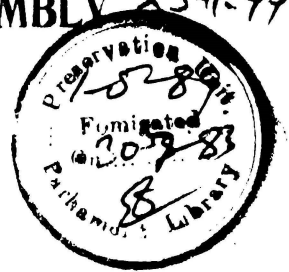


THE
LEGISLATIVE ASSEMBLY DEBATES
Official Report

Volume II, 1947

(20th February, 1947 to 5th March, 1947)

THIRD SESSION
OF THE
SIXTH LEGISLATIVE ASSEMBLY 23-11-94
1947



LEGISLATIVE ASSEMBLY

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Deputy President :

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Mr. C. P. LAWSON, M.L.A.

Sardar MANGAL SINGH, M.L.A.

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LEGISLATIVE ASSEMBLY

Monday, the 24th February, 1947

bly met in the Assembly Chamber of the Council House at
Clock, Mr. President (The Honourable Mr. G. V. Mavalankar)

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

DE-REQUISITIONING OF PROPERTY

515. ***Mr. C. P. Lawson:** (a) Will the Secretary of the Defence Department please refer to the reply to part (c) of my Starred Question No. 67, of the 80th October, 1946 relating to derequisitioning of property and state whether he is now in a position to lay the promised information on the table of the House?

(b) Will he also inform the House how many camps have been broken up and equipment disposed of by sale or otherwise?

Mr. G. S. Bhalja: (a) I lay on the table a statement showing the position regarding hutted camps as on the 1st December 1946.

(b) An effort was made to collect the information but it was found that the time and labour involved in obtaining it would not be commensurate with the value of the result.

STATEMENT

Serial No.	Station and name of Camp.	Present butted capacity	Life in Years	Whether vacant or occupied	Present Occupants	Remarks
1	Abbottabad— TOBE Camp	1,318	Two	0	The FF RIF Regt. Centre.	
2	Ambala— R. R. Camp	440	Three	0	2/15 Punjab Regt.	
3	Allahabad— Convoy Staging Camp. . . .	500	.....	. . . .	Convoy in transit.	
4	Arkonam— AIR Trooping Transit Camp. . . .	1,597	Five	0	Strength varies.	
	Do. . . .	63	Five	0	Hospital RIAP.	
5	Amle— Staff Camp	54 Married 60 Single	Three	0	Superior Personnel married and single.	
	Labour Camp	750 M. 750 S.		50% V } 0	Civil labour M&S.	
6	Avadi— Avadi Camp	25,296	Average 3 years	60% V	IPC units RIASC, MCLU, BASE W/Shop Coy. etc.	
	Punnur Camp	532	One	V . . . .	....
7	Bakloh— Dangu Camp	50	Ten	V . . . .	....
8	Bareilly— First Stage Hutments. . . .	2,000	Three	17% V	JAT R. C.	
	Cantetry North Camp	1,503	Three	90% V	Jat R. C.	
	Cantetry South Camp	1,500	Do. . . .	80% O	Disbanding Bas. Jat Regt.	

9	Barrackpore— Blair Camp	.	.	.	480	Two	.	.	.	75% Vacant	.	73 Brit Indep. Bde.
10	Benares— Con Staging Camp	.	.	.	253	Two	.	.	.	NOT KNOWN	.	Strength varies.
	Transit Camp Mughalsarai	.	.	.	223	Two	.	.	.	NOT KNOWN	.	Troops in Transit.
11	Bangalore— "A" Camp High Ground	.	.	.	400	Two	.	.	.	O.	.	AIR Fmn Sigs.
	"B" Camp do.	.	.	.	92	Two	.	.	.	70% V.	.	Officers quarters.
	"D" Camp do.	.	.	.	272	One	.	.	.	O.	.	Used as Stationary Depot.
	R. R. Camp	.	.	.	750		....			O.	.	515 Comd. W/Shop, 48 Anti-MALARIA UNIT, HQ Coy. OTS MES W/Shops.
	Holiday HOME	.	.	.	1,500		....			50% V.	.	RIASC Educational Centre, Camp. (Used as School).
	South Parade Camp IT	.	.	.	600		24 years (ancillaries)			V.	.	....
	RAF Camp	.	.	.	758	One	.	.	.	O.	.	2 D. C. (R.A.F.)
	Institute Camp	.	.	.	850	Two	.	.	.	O.	.	S. & M. Boys Bn.
	Camp No. 1	.	.	.	1,030	Three	.	.	.	50% V.	.	CMH (West) JALAHALLI.
	Camp No. 1 Staff	.	.	.	500	Three	.	.	.	50% V.	.	Hospital Staff CMH (West).
	Camp No. 3	.	.	.	1,200	Three	.	.	.	50% V.	.	137 IBGH.
	Camp No. 4	.	.	.	1,139	Three	.	.	.	50% V.	.	Warwick Regt. & Staff. 145 Ind. Inf. W/S IEME & Married Officers.
	Camp No. 5	.	.	.	1,315	Do.	.	.	.	40% V.	.	1st Essex Regt.
	Camp No. 2	.	.	.	1,344	Do.	.	.	.	20% V.	.	IBGH (IT).
	Camp No. 6	.	.	.	1,784	Do.	.	.	.	30% V.	.	IMH Jalahalli.

Serial No.	Station and name of Camp.	Present hutted capacity	Life in Years	Whether vacant or occupied	Present Occupants	Remarks
12	Camp No. 7	1,377	Three	40% V	CMH (East).	
	Camp No. 8	1,841	Do. . . .	70% V	18 Fd. Regt.	
	Domestic Camp RAF	500	One	30% V	No. 2 Ind. Gp RAF.	
	HEBBAL CAMP	683	2 & 5 years	O	6 M. T. T. C.	
	Belgaum—					
13	Sambre Camp	1,424	Three	O	12 IEME TC & Stn. W/Shop RAF C & M Party.	
	Bombay— Chembur Camp	400	One	25% V	Depot Bn. 1 TTC RIR. MAR-Trg Coy.	
	Transit Camp Colaba	1,760		33% V	Troops on Bombay Duty & in transit. Det IPC-Det 2 G. Rifles-Det Emb. HQ.	11 Huts con- demned.
	Holiday Camp Colaba	1,550	Three	75% V	Leave personnel and Staff Det 2 R. Lancaster Det Bombay Signals. 107 Prov Unit	Earmarked for leave per- sonnel
	Do. . . .	250	Do. . . .	O		
14	Koliwadi Camp	564	.....	O	187 (GT) Coy RIASC.	
	Madh Island Camp	1,071	One	75% V	Combined Operations Area.	
	Kurla North Transit Camp	507	One	45% V	118 Ind. Inf. W/Shop Coy.	
	Bhusawal—					
	Acct. Area	950	One	30% V	10 IR (POL) Depot.	
15	Calcutta— No. 4 Camp Red Road	514	One	O	HQ MOV Eastern.	

Transit Camp Red Road . . .	3,728	One	.	.	45% V . . .	Staff Personnel 20 Fd Butchery 160 Fd. Regt RA MHQ Staff L of C Signals Inspectorate of Mech.
Maidan Camp . . .	110	Three	.	.	O . . .	'O' L. of C. Signals.
Behala Camp Behala . . .	340	Two	.	.	O . . .	Embn HQ Calcutta.
Behala Camp Shahpur Road . . .	50	Three	.	.	O . . .	4/2nd GR (Bn. HQ.) " " (MT).
Belvedere Camp . . .	522	Three	.	.	O . . .	25th Dragons.
Bally Camp . . .	142	Two	.	.	O . . .	'Q' L of C Sigs.
Transit Camp Tala Park . . .	1,832	Five	.	.	O . . .	Transit Personnel IT.
Marine Camp . . .	269	....	.	.	O . . .	ASSU, IAO W. & Ward.
Nilasses Camp . . .	110	....	.	.	O . . .	ASSU W & W.
Hoogli Camp . . .	196	....	.	.	O . . .	Do.
Transit Camp Dum Dum . . .	35	....	.	.	75% V . . .	Staff Officers BORs and Transit Officers.
16 Cawnpore—						
Convoy Staging Camp . . .	130	One	.	.	V . . .	....
17 Clement Town—						
Camp 21—						
Wing 1—5 . . .	2,000	One	.	.	10% occupied Rest Vacant.	Det 8 Raj Rif.
Camps 22—						
Wing 1 . . .	400	One	.	.	17% occupied . . .	'B' Sqn R. D. H.
Wing 2—3 . . .	800	One	.	.	V . . .	.
Wing 4—5 . . .	800	One	.	.	60% V . . .	208 Fd Regt. RA.

Serial No.	Station and name of Camp	Present hutted capacity	Life in Years	Whether vacant or occupied	Present Occupants	Remarks
18	Camp 23—					
	Wing 1—3	1,200	One	V		
	Wing 4—5	800	One	40% O	208 Fd Regt RA.	
	Camp 24—					
	Wing 1	400	One	75% V	TAC & ADM School.	
	Wing 2—3	800	One	90% V	208 Fd Regt RA.	
	Wing 4—5	800	One	90% V	TAC & ADM School.	
	Cochin—					
	HAA Camp (Cochin Br) (Dhobi Ghats).	150	One	V	....
	HAA Camp Pallurutty	150	One	V	....
	HAA Camp Vythala	150	One	V	....
	HAA Camp Belghauty	134	6 months	V	....
	Transit Kohima Camp W/Island.	140	One	V	....
	Tps HQ Mandalay Camp W/Island.	48	One	V	....
	Transit Camp (Imphal Camp)	900	One	V	....
	Anson Camp	2,540	Four	Not known	Transit Camps.	
	Key Camp	1,355	Four	Do.	R. I. N.	
	Cochrane Camp	1,355	Four	Do.	R. I. N.	
	Hosts Camp	1,355	Four	Do.	G. T. Coyrs.	

19	Dharamnals— Charri Camp	.	.	314	Three	.	.	0	.	1 G.R.C.
	Tand Camp	.	.	300	Three	.	.	0	.	....
	Chetru Camp	.	.	118	Three	.	.	V	.	....
20	Damdil— Damdil Camp No. 1	.	.	38	Two	.	.	0	.	Dett 1 Horse A Sqn.
	No. 2	.	.	27	Three	.	.	0	.	Dett FBG Signals.
	No. 3	.	.	34	One	.	.	0	.	Dett 87 IND M W/S.
21	Dehra Dun— Segregation Camp	.	.	280	Three	.	.	V	.	....
	IMA Hutted Camp	.	.	422	Three	.	.	0	.	I. M. A. Dehra Dun.
	RAF Transit Camp	.	.	100	One	.	.	0	.	R. A. F. Transit Camp.
	New Forest Camp	.	.	274	Two	.	.	0	.	Cadets from I. M. A.
	Rest Camp	.	.	145	Three	.	.	V	.	
22	Dipatoli— D-2 Camp	.	.	480	Two	.	.	0	.	HQ 6 Ind Div.
	D-10 Camp	.	.	415	Two	.	.	0	.	113 Ind Inf W/Shop Coy.
	D-10 Camp	.	.	239	One	.	.	0	.	106 Ind Inf W/Shop Coy.
23	Deolali— No. 1 Wing Nasik Road Camp	.	.	1,250	Three	.	.	0	.	28 Fd. Regt. R.A.
	No. 2 Ditto	.	.	1,250	Three	.	.	80% V.	.	1 Gloucesters.
	No. 3 Ditto	.	.	1,250	Three	.	.	25% V.	.	2 Koyli.
	No. 4 Ditto	.	.	1,250	Three	.	.	0	.	HBTD Transit Wing.
	Cannaught Camp	.	.	500	Two	.	.	0	.	HBTD Officers Wing.
	Nicholson Camp	.	.	250	Two	.	.	0	.	NCO's Trg Bty.

Serial No.	Station and name of Camp	Present hutted capacity	Life in Years	Whether vacant or occupied	Present Occupants	Remarks
24	Jhelum— Kala Camp . . . Mona Camp . . .	207 121	Two . . . Two . . .	50% V . 50% V .	Miscellaneous BT ^d & IT. No. 3 A. R. D.	
25	Jubbulpore— Staging Camp . . .	100	Three . . .	O . . .	Ind. Sta. W/Shop.	
26	Kohatoli— K 3 Camp . . . K 8 Camp . . .	951 400	Two . . . Two . . .	O . . . O . . .	3/2 Punjab Regt. 5 Ind. A/Tk Regt.	
27	(a) Kolar— Old Domestic Camp . . . (b) Kohat— Rest Camp . . .	1,075 140	Two . . . Two . . .	V . . . O . . .	20 Bodies of Medical, Unit attached to 3 & 8 Sqn. RAF only. Transit personnel.	
28	Kharakwaale— Camp 6 . . . Camp 8 . . . Camp 14 . . . South Camp . . .	1,010 720 100 800	Two . . . Two . . . Two . . . Two . . .	O . . . O . . . O . . . 10% V .	2 Ind HAA Regt. HQ 11 Agria, 1 AA Ops Rooms and 6 Ind. HAA. Fd. Sup. Depot. Sec. 2 Queens Regt.	
29	Kalyan— Donbaik Camp . . . Kohima Camp . . .	4,800 2,048	One . . . 6 months	O . . . 50% V .	Troops in Transit. 2 Mahatras.	

	Impbal Camp	4,332	Two	80% V.	Troops in Transit. 2 Border Regt.	Will close shortly.
	Meiktila Camp	4,800	One	90% V.	H & R Depot RIASC	
	Mandalay Camp	5,000	Two	60% V.	GHQ (I) BBRC.	
30	Kamptee— Staging Camp	730	.....	V.	.....
	Transit Camp Nag.	522	.....	Not known	.....
31	Lahore— Res Base Rest Camp	1,000	Two	V.	Convoys etc.	
	R. R. Camp	716	.....	O	L T.	
	Labour Camp	250	Two	O	Labourers.	
32	Lucknow— Transit Camp Charbagh	304	One	O	Transit Personnel.	
33	Malir— North Malir— A Camp Area	1078	Five	O	3 Ind. Div. Regt. RIASC 183 Coy. (GT) RIASC 600 Lk. Jeep Coy.	
	B " "	623	Five	50% V.	15 Para Bn.	
	N " "					
	D " "	968	Five	O	.....
	J " "	1120	Five	25% V.	3/16 Punjab Regt.	
	H " "	624	Five	35% V.	165 Coy. (GT) RIASC.	
	P " "	332	Five	15% V.	2 Ind. Div. Siga.	
	.				3 Para Sup. Coy.	
					5 Ind. Composite (RIASC).	P L

Serial No.	Station and name of Camp	Present hutted capacity	Life in years	Whether vacant or Occupied	Present Occupants	Remarks
	Q Camp Area .	180	Five	O	14 Bde. and attached Sigt.	
	R "	556	Five	50% V. . . .	90 Div. W/Shop F. S. D.	
	F "	563	Five	25% V. . . .	2 Ind. Div. IEME Units.	
	G "	224	Five	O	30 Ind. Para Sqn. RIE. 2 Madras Regiment.	
	E "	351	Five	V . . . .	....
	K "	947	Five	50% V. . . .	1 Kumaon Regt.	
	L "	947	Five	V . . . .	....
	M "	335	Five	V . . . .	....
	C & O "	776	Five	50% V. . . .	2 Ind. Div. W/Shop.	
	S & T "	986	Five	50% V. . . .	1 F.F.R.	
	U & V "	1,188	Five	O	A.T.D. 40 Fd. Pk. Sqn. 12 Para Sqn. RIE.	
34	Manned— Accon Area	600	Two	O	6 I.R.S.D.	
	Transit Camp	100	One	O	Transit Camp.	
35	Pathankot— Staging Camp	16	Two	O	Rest Camp.	
	Mamun Camp	374	....	V	IEME W/Shops (Civ.).	
36	Palampur— Haileynagar Camp	4410	Six	O	7th G. R. Trg. Bn. 7th/10th G. R. R. C.	

37	Pulgaon— Labour Camp	.	.	.	.	2000	Two	.	O	.	.	Labours Married Families CAD.
	Do.	.	.	.	.	2000	Two	.	O	.	.	1 Kumaon Regt.
	S. P. E. T. E. Camp	.	.	.	.	438	Three	.	O	.	.	S. P. E. T. E.
	RAF Pulgaon Camp	.	.	.	.	90	One	.	O	.	.	RAF Officers and BORs.
38	Rawalpindi— Transit Camp	.	.	.	.	370	One	.	O	.	.	Transit Camp.
	Onjheri Camp	.	.	.	.	959	One	.	O	.	.	2nd Royal Lancers Ind. Para Regt.
	N. O. Leave Camp	.	.	.	.	308	Three	.	O	.	.	HQ Northern Command Off- cers and BORs.
	Domestic Camp	.	.	.	.	987	Three	.	O	.	.	RAF and RIAF Units.
39	Raisalpur— Domestic Camp	.	.	.	.	96	....	.	25% V.	.	.	Ditto.
40	Ramgarh— Pow Camp 17— Wing 1, 2 & 3	.	.	.	.	1800	One	.	70% V.	.	.	1 Dogra.
	Wing 4	.	.	.	.	800	One	.	V	.	.	....
	Wing 5	.	.	.	.	600	One	.	O	.	.	132 Ind. W/S Coy.
	Pow Camp 18— Wings 1—5	.	.	.	.	3000	One	.	O	.	.	Ord. Depot.
	Camp 19— Wing 1	.	.	.	.	600	....	.	80% V.	.	.	HQ 123 Ind. Inf. Bde.
	Wings 2, 3 & 4	.	.	.	.	1800	.	.	O	.	.	1/16 Punjab Regt. and 25 Dogra.
	Wing 5	.	.	.	.	600	....	.	O	.	.	R. S. D. Stores.

Serial No.	Station and name of Camp	Present hutted capacity	Life in Years	Whether vacant or Occupied	Present Occupants	Remarks
41	Camp 20—Wing 1	600	....	O	225 GT Coy. RIASC.	
	Wings 2—4	1800	....	90% V.	R. Garh Rd. Advance Party.	
	Wing 5	600	....	V		
	Ranchi—Camp R 7	416	....	V		
	Namkum R 8	379	....	O	CMH Namkum.	
	Ranchi R 11	500	....	80% V.	E/EC/PL WAC(1).	
	R 13	210	....	80% O.	63 L of C Pro Unit CMP (1).	
	R 14	635	....	V		
	R 15	300	....	O	Did Ranchi.	
	R 20	96	....	O	17 A. M. Unit.	
	R 20	31	....	O	HQ M. C. Area.	
	Namkum R 23	150	....	O	41 Ind. Fd. Hygienic Sec.	
	Ranchi R 26	243	....	O	" K" Ind. L of C Sigs.	
	Namkum R 28	62	....	O	G. E. Namkum.	
42	Koja Toli K 20	800	....	O	240 Coy. RIASC (GT). 1077 Ind. Tpt. Coy. W/Shop Sec.	
	RAF Station Ranchi—Camp 1	480	Seven	90% V.	ITEME (attached). BT SHQ RAF Ranchi.	

43	Camp 2	.	.	.	Seven	.	O	.	6 Sqn. RIAF.
	Camp 3	.	.	.	Seven	.	70% O	.	BT IT SHQ RAF Ranchi.
	Officers Camp	.	.	.	Six	.	50% O	.	SHQ and 6 Sgt. officers.
	Rstru—								
	Camp P 3	.	.	.	Three	.	V	.	....
	Camp P 5	.	.	.	Three	.	V	.	....
	Camp P 6	.	.	.	Three	.	25% O	.	39 Ind. Inf. Bde.
	Camp P 7	.	.	.	Three	.	O	.	Adm. Comd. Office and SSO.
	Camp P 8	.	.	.	Three	.	V	.	....
	Camp P 9	.	.	.	Three	.	O	.	160 Field Regt. RA.
	Camp P 10	.	.	.	Three	.	O	.	Ditto.
	Camp P 13	.	.	.	Three	.	O	.	Ditto.
	Camp P 14	.	.	.	Three	.	33% V	.	26 Ind Div.
	Camp P 20	.	.	.	Three	.	V	.	....
	Camp P 21	.	.	.	Three	.	O	.	3rd Bn. Bihar Regt.
	Camp P 23	.	.	.	Three	.	V	.	....
	Camp P 25	.	.	.	Three	.	V	.	....
	Camp P 33	.	.	.	Three	.	O	.	319 Coy. RIASC (GT).
	Camp P 37	.	.	.	Three	.	V	.	....
44	Simla—								
	Durand Camp	.	.	.	....	.	80% V.	.	724 Ind. Sup. Sec.

Serial No.	Station and Name of Camp	Present hutted capacity	Life in Years	Whether vacant or occupied	Present Occupants	Remarks
45	Shillong— E-Falls Camp Spread-Eagle Falls	958 532	Twenty Twenty	O . . . O . . .	314 GT Coy. "J" L of C Sigs.	
46	Yol— Group 5 PW Camp— 26 PW BT & IT Camp 26 Do. 27 Do. 28 Do. RIASO Supply MES Bks. 1st Escort Camp 2nd Do. W/Shop Escort Camp 25 PW BT Camp 26 Do. 27 Do. 28 PW Camp	239 180 209 243 95 44 736 882 22 4047 3016 3000 3000	One . . . One . . . One . . . One . . . One . . . One . . . One . . . One . . . One . . . One . . . One . . . One . . . One . . . One . . .	O . . . V . . . V . . . 25% V. . . O . . . 50% V. . . V . . . Occupied by 118 IT only. O . . . V . . . V . . . V . . . V . . .	25 PW Camp. Handed over to MES. Ditto. 28 Camp. Supply Depot. G. E. YOL. Handed over to MES. A PL 106 Coy. RIASC and overflow from W/Shops. W/Shop Coy. Staff.	

Mr. O. P. Lawson: May I ask the Honourable Member whether the Pensions Department which has been moved into Delhi is accommodated in huttel quarters or in pucca quarters in Delhi now?

Mr. G. S. Bhalja: The Pension Branch which moved down from Simla last year has been accommodated in the Old Secretariat buildings.

ACQUISITION BY GOVERNMENT OF DE-REQUISITIONED PROPERTY

516. *Mr. O. P. Lawson: Will the Secretary of the Defence Department be pleased to state:

(a) whether any requisitioned property has been acquired by Government since the end of last Session;

(b) if so, what properties were so acquired and on what basis was the valuation made; and

(c) whether Government propose to acquire any further property under the Requisitioned Land (Continuance of Powers) Ordinance, 1946, before it lapses at the end of March, 1947?

Mr. G. S. Bhalja: (a) Orders to acquire requisitioned land have been passed in some cases.

(b) General instructions were issued in November 1944, to Collectors to acquire in air-fields land under pucca runways, taxi tracks, etc. An exhaustive list of properties thus acquired is not available at present. Orders for the acquisition in principle of four properties have been issued by the Defence Department since the last session. A statement of these cases is placed on the table of the House. In all these cases, however, the basis of compensation will be that prescribed under the Law to be enacted in substitution of the Requisitioned Land (Continuance of Powers) Ordinance XIX of 1946, except where the terms of compensation have been finally agreed with the owner.

(c) Yes, Sir. Notices of acquisition will be issued in cases where Government have decided to acquire, but compensation will be assessed under the provisions of the law which is to replace the Ordinance.

List of lands acquired by the Defence Department since the Autumn Session, 1944.

- (1) Land occupied by the road to Ammunition Depot, Nowshera.
- (2) Land for Bairani Headworks of Dehra Dun Water Supply.
- (3) Land for post-war installations at Dehu.
- (4) Land for Boys Bn.; S. & M. Group, Roorkee.

Dr. Zia Uddin Ahmad: May I know whether Government would return to the owner land which is not required by the Army Department?

Mr. G. S. Bhalja: Of course the land which is not required by the Defence Department will be returned to the owner.

Mr. O. P. Lawson: May I ask the Honourable Member whether the law that is to replace the existing Ordinance, to which he refers, is to contain some modification in the terms under which requisitioned property will be acquired?

Mr. G. S. Bhalja: Yes, Sir. Part C of clause 5 of the Bill is to be omitted and executive instructions have been issued by Government that land should not be acquired under this particular part.

Mr. O. P. Lawson: Am I to understand, Sir, that land acquired since the end of the last session will be valued under the new terms?

Mr. G. S. Bhalja: Exactly so, Sir.

Sardar Mangal Singh: Will the Honourable Member give us an idea as to the extent of land occupied by the aerodromes which has been given away to the owners?

Mr. G. S. Bhalja: I regret I cannot give such detailed information without notice.

Lala Deshbandhu Gupta: Is it a fact, Sir, that some property acquired for the purpose of the G. H. Q. has not been returned to the owner but has been given to somebody else?

Mr. G. S. Bhalja: If the Honourable Member gives me particulars of the property referred to, I shall certainly make enquiries into the matter.

PROGRESS IN THE DE-REQUISITIONING OF PROPERTY

517. *Mr. O. P. Lawson: Will the Secretary of the Defence Department be pleased to state:

(a) what progress has been made in the de-requisitioning of property since the end of last Session;

(b) when all requisitioned property will be either returned to its owners or acquired by Government;

(c) what reduction has there been in Government annual expenditure on requisitioned property;

(d) whether any examination of requisitioned property has been carried out by bodies established for the purpose in various centres and, if so, what has been the result; and

(e) whether any non-officials are now being associated with such bodies?

Mr. G. S. Bhalja: (a) Number released since last session: Buildings 401, Lands 456.

(b) Unfortunately not, Sir. Factors still limiting derequisition are the disposal of surplus stores, and the determination of the strength and location of the Post-War Armed Forces.

(c) Reduction in annual expenditure from 1st January 1945 to 31st December 1946 is: Buildings—Rs. 2 crores 14 lakhs; Lands—Rs. 1 crore 92 lakhs.

(d) Yes, Sir; in the case of Bombay and Calcutta, Standing Quartering Boards have been in existence for approximately three years.

These Boards have effected a speeding up of derequisitioning. It has now been decided to establish Advisory Boards at the following stations: Bombay, Calcutta, Delhi, Dibrugarh and Chittagong.

(e) Yes, Sir.

Mr. O. P. Lawson: Can the Honourable Member inform the House the percentage of requisitioned property which has now been returned to its owners?

Mr. G. S. Bhalja: I am afraid I have not got the information here, Sir.

Mr. O. P. Lawson: May I also ask the Honourable Member as to what is the actual amount which is now payable as rent for requisitioned property, in total?

Mr. G. S. Bhalja: The annual rent payable on 31st December 1946 was: For buildings—Rs. 54 lakhs; and for lands—Rs. 281 lakhs.

Mr. O. P. Lawson: Does the term 'land' include certain immoveable property on that land?

Mr. G. S. Bhalja: I think, Sir, land includes the structures which are created on that land.

Mr. O. P. Lawson: One more question. Will the Honourable Member be kind enough to indicate at some future date the percentage of derequisitioning that has taken place? On previous occasions the figure has been given as a percentage and it will assist the House if the percentage is given this time also.

Mr. G. S. Bhalja: I shall do so with great pleasure if the Honourable Member puts down a question to that effect.

Sardar Mangal Singh: With reference to the Honourable Member's reply to part (e) of the question, may I know how the non-officials are selected—whether they are selected by the Provincial Governments or by the Defence Department?

Mr. G. S. Bhalja: For the Bombay and Calcutta Boards, two Honourable Members from this House and one Honourable Member from the Council of State have been appointed on the Boards. In addition to these Honourable Members, a non-official nominated by the Provincial Government also sits on each Board.

Dr. Zia Uddin Ahmad: May I know whether the amount received for the derequisitioned land is credited in the accounts of the Government of India, and if so whether it is credited to General Revenues or to the accounts of the Defence Department?

Mr. G. S. Bhalja: This is a matter concerning accounting. I am afraid I must ask for notice of that question.

Dr. Zia Uddin Ahmad: Is it entered somewhere?

Mr. G. S. Bhalja: Of course it is.

Dr. Zia Uddin Ahmad: Under Defence Department or General Revenues?

Mr. G. S. Bhalja: It is credited to the Government of India; I cannot say under which head.

Lala Deshbandhu Gupta: Is it a fact that no proposals for derequisitioning the property have so far been placed before the Derequisitioning Board in Delhi?

Mr. G. S. Bhalja: The other day I stated on the floor of this House that the President of the Delhi Requisitioning Board is the Honourable the Secretary of the Works, Mines and Power Department, and I suggest that the Honourable Member should put his question to him.

QUALIFICATIONS FOR THE POSTS OF HINDUSTANI TRANSLATORS AND ANNOUNCERS IN THE DEPARTMENT OF INFORMATION AND BROADCASTING

516. *Pandit Sri Krishna Dutt Paliwal: Will the Honourable Member for Information and Broadcasting please state:

(a) whether Government propose to make the proficiency examination in Hindi and Urdu or some other equivalent examination compulsory for qualifying for the posts of Hindustani translators and announcers in that Department; and

(b) whether the members of the Selection Board themselves possess good knowledge of Hindi and Urdu, and, if so, what are their qualifications as regards both these languages?

The Honourable Sardar Vallabhbhai Patel: (a) The language policy of All India Radio is under consideration of Government and an announcement will be made shortly. The point raised by the Honourable Member arises in connection with one of the recommendations under consideration.

(b) There is no such Selection Board and the rest of the question does not, therefore, arise.

Dr. Zia Uddin Ahmad: May I know whether the Honourable Member has consulted the Standing Committee of the House connected with the Radio Department?

The Honourable Sardar Vallabhbhai Patel: The proposals have been circulated to the Provinces for their opinion.

Dr. Zia Uddin Ahmad: Not to the Standing Committee of the House appointed for this purpose? May I ask whether the Honourable Member consults the Committee of the House?

The Honourable Sardar Vallabhbhai Patel: A Standing Committee was appointed and that was consulted. Their opinions were received and on that,

draft proposals were framed. They have been circulated to the provinces for opinion.

Haji Abdus Sattar Haji Ishaq Seth: The question is whether the Honourable Member will consult the Standing Advisory Committee of this House before arriving at a final decision?

The Honourable Sardar Vallabhbhai Patel: I do not think so. The proposals have been sent to all the provinces for consideration now.

Haji Abdus Sattar Haji Ishaq Seth: When the opinions of the provinces have been received and before making final decision, will the Honourable Member consult the Standing Advisory Committee of this House?

The Honourable Sardar Vallabhbhai Patel: There is no such intention at present.

Mr. Ahmed E. H. Jaffer: May I know the reasons why there is no such intention? What is the object of having this Committee of the House?

Mr. President: The Honourable Member is entering into an argument.

Mr. Ahmed E. H. Jaffer: May I know the reasons why the Honourable Member does not propose to consult this Committee?

The Honourable Sardar Vallabhbhai Patel: I do not think that questions of details are placed before the Committee for consideration.

Dr. Zia Uddin Ahmad: The Honourable Member has taken the Standing Committee of the House into confidence in connection with the proposed legislation, which is very highly appreciated. Will he not do the same in connection with this question?

The Honourable Sardar Vallabhbhai Patel: I cannot follow the question.

PLACE OF HINDI AND URDU IN ALL-INDIA RADIO

519. *Pandit Sri Krishna Dutt Paliwal: Will the Honourable Member for Information and Broadcasting please state:

(a) whether Government propose to treat Hindi and Urdu on the same footing as other Indian languages in the All India Radio; and

(b) whether Government propose to assign these languages their rightful place according to the number of people speaking them?

The Honourable Sardar Vallabhbhai Patel: (a) and (b). As I have already said the language policy of All India Radio is under consideration of Government and an announcement will be made shortly.

Sardar Mangal Singh: With reference to part (a) may I know whether the distinction between Urdu and Hindi will not be recognised but instead a common language will be evolved and both of them will be treated as one?

The Honourable Sardar Vallabhbhai Patel: I cannot give any information because the proposals are under the consideration of Government.

SCARCITY OF DRINKING WATER IN VILLAGES IN DELHI AND AJMER-MERWARA

520. *Pandit Sri Krishna Dutt Paliwal: Will the Secretary of the Health Department please state:

(a) whether Government are aware that there is great scarcity of drinking water in hundreds of villages in the Provinces of Delhi and Ajmer-Merwara, specially for the scheduled castes people; and

(b) the steps Government have taken or propose to take to remove this hardship?

Mr. S. H. Y. Oulnam: (a) It is reported that there is no scarcity of drinking water in the villages in Ajmer-Merwara. In the rural areas of Delhi there is a general scarcity of drinking water but information regarding any special difficulties of the scheduled castes is not available.

(b) A scheme for the improvement of existing wells and the sinking of new wells in the rural areas of Delhi Province has been sanctioned. It is proposed to spend rupees one lakh during 1947-48 on 200 wells which will be open to all villagers irrespective of their caste or creed.

Lala Deshbandhu Gupta: May I know whether the scheme referred to is part of the post-war reconstruction scheme prepared for Delhi?

Mr. S. H. Y. Oulsnam: Yes, Sir.

Lala Deshbandhu Gupta: May I know if the post-war reconstruction plan is ready and will be published for public information?

Mr. S. H. Y. Oulsnam: I do not think that arises out of the question but various schemes have been sanctioned and they will be made public in due course.

Lala Deshbandhu Gupta: Is the Honourable Member aware of the strong feeling in Delhi that the post-war reconstruction scheme prepared for Delhi has not been published so far and public opinion has not been invited on it?

Mr. S. H. Y. Oulsnam: I think many of the post-war development schemes have been made public by the Chief Commissioner.

Pandit Sri Krishna Dutt Pallwal: What is the source of the report received by the Government that there is no scarcity of water in Ajmer-Merwara?

Mr. S. H. Y. Oulsnam: The Chief Commissioner.

Lala Deshbandhu Gupta: What is the reason for not publishing the whole scheme of post-war reconstruction?

Mr. S. H. Y. Oulsnam: The reason is that it is not yet quite complete.

Lala Deshbandhu Gupta: May I know how long will it take to be completed?

Mr. S. H. Y. Oulsnam: I cannot say.

521. *[Withdrawn.]

REMOVAL OF RESTRICTIONS OF PASSPORTS AND VISAS

522. ***Mr. Ahmed E. H. Jaffer:** Will the Honourable the Home Member be pleased to state:

(a) whether Government propose to remove the formality of passports and visas between India, Iran, China, Iraq, Afghanistan, Burma and countries in the Middle East; if not, why not;

(b) whether Government are aware that Great Britain, France and other countries are seriously considering the advisability of removing restrictions on travel between those countries and Holland, Belgium, Switzerland, U.S.A., etc.; and

(c) whether Government propose to make a statement on this subject?

The Honourable Sardar Vallabhbhai Patel: (a) and (c). The whole question of passports and frontier formalities will shortly be considered by a conference of experts due to be held in Geneva in March next, under the auspices of the United Nations Economic and Social Council. The Government of India will review their policy in the matter, in the light of the recommendations of that conference.

(b) Government have no information beyond the report which appeared in the Press that the requirement of visas for travel between the United Kingdom and France has been abolished.

CONVICTION OF JAPANESE FOR CRIMES AGAINST INDIAN NATIONALS

523. ***Mr. Ahmed E. H. Jaffer:** (a) Will the Secretary of the Defence Department please lay on the table of the House a statement giving the number of Japanese tried and convicted to date for crimes and atrocities against Indian Nationals in various parts during the war and the nature of those atrocities?

(b) How many Japanese are at present under arrest awaiting trial for crimes and atrocities against Indian Nationals during the War?

Mr. G. S. Bhalja: (a) 856.

Details of the particular crimes committed by these persons are not readily available. It can however be stated generally that they were found guilty of violation of the laws and usages of war.

(b) Thirty-eight.

LIMITATION ON NOTE CIRCULATION.

524. *Mr. Ahmed E. H. Jaffer: (a) Will the Honourable the Finance Member please state the present extent of note circulation?

(b) What is the present rate of increase of note circulation per annum since 1940 to date?

(c) Do Government contemplate to limit to some extent the note circulation?

(d) Have Government received recently a memorandum by Bankers in this behalf?

The Honourable Mr. Liaquat Ali Khan: (a) Total notes issued as on the 14th February, 1947, amounted to Rs. 12,57,22,81,000.

(b) The rate of increase in the average note circulation per annum since 1940 to date, expressed as a percentage of the preceding year's average circulation figure, is as follows:—

1940	+ 21.3%
1941	+ 14.5%
1942	+ 71.3%
1943	+ 60.6%
1944	+ 29%
1945	+ 21.9%
1946	+ 8.3%

(c) No, Sir.

(d) No, Sir.

Dr. Zia Uddin Ahmad: May I know whether one rupee notes are also included in these figures?

The Honourable Mr. Liaquat Ali Khan: No, Sir.

COMPLAINTS AGAINST BROADCAST OF NEWS AND VIEWS OF INDIAN AFFAIRS BY ALL-INDIA RADIO

525. *Mr. Ahmed E. H. Jaffer: Will the Honourable Member for Information and Broadcasting be pleased to state:

(a) whether Government have received any complaints recently in connection with the manner in which news and views of Indian affairs are transmitted abroad by the All-India Radio; and

(b) whether Government are aware of the general discontent in the country over the way in which news of a political complexion is broadcast abroad?

The Honourable Sardar Vallabhbhai Patel: (a) and (b). No.

Mr. Ahmed E. H. Jaffer: May I ask whether the Government will consider the question of creating an autonomous corporation on the lines of the B. B. C. so that the All India Radio can be run independently and without interference?

The Honourable Sardar Vallabhbhai Patel: There is no such proposal under the consideration of Government at present.

Sgt. N. V. Gadgil: Is it a fact that even the B. B. C. is accused of partiality?

The Honourable Sardar Vallabhbhai Patel: All broadcasting stations are always criticised by one party or the other.

Dr. Zia Uddin Ahmad: With reference to part (a), the Honourable Member said 'No'. Mr. Jaffer is himself a complainant.

The Honourable Sardar Vallabhbhai Patel: I have had no specific complaints from Mr. Jaffer.

Mr. Ahmed E. H. Jaffer: One of the members of the Standing Committee of this department submitted certain complaints to the Honourable Member's department for enquiry. May I know what has happened to that?

The Honourable Sardar Vallabhbhai Patel: I have received no such complaints.

REQUISITIONING BY THE ARMY OF BUILDINGS AND BUNGALOWS IN BOMBAY CITY

526. *Mr. Ahmed E. H. Jaffer: (a) Will the Secretary of the Defence Department be pleased to state the number of buildings, bungalows and flats requisitioned by the Army in the city of Bombay during the period of the war?

(b) How many of these have been derequisitioned since the termination of the hostilities? What are the names of properties so derequisitioned and where are they situated?

(c) How many of them are going to be de-requisitioned in the quarter ending March 1947 and the second quarter ending June 1947 and what are their names and where are they situated?

Mr. G. S. Bhalja: (a) 265.

(b) 206. Details regarding the situation and names of these properties are being collected and will be laid on the table of the House in due course.

(c) It is anticipated that twelve properties will be released during the quarter ending March 1947 and nine during the quarter ending June 1947. Details regarding these properties are being obtained and will be placed on the table of the House in due course.

Mr. Ahmed E. H. Jaffer: Will the property which is derequisitioned be given back to its owners or those tenants who were formerly in occupation of them when they were requisitioned by Government?

Mr. G. S. Bhalja: Properties which are derequisitioned by the Defence Department will be returned to the original persons from whom they were taken possession of.

EMPLOYMENT OF OFFICERS OF ALL-INDIA ADMINISTRATIVE SERVICES BY PROVINCES

527. *Sardar Mangal Singh: Will the Honourable the Home Member please state:

(a) what provinces have expressed their willingness to participate in the employment of the officer of the All India Administrative Service recruited and trained by the Central Government; and

(b) whether it is open to the participating provinces to opt out of the arrangement whenever they feel like doing so?

The Honourable Sardar Vallabhbhai Patel: (a) All Provinces except Bengal, the Punjab and Sind have agreed to participate in an All-India Administrative Service.

(b) The arrangement has been arrived at by mutual agreement and can be terminated in the same manner.

Sardar Mangal Singh: May I know whether the Indian States will also participate in this arrangement?

The Honourable Sardar Vallabhbhai Patel: No, Sir.

Sardar Mangal Singh: May I know whether the inhabitants of the States will be eligible for appointment to these posts?

The Honourable Sardar Vallabhbhai Patel: I cannot say at present. It will depend upon the constitution which will be framed by the Constituent Assembly.

INTRODUCTION OF VERNACULARS AS MEDIUM OF INSTRUCTION IN DEGREE COLLEGES

528. *Mr. Madandhari Singh: Will the Honourable Member for Education be pleased to state:

(a) the names of Universities where Vernaculars have been introduced as medium of instruction in Degree College;

(b) the names of Universities who are contemplating to introduce vernaculars as medium of instruction in Degree College; and

(c) whether there is any University which has not yet done any thing to introduce vernaculars as the medium of instruction in Degree Colleges; if so, the reasons therefor?

آنریبل مولانا ابوالکلام آزاد (اے)۔ (سی)۔ عثمانیہ یونیورسٹی حیدرآباد (دکن)

لردو زبان کے ذریعہ تعلیم دے رہی ہے۔ دوسری یونیورسٹیوں کے بارے میں ابھی تک گورنمنٹ آف انڈیا کو کوئی خبر نہیں مانی ہے لیکن اخباروں میں اس طرح کی رپورٹیں آ چکی ہیں کہ جن سے چند یونیورسٹیوں کے فیصلے معلوم ہوئے ہیں۔ چنانچہ لکھنؤ یونیورسٹی کی نسبت بیان کیا گیا ہے۔ کہ اُس نے جولائی سنہ ۱۹۳۶ء سے لردو اور ہندی کو بی۔ اے۔ بی۔ ایس۔ سی۔ اور ایل۔ ایل۔ بی۔ کلاسز میں مہدیم آف انسٹرکشن تسلیم کر لیا ہے۔ ناگپور یونیورسٹی کی نسبت بیان کیا گیا ہے کہ اُس نے صوبے میں ہندوستانی زبانوں کو ناگپور اور وارڈھا کے کالجوں میں مہدیم آف انسٹرکشن اختیار کر لیا ہے۔ پٹنہ یونیورسٹی کی نسبت بیان کیا گیا ہے کہ وہ جولائی سنہ ۱۹۳۷ء سے آرٹس سائنس اور کامرس کی انٹرمیڈیٹ اور بیچلر کلاسز میں نان لہنگویج سبجکٹس (Nonlanguage Subjects) کے لئے ہندوستانی زبان کو ذریعہ تعلیم اختیار کرنے والی ہے۔ اسی طرح ناگپور یونیورسٹی کا اُسی تاریخ سے ہندی اور لردو زبانوں کو اختیار کرنا فیصلہ اخباروں میں آ چکا ہے۔ یہ بات بھی بیان کی گئی ہے کہ بلنگال گورنمنٹ آجکل اس معاملے پر سوچ وچار کر رہی ہے اور اُسے کلکتہ یونیورسٹی کی رائے مانگی ہے۔ ہندو یونیورسٹی بنارس کی نسبت معلوم ہوا ہے کہ اُسے پلدرہ برس کا نقشہ بنا لیا ہے کہ ہندی زبان کو بطور مہدیم آف انسٹرکشن اختیار کیا جائے۔ جو بات اس سوال میں اٹھائی گئی ہے اسکی اہمیت گورنمنٹ آف انڈیا پرورے طور پر محسوس کرتی ہے اور میں اس چھڑ پر غور کر رہا ہوں کہ یونیورسٹیوں اور صوبائی نمائندوں کی ایک کانفرنس جہاں تک جلدی ممکن ہو بلائی جائے تاکہ اس معاملے کے تہم پہاڑوں کی جانچ پڑتال کی جائے۔

The Honourable Maulana Abul Kalam Azad: (a) to (c). -The Osmania University, Hyderabad (Deccan) has adopted Urdu as the medium of instruction. The Government of India have no official information in respect of other Indian Universities but it has been reported that the Lucknow University has introduced Hindi and Urdu as medium of instruction for B.A., B.Sc., and LL.B., Classes from July 1946 and the Nagpur University has permitted from 1945 the introduction of Indian Languages in the Central Provinces as media of instruction in the Colleges in Nagpore and Wardha. It is also reported that Patna University has decided to introduce Hindustani as medium of instruction

for non-language subjects at Intermediate and Bachelor stages of Faculty of Arts, Science and Commerce from July 1947 and Nagpur University has decided to introduce Hindi, Urdu and Marathi as medium of instruction from July 1947. It is also reported that the Bengal Government is considering the advisability of introducing the mother tongue as the medium of instruction in the University, and the Calcutta University has been requested by the Government to communicate their views on the subject. Benares Hindu University has proposed a 15-year plan for introducing Hindi as the medium of instruction. The Government of India have been fully alive to the importance of the issue raised in the question and I propose to summon at an early date a Conference of representatives of Universities and the Provincial Governments to survey the whole position.

لالہ دیپھ باندھو گپتا : کیا محترم ممبر صاحب یہ بتانے کی تکلیف گزارا فرمائیں گے کہ جہاں تک دہلی یونیورسٹی کا تعلق ہے کیا اُسے ہندوستانی کو ذریعہ تعلیم بنانے کے لوپر غور کیا ہے ؟

Lala Deshbandhu Gupta: Will the Honourable Member please state, so far as the Delhi University is concerned, whether it has taken into consideration the question of making Hindustani as the medium of education?

آنریبل مولانا ابوالکلام آزاد : اس کی کوئی اطلاع گورنمنٹ کے پاس نہیں ہے۔

The Honourable Maulana Abul Kalam Azad: The Government has no information about it.

لالہ دیپھ باندھو گپتا : کیا آنریبل ممبر صاحب اس سلسلے میں کچھ تحریک فرمائیں گے ؟

Lala Deshbandhu Gupta: Will the Honourable Member make a move in this connection?

آنریبل مولانا ابوالکلام آزاد : جیسا کہ میں نے آنریبل ممبر کے گوش گزار کیا ہے کہ یہ چھڑ زیر غور ہے کہ ایک کانفرنس اس سلسلے میں بلائی جائے۔

The Honourable Maulana Abul Kalam Azad: As I have already told the Honourable Member that it is under consideration to call a conference in this connection.

Dr. Zia Uddin Ahmad: Is the Honourable Member aware of the fact that the United Provinces Government invited a Committee to consider this question but that Committee never met and it was postponed at the last minute?

آنریبل مولانا ابوالکلام آزاد : لیکن بہر حال یہ سوال مجھے سے نہیں ہونا چاہئے۔

The Honourable Maulana Abul Kalam Azad: In any case, the question should not be asked from me.

CONDITIONS OF SERVICE FOR ENGINEERS IN ALL-INDIA RADIO AND OTHER DEPARTMENTS

529. *Sri N. Narayanamurthi: Will the Honourable Member for Information and Broadcasting be pleased to state.

(a) whether Government are aware of the fact that there is difference between the conditions of service for Engineers in All-India Radio and in other allied Departments employing engineers with similar qualifications;

(b) whether Government are further aware that the Engineers of All India Radio are not allowed to leave the Department and go to some other Department on better prospects and remuneration;

(c) the number of Engineers from All India Radio who have asked for permission to apply for jobs outside after the end of the war;

(d) the number of employees who have been allowed to go outside on such jobs; and

(e) in view of the dissatisfaction prevalent among the Engineering staff of the All India Radio, what steps Government of India propose to take to bring the service conditions of this section at par with those of the other allied Departments?

The Honourable Sardar Vallabhbhai Patel: (a) There are no allied departments of the All-India Radio and in the absence of any specific mention of the Departments the Honourable Member has in mind, I regret I am unable to furnish the information asked for.

(b), (c) and (d). Restrictions on the transfer of services from one department to another were placed during the war but 156 members of the Engineering staff of the All-India Radio have since applied for posts in other offices and these applications have been forwarded. The question of placing restrictions on their transfer to other offices has not arisen as none has been selected so far for appointment. When such question does arise, each application will be considered on its merits in the light of departmental rules.

(e) As the Honourable Member is aware, the whole question of conditions of service of Central Government employees is under the consideration of the Pay Commission and their recommendations must be awaited.

Shri D. P. Karmarkar: Is it not a fact that in the case of those engineers who applied for a transfer to other Departments the Government of India have intimated to the Federal Public Service Commission that only a few limited numbers will be available and even they will be selected in some other way?

The Honourable Sardar Vallabhbhai Patel: I have no information on the subject but I will make an inquiry.

Sri N. Narayanamurthi: Will the Honourable Member make the salary and pay of the engineers employed in the All-India Radio stand at par with the pay of the engineers of similar qualifications employed in allied departments like the Civil Aviation Directorate since that is the reason why as many as 156 engineers have applied for other departments? Will the Honourable Member be pleased to see that a scale of pay is fixed for the employees of the All-India Radio so as to bring it uniformly on par with the pay of similar Engineers in an allied department like the Civil Aviation Directorate?

The Honourable Sardar Vallabhbhai Patel: As I have said, when the Pay Commission's report is received by us, efforts will be made to equalise the conditions.

Shri Mohan Lal Saksena: Will the Honourable Member consider the fact that if any restrictions have been placed on the applications which have been forwarded to the Federal Public Service Commission, they will be removed? I may tell him that the Assistant Director, while forwarding the applications, has suggested that not more than five should be selected.

The Honourable Sardar Vallabhbhai Patel: I have already said that all the 156 applications have been forwarded. So far no application has been sanctioned. If any application is sanctioned, the case will be considered on merits.

Shri Mohan Lal Saksena: But the Assistant Director has informed the Federal Public Service Commission that not more than five men should be selected because the Department cannot spare more than five. That clause should be withdrawn, otherwise they will not have a fair chance.

The Honourable Sardar Vallabhbhai Patel: I have no knowledge of the circular, but I will make inquiries.

Sjt. N. V. Gadgil: Is it not in the highest interests of the Government that there should be a system of transfer from one Department to another?

The Honourable Sardar Vallabhbhai Patel: All members are free to go to any department they like.

Sir Cowasjee Jehangir: Is there any difficulty in the recruitment of these engineers for this particular Department?

The Honourable Sardar Vallabhbhai Patel: No, Sir.

Shri D. P. Karmarkar: With reference to the reply to part (d) of the question, may I ask whether it is proposed to create better prospects for these engineers by making it possible for them to be promoted as Station Directors also if they have the necessary qualification for that post?

The Honourable Sardar Vallabhbhai Patel: As I said, all these questions can be considered after the Pay Commission's report has been received and their recommendations are considered.

INDIAN OFFICERS IN ARMED FORCES

†530. ***Mr. Ahmed E. H. Jaffer:** (a) Will the Secretary of the Defence Department please state what is the total number of officers (Indians) in the Armed Forces in the following categories?

(i) Royal Indian Navy—

British	Officers	Ratings
Indians—		
Hindus	Officers	Ratings
Muslims	Officers	Ratings
Sikhs	Officers	Ratings
Other classes	Officers	Ratings

(b) How many hold senior ranks amongst the Indians in the following communities: Muslims, Hindus, Sikhs, and other classes?

(c) What steps have been taken to encourage more "Muslims" to come forward to join the Royal Indian Navy?

Mr. G. S. Bhalja: (a) and (b). A statement is placed on the table of the House.

(c) The recruitment to the R.I.N. is on an All-India and non-communal basis and, therefore, no special steps are taken to encourage any particular community to come forward to join the R.I.N. in larger numbers.

Statement

(a) List of British and Indian personnel in the R. I. N.—

British—	Officers	Ratings
R. I. N. regular	165	Nil
R. I. N. reserve	122	Nil
R. N. on loan to R. I. N.	28	8

†Answer to this question laid on the table, the questioner having exhausted his quota.

Indian—	Officers	Ratings
R. I. N. regular	384	10,412
R. I. N. reserves	510	...
Hindus	296	3,833
Muslim	179	4,349
Sikh	39	175
Others	360	2,055
Total	874	10,412

(b) Breakdown by communities of officers holding senior ranks in the R. I. N.—

	Number of officers holding the rank of Lt.-Commander or above
Hindu	31
Muslim	10
Sikh	6
Others	26
Total	73

ANCIENT MONUMENTS AND TEMPLES AT AIHOLI AND PATTADKAL IN BIJAPUR DISTRICT

531. *Shri D. P. Karmarkar: Will the Honourable Member for Education be pleased to state:

(a) the number of ancient temples at (i) Aiholi, and (ii) Pattadkal in the Bijapur District?

(b) whether Government are aware that these monuments are of importance from the point of view of History and Art;

(c) whether Government are aware that these temples are not well looked after by the Archæological Department;

(d) the number of care-takers on the spot in charge of these monuments;

(e) whether it is a fact that there are no good roads from the nearest Railway Station to these places; and

(f) the steps Government propose to take to keep these monuments in order and make them easily accessible to the visiting public?

آنریبل مولانا ابوالکلام آزاد : (اے) اہولی کے پرانے مندروں کی گنتی ساتھ ۛ
اور پٹادکل کی دس -

(بی) ۛاں -

(سی) نہیں Archæological ڈیپارٹمنٹ کی ضرورتوں کو سامنے رکھتے ہوئے
جس طرح کی مرمت کی ضرورت ہوتی ۛ وہ کھجاری ۛ -

(تی) اہولی کی دیکھ بھال کرنے کے لئے دو آدمی رکھے گئے ہیں اور پٹاڈکل کے لئے ایک۔

(لی) سڑکوں کو درست رکھنے کی پروانگی کورنمنٹ کی ذمہ داری ہے۔ ان مندروں کو پہنچنے کے لئے جن راستوں سے جانا پڑتا ہے وہ پروانگیٹ مالکوں کی زمین پر ہیں سرکاری زمین پر نہیں۔

(ایف) ان دو پرانی یادگاروں کی بہت اچھی طرح مرمت کی جا رہی ہے لیکن وہاں تک پہنچنے کے راستے اور زیادہ اچھی حالت میں ہوجائیں تو یہ تپ ہی ہو سکتا ہے جبکہ پروانگیٹ زمینوں کا ایک بڑا حصہ قبضہ میں لیا جائے۔

The Honourable Maulana Abul Kalam Azad: (a) The number of ancient temples at (i) Aiholi, is sixty and at (ii) Pattadkal, ten.

(b) Yes.

(c) No. Such repairs as are necessary in the light of archæological requirements, are carried out to these temples from time to time.

(d) Two care-takers are employed at Aiholi and one at Pattadkal.

(e) Maintenance of roads is the responsibility of the Provincial Government. The approach paths to these monuments belong to private owners of the land on which they are situated.

(f) The monuments are being kept in good repair but to make them more accessible than they are at present, would require acquisition of vast areas of private land.

Shri D. P. Karmarkar: With reference to answer to part (f) of the question, may I ask whether the Honourable Member is aware that in spite of the care that has been taken or perhaps on account of the care that has been taken many of the temples are dilapidating fastly?

آنریبل مولانا ابوالکلام آزاد : گورنمنٹ کی اطلاع میں ایسی حالت نہیں ہے۔ بہر حال اس کی تحقیقات کی جائیگی۔

The Honourable Maulana Abul Kalam Azad: Government is not aware of such a state. In any case, it will be investigated.

Shri D. P. Karmarkar: Is the Honourable Member aware that these incunents belong to a type of architecture which is peculiar to the tract and therefore they require special attention at the hands of the Archaeological Department?

آنریبل مولانا ابوالکلام آزاد : گورنمنٹ اس پر غور کریگی۔

The Honourable Maulana Abul Kalam Azad: The Government will consider it.

Mr. Ahmed E. H. Jaffer: Is the Honourable Member aware that in this very district of Bijapur and particularly in Bijapur City itself there are several mosques and Idgahs where there are latrines near about with the result that

they cause a great nuisance to those who go there to pray? Will he take the trouble to see that these latrines are removed without delay?

آنریبل مولانا ابوالکلام آزاد : اس بارے میں تحقیقات کی جائیگی -

The Honourable Maulana Abul Kalam Azad: Investigations will be instituted in this connection.

OMISSION OF NEWS BY THE ALL-INDIA RADIO OF MR. SIDDIQ ALI KHAN'S ADJOURNMENT MOTION IN THE ASSEMBLY re IMPOSITION OF FINES, ETC., ON NANDIHAR TRIBES.

532. *Syed Ghulam Bhik Nairang: Will the Honourable Member for Information and Broadcasting please state:

(a) why the All India Radio omitted to mention the adjournment motion tabled by Mr. Siddiq Ali Khan about the imposition of punitive fine and the barbarous practice of taking hostages from the Nandhari tribe, in the night Bulletin of 3rd February 1947 when the full summary of the day's proceedings of the Central Legislative Assembly was broadcast; and

(b) why the All India Radio in the above mentioned bulletin stated that all the adjournment motions were either withdrawn or ruled out, and whether this summary of the day's proceedings was based on news Agency reports?

The Honourable Sardar Vallabhbhai Patel: (a) The adjournment motion was included in the 1.30 news bulletin on the 3rd February, 1947. It was not considered necessary to repeat it in the evening bulletins.

(b) This was due to an oversight in summarising the proceedings. The proceedings were based on the reports of the All India Radio's Representative in the Press Gallery of the Legislative Assembly.

Mr. Ahmed E. H. Jaffer: Is it not that 9 p.m. broadcast is more important than 1-30 p.m. news broadcast?

The Honourable Sardar Vallabhbhai Patel: As the Motion for Adjournment came before one o'clock, it was broadcast, at the first available opportunity.

Sardar Mangal Singh: How does the All India Radio get its news? Is there any arrangement with A.P.I. or any other news agency?

The Honourable Sardar Vallabhbhai Patel: It does not take from A.P.I. alone, it gets news from all other services also.

Sgt. N. V. Gadgil: Will it take from Members?

Haji Abdus Sattar Haji Ishaq Seth: With regard to part (a) who decides whether a news item is important or not? I heard yesterday a news item being repeated four times, and every time the news was repeated in the same terms. What is the criterion on which the importance of any news is decided and who decides the same?

The Honourable Sardar Vallabhbhai Patel: It is done by the Director.

Mr. Ahmed E. H. Jaffer: Does A.I.R. rely only on news agencies for its news? Will it take news from any Honourable Member of this House or any other source? If it does not take what are the reasons?

The Honourable Sardar Vallabhbhai Patel: The All India Radio generally receives news from news agencies or from the Reporters of the All India Radio in the Press gallery.

Mr. Ahmed E. H. Jaffer: I am not referring to the news contained in the proceedings of this House. Suppose there is an important item of news

in the possession of an Honourable Member of this House and he wants it to be broadcast, will A.I.R. accept such news coming from that Member?

The Honourable Sardar Vallabhbhai Patel: No, Sir.

VAGRANT ASYLUM FOR CENTRALLY ADMINISTERED AREAS

533. *Mr. G. B. Dani: Will the Secretary of the Health Department be pleased to state:

(a) whether Government propose to consider the advisability of starting a vagrant asylum where street vagrants from the Centrally Administered Areas can be lodged and given vocational training in cottage industries, to enable them to earn their own livelihood and to prevent contagious diseases from spreading;

(b) the number of beggars in the centrally administered areas;

(c) whether Government propose to introduce any legislation to stop begging?

Mr. S. H. Y. Oulsnam: (a) As an experiment a Poor House is being established in Delhi with the object of reclaiming beggars.

(b) The number of beggars in Delhi is estimated to be about 1,400. Information regarding other centrally administered areas is not available.

(c) As far as the Governors' Provinces are concerned, the subject is for the Provincial Governments to deal with. As regards the centrally administered areas begging is already an offence under the municipal law and the Government have no further legislation under consideration.

Shri Mohanlal Saksena: For how many inmates provision is being made in the Poor House?

Mr. S. H. Y. Oulsnam: For three hundred.

Lala Deshbandhu Gupta: When will this Poor House begin to function?

Mr. S. H. Y. Oulsnam: The building is almost complete. Owing to difficulty in securing water supply and electricity connections and in making sanitary arrangements, it will not be possible to open it for another two months.

Shri Mohan Lal Saksena: What is the procedure in selecting the beggars, because 300 beggars have to be selected out of 1,400?

Mr. S. H. Y. Oulsnam: The procedure will be that when a person is prosecuted, the Magistrate will decide whether he should be remanded to the Poor House.

Sri V. Gangaraju: Will there be any parity in the selection of beggars?

(No answer.)

ENGLISH AND AMERICAN HOSPITALS IN INDIA

534. *Mr. Sasanka Sekhar Sanyal: Will the Secretary of the Health Department be pleased to state:

(a) the number of American, English and other hospitals that came into existence in India during the war;

(b) the number and nature of those that are still existing;

(c) the number and nature of those that have been taken over by either the Central or the Provincial Governments; and

(d) what has happened to the rest?

Mr. S. H. Y. Oulsnam: (a) to (d). A statement is laid on the table of the House.

Statement

(a) Number of hospitals which came into existence in India during the war—

(i) American	14
(ii) R. A. F.	4
(iii) Hospitals for British and Indian troops	90
(iv) Naval	1
(v) Temporary Field hospitals accommodated in tents and liable to be moved ex-India.	116

(b) Number and nature of those hospitals still in existence in India—

(i) R. A. F.	2
(ii) Hospitals for British and Indian troops	27

(c) Number and nature of those that have been or are being taken over by either Central or Provincial Governments, etc.—

(i) American	13
(ii) Hospital for British and Indian troops	11

(d) The remaining hospitals have been disposed of as follows :

- (i) Some buildings have reverted to previous ownership, e.g., schools, hospitals and other institutions.
- (ii) Some have been utilised by the Defence Department for other purposes.

REQUISITIONING OF LAND FOR CENTRAL WIRELESS STATION NEAR GURGAON FOR THE VILLAGES OF NAHASPUR AND ISLAMPUR

535. *Pandit Mukut Bihari Lal Bhargava (on behalf of Pandit Thakur Das Bhargava): (a) Will the Secretary of the Defence Department please state if it is a fact that land has been acquired or requisitioned for the Central Wireless Station near the Gurgaon Town from the areas of village Nahaspur and Islampur?

(b) If so, how much land has been taken, when was it taken and on what conditions?

(c) Are Government aware that the land so taken, belonged to small farmers, was well irrigated and extremely fertile and that production was the only source of sustenance for the owners thereof?

(d) Are Government aware that the owners of these lands were assured that a considerable part of their land would be returned to them after the preliminary lay out was completed and made available to them for cultivation and that in lieu of the balance, equally good and irrigated land would be given to them in exchange?

(e) Are Government aware that the Punjab Government agreed to give land from Jhaffar Bir in the Rohtak District but ultimately they backed out?

(f) Are Government aware that the owners of the lands acquired have been petitioning to the Government of India and the Government of the Punjab since 1943 and that no heed has been paid to their petitions?

(g) Do Government propose to consider the advisability of arranging the grant of lands to these cultivators near their villages from the Government agricultural farm in Gurgaon or from Jhaffar Bir as already proposed or from some other colony land in the Punjab?

Mr. G. S. Bhalja: (a) The land was requisitioned.

(b) 806 acres of land were requisitioned. Report of the date of requisition has not been received. Rs. 36,280 are paid yearly as compensation for the land and all the land not actually in use is given to the owners to cultivate.

(c) Government has no information to this effect.

(d) No, Sir.

(e) No, Sir.

(f) No, Sir. Petitions may have gone to the Deputy Commissioner since the requisitioning was carried out by him.

(g) It is understood that only 83 acres will be permanently acquired and the remainder of the land will be returned to owners. The question of giving land elsewhere is a matter for the Provincial Government concerned.

Sardar Mangal Singh: May I ask whether in requisitioning lands for such purposes, the Government of India will take care to see that fertile lands are not acquired but only lands which are not fit for cultivation?

Mr. G. S. Bhalja: Government do not propose to requisition any more lands.

INDIANISATION IN THE I. A. V. C.

536. *Pandit Mukut Bihari Lal Bhargava (on behalf of **Pundit Thakur Das Bhargava**): (a) Will the Secretary of the Defence Department be pleased to state the number of permanent Indian Officers (with British qualifications) with their ranks in I.A.V.C.?

(b) Are there any permanent Indian Lieutenant Colonels and Colonels in the I.A.V.C. and has any Indian acted as such during the war?

(c) Do Government propose to consider the advisability of accelerating the pace of Indianisation in this service?

Mr. G. S. Bhalja: (a) There are 15 permanent *i.e.*, Regular Indian Officers in the I.A.V.C. and all possess British qualifications.

Two are temporary Lieut. Colonels, eleven war substantive Majors and two are substantive Captains.

(b) There are no permanent, *i.e.*, regular, Indian Lieut.-Colonels or Colonels in the I.A.V.C. but one held acting rank of Colonel and five temporary rank of Lieut. Colonel during the war.

(c) Yes, Sir.

EMPLOYMENT EXCHANGE OFFICE AT ALMORA.

537. *Sjt. Seth Damodar Swroop: Will the Secretary of Defence Department please state:

(a) whether there is an Employment Exchange Office at Almora; if so, the strength of its staff and the monthly expenditure on its maintenance;

(b) how many and what appointments it has so far been able to obtain for the retired military personnel of this district; and

(c) whether there is a District Soldiers Board also with its office at Almora; if so, whether Government propose to entrust the work of securing employment for the retired military personnel to this office?

Mr. G. S. Bhalja: The question should have been addressed to the Honourable the Labour Member. It has accordingly been transferred to the list of questions for the 4th March 1947 when it will be answered by him.

PUNISHMENT TO RATINGS IN CONNECTION WITH THE REVOLT IN ROYAL INDIAN NAVY

538. *Sri V. Gangaraju: Will the Secretary of the Defence Department be pleased to state:

(a) the number of Ratings imprisoned, dismissed, or discharged, in connection with the last revolt in the Royal Indian Navy;

(b) the present position and pay of Commander King of the Royal Indian Navy;

(c) whether Government are aware that his present position is more responsible than his previous position; and

(d) if so, the reasons for keeping him in such a responsible position?

Mr. G. S. Bhalja: (a) Ratings: Dismissal with disgrace and imprisonment—15; Dismissal with disgrace only—5; Dismissal and imprisonment—137; Dismissal only—130; Discharged as unsuitable—235; Imprisonment and discharged as unsuitable—1; Total—523.

(b) Commander King is now the Deputy Principal Sea Transport Officer in the Sea Transport Organisation in India. The present pay of Commander King is Rs. 1,938.

(c) Government do not consider that the present position held by Commander King is a more responsible one than his last.

(d) This does not arise in view of the answer in (c) above.

Sri V. Gangaraju: What was the previous pay of Commander King?

Mr. G. S. Bhalja: Speaking from memory, subject to correction, it was Rs. 1,968.

Lala Deshbandhu Gupta: Did Commander King benefit in respect of his salary?

Mr. G. S. Bhalja: As I said, his present pay is less than what he drew in his previous post.

Shri D. P. Karmarkar: With reference to part (a), in view of the fact that the ratings behaved as they did under great provocation, will Government consider the question of condoning what they did and restoring to them the previous privileges.

Mr. G. S. Bhalja: No, Sir.

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

SECOND STAGE—*contd.*

DEMAND No. 15—CONSTRUCTION OF NEW LINES.

The Honourable Dr. John Matthai (Member for Railways and Transport): I beg to move:

"That a sum not exceeding Rs. 2,46,52,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1948, in respect of 'Construction of New Lines'."

Mr. President: Motion moved:

"That a sum not exceeding Rs. 2,46,52,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1948, in respect of 'Construction of New Lines'."

Opening of New Lines and Restoration of Dismantled lines

Sri A. K. Menon (West Coast and Nilgiris: Non-Muhammadian Rural): Sir, I move:

"That the demand under the head 'Construction of New Lines' be reduced by Rs. 100."

This same out motion was placed before the House last year and the fact that I have been authorised or permitted to move it this year also shows the importance which the Congress party attaches to it. Now that a responsible Government is in power, we hope that it will receive their sympathetic consideration. I shall first deal with the restoration of dismantled lines because unless and until these are restored there is no use of discussing the question of new lines; because the same fate may overtake them. It is necessary to place some facts before the House in regard to this matter. Twenty-seven branch lines covering a distance of 948 miles were dismantled between 1940 and 1945. These lines were constructed with the approval and sanction of this House but their dismantlement was effected without its sanction. The then Honourable Railway Member in one of his budget speeches said, as an excuse for this conduct, that a debate on dismantlement on the floor of the House would have been extremely difficult. I cannot understand why it should be so, when much more difficult questions are being discussed here every day. Now most of these dismantlements have taken place for shipments overseas during the war, and the cost with respect to the rails that were dismantled was recovered from the British Government, according to a statement made by the then Railway Member himself. I shall now state why

I think these lines should be restored. These were constructed after a lot of agitation, inquiry and expense and after the preparation of estimates, and also with the approval and sanction of the Assembly. Why were they dismantled without the approval of the Assembly? Can it be that the Railway Member thought that he was committing a kind of vandalism with regard to these lines? Can it be that assent of the House could not be obtained easily with regard to these dismantlements? Or can it be that a promise would have been extracted from the Government about the early restoration of these lines as soon as the war was over? Anyway the fact remains that these lines were removed without the permission of this House. Now this legislature and the Government gave a certain benefit to the people of the areas served by these lines and it was taken away at a time of stress. There is now a moral duty on the House and the Government to restore these lines to the people concerned; these lines have never been declared unnecessary. And so I submit they should be restored. Secondly, the restoration of these lines will mean the restoration of the prestige of this House because they were dismantled without their permission. But those are not the only grounds on which I base this claim for restoration. As I said, these lines were constructed after a good deal of agitation, enquiry and expense, and all these should not be wasted. Moreover, ours is a vast country with innumerable undeveloped resources, and compared to other countries our commerce and industry are poor. We cannot afford to lose one mile of rail in this country when our mileage is already low. With respect to these 27 Railways, only the rails have been removed; the roads, stations and bridges all remain intact. So it is only the rails that are to be put back and the telegraph wires to be installed. So it is fairly easy. In recent times there has been no additional mileage created on the railways for civilian traffic; which is another reason for the restoration of these lines as early as possible. Most of these railways were restoration for commercial industrial or strategic purposes, or for the benefit of the people at large. All these reasons which existed when these lines were constructed for commercial, industrial or strategic purposes, or for the benefit made in 1924-27 have not ceased to exist in 1940 or even in 1946. It is well known that once a railway line is constructed, its removal causes great inconvenience to the people whom it served, because with the introduction of the railway bullock carts and other modes of conveyance disappear. And now there are neither railways nor these bullock carts nor any other conveyance. For these reasons I say that these lines should be restored as early as possible.

What are the grounds on which the Government decided against the restoration of these lines? One reason was that they were unremunerative. I say that this ground cannot hold water. When did this unremunerativeness come into existence? Did the Government place this matter of unremunerativeness before the Assembly at any time before they were dismantled? May I ask were only unremunerative lines dismantled? Was not Cawnpore—Khalilabad lines dismantled? It was asserted, I think, by my friend, Mr. Sri Prakasa, that it was a remunerative line. So it would seem that it was not on this ground of unremunerativeness that these lines were dismantled. The other day my Honourable friend Pandit Malaviya, stated that the East Indian Railway was working unremuneratively. Are you going to close that Railway because it has ceased to be remunerative? So this plea is only an excuse for not restoring these lines and not spending money on them. I also wish to point out that unremunerativeness could not have come as a surprise to the Government. Most of these lines are branch lines and it has been the policy of this Government with respect to branch lines to consult the Provincial Governments concerned, and to take guarantees from them before they are constructed. So to say in 1946 or 1947 that these lines were unremunerative and therefore they could not be restored is not convincing, because they knew when these lines were first constructed that they were likely to be unremunerative; otherwise what was the reason for taking guarantees from the several

[Sir A. K. Menon.]

Provincial Governments? I say, therefore, that the plea that these lines are unremunerative cannot stand.

Moreover may I ask whether railways exist simply for profit? Do they not exist for rendering service to the people? We do not exist for making money alone but for rendering service in all ways we can. May I ask why there should be this reluctance to spend money on the restoration of these lines? The cost of these lines has already been realized from the British Government. The money has gone either to swell the sterling balances or it has reached the Exchequer of the Government of India. In either case the Government have been adequately compensated, and they are not going to incur any loss. Therefore no reluctance should be shown in restoring these lines.

There is another aspect of the matter which I wish to place before this House: Sometimes it is better to spend some money in order to save the larger money that has already been spent, and therefore it will be a good economy to restore these lines than to let all the money that has been spent on them go waste. In this connection I will give one illustration. With respect of the Shoranur-Nilambur line in Malabar it was stated by the then Honourable Railway Member in reply to a question put by me last year, that the total amount spent on this line for construction was Rs. 80,29,134 and the cost of restoration would be about 20 lakhs. Now supposing the line is unremunerative, still is it not better to spend this 20 lakhs and earn interest on it as on 80 lakhs than to waste this 80 lakhs altogether?

Another ground on which the restoration of these lines is opposed is that these were strategic lines and they have now ceased to be strategic. I cannot understand how a line built as strategic ceases to be strategic so soon; it is curious. Generally these strategic railways are built after a rebellion or after some sort of trouble has taken place. It is built long after the rebellion or the trouble is over. The Government do not anticipate the trouble. The door of the stable is closed after the horse is stolen! This was what had actually taken place in several cases. In 1921 the Moplah rebellion took place in Malabar; in 1923 it ceased; in 1924 the Government began to think of constructing a railway in the affected areas; in 1927 they opened the railway; in 1940 they dismantled it and now we cannot say whether the communal troubles have all ended and that they are not likely to occur again. If some rebellion or trouble takes place, then after the rebellion or the trouble is over they will start thinking of constructing the railway again. It is a bad policy to follow. I submit therefore that there is no meaning in saying that these strategic lines have ceased to be strategic. Once these grounds exist—commercial, industrial, public utility, or strategic—they continue; I do not know how those grounds can evaporate so soon.

Why I have taken so much time of the House to argue this question is because some hope has been given to us by the Honourable the Railway Member in his Budget speech. He stated that 2 crores of rupees had been set apart for the construction of new lines and for the restoration of old lines, but that he had not yet made up his mind as to which lines were to be restored and which lines were to be newly constructed and that he was still communicating with the Provincial Governments concerned. Any way it gives me some hope, to think that the Government will consider all these aspects of the matter and will restore these old lines ere long.

With regard to new construction, I wish to say a word. The Government is either pursuing a bad policy or they have no policy at all. For a long time they have not built any lines in the country: between 1940 and 1946 no additions to civil traffic has been made. At one time it was a pride of this Government to say that they had added so many miles to the railway system, but for a long time past they have not done anything. Seeing the vastness

of the country, I suggest that the Government should set apart and spend a fixed sum every year for the development of the railway system in the country. I would also suggest that a committee consisting of commercial, industrial, and touring interests be appointed to see in what way this development should take place.

Mr. President: The Honourable Member has already taken 20 minutes.

Sri A. K. Menon: Now there are certain anomalies in the Railway system which I wish to bring to the notice of the Assembly. A man in Mangalore in order to go to Bombay a nearer station has to traverse the whole Peninsula and go to far off Madras or Arakonam. Can a more anomalous position be considered? There were several plans to connect Mangalore to North Canara by linking it to Shimoga, Bhatkal or Hubli, and to connect Mangalore to Mysore by linking it to Hassan or Arsale. But nothing was done.

The Mysore Government would be most glad to share a portion of the expenses. Therefore I say after considering all these facts that there is a want of policy. Our vast country has to be knitted into one united harmonious whole by an efficient railway system, where distances are annihilated or rarefy.

Mr. President: Cut motion moved:

"That the demand under the head 'Construction of New Lines' be reduced by Rs. 100."

Dr. Zia Uddin Ahmad (United Provinces Southern Division: Muhammadan Rural): The Honourable Member in the Railway Department has given us the total mileage and also the details of the dismantled lines. We have them before us but they have not drawn up any programme—at least we do not know of any—for restoring the dismantled lines. I wish the Honourable Member would take us into confidence and lay before the House a programme of a three, four or five years plan with priority and where does he think the dismantled lines will be restored. Then let us know the programme for each year so that we may give our opinion from our personal experience and knowledge. Also we would like to visualise the difference in the cost, that is, how much we lost when we handed over the material and dismantled the lines, and how much it will cost in restoring it, how much money we will realize from the Defence Department and under what head will the balance be debited. That is very important from our point of view. The next thing is what Mr. Menon has pointed out, that in restoration it is not only the commercial side to be considered but one should also take the case of public utility. There are certain places where there is no road. In those places where no alternative route exists, they should be given a priority even if it is unremunerative. A point was raised by my Honourable friend of the East Indian Railway. I put a short notice question but the Honourable Member replied that this thing might be raised during the discussion and also on the demands in the Railway Budget. For travelling to Bombay we have two routes and there are two hands to demand—the B.B. & C.I. and the G.I.P. Therefore they get their double share of travelling from Delhi to Bombay. But for travelling to Calcutta there is only one hand to demand, that is the E.I.R. Therefore when they consider the division and allocation of the rolling stock to the various railways they should take this fact into consideration. Perhaps my honourable friend does not remember, but I do ask him to look into the files of 1940 when the Finance Committee decided to give one crore of rupees for the rolling stock to the East Indian Railway in the time of Mr. Marriott. That was sanctioned but at the last minute it was withdrawn and one crore of rupees was not given to the East Indian Railway in 1940. Had this amount been given, the condition of the East Indian Railway during the war would have been much better than now. The condition of the East Indian Railway ought to be specially looked after for two reasons. Firstly, there is one line serving

[Dr. Zia Uddin Ahmad.]

that particular area and all the goods, especially iron and steel and coal passes through the East Indian Railway, and we are very much handicapped on account of the shortage of the rolling stock in Calcutta. I have studied the question of the late running of the East Indian Railway. The chief reason for the delay is the absence of the Railway rolling stock. If the rolling stock is supplied to the East Indian Railway I am sure that the traffic would be very much more regular than it is at present. At present even for short journeys nobody can be sure on keeping up any engagement in any other town because he is not sure whether the train will be three, five or even eight hours late. Therefore engagements are difficult if we travel by train. You put much handicap on the road traffic by cutting down the supply of petrol and at the same time you do not supply convenient traffic by rail. All those people who have business are very much handicapped. The railway service cannot be relied on and the road service is impossible because of petrol. I suppose this question of rail-road competition is a topic in which the Congress party will move a cut in the afternoon. So I will not discuss it now. But I would urge on the Honourable Member that in order to restore regular service on the East Indian Railway and in order to have an easy passage of coal, iron and steel which are very important articles, services should be regularised.

Seth Sukhdev (Sind: Non-Muhammadan Rural): Sir, I rise to support my Honourable friend, Mr. Menon's cut motion on the demand. We are still undeveloped as regards railways. The railway mileage in Indian provinces is very small compared with European countries and the United States of America. Even Russia which was very backward some thirty years back has developed very much her railway connections all over the country. Our previous Government was more concerned about military strategic railways or railways connecting cities and big towns to push their English goods there, or railways that gave fat dividends to the capital invested by these people. They never cared for the convenience of the people; they never cared to put railways in the thinly populated areas nor in backward parts of the country. Their whole objects was how to exploit poor people and get large profits.

On the question of construction programme I myself feel keenly about the Sind Bombay connection. This has been agitating Sind people for the last 50 years and nobody cares to look into that matter, thinking that Sind is a very small province. My predecessors from Sind spoke year after year, on this Assembly, but the reply was that the shorter connection between Bombay and Karachi was unremunerative. So the Indian Merchants Association and the Buyers and Shippers Chamber of Karachi prepared a plan with the help of railway experts at considerable cost and found that shorter railway connection between Karachi and Bombay via Badin on N. W. Railway and Viramgham on the B.B. & C.I. will curtail the journey by 18 hours and was also remunerative.

Sir, generally the journey from Karachi to Bombay take about 44 hours and the distance covered is about 1,000 miles. By the new connection between Badin on the N.W.R. and Viramgham on the B., B. & C. I. Railway travel will be reduced to 26 hours. I hope the Honourable Member for Railways and Transport will look into the matter and see that this line is constructed.

I may add here that Karachi is one of the major ports and is an important air station. All major ports like Bombay and Calcutta have direct train service to Delhi but Karachi has none. No reason has been given for the absence of such a direct connection.

In conclusion I would request the Honourable Member to prepare a ten year scheme for railways after consulting all the provincial governments and

then to go on with that programme step by step and not construct railways haphazardly as was being done by the previous government.

With these remarks, Sir, I support the cut motion.

Mr. Tamizuddin Khan (Dacca cum Mymensingh: Muhammadan Rural): Sir, as the last speaker has pointed out and as every one in this House knows the railway mileage in India is very meagre in comparison with the mileage in Europe and other advanced countries. Therefore there is a great necessity for opening up new lines and there cannot be any dispute about that.

The provision of only 2½ crores of rupees for new construction seems to be therefore very inadequate. Of course the Honourable Member is faced with various difficulties, and there is no gainsaying that fact. He cannot do anything overnight. Still it seems surprising that there appears to be no development plan so far as the railway department is concerned. In all other departments there are now postwar plans and those plans have not only been sanctioned but work has commenced to give effect to them. If there is any plan for postwar development in regard to railways I would like the Honourable the Railway Member to place it before the House. I do not know if the Railway Department has prepared any postwar plan. Also I would like to know what is the amount of money that is going to be spent on such plan. Has anything been worked out? We do not know. I think that in view of the poor mileage in this country this matter requires early and very serious consideration.

I would like to draw the attention of the Honourable Member to page 12 of the proceedings of the Standing Finance Committee meeting held on the 28th and 29th January, 1947. There is one thing there which at first sight I could not understand. If the Honourable Member kindly refers to page 12 he will see that with regard to survey projects in the Bengal Assam Railway there are as many as 11 projects. Of these as regards one only, provision has been made in the budget.

The Honourable Dr. John Matthai: May I ask the Honourable Member for the reference?

Mr. Tamizuddin Khan: Page 12. As regards ten other projects there seems to be no provision in the budget. Regarding one of these projects I made enquiries and I am told that the survey has been completed. I would like to know regarding the remaining 9, whether the surveys have been likewise completed. If not, why is there no provision in the coming year's budget? I hope the surveys have been completed.

Regarding the line under item No. 1. Faridpur—Barisal I would like to say a few words. Barisal is a district in Bengal, one of the few districts that are not connected with the metropolis of the province by railway and a great deal of inconvenience is suffered by the people on that account. As regards this line there is no question about its importance but there is one disconcerting factor. In previous days whenever the question of competition between a prospective railway line and an existing steamship company arose, the decision of the Government almost invariably used to be against the proposed new railway line in the interest of the steamship company. Here also there is a rival in a steamship company that plies its crafts from Barisal to Khulna and already there is a rumour there that the steamship company has put in a very strong protest and there is hardly any prospect of the line being taken up. I do not know whether the Honourable Member is aware of anything regarding this. He may not be aware of this. I would only ask him kindly to make enquiries as to this line.

As to another line No. 9, that is also a very important project and I would like to know whether it is likely to be taken up soon or not.

[Mr. Tamizuddin Khan.]

Regarding these projects I would like to say that the eastern parts of India stand on a special footing not only on account of their strategic importance but also because one of these regions, *viz.*, Bengal on the eastern frontier is a deficit area so far as foodgrains are concerned. Every one remembers the tragedy of the Bengal Famine of 1943. There were various factors that contributed to the famine and the consequent loss of human life to an appalling extent. One of the main factors was the want of communication. If food grains could be moved easily from one part of the province to another, I am definitely of the opinion that the death roll would have been much less than what it was. Therefore whether from the point of view of strategic importance or from the point of view of the danger of the recurrence of famine in that part of the country, I hope that the proposals that are there for new railway lines in the eastern parts of India will be given special consideration. I do not object to what the mover of the cut motion said about the restoration of old lines requiring serious consideration. I agree with him there. Whenever those lines were serving the people and there is no serious objection to the reopening of those lines, every care should be taken to see that the lines are reopened as early as possible. But that does not mean that the question of constructing new lines should not be taken up unless and until all the old lines have been reopened. Both the things must go together according to the respective importance of each.

Then, Sir, there was an old proposal to open a line from Aricha to Dacca in Bengal. Aricha stands on the Padma opposite Goalundo and the idea was to connect Goalundo with Dacca. That was a very important line. But at that time, as far as I know, the line was given up on grounds of public health. The Public Health Department at that time is said to have sent a report against the proposed line on account of the apprehension that the line would have obstructed the natural drainage of that part of the country. Whether that was the real reason or the real reason was that the interests of the steamer company would have suffered, I do not know.

Mr. M. A. F. Hirtzel (Bengal: European): On a point of information, Sir, May I ask the Honourable Member whether he was not a Minister in the Government which agreed to safeguard the interests of public health by not constructing that line?

Mr. Tamizuddin Khan: That is an irrelevant point. The point I am going to refer to is this. Now that there is an all-India road development plan,—and I am told that there is a plan for a road, though it may not be exactly parallel to the proposed line—if the road is not likely to obstruct the natural drainage of the area how could the railway line have done so? The very fact that my Honourable friend, of all Members in this House, has raised an objection to what I have said raises a suspicion in my mind that there must have been some objection by the steamship company concerned. Otherwise why of all persons my Honourable friend should raise this objection I cannot understand. Sir, I am not an advocate of the proposition that if the public health of a particular place is likely to suffer on account of the opening of a railway line, still that line should be opened. I am not an advocate of that. But I think that our experts very often give advice which ultimately proved to be not in the best interests of the country. In this case also the advice that had been given by experts did not appeal to the people in general. If a road is going to be constructed there, I of all persons fail to understand why a railway line would be more harmful than the proposed road. I do not oppose the road project. If I cannot get the railway the road will be all right. But I am putting forward this argument that the railway line and the proposed road stand on the same footing. If the one can be agreed to, why the other should be objected to I do not know.

With these words I support the motion and I would like the Honourable Member to make a statement to the House particularly with regard to the development plan of the Railway Department.

Mr. Madandhari Singh (Bihar and Orissa: Landholders): Sir, I support this motion moved by my Honourable friend, Mr. A. K. Menon. In doing so I want to put forward some of the grievances of my province. So far as railway lines are concerned I agree with Mr. Tamizuddin Khan that they are very inadequate in our country. In Bihar particularly we are having few railway lines which connect one important town with another. I am really very sorry to put before the House that there are many district and sub-divisional headquarters which are not connected with railway lines. During the war time some railway were dismantled. Most important of them was the Bhagalpore—Mandar Hill line. Mandar Hill is a place where pilgrims go to worship God. That is an important railway line. There is one more point. If this railway line is reopened it will facilitate foodgrains to be brought into Bhagalpore town. This is a very important railway line of that district.

There is one sub-district Saharsa. In that sub-district we have railway lines only for seventeen miles. The railway line between Mansi and Koparia stations has become a 'fair weather railway line'—that is to say that line functions only during the winter and summer seasons and cannot function during the rains. I wanted to draw the attention of the Honourable the Railway Member to this fact and I hope he will take steps to remove the grievances as soon as possible.

There are about five projects to be taken as post-war reconstruction schemes. But they have not been given any effect till now. I hope the Honourable the Railway Member will take steps to see that these new lines are opened as quickly as possible.

There are some very important lines such as the line from Patna to Ranchi. We feel great difficulty in going to Ranchi. If this railway line is constructed and if it begins to function I think a very longfelt grievance will be removed.

The other line I wanted to speak about, Sir, was the new railway line from Patna to Jamshedpore. Jamshedpore is a very important town, but it is not connected with Patna. There is also the other town, Dalminagar in Bihar. I hope that will also be connected with Patna. We feel much difficulty in going to Jamshedpore and Dalminagar.

I bring these grievances before the House and I request the Honourable the Railway Member to consider all these facts and take early steps to remove the grievances of the people of Bihar.

Mr. Ali Asghar Khan (Assam: Muhammadan): Sir, in support of the motion I should like to say that the railway lines in India are very inadequate and the Honourable Member for Railways should take a survey of India and see where new lines can be opened. For meeting the business requirements in the country,—and we are getting independence—more railway lines and better communication is required.

Sir, practically everything has been said by the Honourable Members of this House who have spoken before me on this subject. There is therefore not much for me to say except that the Railway Member should take keen interest in the matter and try to expedite the improvement in the railways and increase the railway lines in the country. In Upper India, from Howrah upwards, the railway line is sufficient but in Bengal and Assam the Railway lines are insufficient and development can be done to a great extent. I find that when the Railway Budget comes up, the Honourable Member says a good deal about improvements of railways but action is very slow. In connection with the last Railway Budget I was requested by a particular friend of mine to speak about the

[Mr. Ali Asghar Khan.]

restoration of the railway line from Habiganj to Saistaganj which was dismantled during the war and the previous Railway Member gave a promise that he would restore the line as early as possible. One year has gone since then and nothing has been done as yet. People are put to great inconvenience. The report goes that the materials are still lying there and I do not know what is the reason for the delay. There are many sub-divisions and many business places in my province of Assam as well as Bengal where there is no railway communication and I hope that the Railway Board will see that these communications are given to the public. The sub-division of Molvi Bazar in the district of Sylhet is without any communication. There was a proposal to open a railway line there. Nothing has been done up to now. I hope the Railway Board will give its attention to this and try to meet the demand of the public for opening up railway lines. I hope the Honourable Member will give consideration to my suggestion.

Rai Bahadur Devendra Mohan Bhattacharya (Nominated Non-Official):

Sir, I agree with everything that has been said by my Hon'ble friend Mr. Tamizuddin Khan on construction of new lines in East Bengal as we both hail from the same district and our complaints are the same. I am sorry to say Sir, that the grievances of Eastern Bengal districts have never been attended to by the Railway Administration. It is true that Eastern Bengal is a land of rivers and there was a time when we had no necessity for railway lines. But those days are gone as our rivers are now drying up. We are now therefore looking up to the Railway authorities for new lines in our areas. There is no railway line from Gopalganj to Faridpur the District Head Quarter and a man who wants to go from Gopalganj to Faridpur has to go *via* Calcutta or *via* Goalundo which takes about a whole day, although the distance between Gopalganj and Faridpur is not much. There are other places in the Eastern Bengal districts which are so badly connected with each other that it is very difficult to go from one place to another. A railway line is essentially necessary from Jessore to Faridpur and another from Khulna to Barisal *via* Gopalganj. We have heard that a line is being opened between Faridpur and Barisal and some money has been allotted for survey. But the progress is so slow that we do not know when it will be completed. Nothing practical has been done so far. Sir, these are some of the lines in East Bengal which are essentially necessary for communications from one district to another and which I believe will receive sympathetic consideration from the Hon'ble Minister of Railways. With these words, Sir, I support the motion that has been moved by my Honourable friend Mr. Menon.

Haji Abdus Sattar Haji Ishaq Seth (West Coast and Nilgiris-Muhammadan):

I strongly support the motion moved by my friend Mr. Karunakara Menon. In doing so I wish to speak for a part of this country which gets very little hearing in this House and it gets much less attention of all in the departments of the Government of India. I am speaking about the restoration of a line in Malabar. That is the line between Shoranur and Nilambur which was dismantled for reasons of war.

The House may remember, I had the privilege of moving an adjournment motion on the 25th November 1940 on this identical question. The question was debated and the reason given for dismantling that line was of course war necessity but a sort of promise was made after the war that this question will be reconsidered and if possible the line will be restored. I know there were many "ifs" and many conditions. After the end of the war a number of questions were asked here by representatives from Malabar. Once or twice the answers were a bit helpful. Last year we were told that the department was definitely against restoring that line, because among other reasons roads were opened up and there was enough motor traffic in that area. But I want to call the attention of the Honourable Member to the fact that

motor transport in that part of the country is certainly not enough to cope with the needs of the people of that part of the country. I have to make a general proposition which I am sure my friend will agree with. The needs of that part of the country so far as transport is concerned receive very little attention from his department here. The reason is that we are so far away from the Centre. Now, the Honourable Member in charge of this department, fortunately for us, comes from very near our part of the country and he is a Malayalam speaking gentleman and he can at least understand our feelings and needs. I wish to stress the need of not only restoring this line but of extending it in terms of what I stated in this House when I moved the adjournment motion on the 25th November. It was then suggested that this line was not a remunerative one. It is true. It was agreed both by myself and the Honourable Member in charge Sir Andrew Clow that it was constructed purely as a strategic line then. If it is to be made a remunerative line and if the needs of that part of the country have to be taken into consideration, then the line should certainly run through Manjeri, Malapuram and the very thickly populated parts of Ernad and Valluvanad. After it was said that it was constructed for strategic purposes, to say now that it is not remunerative is rather unkind. They did not want a remunerative line when they started it and therefore if it was not remunerative and if it is not going to be remunerative, the blame can hardly be laid at our door. As I started, the needs of that part of the country are great and many. If my Honourable friend will give a little attention now that he is in power here, he will be able to do a great deal for us.

Apart from this my Honourable friend Mr. Menon raised the question of extending the line from Mangalore north. It is a curious position that we from Malabar, if we want to come to Delhi, from the west coast, have to go first to the east coast, that is, to Madras. Then, we have either to go west to Bombay and then come to Delhi, or come by this Nagpur route. If we have to go to Bombay from the west, we go to the east coast and then again we go to the west. Bombay is about 500 miles from Calicut by direct line, but I have to travel about 1200 miles by going first to Madras and then to Bombay. All these anomalies can be looked into and they should be looked into.

Then, Sir, as was stated by Mr. Menon, these lines are not to be run simply on considerations of profit. There is the question of service. This very line Shoranur to Nilambur used to serve a great deal those people who were interested in timber. It was doing a great service by transporting timber from the forests of Nilambur to the coast line. If, as I suggested, the line were to be taken through Malapuram and Manjeri, all that traffic of the country will be not only opened up to all the ginger, coir and other products of that part of the country but they can easily be brought to the market. My Honourable friend must know that this is a very thickly populated part in India. In fact, some people think that this is the most thickly populated part of India. As such, the facilities for conveyance in that part of the country when they are compared with other parts are very meagre. Some of my friends from north India have spoken and when I look at the map I wonder at what they state in this House. I request them to look at the map of my part of the country and they will realise how far better off they are. But certain people in this world never know when they are better off. For all these reasons I very strongly urge upon this Department that they should not only think of restoring this line but of extending it in the manner I have suggested. I had suggested that they should consult the members who come from my part of the country as to the best way in which this line can be reconstructed, so that it may be made a paying concern and also it can do the greatest service.

Then, Sir, my Honourable friend Mr. Menon referred to the line from Mysore to the coast. This is a project which has been hanging fire for, I

[Haji Abdus Sattar Haji Ishaq Seth.]

think, quarter of a century. It has been decided one way or the other. The earliest decision was to take the line from Mysore to Tellicherry. As a matter of fact, that is the reason why the Tellicherry station is a very ancient and dilapidated wooden structure, because it was a temporary station. Later on, they decided to take the Mysore line to Bhatkal. Further, I now hear that the project has been negatived. But this is a line which the Railway Board will do well to reconsider. This will open up not only Malabar but also Coorg, and these are the tracts where a great deal of pepper and cardamum are produced. In view of all this, I strongly support this motion and I urge upon my Honourable friend who though he is not a Malayalee, is a Keralite to use his influence on the Department and get us better means of conveyance. Sir, I support the cut motion.

Mr. M. A. F. Hirtzel: Mr. President, Sir, I would like to offer a few brief remarks on the motion moved by Mr. Menon, not necessarily by way of support but by way of making a contribution to the debate. Mr. Menon spoke about the re-construction of lines which were dismantled during the war as a war necessity. My understanding of the position is that certain lines which it is obviously necessary to restore are in fact being restored. The fact that other lines have not yet been restored obviously causes inconvenience to the public. At the same time, the fact that there is public inconvenience does not make the lines any more necessary if they were unremunerative before the war. It is possible that when these lines were constructed, some mistake was made in the survey. The surveys were too optimistic or possibly there was a change in the course of trade which caused the line to become unremunerative and which could not be foreseen. I may remind the House that the making of a survey involves a large number of unforeseeable items. It is not a matter in which there can be any mechanical accuracy. On the other hand, it would also be useful, I think, to remind the Honourable Member that when a line is established, trade naturally follows, the established route. If it is removed, inconvenience is caused to the public. When the established route is cut, there is considerable inconvenience to the public.

Now, I am sure it has been mentioned some time in the debates in this House that we now have the obvious alternative of building roads in place of railways. I think the Honourable Member's predecessor did say something on that line, though I have not been able to trace the actual record at the moment. But it appears quite obvious that where embankments and bridges already exist and the construction of a new line would be impossible for financial reasons, the alternative of a road is one which should be seriously considered. There was one point in Mr. Tamizuddin's speech, therefore, which we on this side of the House could support and that is the necessity for an over-all survey. We hear a great deal about co-ordination, but nothing has, I think, been said in the Honourable Member's speech about exactly how the railways could be co-ordinated with roads in this particular connection. We also hear a great deal about tripartite companies. Obviously a possible solution is to build a road where the embankments are already prepared and form a tripartite road company. We have not heard anything so far, I think, about the possibility of co-ordination of that kind, as a substitute for the reconstruction of unremunerative branch lines, which I should regard as real co-ordination and which will add to the facilities of transport in the country.

To return for a moment to the point about unremunerative lines. The Honourable Member in para. 6 of this speech offered certain suggestions. He stated that alternative suggestions had been made as to how the problem is to be met. He said the alternatives proposed were:

"(a) That the Railway Department and the Provincial Government concerned should share both the capital cost and the earnings, on an agreed basis; or

(b) that an initial lump sum subsidy should be paid by Provinces so as to render the capital cost to be incurred by Railways remunerative, the Province having no share in the profits."

I am much surprised that no one in this House has offered any comment on these very interesting suggestions. I think I am correct in saying that. As a matter of fact, Sir, they are suggestions which affect all Honourable Members who are in fact really much keener on their provincial interests than they are on our activities in this House. We, on this side of the House, have no very decided opinion on these suggestions, at the moment, but we certainly think that it is a very salutary idea that provinces should be asked to contribute. Provinces, at the moment, have the idea that here is something which they can get for nothing; they seem to think "the Railway Board is laying out the line, we have nothing to pay, let us have the railway line regardless of whether it is remunerative or not". We feel that decidedly it would put things on a more healthy footing if provinces had to agree to make a contribution. I think, possibly, that would be in line also with the policy that was adumbrated in debates last year when it was said that the provinces were in future going to be much more consulted in these railway matters than in the past.

Now, Sir, to come to certain particular points which Mr. Tamizuddin Khan made about particular lines, he mentioned the Barisal-Faridpur line and he also referred to the famine situation in 1943. No one is going to dispute the need for more communications in Bengal. That is quite certain. But Mr. Tamizuddin Khan could hardly have chosen a less fortunate example than the district of Faridpur where I well remember how in August 1943 when Mr. Tamizuddin Khan was himself a Minister in Bengal, the Steamer company had a flat loaded with 14,000 manuds of grain which lay there for six weeks at a station in his own district because his district officials were unable to discharge it. Now, Sir, I think that is perhaps an effective answer and I can quote many other instances to show that at least in the famine year, it was not lack of communications which led to the augmentation of deaths. As regards the Dacca-Aricha line, Mr. Tamizuddin drew certain inferences and made certain insinuations. I am surprised to find that Mr. Tamizuddin Khan is so out of date with his information. It is a matter of 15 or 20 years since the steamer companies said anything to oppose the Dacca-Aricha line. Mr. Tamizuddin is apparently unaware of that. He is also unaware of the fact that the reason why the road is now considered practicable without impairing public health is because the alignment has been altered. That seems a very simple and practical reason and it is the correct reason. I do not propose to deal further with that subject. I would only like to say that we feel confident that the Railway Board will in these matters act on the best technical advice. I do not see how they can do better than that. That advice might prove incorrect in the light of subsequent events. But they can only act on technical advice and we, on this side of the House, are prepared to leave the matter there. With these words, I support the Motion.

The Honourable Dr. John Matthai: Sir, I find a little difficult to reply to the various suggestions which have been made in the course of speeches because several of them referred to individual railway schemes in local areas on which of course it is difficult to give anything like a considered reply on the spot. I therefore propose to confine myself to the more important issues which have been raised in the course of the discussion. My Honourable friend Mr. Menon started off with the subject of restoration of dismantled lines. The position that we have taken regarding the restoration of dismantled lines is briefly that in the first place the order of priority in which restoration is to be taken up is a matter that we must necessarily settle with reference to the views of the provincial governments concerned. This matter was referred two years ago to the provincial governments which were in power at the time and since the new Ministry governments came into power, the question has been further referred

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to them so that we might be in possession of the views held on these matters by the representatives of responsible government in power. That is the general position as regards the question of priority. Now, we take the line that before we could decide on the restoration of any of these dismantled lines, we ought to take, under present conditions, seriously into consideration whether the lines would be remunerative. Mr. Menon said and also some of the speakers who followed him said that it is not altogether a fair test to apply because the Railway must take a broader view, it is not merely a question of these lines being remunerative, but also a question of these lines being serviceable to the country as a whole, that is to say we ought to look at it from the general service point of view. Now, railways are not by any means in a comfortable position financially just now and we cannot altogether ignore the financial aspect of these matters. If today we consider that the running expenses likely to be incurred in the management of these lines are such that railways are likely to be put to loss, then I suggest that it is not altogether an unreasonable attitude for the railways to take that first of all the question of remunerativeness must be settled. Mr. Menon asked me and I think my Honourable friend Dr. Zia Uddin Ahmad asked me what exactly is the precise financial responsibility for the restoration of these lines between us and the Defence Department. There has been a good deal of misunderstanding on this point and so I should like to make it clear briefly what is the allocation of financial responsibility between us and the Defence Department. When these materials were sold overseas it was agreed that the Defence Department would meet the cost. Then we sold it to the Defence Department. That is briefly the position. We sold them at a price which represented the replacement cost of these materials in 1945 less depreciation. I should say that on the whole it was a reasonable formula to have adopted. The Defence Department also is to meet the relaying cost of these dismantled lines. Now, when it comes to the restoration of these lines, the Defence Department is again responsible for seeing that the relaying is carried out, that is to say, the financial responsibility for the labour cost involved in relaying is again that of the Defence Department. We are responsible only for the materials, that is to say, materials which have been sent overseas for which we have been paid and materials which we have here in stock if they are not sent overseas. These are the things for which we are no likely to pay, and obviously not, so that I do not think from a financial point of view the question of actual expenditure involved in the restoration of these products is a decisive matter. There I agree with Mr. Menon. But the question of remunerativeness of the line from an operative point of view, that I think under the present conditions is important. After all, Sir, these branch lines are intended really for local development, and I think it is a reasonable line to take that a decision on these matters should be arrived at in consultation with the provincial governments concerned, which is the line we have taken; and I do not think that is a line that is open to criticism. There has been a great

1 p.m. deal of reference in the course of the discussion on dismantled lines to a particular line in South India.—the Shoranur-Nilambur line.

My Honourable friend Mr. Ishaq Seth said that since I was in charge of railways I should take particular interest in it. Now it so happens that years ago when I followed your honourable profession. Sir, I once argued a couple of criminal appeals in cases which I think occurred in this part of Malabar. I am rather interested in this, so that I approach this question really with prejudice in favour of this scheme. If ultimately I arrive at a decision against this proposal Honourable Member will realise that I have done so after having given the most favourable consideration I could to the facts. As regards the Shoranur-Nilambur line the position is that when reference was made in 1944 to the Madras Government they decided against it: that was not one of the lines they were prepared to recommend. Since the Ministry Government came into power we have made a further reference to which we have just received a

reply that the Madras Government are still considering the matter. So that we are not yet in possession of the final views of the Madras Government on it. If the Madras Government thinks that this is one of the lines in the Madras Presidency which ought to be restored we from the point of view of the Railway Board would certainly have to go into the question of its remunerativeness; and then it would be a matter for arrangement between us and the provincial government how the expenditure involved would have to be shared between us and the provincial government.

My Honourable friend Mr. Tamizuddin raised the question of our general development programme. I made a brief reference in my budget speech to the projects that we have at present under examination. As far as new lines are concerned we have got the construction of about five thousand miles under investigation. I think my Honourable friend asked me why it is that we do not go forward at a faster pace and make plans on a bigger scale, because the total railway mileage in this country in relation to the population is so small. That is perfectly true. But the difficulty in regard to carrying out big development plans—and that applies not merely to the railways but also to other departments of Government—are broadly two. There is first of all the financial question. The financial question in relation to development was probably less difficult a few years ago, but it is not going to be quite as easy a proposition as some Honourable Members might think. The question of finances required for development is going to give us a certain amount of anxious thought. Apart from that there is a very vital question in regard to all planning at present. We might be in a position to get over the financial difficulty but I think what is going to tell in the immediate future is the scarcity of materials. It is not our financial resources but our material resources which are going to play a decisive part in the settlement of this question. In the report of the Advisory Planning Board, over which my Honourable friend Mr. Neogy presided, a very important suggestion has been made with regard to railways, namely, since many of these important materials are in short supply is it right that railways should make an undue demand on them? Because, if the railways carried out their plans on anything like the scale that they have in mind it would for the time being mean a very big demand upon materials which are already in short supply. We have got to take that into account. As I said a few days ago in this House, as far as capital expenditure required for replacement purposes is concerned, we do not think it is possible to postpone that. But as far as new lines are concerned I think the question of scarcity of materials at present is something that we cannot altogether overlook. So if my Honourable friend finds that we are not going ahead at the rate at which he would like us to, he will realise that it is due to circumstances which are to a very large extent beyond our control.

Then, Sir, there are various specific proposals which have been made to me regarding local projects. My Honourable friend Dr. Zia Uddin asked me about the East Indian Railway, I have looked into the figures and I find that the East Indian Railway is under present conditions quite well provided in comparison with the G. I. P. and the B., B. & C. I. on the other side of India, not merely in regard to the number of trains provided but also in regard to the number of units of rolling stock provided. So that I think on the whole there is very little room,—as I said, specially with reference to present conditions,—for complaint as regards the East Indian Railway.

My Honourable friend Seth Sukhdev asked me about the Karachi-Bombay line. As he probably knows, there are two alternative routes under consideration. The survey with regard to one of them has been completed and we expect a report on it quite soon. As to the other I think the survey is still in progress, but we expect to get a report at a very early date. Till then

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reports are in hand it is impossible for me to make any definite suggestion with regard to them.

My Honourable friend Mr. Hirtzel as usual raised the question of rail-road co-ordination. Since there is a cut motion on this subject I think I had rather defer saying what I have to say on this subject till that motion comes up for discussion. I think I made a reference to this question in my reply to the general discussion; I do not know if I should be in a position to add to it; but I would ask him to wait till we have had a discussion this afternoon on the general question.

Khan Abdul Ghani Khan (North-West Frontier Province: General): Sir, on a point of order, the Honourable Member has forgotten the gentleman who wanted to go to Ranchi.

Sri A. K. Menon: Sir, I beg leave of the House to withdraw the cut motion. The cut motion was by leave of the Assembly withdrawn.

Mr. President: I find that the motion on rail-road co-ordination comes from the European group under demand 15 and from Sri Mohanlal Saksena under demand 16. I should like to know the proper heading under which this discussion will come.

The Honourable Dr. John Matthai: I suggest that demand No. 15 would perhaps be the appropriate head to raise this question.

Mr. President: Then Mr. Saksena's motion which is given under demand No. 16 has to be taken up now. My point is that the motion which Mr. Saksena has tabled in respect of Demand No. 16 would fall more appropriately under Demand No. 15.

Mr. A. O. Turner (Government of India: Nominated Official): Demand No. 15 may be left open till after the European Group cut motion under this head has been moved. That is what has happened in respect of Demand No. 1 and that was the procedure adopted last year.

Mr. President: That is what I am going to do. But my point was could Mr. Saksena's motion then be discussed under Demand No. 16, because it refers to the policy of Rail-Road Co-ordination? Which is the proper head under which this could be discussed?

Dr. Zia Uddin Ahmad: That does not matter. We discuss them in the order in which they are put in the agenda.

Mr. President: If this was the proper head for Mr. Saksena's motion, I would have suggested, if the Honourable Members are agreeable, that it should be taken along with this, and then to keep over the Demand, if it be necessary for the European Group.

Mr. M. A. F. Hirtzel: May I say that we have no objection to that arrangement. We are prepared to have our say on Mr. Saksena's motion and in that case we will not move our motion on this subject.

Mr. President: I find Mr. Saksena is not there. That is the difficulty I suppose.

Sjt. N. V. Gadgil (Bombay Central Division: Non-Muhammadan Rural): It can be moved later on. The House can go on with the cut motion of Pandit Balkrishna Sharma.

Mr. President: My point is perhaps not clear. This is a motion tabled by the Congress Party, and as we are taking all motions on any Demand by that

party, this being a motion in respect of Demand No. 16 by the Congress Party, it should be taken before any motions on Demand No. 16 are taken.

Sjt. N. V. Gadgil: It can be taken at any time. It is the result of an arrangement made between the Parties with the President.

Shri Satya Narayan Sinha (Darbhanga *cum* Saran : Non- Muhammadan): We can take even Demand No. 28 before Demand No. 1. This has been the practice of the House.

Mr. President: Then I should like to clarify one more point on which I am feeling a difficulty. Is it suggested that any Demand can be taken up, and the cut motions of the same Party on that Demand may be taken up at any time?

Sjt. N. V. Gadgil: It depends on the view they take.

Mr. President: Is it not the idea that that particular Party should exhaust all its cut motions with regard to that particular Demand?

Shri Satya Narayan Sinha: No.

Mr. President: Any way the position is not yet clear to me. I had thought that, if on Demand No. 1 a Party tables five motions, all of them have to be disposed of.

Shri Satya Narayan Sinha: Not necessary.

Mr. President: That would mean that they can move one motion on Demand No. 1 and then say "put Demand No. 10" and they would again come back to Demand No. 1. That seems to me to be very queer. I can postpone it for the purpose of other cut motions of other parties because the time allotted to them has yet to come, but if a particular Party tables cuts in respect of a particular Demand then all those cuts have to be taken one after the other; and the difficulty arises here because Mr. Saksena has tabled his cut motion under Demand No. 16 which more appropriately should be under Demand No. 15.

Sjt. N. V. Gadgil: There is no limitation except the time allotted by the President as a result of the arrangement to a particular party. The particular party may have any arrangement suitable to them.

Mr. President: Yes, any arrangement suitable to them provided they take all their cut motions in respect of one Demand and finish them.

Sjt. N. V. Gadgil: That has not been the practice.

Haji Abdus Sattar Haji Ishaq Seth: Not necessarily. A Party may consider one particular cut more important than the other, and they can put it according to the priority reached in the Party itself. Therefore it is quite possible that it may take up Demand No. 10, then Demand No. 1, and then again go back to Demand No. 10. It is according to the urgency and the importance of the cut motion.

Shri D. P. Karmarkar (Bombay Southern Division : Non-Muhammadan Rural): May I make a submission? It appears that Mr. Saksena's cut motion has been rightly tabled under Demand No. 16 because it is under Demand No. 16 that an expenditure of Rs. 1,50,75,000 has been provided for this purpose.

The Honourable Dr. John Matthai: I agree. It might be left under Demand No. 16.

Mr. President: In any case we adjourn now.

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

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. President (the Honourable Mr. G. V. Mavalankar) in the Chair.

DEMAND NO. 16.—OPEN LINE WORKS—ADDITIONS

The Honourable Dr. John Matthai (Member for Railways and Transport):

Sir, I beg to move:

"That a sum not exceeding Rs. 23,19,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1948, in respect of 'Open Line Works—Additions'."

Mr. President: Motion moved:

"That a sum not exceeding Rs. 23,19,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1948, in respect of 'Open Line Works—Additions'."

Manufacture of Locomotives, Wagons and Coaches

Pandit Balkrishna Sharma (Cities of the United Provinces: Non-Muhammadan Urban): Sir, I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100."

Before I touch on the specific question before the House regarding the manufacture of locomotives, I would like to take the House over the history of the manufacture of locomotives in this country. Within the short time at my disposal, I will try to give as complete a picture of its history as possible and try to show how this locomotive industry in our country has lagged behind.

Sir, the history of locomotives manufactured in India has had a very chequered career. Indian opinion never favoured the import of locomotives into the country. It always insisted upon its manufacture being done in India, but somehow a sorry scheme of things so conspired, that we could not change the situation in its entirety and we continued to import locomotives in hundreds with the result that we have imported I think not less than about 7,500 locomotives into this country during the last 40 years.

It was not that there were some technical difficulties in the way. It was not that this industry was a new industry in this country. As a matter of fact, the East Indian Railway workshop and the Bombay, Baroda and Central India Railway workshop at Jamalpur and Ajmer respectively, did manufacture locomotives during the year 1885 and 1940, and I think that the B., B. and C. I. Railway workshop even today continues to manufacture locomotives. The House may not be surprised to know that the E. I. R. workshop at Jamalpur and the B., B. and C. I. workshop at Ajmer manufactured locomotives complete with boilers, tenders, under frames, cylinders, running gear and every thing, and they also had their own designs. From the year 1885 up to 1923 the E. I. R. workshop manufactured 214 broad gauge engines, 103 boilers and 99 tenders. Similarly the workshop in Ajmer from 1892 to 1940 manufactured as many as 435 metre gauge locomotives in this country. These figures will clearly show that our country did not lack any technical skill to manufacture locomotives, but as I said a minute before, somehow things so developed that we could not take up this work of the manufacture of locomotives in all earnestness.

Sir, after the last 1914-18 war, the Government of India came to the conclusion that there must be a locomotive manufacturing shop in our own country and that our railways should not depend upon the international markets for the supply of locomotives. With that end in view the Government of India in 1921 came out with a circular that they would encourage a private industry for manufacturing locomotives in this country. Near about 1922 or 1923, what is known as the Peninsular Locomotive Company came into existence in this

country and it carried on its work for some time; but somehow it found that it could not compete with the prices prevailing at that time in the international market and therefore it applied to the Tariff Board for the protection of the locomotive industry. The decision that was taken by the then Tariff Board regarding granting protection to this industry has been summarised in the report that it gave regarding this question. The Tariff Board said:

"We consider it desirable on national grounds that the industry should be established in India and we believe that this could eventually be done (this protection should be given to it) provided substantial assistance were given by Government in the earlier years. But the existence of a sufficient market for locomotives in India is an indispensable preliminary condition and at present this condition is not satisfied."

"If protection were given now the country would carry a heavy burden during the next five years and at the end of that period the progress made would be insufficient to justify the sacrifice."

This was the opinion which was expressed by the Tariff Board at the time regarding the grant of protection to the Peninsular Locomotive Co. To me it appears that the Tariff Board and the Government of India of the time looked at this aspect of the question in a rather defective way. Perhaps the times were such that they could not look at this question from any other point of view. They always thought in terms of giving some sort of support to private enterprise in the manufacture of locomotives but they did not think in terms of this industry being of the utmost national importance and therefore they did not take the trouble of establishing an industry of their own. I do not mean that the Railway Board from time to time did not take into consideration various schemes for erecting a locomotive workshop, but those schemes came to naught in so far as the Railway Board would take no decision whatsoever in time.

I would not take much of the time of the House by taking it into the maze of the various schemes which came before the Railway Board from time to time or which the Railway Board itself evolved in regard to establishing a shop for locomotive manufacture in this country. I would, however, like to give an example or two.

Once it occurred to the Railway Board that they must start a locomotive industry in this country and that they must spread it over, throughout the country, in three workshops. Their scheme was that the boilers should be manufactured in the G. I. P. Workshop at Parel, heavy forgings, etc., in the E. I. Ry. workshop at Jamalpur and underframes, running gears and cylinders to be manufactured by, and final erection of the whole thing to take place at, the N. W. R. workshop at Moghulpura. That was one of the schemes that was thought out by the Railway Board but ultimately the scheme was rejected. The whole plan was scrapped on the ground that the workshops at Parel, Jamalpur and Moghulpura would not lend themselves to conversion for this work. Secondly it was not possible to exercise control over expenditure in three different workshops and thirdly (let us remember that these workshops were also to do the repair works) the objection that the Railway Board took at that time was that the correct allocation of expenditure between repair works and erection of the locomotives could not be properly distributed. Therefore this scheme was scrapped.

Then there came a scheme for remodelling the Tatanagar workshop for this work but that also was rejected, because it was felt at the time that the alterations would cost very heavily, the layout of the factory was not quite satisfactory and the cost of labour would be very great. These were the grounds on which the second scheme was also scrapped.

In 1933 the Railway Board again went about with this business and estimated the cost of a new workshop with a capacity to manufacture about 50 to 60 locomotives at about 80 lakhs but this scheme was also abandoned, because it was felt that the prices prevailing in the international market at the time of locomotives were so attractively low, that to proceed with the scheme at that time would be a waste. As a matter of fact during these years up to 1933 there had been set up certain committees—the Raven Committee, the Pope Committee and the

[Pandit Balkrishna Sharma.]

Inchape Committee—and they suggested certain developments in the actual running and repairing of the locomotives. The Raven Committee by its suggestion reduced the time of engines under repairs. As a matter of fact by the adoption of the Raven Committee recommendation a considerable amount of time was saved for engines under repairs. Then came the Pope Committee which suggested that all the locomotives should be pooled and they also suggested a method for the better utilisation of the locomotive power in the country. And then came the electrification scheme of Bombay. All these factors led to a surplus of locomotives in this country and this was also one of the reasons which prevented the Railway Board from proceeding with the scheme of manufacturing locomotives in this country.

I have calculated the cost which this country had to pay for buying locomotives up to this time. As I said, more than 7,000 locomotives are on the line; this includes metre gauge, broad gauge and narrow gauge locomotives. If 70 to 80 thousand rupees per locomotive were to be considered as the cost, then our country has paid in the neighbourhood of 70 crores of rupees during the last 40 years to outsiders by purchasing the locomotives abroad. But now the question before us is whether we can establish a locomotive workshop. From the reports that we have received from experts on this question, if we take into consideration the minimum average demand of our railways, then up to the year 1975 we will require locomotives in the neighbourhood of 108 broad gauge and 88 metre gauge every year. This is one basis of calculation. Another basis of calculation is on the existing equipment and the average requirements of our country on this basis will be 197 broad gauge, 85 metre gauge and about 10 narrow gauge locomotives. On the basis of daily use, again, it has been calculated that somewhere in the neighbourhood of about 90 broad gauge, 40 metre gauge and 4 narrow gauge locomotives will be required.

The specific purpose with which I have moved this cut motion is regarding the new shop which we are going to erect at Kanchrapara, about 26 miles from Calcutta. About this Kanchrapara scheme the experts have given their opinions from time to time in such a way that a layman like myself has become very nervous. At first it was calculated that the scheme at Kanchrapara will not cost more than Rs. 87.46 lakhs all-told. Again the calculation was made. Some other experts went into action and they came out with a sort of a revised estimate which actually went up to 255 lakhs. Then all this was scrapped. A third estimate was brought before us and that amounted to about Rs. 4,21,00,000. Then another scheme came before us which went up to Rs. 6,45,00,000. And then a fourth scheme came which raised the expenditure up to Rs. 12 crores which the Railway Board brought down to Rs. 11.4 crores. That is the present demand. Now, Sir, I feel that there is some sort of muddle there. At least I am not satisfied as to whether all these various schemes, these three or four schemes, and the expenditure mounting up by leaps and bounds, are all quite sound. I am afraid they are not and I will therefore ask the Railway Member to look into the scheme before launching it. I know it is high time that our country should be self-sufficient in respect of locomotives and should not depend upon any other country, that we should free ourselves of the tentacles of the international market. I know that. At the same time the various schemes that have been brought before us are such that it leaves me rather sceptic about the new scheme. In this maze of schemes and counter-schemes and counter-schemes and conversion schemes and independent Locomotive Building Schemes and in this spiral of raising estimates from 87.46 lakhs to 11.4 crores, a man like me simply gets lost. I would therefore request the Honourable the Minister for Transport to be good enough to take into consideration the suggestion whether all these schemes cannot be scrapped and a new scheme costing much less could not be taken in hand.

For instance, the report which was presented to the Railway Board by Messrs. Humphries and Srinivasan clearly says one thing.

"It may therefore be taken as established" they say "that there are no difficulties of a mechanical or other technical nature standing in the way of Indian railways manufacturing their own locomotives in India. In fact, the Bombay, Baroda and Central India Railway workshops at Ajmer design the locomotives they manufacture and turn out a finished product which compares quite favourably in regard to its service capacity and running, with the imported article."

If this is so, then I can't understand the reason why the Honourable Col. Emerson, the Chief Commissioner for Railways said in the Upper House that this Ajmer scheme is to be scrapped. They have been manufacturing locomotives already. If you want a little improvement, you can effect it. But to scrap the whole thing is a proposal for which I have not been able to understand the reason.

I similarly have not been able to understand why this workshop should be located at Kanchrapara.

As has been pointed out here and in the Upper House, Kanchrapara is nearer to the sea and so is within the bombing distance. Moreover the raw materials are not available there. Coal is not there. There are other things also. For instance steel is not available nearabout. Therefore, if this scheme is abandoned and if, according to the recommendations of the Humphries-Srinivasan Report, we adopt a scheme of having our workshop at Jamalpur I think it would be much better.

In their Report, Messrs. Humphries and Srinivasan say:

"The existing locomotive shops at Jamalpur have been rebuilt almost completely after the Bihar earthquake of 1934. Their lay out does not allow of the pooling of repairs and manufacture of locomotives into a composite shop, and for the reasons we have indicated earlier in the Report, we favour the alternative of building the new shops as a separate unit to that of mixing up repairs and manufacture under one roof."

This Kanchrapara scheme also is designed with the same end in view. The cost that has been given by the experts, Messrs. Humphries and Srinivasan does not amount to more than Rs. 108.73 lakhs for the Jamalpur Shop. Therefore I very humbly will suggest to the Honourable the Railway Member that instead of getting the shop established at Kanchrapara, if he can persuade the Railway Board to bring it to Jamalpur and thereby reduce the cost also from 11.4 crores to only Rs. 1 crore and 8.73 lakhs then I hope the purpose will be amply served.

Sir, with these words I move that a cut of Rs. 100 be effected in this demand.

Mr. President: Cut motion moved:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100."

Sardar Surjit Singh Majithia (Punjab: Landholders): Mr. President, Sir, I rise to support the cut motion so ably moved by my Honourable friend Shri Balkrishna Sharma. Railways in this world have played a great part in developing any country industrially or economically or educationally. They play a very great part in the development of a country. My friend Sharmaji stated that we could not take up the manufacture of locomotives. I would go a step further and say, not that we could not take up the manufacture, but rather we were not encouraged, or definitely discouraged, to manufacture locomotives in this part of the country. The reason is not far to seek. For, if this country started the manufacture of locomotives and other rolling stock, the orders—or may I call the fat orders—which the British or the Western part of the world got would not have been taken, with the result that all their Indian capital which could have been used in this country for the benefit of this country alone, was taken out for the benefit of another power, which was so typical of them.

Sir, I would take the House to the year 1945 when the then Honourable Member for Railways while presenting the Railway Budget for that year said that plans were being finalised for the workshop at Kanchrapara. Next year, that is

[Sardar Surjit Singh Majithia.]

in the year 1946, the Railway Member was absolutely silent on this point. This clearly showed that the remarks made in 1945 were merely an eyewash.

[At this stage, Mr. President vacated the Chair which was then occupied by Mr. Chairman (Shrimati Ammu Swaminadhan).]

It is most gratifying that the Railway Member of our National Government has gone a step further and he has presented this year definite figures and plans

for the Kanchrapara workshop. In order to meet the demands of a country which is rapidly being industrialised or rather will be industrialised, with our Government at the head, Railways will have to play an important part in the development of the country. If you see the figures, the figure of railway traffic and the travelling public has increased three-fold. To overcome the overcrowding we shall have to put into service about three times the trains that are running at the moment. This necessarily means that we will have to get hold of more wagons, more coaches and more engines. If we were to follow the policy followed by the predecessors of the present Government, then it will mean that capital which is about three times as much as has already been invested in foreign countries will have to be invested again and the money will go out of India and I am sure that our Government will try to prevent that money from going into other hands. As I have said, we would require a lot more of locomotives and this takes us to the other problem and that is the scarcity of coal. It is most gratifying to note that our Railway Member is already thinking of the diesel electric and electric locomotives. I would say that the Railway Member should give the first priority to these new types of locomotive power and whereas he is already going ahead with the production of steam locomotives he should start or rather in any case assure us that the production of diesel electric engines or electric engines will be started in this country in the very near future. This would help us to get over the coal shortage. This is more necessary from another point of view also and that is, that with the increasing industrial development of this country the industries are going to take up quite a lot of coal and if the Railways have to run and the industries have to flourish they have to be competing with each other for getting hold of their coal and it is therefore more necessary that the railways which have been established should take to the other form of power and try to get hold of the locomotion power from other sources than coal. I can say it definitely that the railways will not be the losers. They should pioneer, encourage and take the lead in encouraging the industrial development of this country, for with the development of the country you will raise the earning power of the public or the ordinary man. Thereby they will be able to pay higher price for the transport used, which the Honourable Member wants us to pay. With these words I strongly support the cut motion moved by my friend Mr. Sharma.

Dr. Zia Uddin Ahmad: Sir,

An Honourable Member: Madam!

Dr. Zia Uddin Ahmad: Sir, I think it is a matter of congratulation to the Members of the Assembly that its proceedings should for the first time be presided over by a lady member of this House. I had the same difficulty in the University of Aligarh, about using Bachelor also to male and female students.

Now, as regards the cut motion, when reading the cut motion, I was under the impression that we will discuss the paucity of rolling stock and not the question as to where the workshop should be located, as my friend the Mover of the cut motion ultimately concentrated in the end. I thought it was really a thing admitted by everybody that we are short of rolling stock and any attempt that can be made to manufacture in this country may be absolutely impossible and we have to import from outside and increase our rolling stock to the greatest capacity. There is no need to comment on this issue. As regards the location of

the locomotive workshop, you cannot manufacture metre gauge and broad gauge engines at the same workshop. One workshop to manufacture the locomotives for metre gauge at Ajmer may not meet all our requirements and of metre gauge lines and to overload it with the manufacture of broad gauge is not an economic proposition. This question was really closed some time ago.

As regards the other point as to where it should be located I understand this question was thoroughly discussed by the Standing Finance Committee where our representatives, I notice from the report, unanimously accepted the location of the site for the manufacture of locomotives for broad gauge. Some years ago we considered the possibility of Jamalpur. It was given up because it was not convenient to combine the construction of locomotive with repair work. Jamalpur is a well organised institution and it really caters for the entire repair work and construction work is also done there. But to overload it now for the construction of new locomotives is not a sound economic proposition. I had thought that Jamalpur had been given up long ago, for the location of factory for manufacturing locomotives. The other place which was considered in this connection and which was also discussed some years ago was Jamshedpur. In this case also there are some difficulties. In the first place, the difficulty is about land, which is not very easy to find there. Then, it is not very easy to find labour also there. The iron and steel industry is an expanding industry and if you locate other industries also there, labour will become more scarce and there may be unnecessary competition between the two. Therefore, this workshop ought to be located somewhere else. I understood from Khan Mohammad Yamin Khan, who is a very enthusiastic member of the Railway Standing Finance Committee, that the Committee selected Kanchrapara for several reasons. In the first place, there is plenty of land there. The military had some land there and they have now given it up. The second argument was that there is skilled labour also available in Kanchrapara. The drawback of this place was pointed out by my Honourable friend Pandit Balkrishna Sharma that coal and iron are not there. Now, it is very difficult to establish such factories at places where there are coal mines and iron mines. They will have to be located at some convenient place and Kanchrapara is a place which is neither very far from the coal mines nor from Jamshedpur, which manufactures various iron and steel things. This factory will not need the iron ore. They will need the manufactured product of iron which will probably be manufactured to a large extent at Jamshedpur and it can also be imported from outside. They will also require steel of a very high quality which probably India cannot produce at present. Taking all these points into consideration, I think that Kanchrapara which has been selected is the best place from economic consideration. In a matter like this it is not desirable that we should be swayed by political considerations. But if we look at this problem from a political point of view, then I would not like that Bihar should monopolise all the industries merely on the ground that they can produce coal. If the argument was that we ought to place every industry at a place where there is coal and iron, then all the industries in India will have to be concentrated in the province of Bihar. But the Government would not accept this theory because, after all, you have also to consider the question as to how to supply these articles to the consumers. That consideration should not be left out altogether. We should look at this question only from the point of view of economic consideration and the practicability of getting the best product out of the materials, because whatever we produce there will not be the property of a particular province but it will be the property of the Central Government, as transport is already a Central subject and not a transferred subject. I admit that I have not been in touch with the most recent arguments as I was not a member of the Railway Standing Finance Committee, but from the conversation that I have had with Khan Mohammad Yamin Khan I understood that from the economic point of view this place is the best. This argument has appealed to me and I support the decision taken by the Railway Standing Finance Committee.

Mr. Muhammad Nauman (Patna and Chota Nagpur *cum* Orissa: Muhammadan): Sir, I am really surprised at the attitude which the Honourable Mover has taken on this cut motion. I thought that his purpose in moving this cut motion was probably different from what he actually said on the floor of the House. Unfortunately, I was myself not present in the House when he spoke but that is what I have been given to understand. With regard to the workshop at Kanchrapara, he said that it was not a suitable site. I would only say in this connection that this question was not even brought by the Honourable Member himself before the Railway Standing Finance Committee nor did any Member of his party say that this was not a suitable site. This after-thought is probably the result of certain political considerations which he might have had himself and which might have been given to him by some other persons. I would only say this that Kanchrapara as a workshop has proved more successful than any other workshop so far. He has probably laid stress on Ajmer, but he does not realise that the Ajmer workshop was, in the first place, made for preparing locomotives. Even that they have not been able to do successfully to a reasonable extent. The handicaps of Ajmer were probably realised by the B. B. and C. I. officials, but they had no other alternative. The position of the Railway Board is quite different. It is not a question of a particular locality, but it is a question of the most suitable site in the whole of the country. He said that we would need coal and iron and the vicinity of these things would be an advantageous factor. Ajmer is more devoid of iron and coal than Kanchrapara by any means.

Pandit Balkrishna Sharma: On a point of personal explanation. May I inform the Honourable Member that, as a matter of fact, I did not refer to Ajmer in preference to Kanchrapara. I only said that I was in favour of Jamalpur in view of the cost, which was 108 lakhs as compared to 11 crores at Kanchrapara. That was what I said.

(At this stage, Mr. President resumed the Chair.)

Mr. Muhammad Nauman: I stand corrected in that sense. I thought he had first preferred Ajmer and that is why I was developing my argument on those lines.

Now, about Jamalpur, which is part of the province to which I have the honour to belong. Probably nobody would have been happier than myself if that were a really suitable place. What we have seen of Jamalpur workshop so far is that it has not been able to work even on that limited scale at which it was organised. The financial consideration which my friend has just mentioned by correcting himself is not of much importance in this way that we did examine all the financial aspects and our decision was arrived at after careful consideration of the financial aspects as a whole. I do not suppose I have got the time to go into the financial aspect of this scheme because it would require reference to a lot of books and statements issued by the Railway Board. But I think the Railway Board took the necessary steps and made necessary enquiries in this connection and they arrived at the decision that no better place than Kanchrapara could be found suitable and that it was preferable to Jamalpur. Jamalpur is a small place. It is farther away from a Port than Kanchrapara. Kanchrapara has the great advantage of being nearer a Port for such imports as may be necessary even when we manufacture locomotives on a bigger scale. Moreover we have sunk a large sum of money on the workshop at Kanchrapara and it would be sheer waste of public expenditure now to think of changing the place.

The next point which I should like to impress is the question of availability of labour. In Kanchrapara there is a greater chance of getting labour than at Jamalpur. Perhaps the Honourable Member did not realise that there is no other part in Bihar which is more thinly populated than Jamalpur side. The

particular class of labour which is required for the workshops will not be available unless you import them to Jamalpur from other parts of Bihar or from Bengal, whereas in Kanchrapara which is in a densely populated area,—in fact, it is more densely populated than any other area—there is no difficulty of labour at all. That is also a great factor in choosing the site where labour will be available for our purpose. I will not dilate on the question of coal, iron and manganese. They have to be transported in any case whether the workshop is located at Kanchrapara or Jamalpur. In the case of Jamalpur these products have to be imported from the vicinity, whereas in the case of Kanchrapara, it may be that these products have to come from a farther vicinity. That is the only difference. Under these conditions, I find there is no reason why any idea should be entertained in this House about changing the site for manufacture of locomotives. The Standing Finance Committee has already approved this proposal. This issue was not raised in the Standing Finance Committee. The Railway Board after a full consideration of all the pros and cons have decided in favour of Kanchrapara and I hope the Honourable Mover of this Cut Motion will no more insist on a change of the location of the workshop and I hope he would agree to the decision already arrived at. With these remarks, I resume my seat.

Khan Mohammad Yamin Khan (Agra Division: Muhammadan Rural): Sir, this subject of manufacture of locomotives, wagons and coaches has been engaging the attention of this House for a long time past. Many years ago when Sir Muhammad Zafrullah Khan was the Railway Member, I had brought this subject to the attention of the Railway Board. Unfortunately Sir Muhammad Zafrullah Khan did not realise at that time what difficulties we would have to encounter. My contention at that time was that if war broke out and since we depended at that time for our supply of locomotives from abroad, we might be put in a helpless position quite unable to meet the demands of the country. At that time, my fears were pooh-poohed and brushed aside. They all dubbed me as a pessimist dreaming of war. I was quite sure myself that war was bound to flare up soon because I knew the conditions in Europe in those years. War did actually come and my prophecy was fulfilled much sooner than others expected. The position in this country became very acute. The country was called upon to tackle increased transport problem with the limited stocks of locomotives and wagons at our disposal with the result that the situation became very alarming. Many of the locomotives and wagons were taken away by the military for defence purposes, and civilian trade was practically at a standstill. In view of that situation, we pressed on the Railway Board to select a site for manufacture of locomotives. The idea at that time was to choose Lahore for the location of the workshop. There was a great scope for cheap labour in Lahore and we thought that Lahore being nearer the home town of Sir Muhammad Zafrullah Khan, that site would be chosen. All appeals from this House did not make any effect on the mind of the Government, constituted as it was at that time. Year after year we went on pressing on the Government the desirability of making a start with the manufacture of locomotives in India. In the Railway Standing Finance Committee also we had been asking the Government to start manufacture of locomotives. We went on pressing on the Government, but with no effect, until at last, the Government themselves woke up to the difficulties of the situation and realised that it was no longer safe to leave things to drift. The Government also agreed that it was necessary to manufacture locomotives in larger numbers in this country. There was the Ajmer workshop which had just started manufacturing locomotives. They had a lot of work besides and so the Ajmer workshop could manufacture only a few locomotives which were not at all sufficient for the country. (*Interruption*). I know this. They could not cope with the demand at that time. Now, when the war actually started, this workshop at Ajmer was only able to supply some locomotives for the metre gauge lines and

[Khan Mohammad Yamin Khan.]

this work too had to be stopped because they were entrusted with more important work connected with the prosecution of war. So even the small amount of work in the shape of manufacture of locomotives which Ajmer workshop was able to do had to be curtailed greatly. Moreover locomotives had to be exported from India to Middle East and the result was that we were left only with few locomotives on metre gauge lines. These metre gauge lines suffered greatly. After a good deal of persuasion, the Railway Board agreed to start this scheme in Kanchrapara. At that time I did not want to raise a controversy over the selection of the site for the location of the workshop because that would take us to somewhere in no man's land. Because if we raised this question provincial controversies would creep in and every province would want it to be located within its own boundaries. Instead of doing any good that would only divide the people; and so we left it entirely to the wisdom of the experts of the Railway Board to select the site they thought best. They selected Kanchrapara and came before us with a scheme to which we in the Finance Committee after long examination and deliberation gave our consent. Of course that scheme differed from the present scheme. First of all we did not think of making so many locomotives as we intend to do now. It was the idea that Kanchrapara which was to be mixed up with the existing workshop would make only a few locomotives and then expand; but now we do not want to proceed piecemeal but we want something which will meet all our requirements. So now we have this scheme which will give us 150 locomotives every year. The scheme is very good for India and although I do not like contracts being given without tenders and the committee also was strongly of the view that this must not be done, we had no other alternative because the scheme would otherwise be delayed by ten months, which would be required for specifications to be prepared on which tenders for the workshop could be invited. We did not like this postponement which would keep us dependent on foreign imports and so we agreed. The only point of difference between us and the Railway Board was as to how the contract should be given; there was no dispute about location or its formation. We examined the thing thoroughly with the help of the Railway Board; and it must be said to the credit of the Honourable Mr. Asaf Ali that along with non-official members he was very keen on putting the scheme through at once. But our differences remained as they were, though there was a sort of compromise. The Committee after long deliberation decided not to say anything against location at the place where after long persuasion we had succeeded in getting it. We did not examine it further because these things give rise to all sorts of conflicts. Lahore had a long standing claim and it had better facilities than other places except Kanchrapara. We also examined the claims of Jamalpur but did not find it feasible. For instance, we considered whether coal and iron would be available; Kanchrapara is not very far from the coalfields. But steel also is required, and that can be supplied only by Tata's who would build their own locomotives. So we cannot purchase only from Tata's and no one else, and even for building our workshop we have to depend on foreign markets for steel. If we want to build it only with Indian products that would take two or three years which means that 300 or 400 locomotives would have to be purchased from abroad. A workshop must be run economically, which is only possible if we manufacture in large quantities. Our engines at present are out of date, most of them have run their life which is 35 years, and in the last five or six years we have not replaced any of them. We are getting some now but not in the quantities that we require. So even at a higher cost we have to buy from abroad, and I do not know how long these high prices will continue; there is no sign of their coming down in the next three or four years. So after all this deliberation in the House for more than 12 years, postponement now and starting from the very beginning will do no good to the country.

I do not think much of the argument of vulnerability of Calcutta from the air. Nowadays every place is vulnerable; and in case of an air attack from Burma side Calcutta and Jamalpur are equally open to attack, and two or three hundred miles make no difference. In the same way, as regards coal if it can be taken from the coalfields to Jamalpur it can be taken to Kanchrapara also. As regards steel I have said that we have to depend on foreign markets for a long time and it is easier to get it in the Calcutta port than in the interior. I would have heartily supported this if Government had given any consideration to it in 1935 and 1936 when I pressed for it before the Honourable Sir Zafrullah Khan who, however, did not like my ideas. Therefore I think it would not be advisable to start this controversy of location again or to postpone it after all these long deliberations on this question. Whether it is located at Lahore, or at Ajmer, or at Kanchrapara is to my mind a trifling matter as long as it is in India. What is important is that we must have locomotives manufactured in India. Now that a decision has been taken that it should be located at Kanchrapara, let it be there, although I would have preferred Lahore. Ajmer is also a suitable place, but there are many difficulties there: land, water, coal and supply of steel. These difficulties are much more acute there than at Kanchrapara. All the Honourable Members who have seen the Ajmer workshops know how it is situated and whether there is any scope of its expansion. Personally I do not think there is any big scope. Sir, I would not like this question to be reopened. Let us leave it to the experts to choose the site, but let us insist that it should be done as economically as possible. Taxpayers' money should not be spent unnecessarily, and we should manufacture locomotives as early as possible.

Sir, these are my views. I do not wish to go into details of what happened in the Committee because you will not permit me to do so, but I have given the conclusions at which the Committee arrived and that is a public property.

Diwan Chaman Lall (West Punjab: Non-Muhammadan): Proceedings are not confidential. Proceedings of Select Committees are but not of Standing Committees.

Khan Mohammad Yamin Khan: The proceedings of the Select Committee are confidential. I have only narrated the conclusions arrived at which are available to this House; I have not revealed the talks which took place in the Committee.

After all that has happened, I thought that this House would unanimously accept that contract should be given by calling tenders and not by negotiation. I gathered that the Parties were determined to press this point, but later on some assurances were given as a result of which cut motions were withdrawn. It was stated that as far as quarters and other construction work is concerned for which contract is to be given to ten people, sufficient time would be given in inviting tenders. I now hear—I am not sure of course because I am not a contractor and I do not know these things—that insufficient time has been given, and if it is so I hope the Honourable Member will see to it that the date is extended. As the Honourable Member knows, the idea in the minds of the Members of the Committee, who represent this whole House, was that tenders should be invited, that the contract should not be given to one firm which happens to know everything beforehand, and that the contract should be split up so that the work may be executed properly and expeditiously. No favouritism should be shown to anybody and everybody should have the freedom to give a tender for this work; of course the cheapest tender should be accepted. That should be the criterion and that is to which I stick and I press.

Pandit Mukut Bihari Lal Bhargava (Ajmer-Merwara: General): Sir, I rise to support the motion moved by my Honourable friend, Pandit Balkrishna Sharma. I think I shall be failing in my duty if I do not express my sentiments on this question because so much has been said about Ajmer by all sections of the House. I submit that it is a question of such supreme importance that it must be judged on its own merits without bringing in provincialism or communalism. As every Member who has expressed his sentiments has said, we must abide by the opinion of the experts on the point as to which place would be most suitable for the location of this important industry which I submit is most valuable for the financial stability of our railway system, which is so important in our national life.

So far as Ajmer is concerned, I admit the only disadvantage that it has got is that it is a small place and the province in which it is situated is more or less a district. Otherwise judging from every point of view, Ajmer has the first claim to this industry. It is Ajmer which right from 1895 to 1940 has been the sole locomotive manufacturing centre in India. So far as experts' opinion is concerned, the latest available report is by Humphries and Srinivasan which was written in 1940, and so far as Ajmer is concerned it says that the locomotives produced at Ajmer, numbering 435 have been of a very good quality and they compare well with foreign manufactures. The report of course says that the production of locomotives at Ajmer is slightly uneconomic, but the reason given by the expert committee is that it is due to the production being on a very small scale. They have said that if production is increased, and if the factory is reorganized and run on more scientific lines, it will not be a losing concern. Therefore, the first question on which I would like to invite the attention of the Honourable the Railway Member is that he should not approach this question with a biased mind. He should not proceed on the data that has already been worked out before him, but he should keep his mind open on this question and should consider the question entirely on its merits. It has been said that Ajmer is a very congested place; that there is scarcity of water. But I respectfully submit that there is no truth in this argument. If the Honourable the Railway Member personally proceeds to the site he will be glad to find that there is ample accommodation available for the railway company itself and apart from that, there is a lot of land which can be easily acquired in case this is necessary. So far as the scarcity of water is concerned, I respectfully submit that this industry has been working there for such a long time and yet the scarcity of water has never been felt. Of course with tube wells and other mechanical devices whatever little scarcity there is will be met. It has been argued that it is not situated near coal and iron and therefore it is at a disadvantage. My respectful submission in this connection is that it is a preposterous proposition to argue in modern times that every industry, or every centre of industry must be located in the vicinity of coal and steel. In fact, Ajmer, as I have already said has been manufacturing metre gauge type of locomotives for a long period, and if this has not stood in its way so far why should it be taken as a disadvantage for the future. Similarly, if it is an argument for preferring Jamalpur as against Kanchrapara or *vice versa*, then Sir, a little distance will matter.

We have also in view that the Central Provinces have sources of iron ore and coal which are still undeveloped and I am informed that the Planning Advisory Board has already recommended that these sources in the Central Provinces should be tapped and if this is done the situation in Ajmer so far as coal and iron is concerned will be eased. Therefore, Ajmer has a good case. It has the oldest claim. Moreover in wartime the Ajmer factory, which had till then only manufactured metre gauge locomotives, was called upon to manufacture broad gauge locomotives, owing to war necessities and by 1946 not less than ten locomotives were manufactured and they are running satisfactorily. Similarly, this year there are ten locomotives for the broad gauge in

hand besides metre gauge locomotives. Then the argument that it is uneconomical to manufacture locomotives in Ajmer is controverted by the fact that the B. B. & C. I. Railway was not a State-owned railway in the beginning. It was a Company-owned railway and still the B. B. & C. I. Railway company which had no particular love for developing Indian industry manufactured from 1895 its own locomotives in the Ajmer workshop so much so that it went before Parliament and sought permission that it may be allowed to manufacture locomotives not only for its own use but also for the use of other companies that were in need. That showed that that company was economically manufacturing locomotives and was making profit. Therefore my submission is that even if you stick to the experts' report it holds that the Ajmer workshop should be continued notwithstanding the proposal that Kanchrapara be developed. The argument of the experts is that it is absolutely necessary in case of a key industry of this kind that there should be another supplementary workshop which may be relied upon in days of necessity and urgency: my submission to the Honourable the Railway Member is that even if he comes to the conclusion that the main State workshops are to be located in Kanchrapara or somewhere else, there is no justice in stopping the manufacture work at Ajmer. I was surprised to find in the speech of the Honourable the Chief Commissioner of Railways in the Upper House that it is boasted for the first time that the Ajmer workshops is being run uneconomically, suggesting by implication that they are thinking of closing it down. I must protest against this. It will be doing a great injustice to Ajmer. In fact it will be penalising Ajmer for the very object for which it has been the sole custodian of this industry for such a long time.

Coming to the next point, and which is very important, it is about Kanchrapara. This report recommended that the present repair workshop at Kanchrapara must be converted into a manufacturing workshop. The experts had three alternatives before them: whether they should recommend Jamalpur, or whether they should recommend the conversion of this workshop into a manufacturing workshop at Kanchrapara or whether they should suggest an absolutely new site for the making of this new workshop. Their recommendation is positive on the point. Both on technical as well as on financial grounds, they suggested that the conversion of the Kanchrapara repair workshop into a manufacturing workshop is the only sound proposition. They ruled out the other alternative of locating the factory at any place other than Kanchrapara. In this report they came to the conclusion and made an estimate and their recommendation was that the repair workshop at Kanchrapara could be converted into a workshop producing 80 locomotives per year at a very moderate cost of Rs. 46.47 lakhs. Then, Sir, they considered the other alternative, whether it was necessary or economically or technically correct to start this workshop at a different site, and their finding was that it was most uneconomical as they estimated that it would cost at least over Rs. 2 crores for a plant producing the same number of locomotives. Therefore they urged the Government that even in war times they should forthwith implement the recommendation of that committee by converting the repair workshop into a manufacturing workshop. Strangely enough though the recommendation was made in January 1940 no concrete step was taken by the Government. In last year's budget speech of the Honourable the Railway Member, we were informed that the work of converting this repair workshop into a manufacturing workshop would proceed and we were told that sufficient progress had already been made towards that direction. It is strange, and I am rather surprised to find, that this scheme of conversion about which the Railway Member in his last budget speech was absolutely positive has been overnight changed into locating a new site altogether. If you refer to the proceedings of the Standing Finance Committee on Railways of December 1946, you will be pleased to find that in the memorandum that was presented to the Standing Committee it was pointed

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out that conversion of this repair workshop into a manufacturing workshop would cost the railways not more than Rs. 1½ crores, and still we find that instead of adhering to that scheme a new scheme, costing no less than Rs. 11.4 crores, working with single shifts, and Rs. 13.7 crores with double shifts has been made out. The question has to be examined carefully. If the experts opinion is to be adhered to, if their opinion is entitled to be heard, the question arises and the public has suspicion on the point: Why should the railway authorities bid farewell to this conversion scheme over night and adopt such a costly scheme of Rs. 11.4 crores and adhere to this? My respectful submission therefore is that the Honourable the Railway Member should consider the question on its merits with an open mind. When we are going to locate a key industry of such supreme importance at a particular spot, we have to think of the larger interests of the country. We do not know who may be our enemies tomorrow and if air bombing has to be faced, will it be safe to locate a key industry at one centre and that too in the eastern most corner of India, which is vulnerable and is accessible to air bombing and

4 P.M. invasion by sea? Sir, sagacity and wisdom demand that such a key industry should not be concentrated at one centre but should be spread in different parts and the safest way is to locate the industry in the heart of India, either at Ajmer or in the Central Provinces. Of course it has been suggested that even Ajmer is open to air raid but our anti-aircraft defences have greater chances to check such air raids if industry is located in Ajmer. In the Central Provinces it will be almost impossible for enemy aircraft to bomb. My submission therefore is that even if the Railway Member adheres to this expensive scheme of 11.4 crores, at any rate the claim of Ajmer for being the site should not be ruled out. It should be considered and I think it deserves sympathy at the hands of the Honourable Member.

The Honourable Dr. John Matthai: Sir, my Honourable friend the Mover started his speech with a brief history of the manufacture of locomotives in India. As he rightly pointed out this is a matter which has a fairly long history, going back to somewhere about 1921. I am not concerned to defend the policy of the Government of India 26 years ago in the matter of promoting the manufacture of locomotives. But if it is suggested that the failure of the Peninsular Locomotive Company at that time was an indication that it was not possible to manufacture locomotives in India economically, then I am bound to point out that the reasons for the failure of the Peninsular Locomotive Company were of a somewhat special kind.

In the locomotive industry as in other industries you cannot work economically unless you can be assured a certain minimum output. The Peninsular Locomotive works were designed for handling the manufacture of locomotives of a certain magnitude, but a few years after the Company was promoted the estimated requirements of the Railway Board had to be altered so substantially that the output on which the Peninsular Locomotive Company had counted dwindled considerably. I do not say that there were not other circumstances but this I believe was one of the most important circumstances that led to the failure of the Peninsular Locomotive Company.

As far as the present position is concerned, I think we have now reached a stage, when it is possible for us to say that practically all the immediate requirements of the Indian railways in respect of locomotives would be met by indigenous manufacture. If you take the requirements of Indian railways in respect of replacements over the next 15 years, you will find that the capacity which has been provided for the two Indian factories would be sufficient to meet these requirements. If, however, it is found that the railways have to undertake a large development of their lines, and, expand the existing railway mileage, we would need more locomotives than we can at present provide. But so far as our requirements over a period of 15 years are concerned, there is sufficient capacity

in the country now to meet them. The two most important workshops, as the House knows, are the proposed Kanchrapara Works and the Singhbhum Workshop near Tatanagar. One has a capacity of 120 to 150 locomotives and the other has a capacity of 50 locomotives with 50 spare boilers in each case and between the two I think we should be able to meet all immediate requirements.

The most important point which has been raised in the debate is whether we are right in locating the Government works at Kanchrapara. This scheme has a chequered history as the Honourable the Mover pointed out. I came into the consideration of this problem with a perfectly open mind. None of the previous decisions on this subject was I in any way concerned with, so that I can claim that when I took charge of the department and had to apply my mind to this problem and come to a decision on it, I could do so without the handicap of any past commitments. Personally I feel, having given the matter such thought as I am capable of, that the location of these works at Kanchrapara is justified and must stand. Anybody who has had experience of the very difficult problem of fixing the location for a new industry will know that it is not by any means an easy matter to come to a decision on. I am not surprised that in regard to the location of the locomotive Works at Kanchrapara there should be such wide difference of opinion. But I have examined the main factors upon which the decision with regard to Kanchrapara was taken and I feel, with such lay knowledge as I have of these matters, that on the whole there are good grounds for thinking that Kanchrapara is a suitable location for these works. As regards skilled labour, supervision, water, availability of land, electricity, nearness to Calcutta which is the headquarters of three big railway systems, all these, I think, are considerations which point to the fact that Kanchrapara would not, at any rate, prove an unsuitable location. The question has been gone into very thoroughly by our technical advisers. The matter was placed before the Standing Finance Committee. They have also approved of it, and my predecessor Mr. Asaf Ali gave his best thought to the matter. He also accepted the scheme. I myself think that the considerations which have been applied to this problem are sound and therefore as far as I am concerned I see no reason for varying this decision.

In connection with Kanchrapara the question has been raised whether the proposed capital expenditure of Rs. 11½ crores is not excessive, particularly if you compare that estimate with the original estimates which had been framed for this scheme. That is also a matter that I have gone into in some detail. It is perfectly true that there is a very considerable margin between the estimates contained in the Humphries-Srinivasan Report and the present estimate. I must point out with reference to the Humphries-Srinivasan Report that it is a very competent report and a report which has afforded a great deal of stimulus to the encouragement of the locomotive industry in India. In spite of that I feel that in the main the Humphries-Srinivasan Report must be looked upon in the nature of blue-print, a good-blue-print. But it is nevertheless a blue-print and not a detailed scheme based upon careful technical scrutiny which of course it was not possible for them to carry out in the circumstances in which they worked. Having said that I must point out that the difference between the original estimate in the Humphries-Srinivasan Report and the present estimate can be accounted for with reference to four factors. The first is that, for good reasons, it has been decided that the manufacturing shop and the repairing shop at Kanchrapara cannot very well be combined. That, I think, is a matter which would receive the approval of people who have experience of industrial undertakings of this kind. It is not as a rule an economical thing to combine two operations of this kind in the same shop. But once it is accepted that manufacture should be done in an independent shop, it puts the whole question of costs on a different footing. There is secondly the factor that in the original scheme there was no provision for staff quarters on the scale that we consider now necessary. Thirdly the capacity for which the

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Humphries-Srinivasan Report made estimates' was considerably less than the capacity on which we are at present proceeding. Above all, there is the big factor, that the level of prices in 1940 when the Report was published was very different from the level of prices on which we have got to make our purchases and fix our arrangements. Taking all these matters into consideration it is not surprising that the estimates of cost have gone up. I do not want to suggest that we have reached finality with regard to this figure of Rs. 11½ crores, but it is the best provisional estimate that we can make at present. As a matter of fact you will have seen from the papers that we have circulated that the experts' estimate of over Rs. 12 crores has been worked down by the Railway Board to Rs. 11½ crores. It is possible later on that we may be able to work it down a little more. But Rs. 11½ crores for a works of this kind at the present level of prices would, I think personally, be justified.

My Honourable friend the Sardar Saheb raised the question of electrification with reference to the manufacture of locomotives, the point being that if we are going in for electrification on a large scale the kind of steam locomotives that we are proposing to manufacture might be found unsuitable. My answer to that is that as far forward as we can see in the near future it is not likely that the demand for electric locomotives would be such as to render superfluous any of the locomotives that we are proposing to manufacture at Kanchrapara and Singhbhum. As the House knows, the estimate we have at present for electrification covers about 1,600 miles out of a total Indian railway mileage of 35,000 miles. I do not think there is any serious danger of the Kanchrapara and Singhbhum works being rendered superfluous by increased electrification of railways.

The Deputy President raised the question of tenders. That is a question on which at present we have not come to a final decision. That question is still open. But I should like to give the House some idea of the arrangements which have been tentatively considered in regard to it. When this matter first came up before the Standing Finance Committee their decision was to the effect that the works should be divided roughly into two parts. As Honourable Members know, the total estimate is Rs. 11½ crores. Putting the thing roughly, you might say about Rs. 3 crores or a little more than Rs. 3 crores would represent the cost of the machinery. That would leave you with about Rs. 8 crores. Out of that Rs. 8 crores, again speaking very roughly, Rs. 4 crores would represent the cost of the workshop and the ancillary services; and the other Rs. 4 crores would represent the cost of the colony, the staff and labour quarters. The arrangement that has been provisionally considered is that the workshop and the ancillary services should be given to one contractor because in constructing a workshop it is a matter of importance that it should be properly co-ordinated.

Khan Mohammad Yamin Khan: May I interrupt if the Honourable Member will allow the indulgence? Of course the Honourable Member is fully aware that on this point to which the Honourable Member is referring, there was a divergence of opinion. It still exists whether we have come to this conclusion or not—that is we have not agreed.

The Honourable Dr. John Matthai: I will explain the point that the Honourable the Deputy President has raised. As far as I am able to judge from the record or decisions arrived at by the Standing Finance Committee, the position roughly is that the workshop should be under one contractor, the idea being, as I said, that in the matter of the construction of such a complicated thing as a workshop, which is an integrated thing in which every factor has got to be co-ordinated with every other, it is important that the control should be a single control. The idea that we have tentatively considered is that the workshop and the ancillary services—and by ancillary services I mean the roads drainage, water supply, electricity etc.—that these things should also be under the same

control as the workshop. I know the Honourable the Deputy President takes a different view, namely that it is possible to separate the two—the construction of the actual shop would be in the hands of one contractor or engineer and the construction of these ancillary services would be in the hands of another.

Khan Mohammad Yamin Khan: Several. Electrification in the hands of one, roads in the hands of another, water supply in the hands of a third. That was our decision.

The Honourable Dr. John Matthai: The view that our expert advisers take is that in the matter of ancillary services connected with an engineering shop so complicated as a locomotive shop, it is necessary to consider the whole thing together as one integrated concern. As far as the Colony is concerned, as the Deputy President himself mentioned, the idea is to divide it into ten lots and call for tenders. The position with regard to the shop is that negotiations have been going on with an engineering firm for the construction of the whole shop. Recently we issued advertisements regarding it and have received other applications in response to these advertisements. There have been no tenders called for but there have been discussions with other parties who have responded to these advertisements. The matter is still under discussion and examination. We have not come to a final decision. I am aware there is a great deal of feeling on this subject, and both the Railway Board and myself are keeping the question open for the time being. We are going into this again and we shall see that the best possible arrangement, both with reference to the interests of the Indian engineering industry in the country and with reference to the public interest, would be made. That, Sir, is as far as I can carry the matter at present. I think I have covered most of the points that have been raised.

Pandit Balkrishna Sharma: I beg leave of the House to withdraw my cut motion.

The cut motion was by leave of the Assembly withdrawn.

[At this stage Mr. President vacated the Chair which was then occupied by Mr. Deputy President (Khan Mohammad Yamin Khan)].

Policy of Rail-Road Co-ordination.

Shri Mohan Lal Saksena (Lucknow Division: Non-Muhammadian Rural): Sir, I move:

“That the demand under the head ‘Open Line Works—Additions’ be reduced by Rs. 100.”

At the outset, I would like to congratulate the Honourable Transport Member on the admirable manner in which he has placed his view point on every question that has arisen in the House. He has not only considered the non-official view points sympathetically but he has revealed a complete grasp of the questions he discussed. That only shows, during the short time he has been in charge of the portfolio, how much hard work he must have put in to study the different problems. Indeed, Sir, it is a matter of gratification for all of us in this House as well as the country to have a man of his versatile ability and varied experience at the helm of the biggest industry in the country during this transitional period. Sir, I hope that the budget discussions this year will bear fruitful results and will be reflected in the working of the Railways during the ensuing year.

Coming to the object of my motion, I do not want to go into the history of this question, for nobody is aware of it more than yourself Mr. Deputy President how this question has come up before the House more than once. During his speech, this year, the Honourable Member referred to it and said that in order to co-ordinate the various forms of transport a Board had been set up but there is no mention as to why no effort has been made towards financial participation in other forms of transport, although efforts have been made to bring about Rail-Road Co-ordination by forming tripartite companies or even by joining the schemes of nationalised transport in the provinces. In his speech the Honourable

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Member has said that the Railway Department have also reviewed the subject and are convinced that co-ordination is essential to avoid wasteful competition, protect Government finances and provide better transport service for the public. Therefore the object is three-fold and so far as we are concerned, we have to examine as to how far these three-fold objects are likely to be achieved. On the question of Rail-Road co-ordination there is no difference of opinion in this House. But the question remains how is it to be achieved. The Honourable Transport Member has suggested two ways, firstly by promoting tripartite companies and secondly by participating in the nationalist transport schemes of the provinces.

Now, Sir, as regards nationalisation, this question has recently been discussed on the floor of the House twice, once in regard to the nationalisation of the air services and again in regard to the nationalisation of the Reserve Bank. On the last occasion, the Honourable Transport Member himself gave a learned discourse about the manner in which an industry is to be nationalised and I appeal to the Honourable Member to apply his mind, as a prudent business man, to the problem of Rail-Road co-ordination as well. So far as nationalisation is concerned, we on this side of the House would welcome the nationalisation of road transport but the question is—when and how it is to be effected. Is the object of nationalisation to be merely the transfer of the ownership from individuals to the State or is it the object of nationalisation to divert the profits from the pockets of the individual to the coffers of the State. Are these the objects of nationalisation expected to serve some further ends? So far as I am aware the object of nationalisation is to be what capitalist enterprise cannot be and that is it should be a democratised service. It should be a thing which should not only provide better goods and services cheaper and more efficient than what private enterprise has been providing but it should be something more. In the provinces where schemes of nationalised provincial road transport have been formulated, we find that these schemes are to be worked by Boards of Transport composed of old officials who have had nothing to do with democracy that is by means of those very bureaucratic tools which according to our Leader, the Leader of the House, have been a legacy, which has been hampering the work of the Governments rather than helping. So, my submission is this—that this is not the opportune time for nationalisation. I believe nationalisation has to come, but the pre-requisite of success of all nationalisation is that there should be sufficient preparatory groundwork before an industry is nationalised. There should be systematic and planned work and it should not be done piecemeal or in a haphazard manner. Now, what do we find? So far as the present schemes of road-transport nationalisation are concerned, I think they are going to begin at the wrong end, we are certainly going to eliminate the individual road operator by these schemes. But so far as the import business of motor buses is concerned, it will be still in the hands of private dealers. The Government have got no workshops to build the bus bodies nor have they got any workshops for doing repair work. So, I presume that that will have to be done by private-owned workshops and the bus bodies will have to be built by these private-owned workshops. Then, again, Sir, there is not the personnel that is required for running a nationalised service in order to provide greater and more efficient service to the public. We know how the public is being inconvenienced so far as the railway transport is concerned. We know that there is not only so much overcrowding but there are no adequate arrangements for providing them with proper amenities. There was a discussion in this very House and we know that there is a lot of work to be done in that direction. We know that corruption has not been controlled, not to speak of its complete elimination. We know that it is not possible even to supply printed tickets. So, if we take up these provincial schemes of nationalised transport, I think we will be adding a great deal to our responsibilities. We do not know whether we will be able to discharge those responsibilities properly because, for ought I know, the Provincial Ministers have not had sufficient time to give careful thought to the schemes that they have

undertaken. I know from my own personal experience that no one scheme can be taken up and tried for the whole of the province. What is desirable is that we must work out one or two or three schemes in a limited area and whichever succeeds should be taken up. The Honourable Member stated that the Central Government is going to participate financially in these nationalised undertakings and I would like the Honourable Member to consider these schemes and approach them as a prudent man of business and then decide future course of action. Not only that, I would also like to make one suggestion. Although it is said here that no money will be advanced unless the scheme is approved by the Railway Standing Finance Committee, I do not think it will serve our purpose. Just as last year this House had appointed an *ad hoc* Committee to consider the whole question, there should be a Committee of the House to consider from time to time the various schemes which the Government approves and proposes to assist financially.

Then, there is the question of the new lorries. We know that Bombay will require about 4 crores worth of lorries if the whole road transport service in the province is nationalised, and if all the provinces were to nationalise the road transport services, it would amount to about 40 crores. That means that at the very outset we will have to import so many chassies and that would mean using up so much of the sterling balances which are badly required for other capital goods. My own idea is that the Government has already got a large number of buses which the Disposals Department have been trying to dispose to big businessmen. It would have been much better if they had been fitted up and brought in working condition and then sold to the existing bus operators. My own definite suggestion is that we must have a definite programme of nationalising the road transport, but not just now. Let it begin, say, five years hence and let it compete in the following five years. During these five years, I would like the Government to concentrate on the following.

We know that we have just had a discussion about the manufacture of locomotives. I would also like the government to concentrate on the manufacture of motor cars and motor buses in this country. If they are not going to launch on that just now, at least they must have workshops in which they may be able to build the bodies. Then, there is import trade of motor cars. That should be nationalised. We know from our own experience how the cars that have been coming to this country have been finding their way into the black markets. The press has reported that some of the Ministers are involved in the large amount of profits that these motor import companies are making. So, the first step that the Government could take is to bring the import of these motor cars, motor buses and the accessories under its control. Secondly, Sir, I would suggest that the Government should provide for workshops because during these five years it must have workshops not only for building the bodies of the buses but also for their repairs. We know that the ordinary bus-owner, if he could get suitable facilities for necessary repairs, could keep his bus in proper working condition. Thirdly, I would like the Government to create efficient and trained personnel for the purpose of the running of the nationalised undertaking. We know that so far as the railway staff is concerned, even the Chief Commissioner has had to admit that they have been lacking in courtesy. We know that there are lot of complaints against the dealings of the motor bus drivers and conductors. So, what we would like in the meantime is that the work of training up the personnel should be taken up. Fourthly, we would like that the State should organise State insurance for the third party risk. We know that a large sum of money is made by the private insurance companies. Why should they be allowed to make that profit? At least that form of insurance should be nationalised. The State should organise the insurance of vehicles in respect of third party passengers and workers. As a matter of fact, that is one of the suggestions in our note in the report of the Select Committee on the Motor Vehicles Bill. Fifthly, I would like the Government to collect and build up

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reliable statistics to assess the density of traffic and operational charges and to collect material for evolving rate structure in respect of fares and freights. Sixthly, I would like the Government to build sheds for passengers and to provide other amenities. There should also be sheds for taxis and motor vehicles. Lastly it should regularise reliable road service. So, there is sufficient work to be done during the next five years.

As regards the profits, I know from the figures that we have got that during the last three years there have been several companies in which the Government has been interested financially. They have not shown any profit. As a matter of fact, they have shown loss. For instance, there are two companies in the Central Provinces which have suffered loss. There is no company which had made any profit so far. Then, Sir, if we can profit by the experience of other countries, we have the instance of the Nationalised Transport Company of Ireland. It was nationalised some time in 1935 and till 1940, instead of making any profit, they had incurred a very heavy loss. I was reading the Railway report for the year. I find nowhere any statement to the effect that these companies had made any profit. Only in one case I find where the Government has earned profit, but it adopted a very different system. On page 30 of this Report, I find:

"Passenger relief services were inaugurated between Bombay and Poona and also radiating from Poona to Nira, Lonand, Ahmednagar, Sholapur, Pandharpur, Baramati, Dhond, Loni, Kedgaon, Dehu road and Lonavala. These services were operated by contractors, the Relief Services Limited. No financial commitments by the Railway were involved in this scheme. The contractors pay a royalty of one anna per bus mile, if their average earnings per bus mile do not exceed annas twelve for three calendar months and annas 1½ if they do. In return the Railway makes suitable arrangements for the comfortable booking of passengers, viz., the use of Railway waiting halls, the provision of booking and parking places, the use of railway weighing machines and where necessary, the use of railway communications, etc., The cost of publicity is borne by the Railway and in order to prevent leakage of revenue an efficient outdoor staff is maintained for checking the services. The monthly royalty paid by the contractors works out on an average to Rs. 10,000 approximately."

Sir, this is one of the methods in which you can help the existing enterprises as well as control them. As I say, there should not be any ambiguity, there is no sanctity about the period being five years or three years, they must be warned that after a definite period of operation, all the existing road operators would go out and the whole business would be taken over by the Railways.

Sir, in this short time it is not possible to make out all the points. I hope the Honourable Member will consider this question and apply a fresh mind to it because I know that during the short time he could not have had sufficient time to examine it. As a matter of fact, regarding the Bombay scheme, several criticisms appeared. I do not want to go into them in any detail. I hope the Honourable Member will have some arrangement by which the wishes of the House expressed during last year's discussion and in the previous years will be given effect to. Sir, I move.

Mr. Deputy President: Cut Motion moved:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100."

Capt. G. T. B. Harvey (Madras: European): Sir, on Thursday last, the Honourable Member for Transport, replying to the day's debate on his Budget, said that the great Public Utility Service which the Railways had now become had to be treated very largely as a business concern, must look for every possible cut in expenditure, devise new methods of obtaining revenue, and where they could legitimately do so, put aside as much money as possible against a rainy day. His present Budget was framed on those rather orthodox lines and as such received the approval of the Leader of this Group and of some others, though not of all others. One of this public utility concern's early activities would be to undertake certain extensions of the country's existing road mileage. It is in these two particular aspects that I should like to occupy the attention of the House

for a moment. It is perfectly patent that however wide-visioned and enterprising a Railway Authority may be, it can never hope to serve, by rail alone, or even with such auxiliaries as waterways and air routes, this huge sub-continent of people bent on establishing themselves as an up-to-date World Power, industrially, agriculturally and socially. As an Honourable Member said, I think, on Saturday last, there must be thousands of villagers in India, who, even today, have never seen a metalled road, let alone a railway line. It is quite certain that there is a large amount of potential and desirable intercourse, both business and social, in many tracts which the railways alone will never be able to cater.

Now, since we are told that the Railways are to regard themselves as a business concern, I hope it will be considered pertinent if I ask what its mental attitude, permanent attitude, is to be towards that other form of transport which alone can open up the vast tracts still undeveloped in this country. What policy will inform the Honourable Member for Transport and his officers in their contracts with the Finance Department and with the Central Transport Board which so far seems to have so little to show for its co-ordinating labours. Now, I feel that as in any business concern, capitalist or otherwise, competition is the breath of its nostrils, the official attitude of so large a single undertaking, all out for business, towards a competitor for public traffic, is a matter of high importance, so important that it might perhaps be made statutory. Government's power to control, take shares in, even wholly to nationalise any public undertaking, any 'development' undertaking is not in question, though I listened with great interest to the Honourable Member's emphasis the other day on the great difficulties and dangers of nationalising very big interests all at once. It is therefore not so much the power as the right to impede and handicap, under the urge of the competitive spirit, an activity so essential to the opening up of the country side as is the Road Transport. After all it seems to me that an investment in Road Transport of 1½ crores can hardly be considered over generous. My qualms in this respect are not due particularly to the Honourable Member's budget speech as to a draft of a Bill which is later to be introduced in this House and the Select Committee's report thereon. Since that co-ordinating authority, the Central Transport Board must be cognisant of those findings it can hardly be considered irrelevant to mention them in a purely railway budget debate. But it does definitely strike me that Road Transport activities are to be compassed about with so great a cloud of inhibitions, prohibitions and other stumbling blocks as to make one rather anxious lest the voice of the Railways was then, and may continue to be, rather loud and insistent.

Take a single instance, a provincial Transport Authority, a servant of Government-in-competition-and, may be, a single individual—is apparently to be able to ordain not only what a motor vehicle may carry, what it may charge and how far it may travel, but whether it should run at all. That local, and possibly lay authority is also able to reject proposals of responsible undertakings—and I may assure the House that there are in this country now many real experts in the science of road transport with foreign experience and highly enterprising purses to provide passenger or goods traffic for places which would definitely be the better off for those services, since the railways can never possibly reach them. This House will remember a rather vivid anecdote in the Honourable Member's introduction to the budget. I refer to that American story of how on a certain date only four hundred trucks were engaged on long distance haulage in America out of eight million trucks on the road. I wish in a country on the verge of development such as we are we had eight million trucks on our roads, instead of seventy thousand; and we have a population twice as big. I admit that that is not a very fair comparison because of course industrially America is at present far ahead; and also I am aware that railways pay for their own roads while Government pays for motor transport roads. Nevertheless the suggestion that American railways are not afraid of the competition of eight million trucks seems to me definitely interesting. I admit also that in the interests of, and for

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the safety of the public control of some sort is quite obviously necessary; it may have to be even rather elaborate control. But I should very much like to be assured that Messrs. Government & Co. do not propose to use their over-riding powers too much in the competitive aspect to the detriment of Messrs. X. Transport & Co., where by so doing they must ensure to hundreds of villages and hamlets a further stretch of that inaccessibility and backwardness from which it is so desirable that they should escape. I admit that my case may be partially supposititious. In any case the principles and details of the Motor Vehicles Amendment Bill will be thrashed out here at another time. All I am concerned with now is the genuine mental attitude of Government in the Railway Department towards that great desideratum,—the rapid opening up of this largely inaccessible land by means of road transport. I therefore support the motion.

Sri Jagannathdas (Balasore *cum* Sambalpur: Non-Muhammadan): Sir, I support this motion moved by my Honourable friend Mr. Saksena. Everybody congratulated the Honourable Transport Member on his budget speech as representative of the national Government, but I congratulate him on his courage in anticipating the inevitable and presenting it to us. He has burdened us with a responsibility which we are scarcely fit to bear. He has to face here a hundred odd Members but we have to face hundreds and thousands of people outside. This rail-road co-ordination I view from the point of view of employment; the railways which are now nationalised employ 9 lakhs of people of which the share of my poor province of Orissa is practically nil. So in order to succeed in nationalisation the railways must inspire us with a pride of ownership; and what have the railways done to inspire us with that pride? It is 55 years ago that the first railway line was started from Calcutta to Puri, and conditions are still the same, without any improvement whatever. Even a big junction station like Kharagpur has no shed over the platform. Puri is a big pilgrim centre which attracts passengers every year from all over India, but the station has no shed over its platform. In this year's budget we find so many surveys being started and almost all of them are in Orissa. Up till now all these lines were not surveyed. From my district of Sambalpur there is no direct line to Cuttack which is the capital of Orissa. The journey by rail takes a day and a half whereas by bus it takes only seven or eight hours. They are only now starting the survey of a line from Sambalpur to Khurda. As regards the amenities for passengers, the behaviour of the railway employees, the comforts on the journey, etc., the less said the better. If there be no competition the railways will never start new lines or improve the amenities for passengers. If we feel that the railways are our own and we can get better comforts in them than in motors, why should we give our revenue to the bus-owners? There is of course a necessity for buses. Some 25 years ago some ramshackle cars began to sprawl on the roads; there was need for them then and the need has now very largely increased. British Orissa is surrounded by the States and mineral products from these places have to be carried to the railway stations. There is only one railway line there and motor buses are therefore required; the tripartite company, as they call it, will never be able to do it. The same condition now prevails as before.

In the Honourable Member's budget speech we were told that the policy of re-opening stations and restoring train halts is to be restored as and when possible. But on the B. N. Railway you find that whereas during the war they were stopping the mail train at Jajpur Road station they do not do it now. In the last two months the train has not stopped there. But they say that the Associated Chamber of Commerce asked them to leave Calcutta late. For that purpose they have stopped these things and we are put to very great inconvenience. May I ask are these railways meant for the Associated Chamber of Commerce? If so, the public do not feel any pride in the ownership of these

Railways. The Governor of Orissa wrote to the General Manager, B. N. Railway to stop the mail train at Chattarpur and Jajpur, and he agreed to stop at Chattarpur, not at Jajpur. We requested the General Manager and he said
5 P. M. that they could not do so because there were no facilities for stopping the train at Jajpur.

Mr. Deputy President: Order, order. The time is up.

Haji Abdus Sattar Haji Ishaq Seth: If the Government want to say something they may say. What happens to this cut?

Mr. Deputy President: The time is up and the matter ends.

The Assembly then adjourned till Eleven of the Clock on Tuesday, the 25th February, 1947.