles each seat travels. For a comfortable travel, we cannot have an occupation ratio of more than 50 per cent. It will allow for the time when people come in larger numbers and at other times when people go in smaller numbers. So, a comfortable occupation ratio will be only 50 per cent. As a matter of fact in 1949 it was 100 per cent. or even more.

Our latest calculation was that in this year it has come down to nearly 81 per cent. Probably the House may be interested to know the occupation ratio in the other classes. It is about 18.8 per cent. in the first class, 29.8 per cent. in the second class and 40 per cent. in the inter class. Therefore while the occupation ratio is less than what all the traffic can bear in the two upper classes and particularly low in the first class, it still is very high in the third class.

I have fixed a target for the Railway Board to bring it down to at least 66 2/3 per cent and when the occupation ratio becomes 66 2/3 per cent. we may say that the third-class passengers will have some kind of a reasonable deal. At least the bulk of the people will be sure of getting a seat, when they get a ticket.

We are making an all-out attempt to manufacture and wherever possible to buy coaching stock. Against 443

coaches, that is 886 units in four-wheelers which have been put in service in 1950-51, we expect to put into service not less than 1,102 coaches, that is, 2,204 units during the year 1951-52. We shall make every attempt to see if even this cannot be exceeded in 1952-53. The House will also remember that if we put more trains and more coaches, it does not necessarily bring in more revenue. That is not our consideration. For the revenue which the third-class passenger is paying, he is entitled to increased accommodation and so irrespective of what it may cost, we shall try to increase the trains and the coaches as fast as possible. (Babu Ramnarayan Singh: How many seats are there in a coach?) A bogey coach may contain roughly 100 seats. We shall also make during this year special attempts to introduce another much-needed through service on the Assam rail link, a Janata Express between Delhi and Indore, a weekly Janata express between Madras and Calcutta and we are trying to convert the weekly Bombay-Madras Janata express into a daily. These Janata expresses have been specially popular, partly due to the fact that we have concentrated our best coaches on these expresses. They are fast trains and also the third-class passenger feels that all the passengers in that train are equal citizens of the Indian Republic. It is a partial affirmation of the fundamental equality which has been affirmed by our Constitution. (As Hon. Member: A class-less society.

Some speakers have complained about the speed of the trains. I am prepared to sympathize with them. I wish we could increase the speed. As a matter of fact a continuous attempt is being made to increase the speed. Here is a statement which shows that the speed is being increased to some extent. Unless we correlate our programme of improvement of track and also unless we are certain that the conditions in the country are such that the safety of the passengers will be completely assured, we have to go rather slowly about increasing the speed.

Shri Sidhva: What is the maximum speed?

Shri Santhanam: Fifty-five miles is the ordinary speed for the WP engine. If my hon. friend Mr. Sidhva wants it to be increased and will not complain about accidents, then, we are prepared to consider that.

Mr. Deputy-Speaker: What is the speed which will bring about an accident?

**Shri Frank Anthony** (Madhya Pradesh): May I ask the hon. Minister how they calculate the speed?

**Shri Santhanam:** Recently, the French Engineers have said that we can go up to sixty miles with safety in this country.

**Dr. Deshmukh** (Madhya Pradesh): Is this because the engines are unsuitable?

**Shri Santhanam:** The newer types of engines are very suitable for conditions in this country.

**Dr. Deshmukh:** Why can we not go above sixty?

**Shri Sidhva:** Up to sixty.

**Shri Santhanam:** If we put the speed at 55, whenever a train is late, they make it up by going up to sixty miles. We must always have some reserve at the disposal of the drivers. If the maximum is sixty, we cannot ask them to run at sixty miles.

**Shri Sidhva:** Have you got any speedometer?

**Shri Santhanam:** We will consider the question and we shall fit the engines with speedometers. (*Interruption*).

**Mr. Deputy-Speaker:** The hon. Minister will go on.

**Pandit Malaviya** (Uttar Pradesh): Is it a fact that before the war.....

**Shri Santhanam:** I am prepared to answer all questions at the end.

**Mr. Deputy-Speaker:** If hon. Members go on interrupting, they may not have time to speak. The hon. Minister must be allowed to speak so that other hon. Members may have a chance. They may choose between the two.

**Dr. Deshmukh:** Those who may not have a chance are trying to take a chance by interruptions.

**Shri Santhanam:** The condition of the coaching stock is naturally a matter of great concern for the Members. For the last two or three years, we have been concentrating on the improvement of the condition of the third class coaches. In almost all the mail trains, the third class coaches have been improved to a great extent.

**Babu Ramnarayan Singh** (Bihar): In what ways?

**Shri Santhanam:** In passenger and shuttle trains, I am afraid the conditions are not quite satisfactory. Mrs. Swaminadhan rightly complained

about the lack of facilities and comforts in the upper class coaches. This year, we have taken up that matter in right earnest and we have issued very stringent instructions that every one of these coaches should be kept in proper order. Unfortunately, thefts still do occur so frequently that even within two or three days after a coach goes out of the workshops, the mirror is stolen, the fans are broken, and other damages occur. This is a matter in which to some extent the Railway administration is helpless. It is only when the public of India.....

**Dr. Deshmukh:** They help themselves.

**Shri Santhanam:** ... public of India consider that all the Railways and equipment are the property of the nation, and every passenger becomes the guardian of Railway property, we can successfully hope to prevent.....

**Shri Sidhva:** Are all these thefts committed by the passengers?

**Shri Santhanam:** When I wanted that the public should become the guardians, I did not imply that they were thieves.

**Shri Sidhva:** Are these thefts not committed in their own yards?

How can the passengers help against the watch and ward?

**Shri Santhanam:** To some extent these thefts may be committed in the sheds. We have taken drastic steps against such things. But, many things happen when the train is running. It is to prevent that that we want the co-operation of the public.

**Shrimati Ammu Swaminadhan** (Madras): May I correct one impression that I seem to have given to the hon. Minister. I did not say anything about any of the fittings at all. I said about the space in the lavatory and about the basin which was very dirty. It was not anything about any fittings which had been either stolen or were not there at all. I did not say anything about the mirror. I think it is a mistaken impression which the hon. Minister has got of what I said.

**Shri Santhanam:** About the basins, I may say that they are being replaced by new basins as soon as the coaches go into the workshops. At the same time, I must say that we cannot take away too many coaches to get them repaired because the trains have got to be run. It is a pity that the hon.

[Shri Santhanam]

Member should have got into an old coach.

The House will be interested to know that from June 1949 to December 1950, 4510 fans for the third class, and 2896 fans for the inter-class have been fitted in the carriages.

**Shri Sidhva:** Only on the M. & S. M.?

**Shri Santhanam:** All over India.

In spite of what some hon. Members have said, I do not think that other passenger amenities can be neglected. We have to proceed on all fronts. We have tried to improve the amenities in waiting halls. We have improved water-supply especially in the hot places and provided water coolers. We are converting the old type latrines into modern latrines with flush systems. We are raising the platforms and covering them. In fact, hon. Members who have gone through the recommendations of the Raman Committee will be glad to know that they are being implemented as far as possible.

**Pandit Thakur Das Bhargava (Punjab):** What about water supply in summer?

**Shri Santhanam:** We are making all arrangements as possible for that. Our particular attempt this year will be to provide water coolers in all the big stations in the hot areas.

**Pandit Thakur Das Bhargava:** What about small stations? They also require water.

**Shri Santhanam:** They are making the traditional arrangements for the small stations, water pots, taps, and water carriers who will provide water to all the passengers. We are increasing the number of people who are entrusted with this work. We are making all such provisions as are humanly possible and we are sparing no expenditure on that account.

One friend in a challenging mood asked me whether our claims in improving the passenger amenities were real and asked me to go to the Delhi Main station to see how the waiting hall was like. I have here got some facts about this Delhi Main waiting hall. At the Delhi Main station there are two waiting halls of 6510 square feet each. The following amenities exist in each of the waiting halls. There are thirty benches with seating capacity for 240; there are 30 electric fans in each hall; there are eight big lights; there are 13 flush latrines for men and ten latrines with flush system for women. There are

bath rooms with six taps both for men and women.

**Shri R. Velayudhan (Travancore-Cochin):** Is all this for the third class?

**Shri Santhanam:** I am speaking only about third class.

**Shri Hussain Imam (Bihar):** How many of these have been put in since the last three years?

**Shri Santhanam:** So far as these flush latrines are concerned, probably, they were all provided within the last three years.

**Shri Hussain Imam:** Probably?

**Shri Shiva Rao (Madras):** The challenge was, whether these things were there today.

**Shri Santhanam:** There are water coolers in the Delhi Main station.

**Shri Sidhva:** That water is sold.

**Shri Santhanam:** That is sold in the interests of the passengers, because non-passengers will take away all that water if it is not sold at a nominal price.

Let me just pass on to the vexed question of railway fares. The justification for it has been given by so many hon. Members. The hon. Minister has dealt with the question elaborately in his Budget speech and yesterday, Mr. C. Subramaniam put it in a very brief and pointed manner. Today, Mr. Sarwate, after his analysis, has come to admit that in the present state of the general finances, this was necessary. Some hon. Members have complained that an unfair comparison was made with fares in other countries. We in the Railway Ministry have not in any of our documents, made any such comparison. In fact, it will not be proper for me to make any such comparison, because I know passenger fares in other countries are not real passenger fares. What happens in the United States and in the U.K. is that their income from freight traffic is nearly 90 per cent and the passenger income is only about ten per cent. They subsidise passenger traffic heavily. Their freight traffic is made to subsidise the passenger traffic. In America this subsidy is almost equal to the income from the passenger traffic. Therefore, I say, these fares are no real index of the actual cost of running these passenger trains with all their comforts. Therefore, I would not care to make a comparison from the point of view of my own interest. At the same time . . .

**Shri A. C. Guha** (West Bengal): The hon. Member realises it too late, after making the comparison.

**Shri Santhanam**: No. What happened was the Congress Party Office asked for some figures and we supplied to them certain figures according to their request. These figures were put in the form of a circular and circulated for the benefit and information of the Party Members, and if any explanation is needed, it may be given by the executive of the Congress Party.

**Shri A. C. Guha**: But was not a press-note issued by the hon. Minister's office?

**Dr. Ram Subhag Singh** (Bihar): It came out in the papers.

**Shri Santhanam**: No, I think it was this note.

**Dr. Ram Subhag Singh**: No, it came out on behalf of the Railway Board.

**Shri A. C. Guha**: The same day that the Railway Budget speech was made, it was given in the evening to the press and the note was published in the papers the next morning.

**Shri Santhanam**: When press men gather they ask all sorts of questions. They also ask what are the rates in other countries and our railway officials are bound to give them the figures. But neither the Railway Minister nor myself will make any kind of comparison in the matter of figures.....

**Shri A. C. Guha**: The hon. Minister in his Budget speech has made this comparison and has said that ours is the lowest fare.

**Shri Frank Anthony**: Yes, it is the highest, relatively.

**Shri Santhanam**: While I admit that it is not fair to compare the rates of other countries, I must also say that it is not fair to compare the railway fares in relation to the so-called standard of life.

**Babu Ramnarayan Singh**: Why not?

**Shri Santhanam**: The hon. Member will please listen to what I am going to say, then he will understand why. Do you think we can get our locomotives on the basis of our standard of life? Can we get the spare parts on the basis of our standard of life? The cost of the railways in India, the cost we pay for our locomotives, the cost of our coaches, indeed the cost of all equipments, is if anything, a little higher than in other countries, because we have to import them. The only element in which the factor of standard of life will come in is in relation

to the wages we have to pay, and there also the figures are astounding. For every American railwayman, for the same length of line, we employ eight Indians and if you compare the wages and salaries with this number in view they are equal, if not higher than what is paid to the American worker or the British worker. Therefore, we do not have any advantage in the matter of cost of equipment or rolling-stock. We have no advantage in respect of the human element also, in terms of the actual efficiency. Though, we pay per man less than in America or Britain, if you take the number of men in the railways of U.S.A. with ten times the mileage, they employ only one and a half times the number of men that we employ here. So you can work out and calculate the figures. Therefore the actual cost of railway operations in India is not very different from the cost of operation either in America or in Britain. Nobody will ask me to supply them with steel on the basis of the standard of life, or a motor car on the basis of the standard of life. How can it happen in the case of a modern industry which is based on international costs and not on the standard of life in any one country? Therefore these comparisons have no meaning. There is only one method by which we can compare the incidence of the increased fares. That is in terms of the wheat or the paddy or the proportion of the daily wage which the agricultural labourer gets or the town labourer gets. Now, for going 32 miles by rail, you may calculate the quantity of wheat which the peasant had to sell in 1939 in order to pay for the railway fare. You can also now calculate the quantity of wheat which he has to sell in order to cover the same distance. Putting it roughly, I think he has to sell less than half the quantity in order to travel the same distance of 32 miles; half the quantity he would have sold in 1939 to travel the same distance.

**Pandit M. B. Bhargava** (Ajmer): But is there any wheat at all?

**Shri Santhanam**: That is the point which my hon. friend Shri Krishna Chandra Sharma was trying to bring home to hon. Members, but when he started speaking about his own family, that point was not grasped.

Similar is the position when you take the cost of agricultural labour. Formerly an agricultural labourer had to pay his whole day's wage to pay for the railway fare for 32 miles. To-day he has to pay only half his daily wage for the same purpose. Therefore so far as the working classes are concerned—and they are

[Shri Santhanam]

the people mainly affected—the agricultural and town labourers, in terms of their real income, the incidence of the railway fare is much less than what it was in 1939.

It has been suggested that this increase will be particularly heavy on the suburban passengers. There is a great deal of force in this argument, because the suburban passenger uses the train almost daily in going to his place of work and not for occasional purposes. He has to travel day in and day out, as it were. I must also confess that this particular class of suburban travellers have been hit more intensely by other economic factors. If hon. Members would care to look into this book—Indian Railways, 1949-1950—they will find that so far as class IV staff is concerned, they have had three to three and a half times increase in wages from 1939-40 while so far as class III staff is concerned—that is the lower middle class—they have only had a 100 per cent. increase and not 200 or 250 per cent. increase. So, after considering the actual hardship of this class of persons, we intend that in the case of those people who have season tickets in suburban areas the fares should not be increased; so they will not be burdened. But I do not want to be misunderstood. There also the casual traveller who buys his ticket cannot have this concession because we cannot make any distinction between him and the other third class passengers.

**Shri Sidhva:** What is the percentage of casual travellers to the pass-holders in these trains? How can you give relief to the pass-holders without giving it to the others?

**Shri Santhanam:** The difficulty is, people will break journey at one place and then again buy the ticket at the increased rate at the destination. The casual ticket-holder may travel from Bombay to Kalyan and at Kalyan buy the ordinary ticket. That will create all sorts of administrative problems and there is no reason why someone who goes occasionally buying a ticket, should be put in a better position than the ordinary person in other areas. But in the case of a man who has to go day in and day out to his place of work there is a case, which we propose to consider.

Some people have said "Why not increase only the mail and express train fares? Why do you want to increase the passenger train fares?" As a matter of fact nearly 5/6 of the third class passengers travel only in passenger trains. I thought it was less but

we made a calculation yesterday and I found that only 1/6 of the total third class passengers travel in express trains. The bulk of the third class passengers travel in ordinary trains and only the increase in their case gives the money. It is because we want the money that we are increasing the fares and not for any other reason. Therefore our purpose will be defeated if we confine the increase only to mail or express trains.

Some Members have argued about the rate of increase in the upper and lower classes. I would personally have liked to increase the first class fares, if only they could afford to bear it. As a matter of fact the present increase in the first class fare is 12½ per cent. but the actual increase in revenue is estimated—in my view very optimistically—at about five per cent, which is about 15 lakhs. Similarly by an increase of 15 per cent in the second class fares we expect to increase the income only by six per cent, that is to say, a considerable number of passengers will go down from first to second class and from second to inter class. We are going to lose revenue which will hardly be recouped by the higher fares in the upper class. Therefore if we put up the first class fare to 30 ples the chances are that there will be an actual loss of revenue.

In fact, I was interested to hear one Member suggest that we should abolish the first class. By the way people have got into the habit of speaking about the reclassification as if we were personally responsible for the event. I might recall to the memory of the House that the whole thing was decided in May 1948, long before either of us had anything to do with the Railways. Only what we tried to do was first to mitigate the inconvenience to the middle class passengers by putting in sleeping accommodation in class II with a surcharge, then introducing the special second class and finally by restoring the old classes. Therefore neither of us was personally responsible for it but in my considered view that experiment was made abortive because it was not the first class which the House wanted to be abolished, that was abolished. It was really the second class that was abolished. If only the first class had been abolished I do not think there would have been occasion to go back. As a matter of fact the first class traffic is declining and we are fast coming to a stage when it will at last eliminate itself.



I may just mention one more topic and close my speech. I was rather taken aback by the—shall I say—extravagant statement of my friend Mr. Anthony. His remarks about the regrouping I shall leave to my senior colleague to deal with but I was astounded at the way in which he dealt with the Central Pay Commission's recommendations and other matters . . . .

**Shri Sidhva:** He was dealing with it in the interest of the railway worker.

**Shri Santhanam:** I do not know whether he has cared to study the subject. He made the astounding statement that the C. P. C. recommendations had not brought about any degree of uniformity.

**Shri Frank Anthony:** Some degree only.

**Shri Santhanam:** Now it has come to some degree and if he will try to study further he will find that there is now a very great deal of uniformity among the railway staff. The position may be summarised as follows:

Every new entrant to the railway from Cape Comorin to the Himalayas will enter the same service at the same scale and in the same grade and go up to the same maximum. The people who have been in various grades before the C. P. C. recommendation have been put into the same grade, only the particular position of their entry had to be fixed in relation to their previous emoluments. But all of them will end at the same level. The House must be aware of the hundreds of grades, scales and all kinds of fancy distinctions prevalent before. I am sure that Mr. Shastri, who is sitting beside Mr. Anthony will confirm what I say, that the Pay Commission's recommendations have brought about as much uniformity among railway workers as is humanly possible in a transitional stage, from old to new conditions.

**Shri Frank Anthony:** That is exactly what I said. It is humanly impossible to bring about any more uniformity.

**Shri Santhanam:** That is quite a different matter. I think he used the words "still-born". He said that the Central Pay Commission's recommendations were still-born. I am not aware that is the meaning of word "still-born".

**Shri Hussain Imam:** The dearness allowance is not in keeping with the Pay Commission's recommendation.

**Shri Santhanam:** I am very gratified to find my friend Mr. Hussain Imam

being such a staunch defender of labour interests.

**Shri Hussain Imam:** I had the privilege of serving on that committee and therefore I want to see that its recommendation is implemented by you.

**Shri Santhanam:** Even though he was a member of the Committee and made a specific recommendation that railway workers must be treated like other Central Government servants, he put in a plea for special bonus to railway workers. He forgot his membership when he made that plea.

**Shri Hussain Imam:** That was your stunt about labour sharing the profits after the recommendation was made.

**Shri Santhanam:** I do not see why he should adopt my stunt, if it was mine at all. It is quite true that for all Central Government servants, not for railway workers alone, the Government of India have not been able to raise the dearness allowance in the same proportion as price index. But the reasons are well known to hon. Members. It is because of national emergency. The House will remember that yesterday the hon. Finance Minister explained how the attempts of the Government of India to hold the price level were defeated by international developments and how we had to pay a heavy price for relief and rehabilitation, for defence and such other matters. We have explained this repeatedly to the railway workers and their leaders and on the whole they have appreciated it from a national standpoint.

**Shri Frank Anthony:** You do not know anything. Is it not a fact that the recommendation of the Central Pay Commission in regard to confirmation has not been implemented by the Ministry?

**Shri Santhanam:** I am coming to that point regarding confirmation.

**Mr. Deputy-Speaker:** The hon. Minister has already taken a long time.

**Shri Santhanam:** I am just finishing in a minute. During these 2½ years 80,000 temporary posts have been converted into permanent posts and 160,000 temporary employees have been confirmed, leaving out those people who are not fit for confirmation. People in the workshops are not fit for confirmation till they have completed two years probation and in other situations they have to go through a certain period of probation. Leaving them out, it is comparatively a small number that has yet to be confirmed. We have issued instructions that all staff

[Shri Santhanam] in service prior to 15th September, 1945 should be confirmed. This has been done but my friend Mr. Anthony does not bother about facts. He has personal acquaintance only with odd individual cases and he has no scruples about wild generalisations based on these individual cases.

**Shri Frank Anthony:** Sir, I must protest against this. I am afraid the Minister is ignorant about facts. Can he tell us what proportion of class II men, with two to ten years officiating service, have been confirmed? Can the Minister tell this House how many Class II officers with between two and ten years of officiating service are still unconfirmed?

**Shri Gopaldaswami:** Perhaps the hon. Member, if he is in possession of that information, will give it to the House.

**Shri Frank Anthony:** I am not so ignorant as the Minister—that is why I gave it to him.

**Mr. Deputy-Speaker:** The hon. Minister said that orders have been issued—and they have been implemented—and those people serving from 1945 onwards have been confirmed.

**Shri Frank Anthony:** That is entirely incorrect. That is a deliberate misstatement.

**Mr. Deputy-Speaker:** Order, order. The hon. Member must know.....

**Shri Frank Anthony:** That is why I am asking for the figure.

**Mr. Deputy-Speaker:** Can he back his challenge with figures?

**Shri Frank Anthony:** Sir, he is asserting that my statement is incorrect. His statement is entirely a misstatement. Why does not the Minister accept my challenge?

**Mr. Deputy-Speaker:** Order, order. Decorum in speech should be observed. Otherwise I will ask him to go out of the House.

**Shri Frank Anthony:** I am sorry you always get at me.

**Mr. Deputy-Speaker:** Order, order. The hon. Member cannot defy the Chair.

**Shri Frank Anthony:** I am not defying the Chair but the lack of decorum was from there.

**Mr. Deputy-Speaker:** Order, order. The hon. Member ought not to talk while I am talking. There is a limit to all this. The hon. Minister said

in reply that all those persons who were in service before 1945 have been confirmed. If any Member challenges that, it is up to him to say, "These are the cases. What do you say?" What is the use of saying again and again the same thing, whether it is correct or not. The Minister goes on saying that it is correct. Individual cases may then be brought to the notice of the Minister and his statement may be challenged. That is the only way in which we can test the correctness of the statement of the hon. Minister.

**Shri Santhanam:** I go further and say that I shall be prepared to supply every information that my hon. friend wants but I cannot be carrying information regarding particular sections or sectors of railway staff, about their number etc. For such questions I have to collect information. I do not think the hon. Member himself can say how many Class II officers there are in railway employ, how many of them have been confirmed and how many are temporary.

**Shri Frank Anthony:** My own information is that more than 50 per cent. of your Class II officers with more than two years are unconfirmed. Can you deny that?

**Shri Santhanam:** Can you give the cases?

**Shri Frank Anthony:** Can you deny that?

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

**Shri Hussain Imam:** Sir, I think it will meet with the wishes of the House if the hon. Minister will give some detailed information when we are discussing these items, rather than carry on this wrangle. Let him examine it and give us full facts and figures.

**Shri Santhanam:** I would suggest that if the hon. Member is prepared to raise it on a cut motion I am prepared to supply the upto-date figures.

It is wrong to think that what we have done for labour is only the implementation of the C.P.C. recommendations. I would ask the hon. Members to read the speech of Mr. Guruswami given in the opening pages of the report about J.A.C., and appreciate what work has been done. Besides removing anomalies the following things have been done: the adjudicator's award has been largely implemented and will be completely implemented by June this year, and it is going to cost us Rs. eight crores per annum. We have extended the provident funds to all employees who are not entitled, which is going to cost us

Rs. 1½ crores. Then we have given liberal leave rules, which is going to cost Rs. four crores. If you look at the figures given in the memorandum, you will find that for purposes of labour welfare we are contributing as much as we contribute to the general revenues. Yesterday the hon. Finance Minister said that the Railways are contributing Rs. seven crores odd to the general revenues. We are giving nearly Rs. eight crores for staff welfare so that the railway staff cannot complain that we are treating them in any way less than the general tax-payer.

I have already taken much time and I shall have a later opportunity to give more details especially about our attempts at co-operating with the two federations. We are already contemplating setting up special committees for getting the co-operation of labour with some aspects of railway administration. All this I shall deal with during the discussion on cut motions. Meanwhile, I would say that we have been trying to deal fairly both with the passengers and with the staff and I hope that we deserve to a considerable extent the generous appreciation which has been extended by the House.

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

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

[MR. DEPUTY-SPEAKER in the Chair]

**Shri Sidhva:** Before we proceed, Sir, may I make one request? The hon. Shri Santhanam made a statement regarding the suburban passengers. The matter was not very clear. Would the hon. Shri Ayyangar make it clear in his reply whether this would be applicable to I, II and III Class passengers? Would he also make it clear why it is not feasible in regard to casual passengers? These are my two requests.

**Mr. Deputy-Speaker:** In view of the shortage of time, I would suggest that hon. Members try to finish their speeches within ten minutes.

**Shrimati Velayudhan (Madras):** I would not take even the ten minutes that you have allowed. At the very outset I must admit that the Railways have shown definite improvement both in the operational and in the administrative fields. Since several hon. Members have spoken on this aspect, do not want to dilate on this subject and enumerate the improvements one after another.

The hon. Minister of Railways state that much has to be done by way of rehabilitation. Personally, I feel that

rehabilitation is almost over and we should pay more and more attention towards development and re-organisation. When last year the Railway Budget was presented, many hon. Members complained that regrouping had not been done and said it should be carried out as soon as possible. In view of this, I was surprised when some hon. Members took the attitude of severally criticising the initiative taken by the hon. Minister of Railways in this direction. I think the attitude and initiative taken by the hon. Minister are correct. The re-grouping that he has undertaken is going to save much money and it will also add to administrative efficiency.

We heard several hon. Members lament the abolition of the post of Chief Commissioner. I would go a step further and demand that the hon. Minister of Railways should abolish the Railway Board.

**An Hon. Member:** Lock, stock and barrel?

**Shri Hussain Imam:** And replace it by what?

**Shrimati Velayudhan:** By the usual administrative arrangements. The action taken by the hon. Minister of Railways is the correct one in the present set up of things. The speeches made by some hon. Members would seem to lead to the conclusion that the whole Railway administration is done by one single individual, namely, the Chief Commissioner of Railways. That is not so. Now that the responsibility has been shifted, there is every reason for the abolition of this post. One reason given by those hon. Members who supported the retention of this post was that the hon. Minister would be deprived of the technical advice which he was getting hitherto. But may I point out that the technical aspect of the railway system will come only after the re-grouping is done, and this re-grouping will have to be done on the most modern lines and with the most modern methods as they have done in the Railways of other countries. In this country, there is not only one Bakhle. There are more Bakhles who are as efficient and as educated and perhaps command more technical knowledge and possess more modern technical skill. We can make use of them. Apart from them, the hon. Minister will also be having the different zonal heads. He can get technical advice and assistance from persons who are qualified by putting them in responsible positions.

I must also admit that there is a great and tangible improvement in the

[Shrimati Velayudhan]

amenities provided to III Class passengers who travel long distances. Arrangements are made for reservation of seats for long distance travellers. There is, however, one anomaly here which I want to bring to the notice of the hon. Minister and that is this: from Madras we can reserve seats for the III Class in the G.I.P. but there is no such arrangement from Delhi on the same Railway.

The next thing that deserves mention here is that although much has been done by increasing the pay scale of the staff of the Railway Department and the lower grades are better off now, the case of the running staff like drivers, foremen etc. requires to be considered and their pay scales will have to be raised.

Though we are proud of having 33,000 miles of railway through the length and breadth of this country, when compared with the population of this country and the growing demand for railway travel facilities, this mileage is very meager. So, we have to construct new lines and introduce new Railways. Perhaps this can be done better by entrusting the construction of the new Railways to private agencies as is done in the U.S.A.

Finally, I want to get one small concession from the hon. Minister. There is an age limit fixed for free travel for children. I think the age limit is three years, but the railway officials issuing or checking the tickets sometimes say that it is three and sometimes say that it is four. I think it would be better if the age limit is raised to five years. When we travel in the bus, children of five years and below are not charged. That is the case for cinema shows also. It is only in the fitness of things that the age-limit of children should be increased.

I do not want to take any more time of the House. In conclusion I would only wish to say that I fully concur with the hon. Minister's concluding words that the Railways are doing well and will do better in the future.

**Shri Massey (West Bengal):** I congratulate the hon. Minister for the very good Budget that he has presented and, in fact, had it not been for the increase in train fares I had no intention to speak on the Budget today.

Before I go on to the working details of the Railways, I would like to draw attention to the retirement of our Chief Commissioner. As the hon. Minister, said he is a very capable man, I am sorry we are losing him but as the

old adage goes "a prophet is never appreciated in his own country".

The hon. Minister also praised our Indian officers and said that they were proving their mettle and competence. I must wholeheartedly endorse that from the experience I had recently of visiting my own headquarter station, Kharagpur. I was pleasantly surprised to find that unlike in the past these young officers were not afraid of hard work. They had their coats off, sleeves rolled up and were actually driving locomotives and doing the job of firemen or fitters. I am just bringing this fact to the notice of the House, because I sometimes get worried when Members of this House try to deprive my old friends of a few privileges they have, particularly with regard to the use of what many Members here call "saloons", but what the junior officers, or even the senior officers of the Department call "dog boxes". They are not a luxury, but a necessity. These young officers will soon be very competent and if we do not look after them, I am sure, like the Chief Commissioner they will also find jobs where they will be two or three times better off than they are on the Railways. I appeal to the House not to deprive them of the little amenities they have.

With regard to the working of the Railways, I hope my hon. friend will not think my criticism destructive. After I heard the speech on the General Budget, I realised how important it was even to save just a few lakhs. I find that in many cases the increased taxation will just bring in a few lakhs.

Many a time when we have criticised the working of the Railways, we have been told that our rolling stock is old and obsolete. I just want to give the House a few facts which I have taken from Volume I and II of the Railway Board's Report. I am afraid that, with my twenty-six years' of Railway experience, I cannot quite agree with the hon. Ministers when they make that statement. I shall make a comparison between the years 1944-45 and 1949-50. For the 15 years ending with 1944-45 our replacement figure of broad gauge locomotives was 559 or 37 per year, as against 1384 or 230 per year from 1945 to 1950—or, in other words, 25 per cent of our locomotives today are not more than five years old. In the case of the metre gauge, in 15 years ending with 1944-45 we had replaced 43 locomotives as against 634 or 106 per year during the period 1944-50. Coaching stock on the broad gauge 1944-45—5,969 or 370 per year, as

against 1,072 during 1944—50, or 178 per year. On the metre gauge the position was 3,874 or 258 per year as against 722 or 120 per year. Finally with regard to our goods stock, of which we have heard a lot, on the broad gauge during 1929—44 we replaced 30,719 or 2,047 wagons a year, whereas in 1944—50 we replaced 41,520 or 6,920 wagons per year, nearly 30 per cent of the stock. On the metre gauge in 1929—44 a total of 15,101 wagons were replaced, or approximately 1,006 wagons per year as against 931 in 1944—49, or 232 wagons per year.

From these figures it will be seen that the figures in relation to our coaching stock on the broad gauge and the metre gauge are far from satisfactory. I do not know why replacement of broad gauge coaching stock has been so slow, particularly when Members have been shouting of over-crowding. I am sure the hon. the Railway Minister will be pleased to explain this. At any rate, I think the House should be convinced now that there is really not much to talk about old age, or obsolete locomotives.

With the position as it stands, let us take a few facts about our working. In 1944-45 on the broad gauge we had 868 locomotives under or awaiting repairs, as against 1,047 in 1949-50. That is a very high figure. That is, 25 per cent of our locomotives were under repairs. Yesterday, in reply to a supplementary question my hon. friend the Railway Minister stated that the high figures were due to the intensive use of locomotives. Here again, I am afraid that is not proved by facts. The "engine miles per day per engine on line" were 83 in 1941, 77 in 1945 and 75 in 1950. From my recent tour I find that we are gradually reverting to the assigned crew system, that is a system where a driver has his own engine. I am a supporter of that system—I rather like it. But from the point of view of economy and efficiency, I feel that we must pool to get the best use of our locomotives.

With regard to load of trains, I find that as compared to 1944-45 the average load of passenger train has dropped from 23 units to 18 in 1949-50, that is from 534 tons to 454 tons. The average load of goods trains has also dropped from 35 to 33 wagons.

When we look at the tractive efforts of our locomotives, we find that the average tractive effort of an engine in 1949-50 is 27,928 lbs. as compared to 26,667 in 1944-45, that is; we are better off today by about 1300 lbs. In my conversations with running staff, and particularly those who were driving the

new locomotives, both goods and passenger, they told me that they do not know what to do with the time they had on hand. It was just difficult to control the speed, because the loads are far too light. So, there is room, particularly, when we complain of density of traffic, to increase our loads either in tonnage or in the length of trains. As far back as 1936 I remember conducting tests on the B.N.R. with what we now call an obsolete locomotive. We were able to take a load of 2,000 or 100 vehicles per train. We have to abandon the long train, because the station yards were not long enough, the tonnage of train was however increased.

Let us now take the wagon position. I find that in 1944-45 on an average 6,514 wagons were put out of commission on a day on the broad gauge. In 1949-50, with about the same number of wagons on the line, 11,216 wagons were put out of commission, which means very nearly cent per cent more. This is very important because it includes loaded wagons being held up in the sick lines which gives rise to thefts, delays, loss of earning capacity and particularly complaints of shortage of wagons. If you take the earning capacity of a wagon at even a low figure like Rs. 25/- a day, on these extra 5,000 wagons put out of commission we are losing over a lakh of rupees per day, which is a very very high figure.

Another item which affects operating efficiency is hot boxes. I might draw attention to the increase in the number of hot boxes. In 1944-45 the average number of hot boxes coaching was 56, now it is 86. Goods vehicles were 1,821, now it is 2,373 or 552 vehicles more. I think it was few years ago that every Railway in India was worried about hot boxes position. We had a special committee to enquire into hot boxes. Special staff was engaged and a lot of money was spent. Hot boxes are a nuisance to the traveller and the merchant. The figure is going up and if we do not control it we will again be throwing away money on that particular item.

With our wagon position so good I do not know why we have not been able to introduce what we call or what we called in the good old days—the express goods service. I think the hon. Minister made some remarks about the time it takes goods to move from one place to another. My own experience is that it takes now practically one month to bring anything from Bombay or Madras to Calcutta. In the olden days we had the express

[Shri Massey]

goods service and it used to take us seven or eight days to run a through train from Bombay or Madras to Calcutta. They were treated like mail trains. Precedence was given to them over all other trains and we were able to get our goods in time. It might not seem very important, but at a time like this when commodities are short, delays in receiving our goods give rise to black markets. I have known merchants waiting for stocks to come, holding on a little and then putting up the prices because the next lot would come after a month—particularly textiles from Bombay and other places. I hope that in the near future, with the wagon position so good as it is and with no extra cost to run these express goods trains, the hon. Minister will reintroduce them.

I would now draw attention to the considerable wastage in lubricating oils. With regard to lubricating oils on the coaching, goods vehicles etc., a comparison between 1944-45 and 1949-50 shows (there has been no change materially in the axle boxes)—an increase of .32 pints per thousand miles in the consumption. This means, at an average of rupees two per pint, rupees ten lakhs loss per year, only on the broad gauge, to say nothing about the metre gauge.

Another point I wish to refer to is in regard to accidents. We have many times taken up the question of accidents in the House, but I do not think we get a true picture of the accidents really. As an ex-railwayman and one who has had to deal with accidents I do not know whether it is the practice today that only accidents which concern the travelling public or which result in the delay of trains are reported. There are perhaps hundreds of accidents that take place in traffic yards or loco sheds which are not reported. In addition to quoting the number of the accidents I suggest it is important to know the cost of these accidents. I have known of accidents costing a lakh of rupees for repairs which have not been reported.

I was surprised to find—I do not know whether it is happening on any other railway—that senior subordinates, such as Inspectors who are responsible for passing out drivers or shunters today have not, themselves qualified for being drivers. It is a danger to the travelling public that persons should be responsible for passing out men as drivers who have no experience as drivers. The man might

be a very good mechanic or engineer or might be a B.Sc. but if he has not been a driver himself he does not know the ins and outs of the job, the rules of safe working and he cannot be expected to know what a driver should or should not do in the case of an emergency.

This morning reference was made to the question of speeding up of trains. I think Mr. Sidhva asked why the speed should not be increased to sixty miles. I quite agree that the track is not always fit to take it. But I want to draw the attention of the House to what is happening now. Only recently a very serious accident took place on the B. N. Railway. A train was diverted over the third line, a line which is never used, for traffic purposes. The driver was a man of the highest reputation and was one who was specially selected when our President and other such high dignitaries travelled over his district. He happened to be driver of the train which met the accident. He was driving a locomotive fitted with a speedometer and although according to him he was travelling within the speed allowed, he was accused of having travelled, say eight miles instead of six, or ten miles instead of eight miles per hour. He has now been removed from service, I understand, merely to satisfy the travelling public or Members of this House. I consider that this sort of thing is serious and needs looking into. We cannot jeopardise the interests and security of our senior staff just for the purpose of satisfying the public or Members of this House. We cannot allow men who have put in about 30 years' service to be removed from service for this purpose.

**Mr. Deputy-Speaker:** Prof. Shibban Lal Saksena, the hon. Member may speak sitting.

**Prof. S. L. Saksena (Uttar Pradesh):** I thank you very much for the opportunity which you have given me of expressing my views on the Railway Budget. At the very outset I may say that I heartily congratulate the Railway Minister on the manner in which he has managed our railways. His speech shows a full consciousness of the needs of this great service, and he has also shown initiative and boldness. The system of regrouping is a bold experiment. There are different views on this matter, but I think the experiment ought to be made, and I am glad that it is being made. The results of the experiment may enable us to judge whether to go on with it or not. Similarly, the rehabilitation and

the capital programme, all show imagination and a careful knowledge of what is needed for the future. But I think I must frankly say that I have not been able to be convinced by the argument which he has given for increasing railway fares. He has tried to show that it is only 32 per cent. of the real purchasing power of pre-war fares that would be paid by the passenger today. What he means is that if the prices were again as low as they were in former days, then the passenger's actual fare has been reduced to 32 instead of 100. I must say that he is only trying to deceive the country and this House by this argument. If that were so, how is he able to run the whole Railways? If he is charging only one-third of the fares and is paying almost four times for everything, how is he running the whole show?

**Shri Hussain Imam:** Good management.

3 P.M.

**Prof. S. L. Saksena:** We have only to see the trick there. I tried to follow the speech of the hon. Minister, Mr. Santhanam today and he was attempting to show to the House that today just 100 per cent. seats are occupied. I would like to put the whole thing in a different way. The report for 1949-50 of the Railway Board shows that there are 8,33,799 seats in the passenger coaches on the Railways and the number of passengers carried in 1949-50 were 121.43 crores and that gives us the figure of 1457 passengers per day per seat. The same calculation for the year 1938 shows...

**Shri Santhanam:** The hon. Member may know that each passenger travels 32 miles while each vehicle travels over 100 miles. For the whole day if he takes the vehicle, four passengers can occupy a single seat.

**Prof. S. L. Saksena:** I agree; I am not challenging that. I am only comparing the intensity of congestion. In 1938 there were 10,43,708 seats available and the passengers that travelled were 50.53 crores and this leads to the conclusion that one seat used to carry 484 passengers in the year or 1½ passengers per day. Whether the seat goes three or four times, it is certain that the seat carries three times more passengers than what were carried in 1938. You say that you have raised your fare by 46 per cent. only. That means that the public are actually paying at present 4.38 times for the same seat as compared to 1938 and that probably is more than what is warranted by the present index figure.

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Where only one rupee was paid in 1938, today 4.38 rupees are being paid for the same one seat. You could have said that this is exactly in accordance with the rise in the price index figure. Now you are increasing it further and the fare will now be 5.25 times; it will be one and a quarter times more than the index figure. Therefore, I do not think you are giving the passengers cheaper service. You are charging him further and I do not think that you are correct when you say that you are only trying to take account of the rise in the price index figure. I consider this increase in fare is not fair. I also know that the Railways do not require this but the General Finances require it, at least this is an argument which can be put by the Railways. But I cannot support this increase the burden of which will fall mainly on the middle and the poorer classes. I would suggest one thing. There has been a differentiation in the fares of third class passengers in the express, mail and ordinary passenger trains. Sometimes, they find it irksome and very inconvenient also. I would request you at least to consider whether you cannot remove those distinctions and allow third class passengers to travel by whatever train they like by paying the same fare. By doing this, I do not think the Railways would be losing much revenue. This is a small suggestion which may be accepted in view of the increase in the fares.

One point has been completely ignored in this budget speech of the hon. Minister and that is corruption. I have studied the speech of the hon. Minister from beginning to end. The hon. Minister did not think it proper to mention anything about it. But I think it is a very important matter. I have a Press Note of the Railway Department about anti-corruption drive on Railways. It states:

"Six convictions involving seven persons were secured by the Special Police Establishment, Government of India, during November and December 1950. The accused included an Assistant Superintendent, a Guard, a Fuel Keeper, a Cinder contractor, a Time Keeper, a Ticket Collector and a Train Clerk. The charges related to acceptance of illegal gratification and removal of railway property. The sentences of imprisonment and fines ranged from one day to 18 months and Rs. 150 to Rs. 1,000 respectively."

\* This is what they did in two months. My complaint is this that corruption

[Prof. S. L. Saxena]

exists in higher quarters but you catch these poor guards, fuel keepers and cinder contractors. When it comes to bigger fish, you let them off.

I want to place before the House some secret documents. I have carefully considered the matter and think that in the national interest I should read them here. A police case was registered against a big officer of the E.P.R. by the S.P.E. and Mr. Bamba wale, the I.G. of Police, wrote a letter to the Railway Board addressed to Mr. Neelakantan. This is his letter:

"The evidence so far collected has been scrutinized by my Prosecuting Inspector attached to the Headquarters who has prepared a report incorporating it.

The results obtained so far necessitate the formal registration of a case against the persons concerned.

Smooth investigation will not be possible, unless these officers are transferred as most of the witnesses are Railway employees, who will not find themselves safe in case they make free and true statements, while these officers are here.

I would, therefore, request that early steps be taken to move Dr. So and So away from Delhi."

The reply given to this letter of 19th October was a D.O. letter dated 25th November and this is what it contained:

"Dear Shri Bambawale, Reference your D.O. dated 19th October 1949, the Railway Board have given very careful consideration to the request. From the information made available to them, they can, however, see no justification for taking the action suggested, which they consider would result in serious damage to the morale of the service. Mr..... is an officer who has consistently earned excellent reports throughout his service and the Board feel themselves to agree, on the facts placed before them that there are not any grounds for transferring him from Delhi. The Railway Board therefore much regret that they are unable to accede to your request."

The Board, however, consider that this appears to be a case which is better fitted for being dealt with departmentally and would be glad if the S.P.E. will make available to them such evidence as they may have collected

and as can be disclosed in order to enable them to consider further action.....

**Shri Gopaldaswami:** May I raise a point of order, Sir. The hon. Member is reading out official documents, letters which passed between one officer and another. I put it to you, Sir, whether that is allowable in this House and if those documents can be made available to the public and so on. I also want to know whether he is justified in reading them out during a debate of this description.

**Prof. S. L. Saxena:** I think we have to bring to the notice of the House what we think is in the public interest.

**Shri Hussain Imam:** When the question of the sugar muddle came up, Mr. Tyagi who is now a Minister of State read out from official letters and he was permitted to read them.

**Shri Gopaldaswami:** These are whole letters which passed between one officer and another, between the Chief of the Special Police Establishment and an officer either of the Railway or of the Police staff itself and one would like to know how the hon. Member got possession of these documents to read them out in the House. For my part—it may be that those documents exist—I am only taking the question as to whether they could be read out by the hon. Member in this House.

**Mr. Deputy-Speaker:** I have not heard from the hon. Minister that these documents are false. At any rate one of the purposes of this debate is corruption. Therefore I do not see how it can be a disclosure to the House (*Hear, hear*). These documents if they exist must be open to the House. I shall leave it to Government to ask how the hon. Member got possession of these documents. So long as it is a very important matter and if the truth is as stated in those documents, certainly the House must now have the details about these.

**Prof. S. L. Saxena:** I only wish to bring to the notice of the House one more letter. That is a letter from the Inspector General of Police, Delhi Special Police Establishment to the Ministry of Home Affairs which he wrote after receiving the reply of Mr. Nilkantan. The letter runs as follows:

"I enclose herewith a copy of Secret D.O. No. so and so dated so



and so from the Ministry of Railways (Railway Board) for the information and orders of the Ministry of Home Affairs as it raises important questions regarding the policy and powers of the Special Police Establishment in dealing with criminal cases against Railway servants.

The case of Mr. so and so was discussed by me with the Senior Members of the Railway Board. I pointed out to them that investigation against Mr. so and so and others could not proceed until they were removed from their present charge as a majority of witnesses were Railway Subordinates serving under Mr. so and so and could thus not be expected to make statements free from all influence.

The Railway Board have turned down this reasonable request and have demanded in return that the evidence so far collected by the Special Police Establishment should be placed before them for taking such departmental action against Mr. so and so as they may deem suitable. This, in effect, amounts to saying that the Railway authorities have a right to stop police investigation at any stage they like and decide the case as they like departmentally." This is not only.....

**Mr. Deputy-Speaker:** Before the hon. Member proceeds further, I would like to add one thing. I suggested that unless the hon. Minister is in a position to say that these are not documents which are genuine, certainly, the House is entitled to know such important matters. But, it is also necessary that the hon. Minister should be given an opportunity to know whether those documents which are sought to be read are really genuine or not. Therefore, whenever such documents are referred to relating to any Ministry or any Department, previous notice or some intimation must be given to the hon. Minister so that he may come prepared and if necessary try to explain. Otherwise, he will be taken by surprise.

**Prof. S. L. Saksena:** Sir, I may inform you that I have had correspondence with the hon. Minister for the last seven months; it is not as if I am taking him by surprise.

**Mr. Deputy-Speaker:** On this matter?

**Prof. S. L. Saksena:** Yes Sir, on this matter. I have written not only to the

hon. Minister, but to almost all the Cabinet Ministers. I have also written to the Party and when I saw no way to bring this glaring corruption to an end, I have brought it to the notice of this House.

**Shri Gopaldaswami:** May I mention such facts with regard to this matter as I can remember? There is no doubt that the hon. Member did bring this matter to my notice, namely, the request for transfer of certain Railway officers pending enquiry made by Mr. Bambawale to the Railway Board and so on. Then, there was a very long document which he produced before me written by a Railway official to another hon. Minister of this Government and he wanted that certain action should be taken against them. I am not in a position to say what documents he is going to read, whether the documents that he is going to read are the documents that he put before me months ago and on which he had made the request already.

**Shri Santhanam:** May I also request. Sir, that while the hon. Member may read, he need not draw unwarranted conclusions. He was assuming that what he was reading discloses corruption. It only discloses some points of procedural difference between the Special Police and the Railway Board. The whole question was whether the transfer of an official will imply any censure on him before the charges were proved; how to prove the charges, and whether for the proving of the charges, the officer should be transferred or not. So far as he has read—I am not aware of those documents—it does not disclose any fact of corruption. It is only a question of procedural difference.

I suggest he should not draw inferences because the officer is not here and we have not had any intimation so that we might come prepared to say anything. Let him read the document as it is without adding any inferences.

**Sardar B. S. Man (Punjab):** He is only reading. We will draw our own conclusions.

**Mr. Deputy-Speaker:** Documents will not speak for themselves. Very often they do. If legitimate inferences are drawn, it is open to the hon. Minister to explain them away.

I think we have had enough of this correspondence.

**Prof. S. L. Saksena:** Let me finish, Sir.

**Mr. Deputy-Speaker:** Is it necessary to say letter No. so and so dated so and so and all that?

**Shri Hussain Imam:** To give an opportunity to the Minister to know.

**Prof. S. L. Saksena:**

"This in effect amounts to saying that the Railway authorities have a right to stop a Police investigation at any stage they like and decide the case as they like departmentally.

This is not only contrary to law on the subject, but is in direct contravention of para. 10 of Railway Board's own directive issued in their notification No. so and so. It runs as follows:

'All departmental enquiries in cases which have been taken over for investigation by the Special Police Establishment shall be held in abeyance until such time.....

**Mr. Deputy-Speaker:** The hon. Member's time ought not to be spent away in merely reading the correspondence. He may place the points before the House. I will give him two minutes.

**Prof. S. L. Saksena:** I will conclude with what he has ultimately said, Sir.

**Shri Hussain Imam:** What was the Home Ministry's reply?

**Prof. S. L. Saksena:** I would have liked to read the whole correspondence. But there is no time. This is how Mr. Bambawale concludes.

"I would be grateful if Government will kindly lay down definite instructions if the S.P.E. is to function independently or at the dictation of the Ministers concerned as suggested by the Railway Board."

This is the state of affairs.

**Shri Hussain Imam:** What was the reply of the Home Ministry?

**Pandit Thakur Das Bhargava:** This is only departmental correspondence between the Railway and the police.

**Prof. S. L. Saksena:** After this correspondence, attempts were made to get the officers transferred. The transfers were not made. At that stage, this shielding of corruption came to my notice. I personally wrote to the Railway Minister. He wrote to me saying, "Leave it to me". I have been waiting for the last seven

months. Nothing has been done. I want to bring it to the notice of the House when your own I.G. of Police feels that his hands are tied down and he cannot proceed in such cases of corruption, do you think corruption can be rooted out? This country is suffering from corruption and it will go down on account of corruption unless at the top you set your foot down upon it strongly. That is what I wanted to submit to the House. I do not want to refer to any particular officer and so I have not named him. But, I do feel that when such cases are brought to the notice of the hon. Minister, they should be attended to and should not be allowed to be overlooked.

I have only to say one thing more and that is about labour. I have carefully studied the whole of the speech of the hon. Minister and I quite appreciate the tributes paid by the hon. Minister to labour. He has tried to say that there is strict discipline and all that. But, I must say that the reduction in the number of hours that they work from twelve to eight according to Adjudicator's award has resulted in this improvement. Therefore, I say that increased amenities to labour will result in better work from them. I have read the Report of the Railway Joint Advisory Committee, that has been circulated. But, I am sorry to say that the concessions to labour are very niggardly. I particularly wish to mention the concessions to the ministerial staff. Most of these employees do the more important work of noting and drafting and their work is much higher in nature than mere routine work. The Committee has raised the percentage of employees in grades higher than the lowest from 15 per cent to 25 per cent. But their Union demands, and I think justly, that 75 per cent of the ministerial should be in higher grades. They should be given greater concessions because they are the people who do the real work. Formerly, their pay was much higher than that of most other staff. But now other staff has risen in pay, but they have not improved much. I therefore think that their case deserves special notice. Unless you give them better prospects, I do not think that you will be able to get the best service from them.

I do not want to take more of the time of the House though I have got to say a lot, I will say a word on the question of amenities. You have taxed the people so much; but you have provided only three crores for

amenities. That is too small an amount. I think this must be increased. Then only, the condition of the Railways will be better.

**Shri S. N. Sinha (Bihar):** I am thankful to you, Sir, for calling upon me to offer my comments on the Railway Budget as presented by the hon. Railway Minister. He has already received encomiums, praise and congratulations for having presented a Budget which is a record of an all-round improvement in the railway finances and railway administration. The Budget illustrates an anxiety—a wholesome one—on the part of the Railway Minister to strengthen railway finances to a degree that the programme of rehabilitation, replacement and development should never have to be stopped for want of funds. Besides, he is also anxious to go to the assistance of the Finance Minister in easing the general ways and means position. Therefore nobody could have any dispute with the Railway Minister on this score, and he is entitled to congratulations from the Members of the House.

There, however, exists a certain degree of doubt in respect to the approach that he has made to certain problems. Take, for instance, his proposal to increase the fares. While on principle one cannot disagree with him—and I am in complete agreement with him on account of the objectives he has set before himself—I think he should have explained the reasons for the inevitability of this step. He has, in his speech, referred to the possibility of this step being deflationary in its effect. The Government have been reiterating their anxiety off and on, to check the inflationary forces in the country. The cost of living no doubt, has gone very high and the Railway Minister's anxiety to take steps to meet the menace of inflation is really welcome. But it has to be seen whether the increase in the fares is likely to act as a deflationary force. Personally, with all my respect for the ability and judgment of the Railway Minister, I feel very doubtful whether this step is likely to result in arresting the inflationary forces because of the fact that the impact of this increase is greater upon the third class passengers. If we analyse the various classes of persons who travel in the third class, we will find that the great majority of them come from the rural areas. They are villagers or agriculturists and wage-earners. Therefore if they have to pay more for their railway journeys—and we must also remember that they travel because of some compelling force or on business—

then they will naturally demand more wages and more prices for the things they sell. Therefore, in the ultimate analysis this is bound to raise up the prices of commodities in the country. This, I believe, will result more in adding to the cost of living rather than minimising it or reducing it. Secondly, my feeling is that the Railway Minister has not removed the doubts of Members of the House as to the imperative need for this measure by telling the House that there is no way out of it, that he could not have done otherwise. The Railway Minister has spoken of the estimated receipts for the budget year. If he is not going to increase fares, then the balance left would be only about rupees two crores, and this increase in fares is expected to bring in another Rs. 19 crores. Now it has to be seen whether without tapping this source, he could have got this amount or not. Last year, he estimated revenue receipts at a certain amount which was exceeded by about Rs. 32 crores. The Railway Minister is known to be very conservative and cautious in the matter of estimating receipts. I may tell the House that this year also, his revenue estimate will be found to be a gross under-estimate. Look at the general situation in the country. Recently there has been this Indo-Pakistan Trade Agreement. That is going to increase heavily our traffic receipts. There is also the policy of Government in the matter of liberalising the import-export trade. All these factors have to be taken into account and I am pretty sure that by the end of this budget year, the Railway Minister would have got much more than what he has estimated now. Besides, he has also applied his mind to the question of effecting economies in the general administration of the Railways. He has spoken of the mismanagements in the purchase of stores. Everybody knows—and the Budget papers also show it—that the total amount of stores purchased every year comes to Rs. 70 crores. There is a lot of mismanagement and the Railway Minister has already appointed a committee to go into the question to see how best they could minimise waste in the matter of purchases. The Budget shows that every year the stock balance has increased. Judicial exercise of economy in this respect will give the Railway Minister savings in the matter of stores and so a good deal of economy could be effected. All these would leave the hon. Minister sufficient funds at his disposal to have done away with this step of increasing the fares. In this view of the question, the House will be interested to know the reasons for taking this step.

[Shri S. N. Sinha]

Now, I would like to come to the question of the organisation of the Railway Board. The Railway Minister has proposed, or has decided to abolish the post of the Chief Commissioner of Railways, from the 1st of April next. He has given us the reasons for this step. He says that with the introduction of constitutional changes in the country, and with a popular Minister in charge of the affairs of the Railways, the need for a technical man to co-ordinate the activities of the Railway Board or of the general administration of the Railways and to do the overall supervisory duties connected with our Railways is not there. The hon. Minister it is said, will preside over the weekly meetings of the Board and in his presence questions of policy will be discussed and settled. Therefore, he thinks that there need not be a Chief Commissioner and this will also effect an economy of about Rs. 3½ lakhs. With very great deference to his views, I must confess that I have not been able to see eye to eye with him on this question. Exactly for the reasons for which he has proposed this abolition, I feel that there is need for having a technical man at the head of our Railway administration to act as the technical adviser to the Railway Minister and to help him in carrying out the coordination of the activities connected therewith. As the House knows, there is no constitutional guarantee that a Minister must have this qualification or that qualification. In a popular democracy, I am afraid, we cannot have always persons of the ability and competence of Shri Gopalaswami Ayyangar or Mr. Santhanam to preside over the meetings of the Railway Board and coordinate their activities. As a stop-gap measure one of the members of the Railway Board is going to be appointed as the Chairman to carry out the intra-Board co-ordination of activities. . . .

**Shri J. R. Kapoor (Uttar Pradesh):** Does my hon. friend mean to suggest that the new generation will not be providing us with efficient Ministers?

**Shri S. N. Sinha:** My learned friend Mr. Kapoor is really very optimistic about the new generation but I must tell him that after the next general election...

**Shri Raj Bahadur (Rajasthan):** Why are you so diffident?

**Shri S. N. Sinha:** I am more practical and realistic.

**Mr. Deputy-Speaker:** The hon. Member himself belongs to the new generation. \*

**Shri S. N. Sinha:** Yes, but all will depend on the polling booth.

**Shri Raj Bahadur:** I am sorry for the lack of confidence of the hon. Member.....

**Shri J. R. Kapoor:** In his own generation.

**Shri S. N. Sinha:** To proceed with my point, my suggestion was that he should not have abolished the post of Chief Commissioner, because there is no guarantee of a person of his ability to guide the affairs of the Railways. Moreover, it will be noticed that the different committees appointed so far to go into the question of Railway administration have also thought fit to recommend to vest the railway authority with sufficient powers, almost autonomous powers, to carry on the administration of the Railways and the Minister will only issue directives just as on the lines of the Damodar Valley Corporation or other authorities concerned with commercial interests. The House will be interested to hear from the hon. Minister a clear elucidation of the reasons which have prompted him to take this step. It becomes still more pertinent for me to suggest to him to reconsider his decision because of the recommendation of the Acworth Committee. They had recommended that the members of the Railway Board should have territorial jurisdiction and not functional jurisdiction. In order that they should have a wider vision and comprehensive understanding of the needs of the country for railway development, I believe, the division of the work on a territorial basis would have been better. At the present moment each is a functional member and will know only the needs of his particular department. In the absence of a technical man with a much greater experience and knowledge it will be difficult for them to come to any decision in the Board itself with respect to questions of policy or the development programme.

**Shri Karunakara Menon (Madras):** The reaction of my mind to the hon. Railway Minister's speech was one of mingled feelings of satisfaction and regret; and doubts and fears with respect to certain aspects of certain proposals that he placed before the House. We are glad that the hon. Minister has been able to place the finances of the Railways on a very sound basis. He stated that the railways would do better and better in the future. He also stated that the con-

valescent period was over and that all the Reserve funds were well stocked, if not over-stocked. On the whole the financial condition has been very satisfactory. It is not an empty statement made by him, as anybody who goes through the papers will be able to satisfy himself that the statement was supported by facts and figures. He has managed the affairs of the Railways better than even a private owner will manage his own property. The country owes much to him for the way in which he has brought the finances of the railways to a satisfactory condition.

There is one element of personal satisfaction also for me contained in the Budget. I entered this House for the first time in February 1946 and ever since it has been an annual function with me to speak on every Railway Budget about the restoration of dismantled lines. This has been going on for the past five or six years and I was being tantalised from hope to despair and despair to hope. Only last year the Railway Minister assured us that something will be done for the dismantled lines. Though I spoke generally for all dismantled lines I was speaking particularly also for the one dismantled line in my part of the country, namely the Nilambur-Shoranur Line. When last time the hon. Minister said that something would be done, hope was revived in my mind, because, as everybody knows, the hon. Minister was a man of his word and if he said something it had some value. Therefore I was very much gratified and people in my part feel gratified because that line is to be taken up in 1951-52. I am receiving letters from Malabar about it. We know we are not going to get the railway line restored in one year but only in the course of two or three years.

The point of regret which I referred to in my speech is that the hon. Minister announced his attention to retire before the next year. A man of his capacity, a man who has earned a name for able administration, a man who is always calm and cool, a man of very few words but firm action, such a man is necessary at this time of stress and strain through which the country is passing. A person of his calibre will be an asset to any administration. That such a man must leave the Government at this juncture will, if it be not a disaster, at least produce a very difficult state of affairs for the Government. I am sure the Prime Minister will try his best to keep him on in the administration.

With respect to my fears and doubts, they relate to certain aspects of the

proposals in respect to the enhancement of passenger fares. We feel convinced about the necessity to augment the Railway resources. We want financial stability. Everybody wants expansion of the railways; people want dismantled lines to be restored and they want more amenities. How can all these be attained without money? We also know from the Railway Budget that many orders have been placed with respect to coaches, wagons and locomotives with firms outside and inside the country. All these have to be paid for during the next four or five years. The general finances of the country are also not in a flourishing condition. It is only proper that the Railways should go to their aid. But the question is: Even if there is necessity or justification for enhancement of fares, whether the time is propitious for such a step being taken. Perhaps the hon. Minister might not be aware of the extent of discontent in the country with regard to food and clothes and the high prices that people have to pay for them. Yesterday the Finance Minister said that the petrol duties were going to be increased. So not only railway travel becomes costly but also bus travel becomes costly. You are giving by this proposal for enhancement more room for discontent among the people.

Another point that I want to bring to your attention is with respect to the increase of 25 per cent. in the fares of the ordinary local trains. This increase of 25 per cent. will really add to the expenses of an ordinary man, especially of a labourer. The persons who travel from the suburban areas, and those who travel from a distance of ten or fifteen miles into a town are those who go to work in cities or towns in the mornings and return home in the evenings. They travel twice a day, in the morning to the place of business and in the evening back to their homes. This rise of 25 per cent. will be a burden upon the budget of such people. Therefore, my request to the hon. Minister is that some relief ought to be granted to such people. This relief should be given not only to the suburban people of Bombay, Madras and Calcutta, but also of other towns. I may say that the distance from Calicut to Palghat is about 80 miles and the distance from Calicut to Tirur is about 20 miles, but if you take the railway income from Calicut to Palghat for a whole day you will find that more than one-third of it comes from people travelling from Calicut to Tirur, for the simple reason that the labourers have to go from their homes to Calicut for work and have to return home in the evening. They are mostly labourers, fishermen or hawkers or students.

[Shri Karunakara Menon]

Therefore, my request to the Railway Minister is that some concession ought to be shown to the suburban people and also to the people who have to travel twice a day within a distance of 15 or 20 miles.

The next point I would like to place before the hon. Minister is that there was danger in our funds being too well-stocked. We have seen that no labour leader has spoken against the proposed increase in fares with respect to third class passengers. They want to see the exchequer filled in order to make a raid upon it. Everyone of them says that the passenger fares ought to be increased. They also say that dearness allowance, this allowance and that allowance of Railway employees ought to be increased. A weak Railway Minister will certainly succumb to the agitation of these leaders and all the money that is stocked will be diverted to satisfy them. So, there is danger in stocking funds because at any time a crisis might be created by these labour leaders and then all this money that is stocked, instead of being utilised for stabilisation and expansion, may find its way into the pockets of Railway employees who, no doubt ought to be given fair treatment but all the same are already in a better position when compared with other employees in the other Government Departments of the country.

With respect to Railway amenities I might be permitted to say a few words. Railway amenities of a small nature which could be easily rectified are being neglected while big amenities are being attempted. For example, I might tell you that generally all third class waiting rooms are dirty and unless immediate attention is bestowed upon this matter, it will be a very sad thing indeed. And then look at the third class compartments. While there is much attention bestowed on the first and second class compartments of running trains, you do not see the same attention being paid to third class compartments.

I would like to refer to our railway travel. I have had occasion some times to travel in Janata trains and I found there was no space even to stand. Overcrowding still prevails in every train. Therefore, some remedy has to be found to ease this overcrowding. Perhaps it will be said that the remedy is putting up more trains, but we have no locomotives or coaches for these extra trains. Still this is a matter which has to be attended to early.

Our stations should and could be kept more neat and clean than they are being done today. At the big stations you will find fish baskets on the platforms with water oozing out of them and the whole place stinking. Very often you find on the platform the railway parcels dumped together; at another place you will find travellers' luggages stacked. It is very difficult for anybody to move along the platform. The hon. Minister of State, Mr. Santhanam knows the condition of the Calicut platform. At least one-third of it is filled with parcels. Therefore, I would request that some remedy should be found to keep these platforms clean and vacant. They should be cleaned twice daily with phenyl. These are small things but non-attention to them causes a lot of suffering to the passengers.

Another point is that though there are several trains starting from the same place, they all start at or about the same time. For example, between seven and ten in the morning many trains from Calicut go and after that you have to wait till two o'clock to catch one. Why cannot these trains be properly timed? Some kind of adjustment should be possible by which the officer and student classes of passengers who have to go to their offices and colleges would be able to go and return home conveniently. Some kind of adjustment ought to be possible and this point ought to be attended to by the authorities. It should be done at least in important stations where there are schools and colleges.

Several criticisms have been made with regard to the re-grouping of Railways. Perhaps such criticism is possible because the speech of the hon. Minister did not lay before the House all the information with regard to the financial aspect of this re-grouping. His speech mentioned that the whole question was being examined in detail. But these criticisms are of no value because so far only one experiment in respect of re-grouping is being attempted and if it is found successful the system will be extended. If it is a failure it will be stopped. Therefore, there is no meaning in criticising that it is wrong policy. That way no new experiment or improvement could be attempted at all.

**Shri Kesaya Rao (Madras):** After waiting for three days to take the chance, I am afraid I lost all my points and am not in a position to speak in support of the Railway Budget or give a constructive criticism of it.

Coming to the points in the hon. Minister's speech, as regards amenities for third class passengers, last year I got some opportunity to travel by various trains all over the country. Well, the hon. Minister said in his speech that the Railways have done better and will do better and better in future. To that statement I subscribe. To a certain extent he is true. As regards long-distance travel conditions have improved a little bit. And I can without hesitation say that the amenities of third-class passengers have definitely increased on long-distance express and mail trains, and they are looked after better everywhere.

As regards passenger trains, I doubt very much whether anything has been done during these three years. These passenger trains have to stop at every station and there are no facilities for water supply or tea etc. The congestion continues. Especially in the E.I. Railway and O. T. Railway passenger trains, we find people travelling on the foot board. It is very sad that even five years after the war we are not able to improve the condition of these passenger trains, I hope the hon. Minister will not forget about this matter on account of congratulations that he has received.

Very recently many platforms have been newly constructed on the M.S.M. Railway. These platforms have not been raised sufficiently, with the result that a passenger fell down while getting down from a train at Nellore South station and broke his legs, because the level of the ground is at least  $1\frac{1}{2}$  yds. below the foot-board. The level of these platforms requires to be raised. This is particularly so in the case of new platforms, because when the mail trains come they go to the main platform and when the passenger trains come they have to go to these new platforms.

Now, coming to new lines, in South India for the last ten years there have been no new lines at all. The present Railway Ministry as well as the previous one have not thought of opening new lines in the South. Recently, the Ceded Districts Economic and Development Board have passed a resolution and sent it to the Government of India for consideration. They want a new line from Cuddapah to Nellore or Cuddapah to Ongde or Cuddapah to Roychosi. Since the hon. Minister comes from Madras, he knows the conditions of the backward areas like Rayalaseema. By opening new lines, we shall be enabling these backward areas to come up to the level of the other advanced areas like the Circars.

I am totally opposed to re-grouping. According to this scheme, in the South we are abolishing three Railways and bringing them under one group. In doing so, we are having three regional offices and one Head office at Madras. By opening these regional offices, I do not think there will be any reduction in the staff, office work or any other thing with which we may boldly claim that there is economy.

**Shri Sidhva:** What about efficiency? District offices will be there.

**Shri Kesava Rao:** There are district offices even today in the M. S. M. Railway. One Railway is divided into Bezwada and Guntakal districts. So, this division into districts is not a new thing. But by abolishing the three General Managers, we shall be creating three Deputy Managers or three Chief Managers or something like that. I do not think their salaries will be lower than they are getting at present. So, on account of this re-grouping we are creating extra offices. Even the hon. Minister mentioned that the economy anticipated is very small. I only wish that this does not prove another fiasco like the classification. I warn the House to take note of this and see that the country is not put to a loss.

I do not know how the hon. Minister has come to the conclusion that Hubli should be the Regional headquarters for the metre gauge for the northern lines. One office will be located at Trichinopoly. Nobody can disagree there. As regards Hubli, it is at the extreme end of the metre gauge. If the headquarters are located at Guntakal, perhaps that would be the best. From Guntakal there are four lines, one going to Masulipatam, one to Hubli, one to Bangalore and one to Bombay etc. Guntakal is the more central place when you see the distance. I think the selection of Hubli has been done arbitrarily. Both the Railway Ministers know the condition of Rayalaseema. They also know that by opening one office there, the unemployment question of the people will be solved to a certain extent. There will be at least one or two workshops also.

**Shri Santhanam:** There will be no new employment at all.

**Shri Kesava Rao:** But there may be some regional offices there and I honestly believe that if you select a central place like Guntakal it will be of some use to the people there.

Lastly, I come to the services. I am sorry to say that there is a very poor representation of the scheduled castes in the Railway services. Any man who applies gets a reply that he has

[Shri Kesava Rao]

not been selected. Many such cases have come to my notice. For the last many years, Railways have been observing the rule that only sons, grandsons and relatives of Railway employees will be given a chance. The community from which I come wants mostly clerical or other smaller jobs. If these posts are reserved for higher castes, then no scheduled caste man will get a chance. The percentage fixed for scheduled castes has not been observed. I therefore request the hon. Minister to see that the unfortunate scheduled castes are given some chance to get representation in the Railway services.

As regards housing facilities, they are very inadequate especially for sweepers, cleaners and porters. These people have sometimes to work during night. They come from neighbouring villages which are far away from the railway stations. Their housing condition is really deplorable. The hon. Minister should seriously consider this question.

One more word about the new lines. The hon. Minister stated in his speech that he is going to spend only rupees three crores on this account. I speak for the new lines in the Agency areas of East Godavari and Vizagapatam districts. These agency areas have got forest wealth; but there are no railways for transporting it. There are few rivers. By opening new lines in these agency areas, we will be able to tap their wealth as well as bring the people of these areas into line with the other people.

4 P.M.

**Shri Rudrappa (Mysore):** Before I enter into the general discussion of the Budget, I should like to congratulate the hon. the Railway Minister as also his staff who have worked so strenuously for the improvement of our Railways. We know that during the period of the war, as also the immediate post-war years, how unsatisfactory was the condition of our Railways. As compared to that, there has been considerable improvement. No doubt, we would all welcome further improvement.

Coming to the Budget proper, I am afraid I cannot enter into a detailed discussion, for want of time. In regard to the revised Budget position of 1949-50, I find that an additional expenditure of Rs. 8.3 crores had been incurred. Out of this only Rs. 3.63 crores was foreseen. I would like to know how the balance which is a major portion, could not have been foreseen and included in the Budget. I have no time to go through all the items of this expenditure. I only wish to say

that in such cases Government should be careful to scrutinise them properly, because there is a tendency to push through such items at the fag end of the year, and even the high officers may not have time to check their correctness or necessity. People who have some experience of administration know how such items are pushed through at the end of the year. I therefore suggested that this practice should be discouraged.

So far as the Budget of 1950-51 is concerned, but for certain unforeseen and unexpected factors, the year would have ended in a deficit. In regard to expenditure as well, if we go through pages 4 and 5 of the Explanatory Memorandum, we will find that none of the expenditure enumerated there are unavoidable. Therefore, I say that the expenditure would have continued, while the income would not have accrued, and the year would have ended in a deficit. I could have substantiated this statement with facts and figures, but time does not permit me doing that.

Coming to the year 1951-52. I should like to say that our estimate, is not a proper estimate at all.

[SHRIMATI DURGABAI in the Chair]

The budgeted estimate of a year has naturally to be related to the estimates of the previous and the succeeding years. As has been estimated we have reached the peak year in 1950-51. I do not think we can expect so much of income as is estimated by Government on the basis of the previous year. The earning on passenger and goods traffic, mainly depends upon the prosperity of the nation and the economic condition of the people. Last year due to unforeseen circumstances, we wanted more grain. Therefore we tightened our belt and exported a good portion of our cotton and jute manufactures for the sake of earning foreign exchange, with a view to importing food-grains. This is not likely to happen this year. Therefore I say that our estimate should be based on sound principles.

Our export, as I said is dependent on the assured supply of jute and cotton. Where have we got sufficient jute and cotton? Again on account of international developments, import of articles may be suspended. Again, our foreign trade, to a great extent depends on the continuance of happy relations between us and Pakistan, which in its turn is governed by so many factors. The trade agreement which has recently been concluded



between India and Pakistan may break at any moment. I would in this connection like to draw the attention of the House to the very arrogant statement made by the Prime Minister of Pakistan and his followers about the economic position of India. We cannot tolerate such statements. We have bent too much; there cannot be any further bending. We may probably have to break, but we cannot continue in the present state of affairs. Our happy relations with Pakistan mainly depend on the solution of the Kashmir problem as well. But that has become an insoluble problem. So, our traffic depends upon the continuance of happy relations between India and Pakistan and other factors. People are not in a position to spend more. We would be making a safe estimate if in respect of our earnings both from goods traffic and also passenger traffic we limit the figures to the estimates of 1949-50. I think our estimate is an over-estimate to the extent of about Rs. 30 crores. The hon. Minister will have to be very careful in taking these estimates as proper estimates and raising our expenditure thereby.

I come now to the other important point, namely the regrouping of railways. My friend from Madras pleaded very vehemently that the headquarters of the Northern Region should be located at Guntakal because it is a central place. I was very glad to hear that a central place should be the headquarters of the Northern Region. Now, the Southern Zone is to be divided into three groups or regions, one consisting of the broad gauge sections the centre of which is to be located at Madras, secondly the Northern Region consisting of the metre gauge sections the centre of which is to be located at Hubli, and thirdly the Southern Region the headquarters of which is proposed to be located at some place. (Some hon. Members: Tiruchirappalli.) I do not know. I would plead strongly, and on the same lines of the argument as regards the Northern Region, that the centre of the Southern Zone should be located at a central place, namely Bangalore if we have got any consideration for facts and any consideration for the people. When we locate the centre at a particular place it should be convenient for all people to approach the central office on any matter. Therefore I plead not only with the hon. Minister but the House that the centre should be located at the most central place. They should take these facts into consideration and take an impartial and dispassionate view in fixing the headquarters of the Southern Zone.

Only one point more and that is with regard to the expansion of the railways. Out of sight is always out of mind. The total mileage is 36,000. The area of the Southern Zone is one-fourth, but the total mileage is only 6,000. Therefore no attention is given as regards expansion of Railways in South India. With regard to expansion of Railways I would strongly plead that under-developed areas should be taken up first. Merely because pressure comes from a place or there is a little more traffic there you should not give so much consideration to it. If you want to improve the country you have to pay more attention than is ordinarily required so far as under-developed parts are concerned. Last year also we have pleaded that a railway line from Chamarajanagar to Mettupalayam should be established as early as possible. That proposal came as early as in 1891, but even now it is not implemented! That should be implemented immediately.

**Mr. Chairman:** Shri Moti Ram Bai-  
gra.

**An Hon. Member:** It is time for the hon. Minister to reply.

**Mr. Chairman:** The hon. Minister will reply at 4-45.

**Hon. Members:** He has to reply at 4-15.

**The Minister of State for Parliamentary Affairs (Shri Satya Narayan Sinha):** Later it was arranged that the hon. Minister will start at 4-45 and that the House will sit half an hour late, that is till 5-30.

**Mr. Chairman:** This is to enable more Members to speak.

श्री बेगरा : बड़ी मेहरबानी है कि हमें भी कुछ कहने का वक्त मिल गया, वरना हम तो पीछे ही पीछे रह रहे हैं और यह भी ठीक है क्योंकि हमारा बहुत दूर रास्ता है। पर यहाँ के बहुत से सदस्य हर बात में काश्मीर का जिक्र किसी न किसी तरीके से करते हैं। लेकिन हमें बहुत कम वक्त मिलता है।

तो अब मैं अर्ज करूँगा कि यह रेलवे का बजट सन् १९५१-५२ का हमारे सामने

[श्री बेगरा ]

माया है, इस में नयी लाइनों के मुताल्लिक जो स्कीम है उस में हमें मालूम नहीं होता है कि हमारे लिए भी कुछ किया गया है। किराये की बढ़ोतरी का सवाल भी हमारे सामने है। हम देखते हैं कि हमें भी, काश्मीर को भी, किराये की बढ़ोतरी में काफी हिस्सा अदा करना है। लेकिन एक काश्मीरी को तो काश्मीर से २७५ मील चलने के बाद रेलवे के दर्शन होते हैं। ऐसी सूरत में मैं अर्ज करूंगा कि हमारी तरफ भी ध्यान रखना चाहिये। पिछले साल हमने इसी रेलवे बजट के सिलसले में कहा था और उस के बाद हम ने एक रिजोल्यूशन भी दिया था। पर यह भी रेलवे मंत्री जी के कहने या उन की मेहरबानी से खामोश कर दिया गया। तो मैं इस के लिए रेलवे मंत्री जी को बधाई दूँ इस के पहले उन को याद दिलाना चाहता हूँ कि उन का काश्मीर के साथ बहुत पुराना और खास सम्बन्ध है। और पुराना ही सम्बन्ध नहीं, बल्कि इस वक्त भी वह काश्मीर के मामलात में काफी हिस्सा ले रहे हैं और काफी काश्मीर को चलाने के लिए उन की कोशिशें हो रही हैं। तो इस सिलसिले में मैं ने पिछले साल अर्ज किया था कि हमारी रेलवे के नकशे का काश्मीर में न होना एक बड़ी अजीब सी बात है। हम चाहते हैं कि कम से कम पठानकोट से जम्मू तक ही एक रेलवे ले जाई जाये जो कि सिर्फ ६६ मील का सफर है। हमारे पास वहां लाखों रुपये का मैटीरियल जो पड़ा हुआ नाकारा हो रहा है, खराब हो रहा है, वह भी इस लाइन के हो जाने से आप के काम आवेगा। हमें श्री रेलवे मंत्री जी ने यह यकीन दिलाया था कि हम जल्दी ही कुछ न कुछ इस के मुताल्लिक करने वाले हैं। होगा कि गवर्नमेंट के सामने और कई दिक्कतें हैं,

माली मुश्किलात भी हैं। हम उन को समझते हैं। लेकिन इस के बावजूद उन्हें भी हमारी मूसीबत का खयाल रखना चाहिये और श्री गोपालस्वामी आयंगरजी को तो हमारा ख्याल है ही। परन्तु पता नहीं क्यों इस मामले में वह इतनी खामोशी अस्तित्व किये हैं।

अब वक्त भी मुझे बहुत मुश्किल से दिया गया है। तो मैं मूह्तसरतौर पर अर्ज करूंगा कि अगर आज इतना वह नहीं कर सकें तो कम से कम इतना ही कर दिया जाये कि सरना से, जहां स्टेट की हद होती है, लखनपूर तक एक लाइन ले जाई जाये और यह फासला भी दस बारह मील का है, ताकि हम भी उस रेलवे के नकशे के साथ मिल जायें और हमें भी थोड़ी सी सहायित मिल जाये। जहां तक पठानकोट का ताल्लुक है उस के लिए श्री रेलवे मंत्रीजी ने पिछले साल हमें कहा था कि वहां हम काफी रुपया खर्च कर रहे हैं और काफी तबदीलियां होंगी। लेकिन देखते हैं कि वहां न तो अभी कोई मुसाफिरखाना अच्छा बना है और न ही वहां ट्रेड गुड्स (trade goods) रखने के लिए कोई माल गोदाम अच्छा बना है। लाखों रुपयों की चीजें और जो अन्य हमारे लिए यहां से ले जाई जाती हैं वह भी वहां खराब होती है और तबाह होती हैं। इस लिए मैं इस के लिए यह अर्ज करते हुए इस नये बजट पर श्री रेलवे मंत्री जी को बधाई दूंगा।

जहां तक किराये बढ़ाने का सवाल है वह तो बढ़ना ही चाहिये। जब हमें लोगों के मिआरे जिन्दगी को बढ़ाना है तो वह किराया तो बढ़ेगा ही अब मैं इस उम्मीद के साथ यहीं अपनी अर्जदास्त को खत्म करना चाहता हूँ कि रेलवे मंत्री जी

फुरसत निकाल कर हमारे ऊपर ध्यान देंगे और जो मामूली से दस बारह मील के कासले के लिए मैंने कहा है उस का इन्तजाम कर देंगे जिस से हमें थोड़ी सहूलियत हो जायेगी और जो मेटैरियल वहाँ खराब हो रहा है वह भी काम आ जायेगा। मैं श्री रेलवे मंत्री जी को धन्यवाद अदा करता हूँ।

<sup>1</sup> (English translation of the above speech)

**Shri Baigra** (Jammu and Kashmir): I am grateful to you for having given me an opportunity to express my views, for else I was lagging in the background, and this is perhaps due to the fact for I come from a far off place. Many hon. Members here make a mention of Kashmir one way or the other on every occasion. But we get very little time.

So the Railway Budget for 1951-52 is before us. I do not know whether something has also been done for us in the scheme drawn up for the construction of new lines. The question of increase in fares affects us also. We see that we, the people of Kashmir, have also to contribute our mite in the matter of fare increase. But a Kashmiri has to cover 275 miles before he can see the railway. This being the case, I would request you to give some heed to our side of the country also. Last year we had made certain observations in this very connection at the time of Railway Budget and after that had submitted a resolution as well. But that too was silenced at the instance of the hon. Minister of Railways. Now, before congratulating the Railway Minister, I would like to remind him that he has old and special associations with Kashmir. Not only old associations, but in the present also, he is taking a prominent part in the matters affecting Kashmir and has been endeavouring for the good of Kashmir. So, in this connection, I had submitted last year also that it was a strange thing that our railway map did not contain Kashmir. We want that there should be a railway line at least between Pathankot and Jammu, which is only a journey of 66 miles. By constructing this line, you will also be able to utilize the material worth lakhs of rupees that is lying unused there and is being wasted. The hon. Minister of Railways had assured us that the

Government were going to do something in that connection at an early date. May be that the Government have many other problems. Financial difficulties are also there. We appreciate them. But despite them, the Government should appreciate for our hardships also. Hon. Shri Gopalaswami Ayyangar is considerate towards us, but we do not know why he has assumed this silence in this matter.

I have been able to get this time also with difficulty. Briefly I would submit that if so much cannot be done, the Government should at least construct a Railway line from Sarna, the border of the State, to Lakhampur, which is a distance of 12 miles, so that we may also be linked with the general railway map and get some amenities. So far as the question of Pathankot is concerned, last year the hon. Minister of Railways had said that the Government were going to spend sufficient amount of money there and many changes will be witnessed. But so far we see neither a good waiting room for passengers nor any godown for storing trade goods. Things and food worth lakhs of rupees carried there for us perish in the open and get waste. With that observation, I would congratulate the hon. Minister of Railways.

Regarding increase of fares, they should be increased. When we have to raise the standard of living of the people, the fares would increase after all. I close with the appeal that the hon. Minister of Railways will snatch some time and pay attention towards us and make arrangements for the construction of these 10 or 12 miles of track that I just mentioned, so that we may have some facilities and the material getting waste there may also be utilized. I congratulate to the hon. Minister of Railways once more.

**Pandit Munishwar Datt Upadhyay** (Uttar Pradesh): The Railway Budget as it has been presented before the House really shows prosperity in the Railway Department and I cannot fail to appreciate the efforts that the hon. Minister and his very thorough and efficient lieutenant, Mr. Santhanam have made in this direction. This prosperity of our Railway Department becomes very much pointed when we look at the condition of the Railways ten years before. Then the condition of our Railways were so deplorable and the position was such that we could not even pay the dividend that was due to be paid from the Railway Department to the General Revenues. During these years there has

[Pandit Munishwar Datt Upadhyay]

been a gradual improvement in the Railways and during these two or three years the improvement has been very much marked. As I submitted the credit goes to the hon. Minister and his efficient lieutenant. Now we are in a position not only to maintain the Railway Department but we are in a position to help Government in other development activities that they have undertaken. The Railway Budget as it discloses is a surplus budget and the balance that we are likely to leave at the end of the budget year, that is, 31st March 1952 is estimated to be something like Rs. 160 crores. I think with this Budget the hopes of the people and the customers of the Railway Department are also raised. When they find that the Railways are working so well, that they have got surpluses and they have got much to spare, the expectations of the customers of the Railway Department as business concern are very much raised. The expectations of the people in general in the country are also raised because as the hon. Minister remarked the other day this Department of the Railways was commercial-cum-utility services Department. So as a commercial concern, the customers expect a good deal from it and as a utility service the people of the country in general expect something more from it. What do they expect? They expect that with this prosperity of the Department they will get amenities to which they are entitled; and not only that, they expect that they might get some concessions in the expenditure also which they have been incurring over the Railways, that they might get some decrease in the Railway fares and freight rates. We have to see whether we have been able to provide these things to them. Otherwise the hope which these people had pinned on the prosperity of the Railways would be very much betrayed.

As regards the amenities, I would submit that in spite of the fact that there has been considerable improvement, that very earnest attempts have been made by the Department to provide amenities, still the first thing that the traveller requires is a seat in the train. A number of hon. Members have spoken on this point, and they have laid stress that overcrowding has continued without abatement. My submission is that although there has been an improvement during these two or three years, still overcrowding is so heavy, so grave that we cannot say that we are giving any comfort to the passengers in that respect and I find that many of the lines which had two

or three trains during 24 hours have only one train at present. Naturally the crowding is bound to increase on these lines. Sometime ago we used to see a number of people on the B.N. Railway trains sitting on the roofs, hanging on the foot-boards and crowding inside the compartments. Though this sitting on the roof was not found on the E.I.R. and other Railways, still the other factors, that is people hanging on the foot-boards and crowding inside the compartments etc. were found in general in respect of other Railways also. They were not only in the third class compartments but were sometimes to be found in inter class compartments and occasionally even in second class compartments because they were invaded by the third class passengers who had no space to stand on. Even now overcrowding has not yet disappeared. I think this requires the immediate attention of the Department. As I submitted, the position on the O.T. Railway is still almost the same because there even now you can see people sitting on the roof. So the position there is still continuing and even in other respects also the position of O.T. Railway is very bad. I shall deal with them when I deal with the other points. On the subject of overcrowding I think the passengers should get some space at least to sit in the train. Even that is not being provided. What else can a passenger expect from the Railways? Mention was made about Janata and that there we had space to sit in. I had occasion to travel in Janata as a matter of experiment and I tried to travel in it. Then I found that overcrowding was not to that extent but was such that it did not allow anybody to lie down in the night at least and to sit in the day-time on the berths. People were sitting on the floor, people were just standing in the door-way. So even Janatas are overcrowded and the sleeping space which is said to have been provided in the Janatas is also small. There are three berths one over the other and between these berths the space is so little that sometimes if you sleep in the night between these two planks you find the whole atmosphere suffocating. So the provision that has been made in Janatas for sleeping gives no comfort to the people. But how many Janatas are there? There are only a few Janatas. So on that account we cannot say that we have made sufficient provision for removing overcrowding. Then there are other matters also but I shall not go into those details because the time at my disposal is very short. Then I come to the availability of water on the stations. Mention was made that

provision had been made on big stations but as regards smaller stations I find that people travel miles and miles and they try at almost every station to get a pot of water and they do not get it. Sometimes when the waterman comes with a bucket, he is at one end of the train and if a man at the other end wants to have water, he cannot get it. The man is able to provide water only to two or three persons during the short time that the train stops at a small station. I would submit that it is necessary that there should be some more watermen, some more service men to supply water at the railway stations. Otherwise, during the summer season, it becomes very troublesome in these trains when you do not even get water to drink, to say nothing about catering. The arrangements for catering are also very unsatisfactory. I will not go into the details as other hon. Members have already dealt with that. I would only submit that better arrangements and better supervision should be provided.

The most deplorable thing is the condition of the waiting halls for third class passengers. I do not think that I should call them waiting rooms. Are they rooms? They are simply big halls, open on all sides. In the summer, it is not possible for people to sit there on account of the hot winds; in the winter, the position is the same and people sit outside in the sun. They never sit under this roof generally. These waiting sheds, *musafir khanas* as they are called, are almost useless to the people and do not provide any comfort. Even in the night, they are of no use. As regards the waiting rooms of the upper classes, they also have grown very old and rickety. They have become very dirty. There is no arrangement for cleaning and there is no arrangement for lighting also in places where there is no electricity. When a passenger goes there, he has to call out to some man and it takes about half an hour before he comes up. Then, he opens the lock and puts some sort of a light. Even then, you cannot sit unless he cleans the place. Otherwise the place is so dirty and you cannot take any rest in these waiting rooms.

It has been said that there has been improvement and that there is prosperity. Is this real prosperity? Unless you reduce the cost of running and make travel by trains attractive to the people, there can be no real prosperity. This prosperity is transitory and temporary prosperity. It may disappear. Therefore, you have got to provide these amenities and you have also to

see that the freight is not heavy. It is only in that case that you can make these Railways attractive. You have got also to reduce the expenditure on the working of these Railways. Most of the expenditure is incurred on fuel, locomotives, rolling stock and other things. The position in regard to the consumption of coal is not satisfactory. I have no time to go into details. But, I would only submit that the rate of consumption of coal has not been reduced at all.

Then, there are two departments which are most unsatisfactory. I will only take two minutes to make my submissions.

**Mr. Chairman:** One minute only.

**Pandit Munishwar Datt Upadhyay:** First of all, the Stores are in a very bad condition. The balance is rising and I do not think they can improve unless particular attention is paid to that Department. Most deplorable is the condition of the grain shops. I submit, these grain shops are hopeless. From the Budget you will find that wherever there is mention of grain shops, there is only mention of loss: no gains, no working accounts, nothing. A recommendation was made by the Railway Enquiry Committee that this system should be abolished; but the grainshops have not been abolished.

Coming to re-grouping, I submit that this re-grouping should be dropped because we do not improve much by it. The District pattern is maintained there. There is not much difference in the subordinate departments. The change is only at the top. This change at the top could be effected by pooling the locomotives and other materials, as was suggested by the Railway Enquiry Committee and as was mentioned by some hon. Member.

**Mr. Chairman:** Another hon. Member can also speak in the time that is available. Mr. Sivan Pillay. I would request the hon. Member to close punctually at 4.45.

**Shri Sivan Pillay (Travancore-Cochin):** Let me join my voice in the chorus of congratulations that have been showered on the hon. Minister of Railways for his Budget for 1951-52.

**Dr. Deshmukh:** You are the last one.

**Shri Sivan Pillay:** I do not grudge giving him the bouquet which he so

[Shri Sivan Pillay]

well deserves; of course, without the cabbage referred to by my hon. friend Mr. Anthony in it.

Many hon. Members seem to forget the conditions in which the Railways were handed over to us in the year 1947. The Railway system and its finances had been mutilated by the partition of the country. Many lines had been dismantled and rolling stock and locomotives had been taken from these lines for other necessities of war in the Far East. As a result of that, the Railways were so much over-worked and we could hear in this House voices of protest being raised against too much overcrowding in the trains, and against the inefficiency with which these lines were being run. Not only that. It was a notorious fact that transport bottle necks created such a pass in this country that goods could not be transported from one place to another for the use of the people who required them. With that background, if we look at the condition of the Railways today, one could not grudge giving praise to the hon. Minister that these difficulties have been overcome. In the words of the hon. Minister, "the period of convalescence is really over now." The time was such that it was thought that he must be a bold man indeed who had the courage to take up that portfolio of Government and try to correct the situation as it was then. By this, I do not mean to say that everything that could be done has been done. But, my only submission is that it will be most uncharitable to see only the shortcomings. You have to see the achievements also. For example, the conditions of long distance third class travel have been improved, and made comfortable. Any one who has travelled more than 250 miles in a third class in those days and compares the conditions today, for long distance third class travel, will admit that really a boon has been conferred upon them. There is also efficiency all round.

I would only submit that the hon. Minister may give a little more attention to the courteous behaviour of the Railway servants towards the passengers. I would suggest that it would be well to organise what we may call a 'Courtesy Week' every year on the occasion of any of our National days such as the Independence Day or the Republic Day.

Then, I come to the question of the fares. It has been argued, in view of the very sound financial position of our Railways, where was the necessity

to raise the fares? I am sure this raising of the fares has not been done in any lighthearted manner or without anxiety, as some people seem to think. It is admitted on all hands that the Railways have to expand many many fold before they can serve the needs of this sub-continent in the fullest measure. At the same time there are the rehabilitation programmes which cannot be stopped. For all this work of rehabilitation and expansion and development, we have to find out the money required. But we have seen in the field of general finance how frantically our Finance Minister has been endeavouring to find money. He has rather nibbled at the taxable resources of the country for financing the development programmes that we have taken up. Therefore it was really a choice between an increase in the Railway fares and a resort to large-scale direct taxation. After due deliberation it has been decided to follow the former course and that, in my opinion, is the best decision in the circumstances. As for the capacity to pay by the people, it is only a question of comparative evils, because that amount has to be raised, the question is only whether it should be raised by direct taxation or by such a course as the raising of the Railway fares. Therefore, I do not enter into the question whether there is the capacity to pay or not at all. It is just because the Railway Budget is presented separately from the General Budget that people seem to think that they are entirely different and separate. That is not the position. Money has to come from the same source, ultimately.

In conclusion I would like to remind the hon. Members of this House that we are passing through a critical period in the life of our country, and as a new born democracy we have to build up for posterity. We have to strain every nerve and willingly undergo privations so as to make life worth living for our future generations. Every country that has emerged from the throes of a revolution has had to undergo privations and make sacrifices and let me also submit that greater sacrifices are required for the reconstruction of our economic structure than for the attaining of freedom itself. No sacrifice is greater than the sacrifice of one's own popularity and our Government has boldly ventured to sacrifice its popularity for the sake of building up the future nation.

An Hon Member: No.

**Shri Sivan Pillay:** Therefore I support the whole of this Budget and I congratulate the hon. Minister once again for the Budget he has presented to the House.

**Shri Gopalaswami:** We have listened to a most interesting debate during the last three days on the Railway Budget which I had the privilege of presenting to the House on the 22nd of February. If I may say so without disrespect or without arrogating to myself any privilege of patronising the House, I would say that this debate has been characterised by patriotism, intelligence and understanding, the three chief characteristics which I attributed to this House and which I was sure would absorb the mild shock that I gave to the House. That shock, if I may say so without exaggeration has been almost absorbed, and that is the great satisfaction I feel in respect of this debate.

I do not propose to go into the many points that were raised during this debate on various aspects of Railway administration. They have been dealt with already by my hon. colleague this morning and it would be unnecessary for me to repeat what he has said in respect of those points. I propose now only to deal with three or four of the major points.

Let me take the question of increase of Railway fares at once. As regards the rate of increase, its effect on general economy and such other related points, Mr. Santhanam has already dealt with them with fullness. I propose to deal only with the major question which several hon. Members asked, namely, why was it inevitable that this increase in fares should have been proposed? I shall address myself only to that point. Now, I have told the House in my Budget speech the steps we have taken during the last two and a half years and more in order to pull up the standard of repairs and maintenance. I also told the House that we have this year started an accelerated rehabilitation programme which, if carried out in full should put our Railways within about four to five years, on a level which could stand comparison with Railways in any other part of the world. Now, following this policy, we had put our requirements for this purpose of rehabilitation at about Rs. 80 crores per annum. That was the figure on which the Colombo Plan was based so far as Railway requirements are concerned. Hardly had the Colombo conference ended when we were faced with the problem of how to find this amount

of Rs. 80 crores. And I had to realise that in the present financial position of the country, it was not possible for me to put down anything like Rs. 80 crores in the Budget of next year. I negotiated with those who are in charge of the funds from which we have to draw for this purpose, and finally, after a great deal of bargaining, I reached the figure of Rs. 66 and odd crores. Now, even this Rs. 66 and odd crores had to be financed. I want the House to remember that every rupee of this money has to come to us from the balances that are in the hands of general finance. I want the House to realise the procedure that we adopt. Whether it is the depreciation reserve fund or whether it is the development fund or the revenue reserve fund we place all the amounts that we accumulate in these funds into the pool which general finance controls. And though the appropriation to the depreciation fund is a debit to working expenses of the Railways, it follows also the same procedure. We put the appropriation first into the general pool and take it back from that general pool for debiting the expenditure that has to be debited to that fund. In the same way the two other funds, which are really appropriations made out of the surplus of the year, also have to follow the same procedure.

In trying to arrive at the amount that we needed for expenditure of a capital nature I had to take account of what we could get out of our own funds. As I said in my Budget speech 46.72 crores out of 66.5 crores for expenditure of a capital nature will be financed by withdrawals from two of our earmarked funds, viz., the depreciation reserve fund and the development fund and 19.78 crores will be financed from general funds and will constitute an addition to the capital at charge. As a matter of fact what we will put into these funds during the year 1951-52 will be 56.65 crores; that is from Railway revenues. And if I add to it the one crore and odd which has been contributed to the savings fund by Railway workers the real contribution would be increased by one crore. The difference between 56.65 crores and 66.5 crores is really what might be considered to be a contribution from the general balances towards Railway expenditure of a capital nature.

I should like to invite the attention of the House to this fact. It is not as if this amount is taken from some separate fund, which you call the general balances of the country and that it is made over to us. As a

[Shri Gopalaswami]

matter of fact at the end of the budget year the closing balance in these three funds of ours will amount to 160·88 crores. No doubt the greater portion of it, practically the whole of it, except what we will contribute to the general balances in the year 1951-52, had got tied up. It probably has been invested by general finance in developmental schemes and the like. If you take account of the fact that there is this large balance in the hands of the hon. Finance Minister, whether it is tied up or whether it is in cash, you will realise that the whole of the expenditure of a capital nature, which we shall incur in 1951-52 really comes from Railway contributions to the general balances.

I was going to argue the question of the inevitability of increased fares. We have to recognise that under our rules of account classification only certain expenditure can be charged to the depreciation fund. Now after the last Convention we have widened the scope of the debits that could be made to that fund. But there is expenditure which, even though we may have to finance from the depreciation reserve fund, we are not free to finance out of that fund. It is treated really as expenditure of a capital nature—to be concise capital expenditure—and that amount has to be added to the capital at charge and the practice has been to get that amount from general funds.

It happens therefore that we have, as I told you, to finance capital expenditure pure and simple to the tune of 19 and odd crores. This sum will get added to our capital at charge. If general funds had to produce the whole of this amount their financing would have been completely upset. It was necessary that they should be enabled to finance this amount to us and that is the reason why we had to think of increase in railway fares. We raise 19 and odd crores out of the increase in railway fares. We make it over in the shape of appropriations to these different funds and general funds get the benefit of these amounts and from the increased pool that thereby they are able to secure they advance to us the 19 and odd crores. On this 19 and odd crores we are bound to pay them a dividend of four per cent. As a matter of fact the actual contribution from amounts which could not be attributed to the cash in these three funds is nine and

nise that out of the 19 and odd crores. We have got to recognise only nine crores would come from other funds. The remaining ten crores on which we have got to pay four per cent. dividend remains as our property in the closing balance under general funds and on that we get interest at the rate of 3·25 to 3·5 per cent. so that really by this raising of the revenue and putting it into their pool we lose about half a per cent. on these ten crores. But that is a contribution which results from the account keeping that we have in practice at the moment and we need not grudge it as a contribution to the general taxpayer. That is where I think the inevitability results. We have to finance 66 and odd crores of expenditure of a capital nature. Nineteen crores have to be capital which general funds have got to lend to us for the purpose of being debited to capital expenditure in the Railway accounts and to be added to the capital at charge. They are not in a position to raise this additional amount. As hon. Members must have gone through the Finance Minister's speech he had to raise additional taxation for the purpose of bridging the gap taking both revenue and capital together. And he had to suggest taxation to the tune of Rs. 31 crores and odd besides having walked into the cash balances to the tune of about Rs. 40 and odd crores. When that is the position of the ways and means of Government, I hope hon. Members present here will realise that I have to propose this increase. Please do not run away with the impression that I propose it merely for helping general finance. Well, that expenditure has to be incurred and if I do not raise fares to this extent we shall have to cut down our capital expenditure to something like Rs. 46 crores and that would have materially prejudiced our rehabilitation programme which we are starting on an accelerated scale this year.

5 P.M.

Now let me pass on to some of the other points. Perhaps I might take the somewhat small point about the post of the Chief Commissioner for Railways. A number of hon. Members have taken up the position that this abolition of the post of Chief Commissioner is ill-advised. In fact, one of them went to the length of saying that it is an extraordinary phenomenon that a person with the administrative background that I have should have decided on this abolition. It is because of that administrative background, let me assure the House, that I came to the conclusion that it should be abolished. There have been several things



said. One is that the Chief Commissioner is a technical adviser on whom we as Ministers should fall back for technical advice. Most hon. Members know what is the constitution of the Railway Board. The Railway Board consists of a technical expert in each branch of Railway administration, whether it is Engineering, Traffic, or Staff, and so on. That technical advice comes from people who hold very high positions. They have all been General Managers of Railways in addition to having been functional heads on the different Railways in respect of their own particular branches. What happens in the Railway Board? Supposing a technical question relating to engineering is referred to the Board, we have got a Director with several years' experience—I believe there are two Directors, one for civil engineering, the other for mechanical engineering. They have experience at a high level of engineering matters on the different Railways. Above them I have got a member (Engineering) of the Railway Board. Any technical matters relating to engineering coming up to the Board are vetted by these people, and the primary technical advice that is given is that of the Director which is overseen by the Member (Engineering). I can tell you from my experience for the last 2½ years that a very large number of questions relating to engineering have come up to me for orders from the Member (Engineering) without, for instance, his feeling the need of routing them through the Chief Commissioner who is an engineer. If you take questions relating to staff or traffic, most of the matters on which competent technical advice has to be given, are dealt with by the particular Member of the Railway Board who is there functionally as the head of that particular Branch I might also refer to the fact that.....

**Shri Hussain Imam:** How many Members there are now in the Railway Board?

**Shri Gopaldaswami:** We have got three functional Members, a Financial Commissioner and the Chief Commissioner.

I should like hon. Members to realise this. There was something said about somebody intervening between the Railway Board and myself, and it was feared that it might be that the Transport Secretariat might develop into some intermediate agency between the Railway Board and myself. It has not been functioning that way. The Transport Ministry deals with transport other than railways. The Secretary of the Ministry of Transport

is *ex-officio* Member of the Board in order to furnish the liaison between railway transport and other forms of transport. He is not, strictly speaking, one of the Railway Board in the same sense as the functional Members or the Financial Commissioner is. He has never functioned that way. The Railway Minister has always dealt with the Railway Board direct. And what is proposed now? At present the Chief Commissioner has no portfolio of his own. No doubt, so long as I had Mr. Bakhle, I used the great knowledge and ability that he possessed for the purpose of obtaining additional advice from him on matters functional. That is why I said in the speech that the necessity for the retention of an additional expert between the regular expert and the Railway Board and myself was not so compelling now, and therefore, I say this post must go. Hon. Members should realise this that whilst most Ministers have a Secretary and a Joint Secretary and people of that rank, I have got four Members of the Board drawing the emoluments of a Secretary to Government each of them, and a fifth who gets a thousand rupees extra. Now all of us have been insisting upon economy, and if I thought that a post was unnecessary as I have attempted to prove to you, it would seem criminal on my part to retain a post of those emoluments when all the technical advice I need is there ready to be served up to me.

**Shri Sidhva:** We wanted the Railway Board to be abolished absolutely.

**Shri Gopaldaswami:** Well, that perhaps may be possible when Mr. Sidhva finds himself in my place, but at present my decision is that the Railway Board should continue...

**Shri Sidhva:** We are glad for the little mercy.

**Shri Gopaldaswami:** .....but in a changed form. It is not as if I am leaving the Railway Board without a head. I propose to appoint one of the functional Members as Chairman of the Board and as Chairman it will be his duty to look after all the functions assigned to the Board as such and he will get a small secretariat which will help him in doing that work. It will no doubt be in addition to his functional responsibility.

**Shri B. Das (Orissa):** Like the Prime Minister's Secretariat?

**Shri Gopaldaswami:** Yes, but I have not yet come to think that this additional load put on any functional Member of the existing Railway Board

[Shri Gopaldaswami]

would be found by him to be too heavy a burden. If that stage is reached and if any Member of the Railway Board who is appointed Chairman finds his burden too heavy, I am quite prepared to consider a redistribution of functions amongst the three Members of the Board for the purpose of giving the Chairman time to look after both his functional responsibilities and his responsibilities as Chairman of the Board.

In this connection, I would make only a passing reference to some exchange of remarks between my hon. friend Pandit Kunzru and myself.

**Shri Frank Anthony:** May I just interrupt the hon. Minister to ask him whether the Chairmanship will go to any particular functional Member *ex-officio*?

**Shri Gopaldaswami:** I have said, and I say it again: It will go to a functional Member and there I must leave it for the present.

I was referring to some observation which fell from the lips of my hon. and respected friend Pandit Kunzru. He thought that I had got excited about it. If anybody was cool and collected on that occasion in the House, it was myself. I thought rather that Pandit Kunzru got excited about it. I regret that incident only because I—and I think most hon. Members of the House—have associated with my hon. friend the 'correctest' parliamentary propriety in making references in this House. I thought it was unfortunate that he should have made that observation and I contented myself only by saying that it was wrong for him to have done so. I do not question his right to say a thing like that, but I certainly did not expect it of him in this House.

Now, I shall deal with some of the points which the hon. Pandit Kunzru referred to in his speech. He was referring to operating efficiency. I had said that the trend towards improvement which I had referred to in the previous year has been maintained and he wished to believe that that was so but he thought that such figures as he had got hold of did not show anything like an improvement. I have had this matter examined, because there is nobody for whose good opinion about these things I always look more than the hon. Pandit Kunzru. He referred first to locomotives under or awaiting repairs. As compared with 1946-47 the locomotives under or awaiting repairs do not present a discouraging picture. That is all that

I am prepared to say. There has been some improvement in the metre gauge locomotive position and on the broad gauge the percentage after having deteriorated in the intervening years has improved in the current year. It was 18.4 in 1946-47; it deteriorated to 20.2, 21.2 and 20.3 up to the end of 1949-50 but from April to November of this financial year the average is 19.4. On the metre gauge the position is slightly better. From 19.8 in 1946-47 it is now 18.

Then he referred to engine miles per engine day on line. Here the improvement has been substantial during the last three years. The engine utilisation on the metre gauge has been pronounced and records were increased from 70 miles in 1946-47 to 75 during April-November 1951. On the broad gauge the figure during September-November has been maintained at the 1946-47 figure of 75 miles and the average for the first seven months of 1950-51 is 74. In fuel consumption there has been improvement during April to October 1950 whether as compared with 1946-47 or the succeeding year. I need not read out the figures to the House.

**Shri Hussain Imam:** May I suggest to the hon. Minister that he may lay these papers on the Table of the House as part of his speech, so that they will be of help to us all.

**Shri Gopaldaswami:** I have no objection.

We take a number of factors of operation before we judge operating efficiency as a whole. I think over a dozen to fifteen items are taken—items like serviceable locomotives; serviceable passenger vehicles; serviceable wagons; engine miles per passenger engine; wagon miles per wagon day; gross ton miles; speed of goods trains etc. etc. The average of these items which are taken for assessing operating efficiency when related to 1946-47 was in 1948-49 on the broad gauge 97.8; in 1949-50 it rose to 102. On the metre gauge it rose from 100 to 103.7.

**Shri Sarwate:** On a point of information, may I ask whether all these figures have been given in the papers which have been supplied to us?

**Shri Gopaldaswami:** I am not in a position to say. They have been taken from the reports. I wish only to point to these improvements up to the end of 1949-50 and I am assured that this improvement has been maintained in the current year.

I do not wish to enter into a long argument about the regrouping.

**Pandit Kunzru** (Uttar Pradesh): Will my hon. friend answer a question? I think he said that the power utilisation on the metre gauge had actually improved between 1946-47 and 1950-51. Did he say that?

**Shri Gopaldaswami**: On the metre gauge? Yes.

**Pandit Kunzru**: On the metre gauge I think he claimed that there had been an improvement in the engine miles per day in 1950-51 as compared with 1946-47.

**Shri Gopaldaswami**: It has improved from 70 in 1946-47 to 75 in April-November 1950-51.

**Pandit Kunzru**: Well, I have taken the figures for 1946-47 from the Report of the Indian Railway Enquiry Committee and the average is not 70, but 73. I have got from the Railway Board the figures for September 1950 and the average is 73.

**Shri Gopaldaswami**: This is from April to November.

As regards the discrepancy of 1946-47 I shall have it examined.

I was speaking of re-grouping. Now, I think the arguments in favour of and against regrouping have been canvassed fairly fully during this debate and I do not think at this late stage anybody will question the principle underlying regrouping of Railways in the country. Regrouping has been recommended by a number of committees and officers who have gone into this matter and it was only a question of how it should be implemented and when it should be brought into effect. Something was said about my having given directives to the Railway Board to explore the problem and submit proposals. Now, we have discussed this question thread-bare; We have accepted the principle of regrouping. It was for me, I think, as the person responsible to this House to tell the Railway Board what they should keep in view in evolving proposals for this regrouping. The only thing I believe I told them was that they have to take into account the economic conditions in each area, the movement of traffic and the like to produce a scheme which would clearly help the development of economic prosperity. They produced a scheme of six zones. There may perhaps be difference of opinion as regards the number of zones. But the six zones were accepted by me, because I wanted to get on with the thing and start work in some zones without loss of time. People have said that we might have postponed it for some time. Especially after the integration of the old State railways with the Indian railway system, this is a thing which

did not brook delay. There have been delays for three decades now and we took this step to make a beginning in the area where perhaps the smallest number of difficulties are likely to crop up. That explains why the amalgamation of the three southern railways into one zone has been proposed. The intention is that while we are implementing that scheme in the south, we will take up other zones for investigation and each such zone will be determined only after we have had the fullest examination and consultation.

**Shri Hussain Imam**: And in consultation with the House, if possible.

**Shri Gopaldaswami**: I do not want the House to get the impression that what is put down in this first pamphlet on regrouping of Railways is the last word on the subject. Everyone of the zones will be taken up and thoroughly examined to see if it requires any modification from the original proposal put forward and a decision will be taken only after the fullest examination.

Now, with regard to the Southern Zone some criticism has been levelled on the question of economy. I may at once say that in an amalgamation of this sort you cannot expect me to say definitely what is the economy that will result immediately. The scheme itself has to be given effect in stages. You cannot overnight say that the three railways will be combined into one and people will move to their respective places. That is not the way in which, with all the experience I have, I would allow things to happen. We shall give effect to this scheme in a way which would be conducive to the convenience of everybody. It will not be implemented in a way which will create difficulties either to the public or to the staff. Therefore, it is difficult for anybody to say what will be the immediate effect. Apart from staff there are a number of things which would result in economy.

Something was said about pooling. Pooling was recommended all right by the Indian Railway Enquiry Committee and accepted by Government. That is true. But the pooling that was contemplated there was a certain amount of pooling between contiguous railways. That sort of pooling is very different from pooling which could be effected if you had one comprehensive railway system under one directional control. For instance, in England that has happened. They did a lot of pooling before they amalgamated various railways. But after the amalgamation they produced economies which had not been thought of

[Shri Gopalaswami] before. So, I would ask hon. Members to realise that this scheme is certainly going to produce economy. The quantum of that economy has necessarily to be judged only after it has been completed and got into operation. But in order to give hon. Members an idea as to where economies might be expected we have in this pamphlet given a description of those economies—economies in staff, in movement, in fuel and things like that. In what all matters economy will result I cannot say now. We have taken three whole systems and combined them into one. There will be the least disturbance when it is being given effect to.

With regard to officers, something was said about Deputy Regional officers who have been included in this scheme. No doubt at present Heads of Departments at the headquarters of each railway administration have got their deputies. But the deputies work in the headquarters office. The new deputies will screen off a large volume of work that would otherwise go to headquarters and in addition they will have an opportunity of frequently inspecting the lines in their charge.

I do not think any other major points were raised. As regards my hon. friend Prof. Shibban Lal Saksena, he will remember, and I too remember, the interesting correspondence that was exchanged between him and me about a certain case. But the case that he referred to today is one in which some application for a transfer of a particular high level officer on the E.P. Railway was asked for by the Special Police Establishment and it was refused by the Railway Board. Let me tell him that that refusal was based upon the decision at a conference at which this very Inspector-General was present in addition, I believe, to the Home Secretary, and they all agreed that the transfer should not be made. And that is why the Railway Board refused the transfer.

**Prof. S. L. Saksena:** That is exactly my complaint that you force such things to be done to hush up corruption.

**Shri Gopalaswami:** If the complaint is to stick to anybody I think the hon. Member should make it stick not only on the Railway Board but on the other officers concerned, including his own Inspector-General who applied for the transfer.

There was something said about Scheduled Caste representation. It is no doubt true that the percentage of

Scheduled Caste representatives in Railway services is below the standard. But the real trouble is not that Railway Administrations will not recruit, but members of the Scheduled Castes with the minimum qualifications do not offer themselves. In fact the thing has been noticed by the Railway Board already and it has written to the special protector of Scheduled Castes who is now functioning here under the Home Ministry. It has reported to him the position and asked him to use his good offices for the purpose of making more Scheduled Caste representatives offer themselves.

There was something said about suburban fares. What we propose to do is this. All persons who take season tickets, that is to say the class of persons into whose cost of living the Railway fare enters as a substantial element—we leave them alone and there will be no increase in the fare they have to pay.

**Shri Sidhva:** On the pass-holders there will be no increase?

**Shri Gopalaswami:** That is right.

**Shri Sidhva:** On all classes?

**Shri Gopalaswami:** On all classes. As regards others who are not pass-holders, I understand that at present the ordinary passenger fare is collected from them, that is to say four pies. They will be called upon to pay five pies.

**Shri Sidhva:** What is the percentage of these casual passengers as compared with the pass-holders?

**Shri Gopalaswami:** I was told that there are something like 30,000 pass-holders in Bombay. As to how many *ad hoc* casual passengers there are I am not in a position to say.

**Shri Sidhva:** It is only six to seven per cent.

**Shri Gopalaswami:** Whatever it is. As I said the other day, the principle is that where the Railway fare can be considered to enter into the daily cost of living of a particular person, his position is special. His is not the same as that of the passenger who takes to a train, say, at intervals. This man has got to go to his place of work and come back home every day. Therefore he has to incur that expenditure. Well, the other man makes a journey now and then and therefore he is not in the same difficult position as the suburban pass-holder.

**Shri Kumbhar (Bombay):** Will it be only for the suburban passes or for all others?

**Shri Gopalaswami:** Only suburban—Bombay, Calcutta and Madras.

There were a number of other points. For instance Dr. Gangadhara Siva advocated something to be done as regards the Cuddappah-Rayachoti-Madanapalli-Mysore line. From what I know of the country it is not likely to pay the minimum dividend. But as I have already told the House, that does not conclude matters. When we are in a position, when we have built up our Development Fund and we are in a position to investigate projects of this kind, this line will be one of the projects that will be investigated.

**Shri C. Subramaniam (Madras):** What about the Chamarajanagar-Mettupalayam-Coimbatore line?

**Shri Gopalaswami:** Well, originally it was the Chamarajanagar-Erode line. I have been connected with it for the last half a century and it is a pity nothing has been done. But a survey is going on. The estimates are being prepared and the earlier intimations we had were that it was a very unremunerative kind of line because of the *ghat* section. We may re-examine those figures.

**Shri Kumbhar:** May I again ask a question? The hon. Minister said as regards pass-holders that it was only restricted to suburban people. But there are so many people, students and others, who live near about cities and go every day to schools and for other work in the cities and come back to the villages.

**Shri Sidhva:** Are they passholders?

**Shri Kumbhar:** Yes.

**Shri Gopalaswami:** I can give the assurance that where a man has been taking a pass hitherto on the concessional rates that are provided for passes, his fare will not be increased.

I do not think I have much more to say. All I can assure hon. Members at this late hour is that anything I have not dealt with which they have mentioned in their speeches will be fully examined and action on such of their suggestions as are feasible, taken.

**Shri Harihar Nath Shastri (Uttar Pradesh):** You have omitted labour altogether.

**Shri Gopalaswami:** I plead guilty to this accusation. In fact I had intended to say something about labour. One gratifying feature that has attracted me is the attitude that they have without any reservations adopted towards this proposal for an increase in Railway fares. My hon. friends Mr. Harihar Nath Shastri and Mr. Khandubhai Desai and, outside the House, persons like Mr. S. Guruswami have come forward and, in spite of the general public feeling about this increase in fares—the initial one which was due to the 'shock', and I suppose it is getting absorbed amongst the public also—well, they have taken up this position and I think they deserve our congratulations for the understanding they have exhibited in welcoming this increase. It is I think unfair to them to suggest that they have done so merely because they wanted to have more money in the Railway till in order to get more wages. It is doing them an injustice. They are people who are acquainted with the conditions of Railways most intimately and nobody can appreciate the wisdom of this increase in fares today so much as they can.

There were other things, of course, which Mr. Harihar Nath Shastri mentioned.

**Shrimati Velayudhan:** Any concession to children?

**Shri Gopalaswami:** Yes, I remember Mrs. Velayudhan referred to raising the age of children who can travel on half fares.

**Shri Santhanam:** Without tickets.

**Shri Gopalaswami:** Is that so? Well, I am afraid this has gone on for many years and I cannot hold out any hope that the suggestion will be accepted.

With regard to dearness allowance and so on, I can do nothing more than repeat what I have said in my speech and I think labour will bring an approach to that problem of the same sound type that they have brought towards the increase in fares. You might ask: Is it not an inconsistent attitude? By raising fares you get more money and yet you say you cannot give more dearness allowance? On the face of it, that is all right, but I think they ought to consider the general position of the country and Railway workers have enough patriotics not to claim for themselves something which they know the other industries cannot claim. The whole

problem must be solved not on a purely railway basis, but on the basis of the general economy of the country and so far as that is concerned, it is not a matter which I can deal with myself; we have got to consider it as a general question.

**Shri Sarangdhar Das** (Orissa):

With regard to the dearness allowance and other grievances of the Railway men, is the hon. Minister aware of the fact that a short while ago the General Council of the Federation passed a resolution that unless their grievances with regard to dearness allowance were redressed, they would be compelled to call for a strike?

**Shri Gopaldaswami:** Yes, I am aware of that, but I have too great a faith in the people who run that Federation, in the members of that Federation as also in the members of the other Federation to imagine that in the present conditions of the country they will resort to a strike merely because of this dearness allowance problem. They have to make sacrifices no doubt and they will cheerfully bear these sacrifices rather than disrupt the economic life of the country.

*The House then adjourned till a Quarter to Eleven of the Clock on Friday the 2nd March, 1951.*